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JOURNAL

AND

PROCEEDINGS

OF HER MAJESTY'S

LEGISLATIVE COUNCIL

OF THE

PROVINCE OF NOVA-SCOTIA.

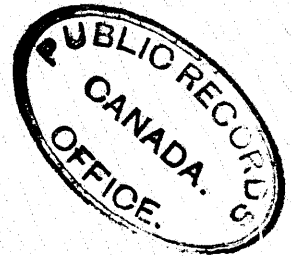
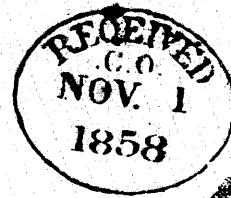
1858.



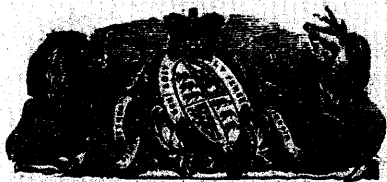
HALIFAX:

A. GRANT, QUEEN'S PRINTER.

1858.







# PROCLAMATION,

By His Excellency Major General

*Sir John Gaspard LeMarchant,*

*Knight, Knight Commander of the Orders of Saint Ferdinand and of Charles the Third of Spain, 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. GASPARD LEMARCHANT.

**W**HEREAS the General Assembly of this Province stands prorogued to Wednesday the 10th day of June instant :

I have thought fit further to prorogue the said General Assembly to Thursday the Twentieth day of August 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 4th day of June, in the 20th year of Her  
Majesty's Reign, A. D. 1857.

By His Excellency's Command,

CHARLES TUPPER.

GOD SAVE THE QUEEN.



# PROCLAMATION,

By His Excellency Major General

*Sir John Gaspard LeMarchant,*

*Knight, Knight Commander of the Orders of Saint Ferdinand  
and of Charles the Third of Spain, 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. GASPARD LEMARCHANT.

**W**HEREAS the General Assembly of this Province stands prorogued to Thursday the 20th day of August instant:

I have thought fit further to prorogue the said General Assembly to Thursday the Twenty-second day of October 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 12th day of August, in the 20th year of  
Her Majesty's Reign, A. D. 1857.

By His Excellency's Command,

CHARLES TUPPER.

GOD SAVE THE QUEEN.



# PROCLAMATION,

By His Excellency Major General

*Sir John Gaspard LeMarchant,*

*Knight, Knight Commander of the Orders of Saint Ferdinand  
and of Charles the Third of Spain, Lieutenant-Governor  
and Commander in Chief in and over Her Majesty's Pro-  
vince of Nova Scotia and its Dependencies, &c., &c., &c.*

[L. S.]

J. GASPARD LEMARCHANT.

**W**HEREAS the General Assembly of this Province stands prorogued to Thurs-  
day the 22d day of October instant:

I have thought fit further to prorogue the said General Assembly to Thursday the  
Tenth 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 14th day of October, in the 21st year of  
Her Majesty's Reign, A. D. 1857.

By His Excellency's Command,

CHARLES TUPPER.

GOD SAVE THE QUEEN.



# PROCLAMATION,

By His Excellency Major General

Sir John Gaspard LeMarchant,

*Knight, Knight Commander of the Orders of Saint Ferdinand and of Charles the Third of Spain, 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. GASPARD LEMARCHANT.

**W**HEREAS the General Assembly of this Province stands prorogued to Thursday the 10th day of December instant:

I have thought fit further to prorogue the said General Assembly to Thursday the Fourth day of February next, *then to meet for the Dispatch 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 2d day of December, in the 21st year of  
Her Majesty's Reign, A. D. 1857.

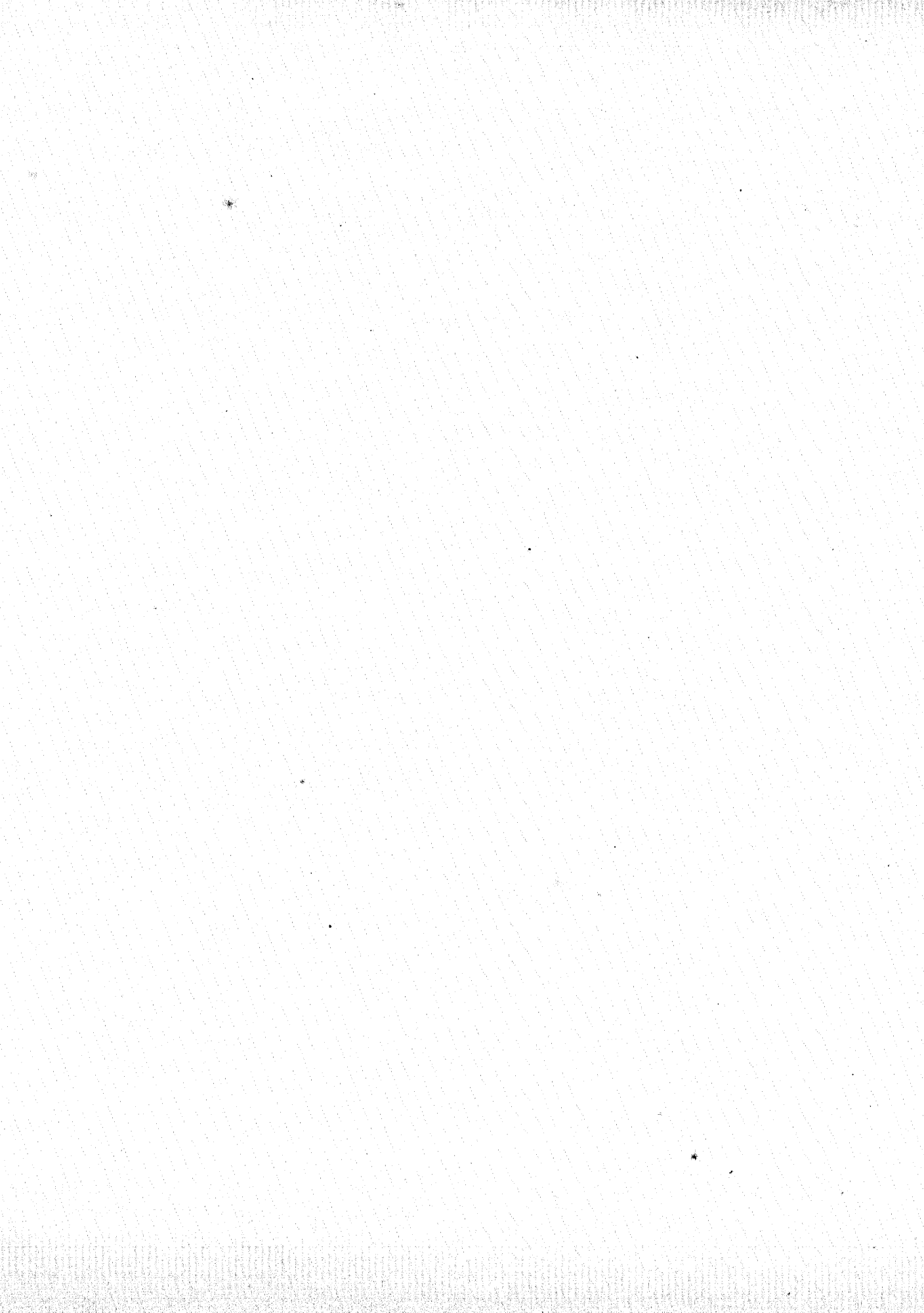
By His Excellency's Command,

CHARLES TUPPER.

GOD SAVE THE QUEEN.







JOURNAL  
OF THE  
PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL

OF THE  
PROVINCE OF NOVA-SCOTIA.

THIRD SESSION OF THE TWENTY-FIRST GENERAL ASSEMBLY.

---

ANNO VICESSIMO PRIMO VICTORIÆ REGINÆ.

---

AT HALIFAX, IN THE PROVINCE OF NOVA-SCOTIA.

LEGISLATIVE COUNCIL CHAMBER,

Thursday, 4th February, 1858.

The General Assembly having been prorogued to this day, the Council met,

PRESENT:

The Honorable EDWARD KENNY, *President*,

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
JOHN MORTON,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,

The Honorable WILLIAM A. BLACK,  
HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.

At half-past two o'clock, P. M., His Excellency Major General Sir JOHN GASPARD LEMARCHANT, Knight, Knight Commander of the Orders of Saint Ferdinand and of Charles the Third of Spain, Lieutenant-Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia, and its Dependencies, &c., &c., &c., came to the Council Chamber, attended as usual, and, being seated, the Gentleman Usher of the Black Rod received His Excellency's command to let the House of Assembly know "It is His Excellency's will and pleasure they attend him immediately in this House," who being come with their Speaker, His Excellency was pleased to open the Session with a Speech to both Houses as follows:

H. E. comes to Council Chamber.

H. A. attend.

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

*Mr. Speaker, and Gentlemen of the House of Assembly:*

Her Majesty having been graciously pleased to remove me to another sphere of Executive duty, my official connexion with this Province will cease on the arrival of my successor, the Right Honorable the Earl of Mulgrave, who will shortly assume the Government of Nova-Scotia.

The history of the age will be forever marked by the unparalleled atrocities of the mutineers in India, and the heroic bravery of all classes of British residents, military and civil, by whose gallantry and endurance, with the blessing of Almighty God, we have every reason to hope the mutiny will be crushed.

To the people of this Province it must be exceedingly gratifying to find conspicuous among the many who have highly distinguished themselves, one of their own countrymen.

In conformity with a Resolution which passed the Legislature, with reference to the Mines and Minerals, Delegates proceeded to England, and the Articles of Agreement entered into with the Mining Association, subject to your ratification, will be submitted to you without delay.

You will learn with pleasure that the Railway works have steadily advanced, that nine miles additional on the Trunk Line are now open for traffic, and that the line to Windsor will be ready at an early day.

During the recess the attention of my Government has been directed to the consideration of the great enterprise of an Inter-Colonial Line. The papers relating thereto will be laid before you for your information.

The alteration made in the Tariff at your last Session, has enabled me to meet the large additional demands for Interest on the Railway Bonds; but the disturbed condition of Trade which has unhappily prevailed throughout the Commercial world, will naturally tend to diminish our resources for the current year; and the increasing burdens connected with our public works render it imperative for the honor and interest of the Country, that you should exercise great caution and economy in making your annual appropriations.

I deeply deplore the distress that the failure of an important branch of the Fisheries has caused to a portion of the hardy and enterprising Fishermen on our coast; yet from the bountiful harvest with which it has graciously pleased Divine Providence to bless us, we may confidently anticipate that the continued prosperity of the Country will not be seriously impaired.

Your increased liberality in providing for Common School Education, has, I am happy to inform you, given a valuable impulse to that essential element in the welfare of the people,—evidenced by an unprecedented increase in the number of Teachers, and in the efforts made by the inhabitants in many districts for their support.

Reports from the Commissioners charged with the examination of the Public Works, and Accounts of the Expenditure connected therewith, are in course of preparation, and will be laid on the Table at an early day.

*Mr. Speaker, and Gentlemen of the House of Assembly:*

The Public Accounts, together with the Estimates for the current year, will shortly be placed before you.

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

*Mr. Speaker, and Gentlemen of the House of Assembly:*

A measure will be submitted for your consideration having in view an alteration in the constitution of the Legislative Council, by which the Elective principle may be brought into operation.

Your deliberation will also be invited to other important subjects by which it is hoped the prosperity of the Province may be promoted.

You will require to make increased provision for the completion of that portion of the Hospital for the Insane now erected, to prepare it for occupation.

The heavy liabilities connected with the indispensable progress of our public works, and the inadequacy of the sum voted for the St. Peter's Canal, as exhibited by the report of the Engineer, have compelled me reluctantly to suspend further expenditure on that service until the whole question shall be reviewed by the Legislature, when, I doubt not, it will obtain the attention its importance demands.

During the six years in which I have had the honor and the happiness of presiding over the public councils of this Colony, I have endeavoured to regulate my Administration by principles, and to direct it to objects that I believed best adapted to advance the welfare of the people.

Their devoted loyalty to their Sovereign, their thorough appreciation of the value of British Institutions, and the intelligence they have evinced in carrying out the representative part of them, have rendered my duties easy and agreeable, and will, I am persuaded, greatly facilitate those that will devolve upon my successor.

Whilst addressing you from this place for the last time, I recall with pleasure and gratitude the unvarying harmony which in every stage of my Government has subsisted between my constitutional advisers and myself, the earnest coöperation which I have experienced from both branches of the Legislature, and the kindly personal feeling which has invariably been shewn to me by all classes of the community.

Wherever my future destiny may be cast, I shall always regard with the deepest interest every thing that may affect the progress, in material wealth and social happiness, of the Inhabitants of Nova Scotia, amongst whom I have spent so many happy years.

The House of Assembly then withdrew, and His Excellency was pleased to retire soon after.

H. A. withdraw.  
H. E. retires.

Alfred Whitman, Esquire, was introduced, and presented a Commission from His Excellency, the Lieutenant-Governor, appointing him a Member of the Legislative Council, provisionally, until Her Majesty's pleasure should be known,—whereupon the Oath of Allegiance was administered to him by the Honorable the Provincial Secretary (as Commissioner,) and after giving and receiving salutations to and from the Members present, his seat was assigned to him next to Mr. Comeau.

Mr. Whitman takes  
oaths.

Mr. Tobin presented a Bill for the improvement of the Law—which was read a first time.

Bill pro forma read.

*Ordered*, That the said Bill be read a second time at a future day.

The President reported His Excellency's Speech, and the same being read by the Clerk,

Speech reported.

Mr. Whitman moved that an Address be presented to His Excellency in answer to his Speech—which he read in his place, and afterwards delivered it to the Clerk, who read the same as follows:

Address moved.

To His Excellency Major General  
Sir John Caspard LeMarchant,

*Knight, Knight Commander of the Orders of Saint Ferdinand and of Charles the Third of Spain, Lieutenant-Governor and Commander in Chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c., &c., &c.*

THE ADDRESS OF THE LEGISLATIVE COUNCIL.

MAY IT PLEASE YOUR EXCELLENCY,—

We, Her Majesty's loyal subjects, the Legislative Council of Nova Scotia, thank Your Excellency for the Speech with which you have been pleased to open the present Legislative Session.

Address.

We are gratified to learn that our most gracious Sovereign has marked Her sense of your services by your elevation to the Government of Malta.

We most cordially join in the hope expressed by Your Excellency, that the struggle of our fellow-subjects in the East may effectually crush the mutiny of Sepoys, marked as it has been by brutalities and violence at which our nature shudders.

With no ordinary satisfaction, we notice conspicuous among those who have distinguished themselves in the heroic efforts for its suppression, the name of Major General John Inglis, a native of this Colony.

Our careful attention will be given to the proceedings of the Delegation requiring legislative ratification relative to the Mines and Minerals of this Province.

We are pleased to learn that the Railway works are steadily advancing.

We regret the distress that must ensue from the failure of one important branch of the Fisheries,—whilst we rejoice that through the blessing of Providence our harvest has been abundant.

It is satisfactory to us to learn that the increased grant for Common Schools has been productive of the benefit anticipated.

To the measure having in view an alteration of the constitution of this House by which the elective principle may be brought into operation, as well as to the other important subjects by which it is hoped the prosperity of the Province may be promoted, we shall devote our most careful attention.

We will cheerfully concur in any appropriation that may be required to render the Hospital for the Insane ready for the reception of those who are unhappily deprived of their reason.

The desire always evinced by Your Excellency to regulate your administration by principles, and to direct it to objects best adapted to advance the welfare of the people, has well entitled you to the coöperation of this branch of the Legislature.

It is gratifying to know that your intercourse with the Legislature and the people of this Province, has been characterized by such uniform harmony, as to have won the high appreciation of Your Excellency; and Your Excellency may rest assured, that on your departure from this Government, you will carry with you the best wishes of all classes for your future happiness and welfare, and that of Lady LeMarchant and every member of your family.

*Ordered,* That the said Address be read a second time at a future day.

*Ordered,* That Mr. Almon, Mr. McCully, and Mr. Fairbanks, be appointed a Committee for making arrangements for Reporting and Publishing the Debates of this House.

On motion made and seconded, the House adjourned until To-morrow, at 2½ o'clock.

Con. on Reporting.

Adjourn.

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**Friday, 5th February, 1858.**

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The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
JOHN MORTON,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,

The Honorable WILLIAM A. BLACK,  
HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.

PRAYERS.

The Minutes of yesterday were read.

The Address to His Excellency the Lieutenant Governor, in answer to his Speech, was read a second time. Address read 2nd time.

*Ordered,* That the said Address be committed to a Committee of the whole House presently.

On motion, the House was adjourned, during pleasure, and put into a Committee on the said Address. After some time the House was resumed, and Mr. Rudolf reported that the Committee had gone through the said Address, and had agreed to the same without any amendment. Committee.

*Ordered,* That the said Address be read a third time presently.

The said Address was read a third time, and the question was put by the President, Read 3rd time.

Whether this Address shall pass?

It was resolved in the affirmative.

*Ordered,* That the said Address be presented to His Excellency by the whole House. And agreed to.  
To be presented by  
whole House.

*Ordered,* That Mr. Whitman, Mr. Bell, and Mr. Almon, be a Committee to wait upon His Excellency the Lieutenant Governor, and ascertain when he will be pleased to receive this House with their Address. Com. to wait on H. E.

On motion made and seconded, the House adjourned until to-morrow, at two o'clock. Adjourn.

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**Saturday, 6th February, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,

The Honorable ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,  
JAMES McNAB,  
JONATHAN McCULLY,  
RICHARD A. McHEFFEY,  
ALFRED WHITMAN.

PRAYERS.

The Minutes of yesterday were read.

Com. to wait on H. E.  
report.

Mr. Whitman, the Chairman of the Committee appointed to wait upon His Excellency the Lieutenant Governor, and ascertain when he will be pleased to receive this House with their Address, reported that the Committee had waited upon His Excellency, and that His Excellency had been pleased to state he would receive this House at half-past two o'clock, P. M., this day.

House wait on H. E.

At half-past two o'clock, P. M., the House proceeded to the Government House with their Address, and being returned to the Council Chamber, the President reported that His Excellency had been pleased to receive the said Address, and to make the following reply thereto:

Reply.

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

Your Address affords me the greatest satisfaction and pleasure, and you may be assured I shall not fail to convey to Lady LeMarchant the kind expression of your sentiments towards her and my family, for which, in her behalf and theirs, I beg to tender you my most sincere and grateful thanks.

Adjourn.

J. GASPARD LEMARCHANT.

On motion made and seconded, the House adjourned until Tuesday at 2½ o'clock.

**Tuesday, 9th February, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
JOHN MORTON,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,

The Honorable WILLIAM A. BLACK,  
HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.

PRAYERS.

The Minutes of Saturday were read.

Message from H. E.  
with Despatches on  
Mines and Minerals.

Mr. Brown, by the command of His Excellency the Lieutenant-Governor, laid before the House the following Despatches and Papers, relative to the Mines and Minerals:



Despatch, dated 23rd April, 1857, from the Lieutenant-Governor to the Secretary of State for the Colonies, enclosing—

A Resolution of the House of Assembly, dated 23d April, 1857; and, also, The concurrence of the Legislative Council thereto, of the same date.

Despatch, dated 5th June, 1857, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Letter, dated 22d May, 1857, from Mr. Ivers to Mr. Merivale.

Minute of Council of Nova Scotia, dated 16th June, 1857.

Despatch, dated 16th June, 1857, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Letter, dated 31st July, 1857, from the Provincial Delegates to the Provincial Secretary—with papers marked A. B. C. and D.

Letter, dated 6th November, 1857, from the Delegates to the Provincial Secretary—with papers marked A. B. C. and D.

Letter, dated 24th July, 1857, from the Delegates to the Secretary of State for the Colonies.

Letter, dated 20th August, 1857, from Mr. Chambers to Mr. Bircham.

Letter, dated 20th August, 1857, from the Delegates to the Secretary of State for the Colonies.

Letter, dated 21st August, 1857, from Mr. Bircham to Mr. Johnston.

Letter, dated 24th August, 1857, from Mr. Bircham to Mr. Johnston, enclosing—

Letter, dated 22d August, 1857, from Mr. Elliott to Mr. Bircham.

Letter, dated 25th August, 1857, from Messrs. Bircham & Co. to Mr. Johnston.

Letter, dated 8th September, 1857, from Mr. Bircham to Mr. Johnston.

Letter, dated 10th November, 1857, from Mr. Johnston to the Provincial Secretary.

Letter, dated 10th September, 1857, from Mr. Bircham to Mr. Johnston.

*(Appendix—Mines and Minerals.)*

Also, the following Despatches and Papers, relative to an Inter-Colonial Railway :

Letter, dated June 4th, 1857, from the Provincial Secretary of Nova Scotia to the Provincial Secretary of Canada.

Inter-Colonial Rail-  
way.

Letter, of the same date, from the same to the Provincial Secretary of New Brunswick.

Minute of Council of Nova Scotia, dated 16th June, 1857.

Extract from a Despatch, dated 16th June, 1857, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Letter, dated July 22d, 1857, from the Administrator of the Government of Canada to the Lieutenant-Governor.

Report of a Committee of Council of Canada, dated 9th July, 1857.

Letter, dated August 10th, 1857, from the Lieutenant-Governor of New Brunswick to the Lieutenant-Governor of Nova Scotia.

Report of Committee of Council of New Brunswick, dated August 10th, 1857.

Letter, dated 20th August, 1857, from the Delegates to the Secretary of State for the Colonies.

Letter, dated 27th August, 1857, from Mr. Elliott to the Delegates.

Letter, dated 6th November, 1857, from the Delegates to the Provincial Secretary.

Letter, dated November 23d, 1857, from the Provincial Secretary of Nova Scotia to the Provincial Secretary of Canada.

Letter, of same date, from the same to the Provincial Secretary of New Brunswick.

Letter, dated 12th December, 1857, from the Provincial Secretary of New Brunswick to the Provincial Secretary of Nova Scotia, enclosing—

A minute of the Executive Council of New Brunswick.

Letter, dated 7th December, 1857, from Mr. Parney to the Provincial Secretary.  
Despatch, dated 15th January, 1858, from the Secretary of State for the Colonies to the Lieutenant-Governor.  
Despatch, of same date, from the same to the Lieutenant-Governor of New Brunswick.

(Appendix—*Inter-Colonial Railway.*)

Union of Colonies.

Also, the following Papers and Despatches relative to the Union of the North American Colonies:

Minute of Council, dated 16th June, 1857.

Extract from a Despatch, dated 16th June, 1857, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Letter, dated 6th November, 1857, from the Delegates to the Provincial Secretary.

(Appendix—*Union of the N. A. Colonies.*)

The same were read, and ordered to lie on the Table.

Report of Com. on Printing. &c.

Mr. Almon, the Chairman of the Committee on Reporting and Publishing the Debates of this House, reported that the Committee had performed that duty, and they had received tenders from the Sun newspaper and the Acadian Recorder, for publishing the Debates, and from the latter 100 copies in pamphlet form, which the Committee recommended should be received,—and that Henry Oldright, Esquire, be the Reporter.

Adopted.

On motion, *resolved*, that the said Report be received and adopted.

A Message was brought from the House of Assembly, by Mr. James, with the following Resolution:

Com. of Public Accts. of H. A.

*Resolved*, That Mr. Esson, Mr. Moses, Mr. Brown, Mr. White, and Mr. Archibald, be a Committee of this House, for the purpose of examining the Public Accounts, jointly with a Committee of the House of Assembly.

Do. of Council.

On motion, *resolved*, that Mr. Fairbanks, Mr. McCully, and Mr. Whitman, be a Committee of this House, to join a Committee of the House of Assembly, to examine the Public Accounts, and that the Clerk do acquaint the House of Assembly therewith.

Adjourn.

On motion made and seconded, the House adjourned until Friday, at 2½ o'clock.

**Friday, 12th February, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
JOHN MORTON,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,

The Honorable WILLIAM A. BLACK,  
HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.

PRAYERS.

The Minutes of Tuesday were read.

Address to Earl of Mulgrave.

On motion of Mr. Tobin, *resolved*, that a Committee be appointed to prepare an Address of Congratulation to His Excellency the Right Honorable the Earl of Mulgrave, on his arrival to assume the Government of this Province.

*Ordered*, That Mr. Tobin, Mr. Almon, and Mr. McCully, be a Committee to prepare the said Address. Committee.

Mr. Tobin, by the command of His Excellency the Lieutenant-Governor, laid before the House the Report of the Chairman of the Board of Works for the year 1857, with the following Papers :

An Estimate of the amount required for finishing the Hospital for the Insane.

Report of the Superintendent of Light Houses for 1857.

A Letter, dated 26th November, 1857, from His Excellency Vice Admiral Sir Houston Stewart, relative to Light Houses.

Also, the Observations of the Superintendent of Light Houses thereon.

The same were read, and ordered to lie on the Table.

Message from H. E. with Report of Board of Works.

Estimate for Hospital for Insane. Report on Light Houses. Vice Admiral's Letter. Observations.

Mr. McCully presented a Bill to amend Chapter 82 of the Revised Statutes, "Of Interest"; also, Interest,

A Bill for the better preservation of the Estates and Rights of Married Women; also, Estates of Married Women, and

A Bill relating to Bankruptcy.

The said Bills were read a first time.

*Ordered*, That the said Bills be read a second time at a future day.

Bankruptcy Bills, Read 1st time.

On motion made and seconded, the House adjourned until Monday, at 2½ o'clock.

Adjourn.

### Monday, 15th February, 1858.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
JOHN MORTON,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.  
ROBERT B. DICKEY.

PRAYERS.

The Minutes of Friday were read.

Robert B. Dickey, Esquire, was introduced, and presented a Commission from His Excellency the Lieutenant-Governor, appointing him a Member of the Legislative Council, provisionally, until Her Majesty's pleasure should be known,—whereupon the Oath of Allegiance was administered to him by the Honorable the Provincial Secretary (as Commissioner,) and after giving and receiving salutations to and from the Members present, his seat was assigned to him next to Mr. Whitman.

Mr. Dickey takes Oaths.

Mr. Tobin, by the command of His Excellency the Lieutenant-Governor, laid before the House the following Papers relating to the Railway :

Report dated 5th February, 1858, from the Railway Commissioners to the Provincial Secretary.

Message from H. E. with Railway Report, &c.

Also, a Statement of the amount expended to 31st December, 1857.

Also, a Schedule of the Locomotives and Cars.

Also, a Statement of working for the year ended 31st December, 1857.

Also, a Report, dated 30th January, 1858, from the Engineer to the Chairman.

(*Appendix—Railway.*)

Coal Returns.

Also an Abstract of Returns of Coal raised, sold, and exported, for the year ending 31st December, 1856.

Also a Return for the year ending 31st December, 1857.

(*Appendix—Coal Returns.*)

Sword to Sir W. F. Williams.

Also, the following Despatches and Letters relative to the Sword presented to Sir W. F. Williams:

Despatch, dated 21st May, 1856, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Letter dated 3rd September, 1856, from the Lieutenant-Governor to Sir William F. Williams.

Despatch, dated 4th September, 1856, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Letter, dated September 2nd, 1857, from Sir W. F. Williams to the Lieutenant-Governor.

Letter, dated 2nd October, 1856, from Sir W. F. Williams to the Lieutenant-Governor.

(*Appendix—Sword to Sir W. F. Williams.*)

Poor House Accts.

Also, the Accounts of the Poor Asylum in Halifax, for the year 1857.

The same were read and ordered to lie on the Table.

Message from H. E. with Public Accounts.

Mr. Brown, by the command of His Excellency the Lieutenant-Governor, laid before the House the Receiver General's Accounts for the year 1857.

(*Appendix—Public Accounts.*)

Railway Account.

Also, an account with the Provincial Railway.

(*Appendix—Railway Accounts.*)

The same were read and ordered to lie on the Table.

Conference on Gen. State of Province asked by H. A.

A Message was brought from the House of Assembly by Mr. James, To inform the House that the House of Assembly desired a Conference with this House by Committee, on the General State of the Province.

Agreed to,

On motion, *resolved*, that the said Conference be agreed to, and that the Clerk do acquaint the House of Assembly therewith.

Committee.

*Ordered*, That Mr. Almon, Mr. McCully, and Mr. Brown, be a Committee of this House to manage the said Conference.

Com. report Address to Earl Mulgrave.

Mr. Tobin, the Chairman of the Committee appointed to prepare an Address of Congratulation to His Excellency the Right Honorable the Earl of Mulgrave, reported the draft of an Address which he read in his place, and afterwards delivered it to the Clerk, who read the same, as follows:

To His Excellency the Right Honorable  
**The Earl of Mulgrave,**  
*Lieutenant-Governor and Commander in Chief in and over  
 Her Majesty's Province of Nova Scotia and its  
 Dependencies, &c., &c., &c.*

THE ADDRESS OF THE LEGISLATIVE COUNCIL.

MAY IT PLEASE YOUR EXCELLENCY,—

The Legislative Council offer to Your Excellency a cordial welcome on your arrival to assume the Government of Nova Scotia. Address.

Your Excellency may rely on the hearty coöperation of the Legislative Council in all your efforts to advance the prosperity of the Province, and they assure your Excellency that no exertions will be spared on their part to render your Administration of the Government such as will merit the approval of Her Most Gracious Majesty, and be agreeable to yourself, and they hope that in future years your Excellency will be enabled to look back with pleasure upon the time you have spent among us.

*Ordered,* That the said Address be received and adopted. Adopted.

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

*Ordered,* That Mr. Tobin, Mr. Almon, and Mr. McCully, be a Committee to wait upon His Excellency and ascertain when he will be pleased to receive this House with their Address. Com. to wait on H. E.

Mr. Bell presented the Petition of the Trustees of the Wesleyan Academy at Sackville, praying aid to that Institution—which was read and ordered to lie on the Table. Pet. of Wesleyan Academy.

Mr. Almon, the Chairman of the Committee appointed to hold the Conference with the Committee of the House of Assembly on the General State of the Province, reported that the Committee had held the said Conference, and that the Chairman of the Committee of the House of Assembly had delivered to him the following written paper: Report of Com. of Conference.

*In the House of Assembly, 11th February, 1858.*

*Resolved unanimously,* That the Legislative Council be requested to unite with this House in a joint Address of Thanks and Congratulation to our countryman, Major-General Sir John Inglis, K. C. B., on his gallant defence of the Residency of Lucknow. Res. for Address to Sir John Inglis.

*Resolved,* That a Conference be requested with the Legislative Council for this purpose, and a Committee appointed to hold such Conference.

A. JAMES,  
 Clerk of Assembly.

*Resolved unanimously,* That this House will join the House of Assembly in an Address of Thanks and Congratulation to our countryman, Major-General Sir John Inglis, K. C. B., on his gallant defence of the Residency of Lucknow. Res. to join in Address to Sir John Inglis.

*Resolved,* That Mr. Almon, Mr. McCully, and Mr. Brown, be a Committee of this House to join a Committee of the House of Assembly in preparing the said Address. Committee.

*Resolved,* That a further Conference be desired with the House of Assembly by Committee, on the General State of the Province, and that the Committee do communicate the foregoing Resolutions to the Committee of the House of Assembly, Further Conference.

A Message was brought from the House of Assembly by Mr. Twining, with the following Resolution:

*Resolved unanimously,* That His Excellency the Lieutenant Governor be respectfully requested to expend one hundred and fifty Guineas in the purchase of a Sword, to be presented to Major-General Sir John Inglis, K. C. B., as a token of the admiration of the Legislature of his native land, for his heroic courage and constancy in the de- 150 Guineas sword for Sir J. Inglis.

fence of the Residency of Lucknow, and this House will provide for the same during the present session.

In which Resolution they desired the concurrence of this House.

Read 1st and 2d time,

The said Resolution was read a first time, and, by order, the said Resolution was read a second time, and the question was put by the President,

Agreed to.

Whether this Resolution be agreed to?

It was resolved in the affirmative unanimously.

And sent to H. A.

A Message was sent to the House of Assembly by the Clerk, To return the said Resolution, and acquaint them that this House has unanimously agreed to the same, without any amendment.

Pet. of J. Burgess.

Mr. McHefey presented the Petition of James Burgess, of Windsor, for compensation for damages done to his property by running the Railway through it—which was read, and ordered to lie on the Table.

Rights of Married Women Bill read 2d time,

A Bill, entitled, An Act for the better preservation of the Estates and Rights of Married Women, was read a second time.

And ordered to Com.

*Ordered,* That the said Bill be committed to a Committee of the whole House at a future day.

Com. to wait on H. E. report.

Mr. Tobin, the Chairman of the Committee appointed to wait upon His Excellency the Lieutenant-Governor, and ascertain when he will be pleased to receive this House with their Address, reported that the Committee had performed that duty, and that His Excellency had been pleased to state that he would receive this House at Three o'clock, P. M., to-morrow.

Message to H. A. asking further Conference.

A Message was sent to the House of Assembly by the Clerk, To desire a further Conference with the House by Committee, on the General State of the Province.

Agreed to.

A Message was brought from the House of Assembly by Mr. James, To inform the House that the House of Assembly agreed to the further Conference desired by this House.

Committee.

*Ordered,* That the Committee who managed the last Conference do manage the present Conference.

Report.

And the Managers went to the Conference, and, being returned, Mr. Almon reported that the Committee had held the said Conference, and that he had communicated his instructions to the Committee of the House of Assembly.

Adjourn.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

**Tuesday, 16th February, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.  
ROBERT B. DICKEY.

PRAYERS.

The Minutes of yesterday were read.

Mr. Tobin, by the command of His Excellency the Lieutenant-Governor, laid before the House the following Despatches and Papers relative to the Militia.

Despatch, dated 8th December, 1856, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Despatch, dated 4th March, 1857, from the Lieutenant-Governor to the Secretary of State for War.

Letter, dated 18th March, 1857, from the Commander of the Troops in New Brunswick to the Assistant Military Secretary at Halifax.

Letter dated March 16th, 1857, from the Lieutenant-Governor of New Brunswick to the Commander of the Troops in New Brunswick.

Letter, dated March 18th, 1857, from the same to the same.

A Return of the Militia of Nova Scotia for the year 1855.

A Return of the Arms and Accoutrements of the Militia of Nova Scotia.

Letter, dated 6th January, 1857, from the Commanding Officer of Engineers to the Assistant Military Secretary at Halifax.

Letter, dated 9th January, 1857, from the Commanding Officer of Artillery at Halifax to the Lieutenant-Governor.

Despatch, dated 4th June, 1857, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Letter, dated 20th May, 1857, from Mr. Hawes to Mr. Merivale.

*(Appendix—Militia.)*

Also, the following Despatch and Papers relative to the Signal Establishment:

Despatch, dated 29th September, 1857, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Letter, dated 22nd September, 1857, from Mr. Godley to Mr. Merivale.

Letter, dated 1st February, 1858, from the Assistant Quarter Master General at Halifax to the Provincial Secretary.

*(Appendix—Signal Establishment.)*

Also, the following Despatches, Order in Council, and Letters, relative to Light Houses.

Despatch, dated 8th January, 1857, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Message from H. E. with Despatches relative to the Militia.

Signal Establishment.

Circular Despatch, dated 3rd August, 1857, from the Secretary of State for the Colonies.

Order in Council, dated 16th July, 1857.

Despatch, dated 31st August, 1857, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Letter, dated 22nd August, 1857, from Mr. Farrer to Mr. Merivale.

(Appendix—Light Houses.)

The same were read and ordered to lie on the Table.

House wait on H. E. with Address.

At three of the clock, P. M., the House proceeded to the Government House with their Address to His Excellency the Lieutenant-Governor, and being returned to the Council Chamber, the President reported that His Excellency had been pleased to receive the said Address, and to make the following Reply thereto:

Reply.

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

I thank you for your Address and for the welcome you give me to your shores.

The assurance which it conveys to me, of your hearty coöperation and support, gives me the greatest satisfaction, and I trust that the results of my administration of the Government of Nova Scotia may be such as may, if possible, increase the loyal feeling which now exists towards our Most Gracious Sovereign, and may also conduce to the happiness and well being of the Colony.

Again I thank you for the hearty feeling expressed towards myself.

MULGRAVE,

Lieutenant-Governor of Nova Scotia.

Adjourn.

On motion made and seconded, the House adjourned until to-morrow at 2½ o'clock.

**Wednesday, 17th February, 1858.**

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.  
ROBERT B. DICKEY.

PRAYERS.

The Minutes of yesterday were read.

Message from H. E. with papers relative to Lunatic Asylum.

Mr. Tobin, by the command of His Excellency the Lieutenant-Governor, laid before the House the following Letters and Reports relative to the Lunatic Asylum :

Letter, dated June 9th, 1857, from the Provincial Secretary to Messrs. Forman and Hill.

Report, dated 12th September, 1857, from Messrs. Forman and Hill to the Provincial Secretary—with



Report, of the same date, from Mr. Hill.

Letter, dated October 23rd, 1857, from the Chairman of the Board of Works to the Provincial Secretary.

Letter, dated October 28th, 1857, from the Deputy Provincial Secretary to Messrs. Laurie, Forman, and Hill.

Report, dated November 10th, 1857, from Messrs. Laurie, Forman, and Hill to the Provincial Secretary.

Letter, dated November 12th, 1857, from the Chairman of the Board of Works to Mr. Davis.

Letter, dated 17th November, 1857, from Mr. Davis to the Chairman of the Board of Works.

Letter, dated November 19th, 1857, from the Chairman of the Board of Works to Mr. Davis.

Letter, dated 19th November, 1857, from Mr. Davis to the Chairman of the Board of Works.

Letter, dated December 11th, 1857, from the Chairman of the Board of Works to Mr. Davis.

Letter, dated December 26th, 1857, from Messrs. Laurie and Hill to the Provincial Secretary.

*(Appendix—Lunatic Asylum.)*

Mr. Tobin, by the like command, laid before the House a Despatch, dated 18th January, 1858, from the Secretary of State for the Colonies to the Lieutenant-Governor, communicating the intention of Her Majesty's assent not being given to the Act of last Session, relative to Telegraphic Communication between this Province and Great Britain. Submarine Telegraph.

*(Appendix—Submarine Telegraph.)*

The said Despatches and Papers were read, and ordered to lie on the Table.

Mr. Whitman presented the Petition of the Rector and Church Wardens of Clements, praying a Drawback of Duty on two Bells imported for Churches. Petition of Rector of Clements.

Also, the Petition of the Executive Committee of the Baptist Education Society, praying aid to the Institution at Wolfville. Do. Baptist Education Society.

With a Return of the Horton Academy for the year 1857.

Also, the Petition of the Governors of the Halifax Visiting Dispensary, praying aid. Do. Halifax Visiting Dispensary.

The said Petitions were ordered to lie on the Table.

Mr. Almon, the Chairman of the Committee of this House appointed to join a Committee of the House of Assembly to prepare an Address of thanks and congratulation to Major-General Sir John Inglis, K. C. B., for his defence of Lucknow, reported the draft of an Address, which he read in his place, and afterwards delivered it to the Clerk, who read the same, as follows:— Com. report Address to Sir John Inglis.

**To Major-General Sir John Inglis,**

*Knight Commander of the Bath.*

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

SIR,—

During intervals of anxious suspense, while the fate of Lucknow was in doubt, your countrymen in this Province were not forgetful that the responsibility of guarding interests of a value that surpasses all estimation, rested on a Nova Scotian. Address.

We acknowledge our gratitude to God, whose Providence cast over the defenders of the Residency, and their sacred trust, the shield of Omnipotence, and brought to a successful termination a contest which, judged by human calculations, was hopeless.

To you and your brave associates in arms, we, as a portion of the Empire, are indebted for the national benefit and the augmentation of the national glory achieved by the defence at Lucknow.

As Nova Scotians we owe you more. Through you has been rendered again conspicuous this small Province. In you another name is added to the roll of heroic men—sons of Nova Scotia—who have enabled the colony that gave them birth—few though they be in numbers, and small though it be in importance,—to contribute to the national prosperity, that which is of more value than mere material wealth—men, who, in the hour of trial, can conceive and endure, and dare all that human skill and fortitude and courage may achieve.

Accept, Sir, the thanks and congratulations of the Legislature of Nova Scotia, and may you long enjoy the honors you have nobly won. Receive, also, as a token of the esteem of your fellow countrymen, a Sword, which will be presented to you as soon as it can be prepared. In peace it may recall to your remembrance the scenes of youth, and in war sustain you with the consciousness that the sympathies of your native land attend you.

Adopted.

*Ordered,* That the said Address be received and adopted.

Petition of Inland  
Naviga. Co.

Mr. Almon presented the Petition of the Inland Navigation Company, praying aid—which was ordered to lie on the table.

Adjourn

On motion made and seconded, the House adjourned until Friday, at half-past two o'clock.

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### Friday, 19th February, 1858.

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The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY.

PRAYERS.

The Minutes of Wednesday were read.

Pet. Trustees Pictou  
Academy.

Mr. Archibald presented the Petition of Trustees of the Pictou Academy, praying aid to that Institution—which was ordered to lie on the Table.

Message from H. E.  
with Report on  
Railway.

Mr. Tobin, by the command of His Excellency the Lieutenant-Governor, laid before the House the Report of James Laurie, Esquire, Civil Engineer, relative to the Provincial Railway—its present condition, and probable cost.

*(Appendix—Report on N. S. Railway.)*

The same was read and ordered to lie on the Table.

Adjourn

On motion made and seconded, the House adjourned until Monday, at half-past two o'clock.

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**Monday, 22d February, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY.  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.  
ROBERT B. DICKEY.

PRAYERS.

The Minutes of Friday were read.

Mr. Tobin, by the command of His Excellency the Lieutenant-Governor, laid before the House:

Message from H. E. with

A Despatch, dated 5th September, 1857, from the Secretary of State for the Colonies to the Lieutenant-Governor, relative to the admission of Barristers and Attornies of the Colonial Courts to practice in the Courts of Great Britain.

Despatches relative to admission of Barristers in English Courts.

*(Appendix—Barristers and Attornies.)*

Also, the following further Correspondence relative to the Signal Establishment at Halifax:

Signal Establishment, Halifax.

Letter, dated February 19th, 1858, from the Provincial Secretary to the Assistant Military Secretary at Halifax.

Letter, dated 20th February, 1858, from the Assistant Military Secretary at Halifax to the Provincial Secretary.

*(Appendix—Signal Establishment.)*

The same were read and ordered to lie on the Table.

Mr. McCully presented the Petition of Henry Pryor, Mayor, and others, praying that the name of the Capital of Nova Scotia may be changed from Halifax to Chebucto—which was read and ordered to lie on the Table.

Petition of H. Pryor and others.

On motion made and seconded, the House adjourned until Friday, at half-past two o'clock.

Adjourn.

**Friday, 26th February, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY.

PRAYERS.

The Minutes of Monday were read.

Petition of L. P. W.  
Desbrisay.

Mr. Harris presented the Petition of Lestock P. W. Desbrisay, praying aid to assist in keeping up Steam Communication between New Brunswick, Prince Edward Island and Pictou—which was ordered to lie on the Table.

Do. D. P. Newcomb  
and others.

Mr. Harris presented the Petition of D. P. Newcomb and others, praying for the Incorporation of the Baxter's Harbor Pier Company.

Baxter's Harbor Pier  
Bill read first time.

Also, a Bill to Incorporate the Baxter's Harbor Pier Company—which was read a first time.

Referred to Sel. Com.

*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.

Committee.

*Ordered*, That Mr. Harris, Mr. Whitman, and Mr. Dickey, be a Committee for that purpose.

Pet. of D. Ross.

Mr. Archibald presented the Petition of Donald Ross, praying a continuance of the grant to educate his son at an Institution for the Deaf and Dumb at Halifax—which was ordered to lie on the Table.

Baptist Church, Fal-  
mouth, Bill, read  
first time.

Mr. Dickey presented a Bill to Incorporate the Trustees of the Baptist Church at Falmouth—which was read a first time.

Ref. to Sel. Com.

*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.

Committee.

*Ordered*, That Mr. Dickey, Mr. McHeffy, and Mr. Whitman, be a Committee for that purpose.

A Message was brought from the House of Assembly, by Mr. James, with the following Bill and Resolution:

Mines and Minerals  
Bill.

A Bill, entitled, An Act for giving effect to the Surrender to Her Majesty, by the legal personal Representatives of the Duke of York and Albany and by the General Mining Association and their Trustees of the Mines in Nova Scotia, and to a Lease of part of such Mines to the said Association.

£30 Fisher's Grant  
Wharf.

*Resolved*, That the sum of Thirty pounds, granted in the Session of 1856, to assist in the erection of a wharf at Fisher's Grant, pursuant to the Report of the Committee on Navigation Securities, and subject to the usual condition of such grants, which sum is still undrawn, be paid, upon its being properly certified that the sum of Thirty pounds has been raised and expended by the parties applying therefor, and that the further sum of Thirty pounds has been contributed by the Sessions of the County of Pictou and expended in such service.

To which Bill and Resolution they desired the concurrence of this House.

The same were read a first time.

Read first time.

*Ordered,* That the said Bill be referred to a Select Committee, to examine and report upon.

Mines and Minerals  
Bill ref. to select  
Committee.  
Committee.

*Ordered,* That Mr. Almon, Mr. Archibald, Mr. McCully, Mr. Fairbanks, and Mr. Dickey, be a Committee for that purpose.

*Ordered,* That the said Resolution be read a second time at a future day.

Mr. Tobin, by the command of His Excellency the Lieutenant-Governor laid before the House—

Message from H. E.  
with Report on  
Education.

The Report of the Superintendent of Education and Principal of the Normal School for the year 1857.

Also, various tables connected with Schools in this Province.

(*Appendix—Education.*)

The same were read and ordered to lie on the Table.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.

Com. on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act for the better preservation of the Estates and Rights of Married Women, and had agreed to the same without any amendment.

Report Rights of  
Married Women  
Bill, without am.

*Ordered,* That the said Bill be engrossed, and read a third time at a future day.

On motion, a Bill, entitled, An Act to amend Chapter 82 of the Revised Statutes, "Of Interest," was read a second time.

Interest Bill, read second time.

Whereupon, Mr. Pineo moved that the further consideration of the Bill be deferred to this day three months—which being seconded, and the question being put by the President, there appeared for the motion six, against the motion twelve :

Motion to defer three months.

For the motion—

Against the motion—

Mr. Pineo,  
Whitman,  
Almon,  
Dickey,  
Cutler,  
The President.

Mr. McCully,      Mr. Bell,  
McKeen,            Comeau,  
Archibald,        Harris,  
McHeffy,           Black,  
Fairbanks,        Keith,  
Brown,             Rudolf.

So it passed in the negative.

Negated.

*Ordered,* That the said Bill be committed to a Committee of the whole House at a future day.

Bill ordered to com.

On motion made and seconded, the House adjourned until Monday, at half-past two o'clock.

Adjourn.

**Monday, 1st March, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY.

PRAYERS.

The Minutes of Friday were read.

£30 Wharf Fisher's  
Grant read second  
time.

The Resolution for granting £30 to the wharf at Fisher's Grant was read a second time, and the question was put by the President, Whether this Resolution be agreed to?

Agreed to and sent  
to H. A.

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,

To return the said Resolution, and acquaint them that this House has agreed to the same without any amendment.

Rights of Mar. Wo-  
men Bill read third  
time

A Bill, entitled, An Act for the better preservation of the Estates and Rights of Married Women, was read a third time, and the question was put by the President, Whether this Bill shall pass?

Agreed to and sent to  
H. A.

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,

To carry down the said Bill, and desire their concurrence thereto.

Mr. Harris' report on  
Baxter's Har. Pier  
Com. Bill.

Mr. Harris, the Chairman of the Committee to whom a Bill, entitled, An Act to Incorporate the Baxter's Harbor Pier Company, was referred, reported that the Committee had examined the said Bill and recommended it to the favorable consideration of the House.

Bill read second time.

The said Bill was read a second time.

Ord. to Com.

*Ordered,* That the said Bill be committed to a Committee of the whole House at a future day.

Com. on Mines and  
Mineral Bill rep.,  
majority fav.

Mr. Almon, the Chairman of the Committee to whom a Bill, entitled, An Act for giving effect to the surrender to Her Majesty, by the legal personal Representatives of the late Duke of York and Albany and by the General Mining Association and their Trustees, of the Mines in Nova Scotia, and to a Lease of part of such Mines to the said Association, was referred, reported that the Committee had examined the said Bill, and the majority of the Committee recommended it to the favorable consideration of the House.

Second reading order  
of day.

*Ordered,* That it be the order of the day for Wednesday next for the said Bill to be read a second time.

Com. on Bills.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time, the House was resumed, and Mr. Cutler reported that the Committee had made some progress.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 82 of the Revised Statutes, "Of Interest," and had agreed to the same without any amendment. Report Interest Bill, without am.

*Ordered,* That the said Bill be engrossed and read a third time at a future day.

A Message was brought from the House of Assembly by Mr. James, with the following Bill—

A Bill, entitled, An Act to extend the operation of certain Grants of Land. Grants of Land Bill.

To which Bill they desired the concurrence of this House. Read a first time.

The said Bill was read a first time. Referred to Sel. Com.

*Ordered,* That the said Bill be referred to a Select Committee, to examine and report upon.

*Ordered,* That Mr. Almon, Mr. Archibald, Mr. McCully, Mr. Dickey, and Mr. Fairbanks, be a Committee for that purpose. Committee.

Mr. Whitman presented the Petition of the Rev. James C. Cochran and others, praying increased aid to the Asylum for the Deaf and Dumb in Halifax. Also, a Report for the past year—which were read and ordered to lie on the Table. Pet. from Deaf and Dumb.

On motion made and seconded, the House adjourned until Wednesday, at half-past two o'clock. Adjourn.

**Wednesday, 3d March, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.  
ROBERT B. DICKEY.

PRAYERS.

The Minutes of Monday were read.

On motion of Mr. Fairbanks, *resolved unanimously*, that the House do attend the Funeral of the late Honorable John Morton, and as a mark of respect to his memory, that the House do adjourn to Friday next. Resolution relative to the death of Mr. Morton.

The President communicated to the House the following Letter and Resolution, which he had received from the Speaker of the House of Assembly: Letter and Resolution of H. A. relative to Funeral of Mr. Morton.

*House of Assembly, 3d March, 1858.*

SIR,—

I have the honor to transmit the enclosed Resolution of the House of Assembly relative to the Funeral of the late Honorable John Morton, late a Member of the Legislative Council.

I have the honor to be, Sir,  
Your most obedient Servant,  
STEWART CAMPBELL, *Speaker.*

The Hon. the President of the Legislative Council.

*In the House of Assembly, 3rd March, 1858.*

*Resolved unanimously,* That this House will attend the Funeral of the late Honorable John Morton, late a Member of the Legislative Council, and that the Speaker of this House be requested to communicate the foregoing Resolution to the President of the Legislative Council.

President requested  
to inform Speaker  
rel. to Funeral.

*Ordered,* That the said Letter and Resolution do lie on the Table, and that the President be requested to communicate to the Honorable the Speaker of the House of Assembly the time appointed for the Funeral of Mr. Morton.

President reports an-  
swer to Speaker.

The President informed the House that in compliance with the foregoing Resolution he had made the following communication to the Speaker of the House of Assembly:

*Legislative Council Chamber, 3d March, 1858.*

SIR,—

I have had the honor to receive your Letter of this date, and the unanimous Resolution of the House of Assembly to attend the Funeral of the late Honorable John Morton, late a Member of this House, which Resolution I have communicated to the Council, and I am directed to acquaint you, for the information of the House of Assembly, that his Funeral will take place from his late residence, corner of George and Granville Streets, on Friday morning, at seven o'clock.

I have the honor to be, Sir,

Your most obedient Servant,

EDWARD KENNY,

*President.*

To the Hon. the Speaker of the House of Assembly.

Adjourn.

On motion made and seconded, the House adjourned until Friday, at half-past two o'clock.

**Friday, 5th March, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.  
ROBERT B. DICKEY.

PRAYERS.

The Minutes of Wednesday were read.

Committee on certain  
Grants Bill, report  
favorably.

Mr. Almon, the Chairman of the Committee to whom a Bill, entitled, An Act to extend the operation of certain Grants of Land, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.



Mr. Tobin, by the command of His Excellency the Lieutenant-Governor, laid before the House—

A Despatch, dated 12th February, 1858, from the Secretary of State for the Colonies to the Lieutenant-Governor, enclosing

An Order in Council, dated 3d February, 1858, allowing Seventy-two Acts, passed in the last Session.

(*Appendix—Legislative Acts.*)

Also, a Despatch, dated 22d February, 1858, from the Governor-General of Canada to the Lieutenant-Governor, enclosing

A Minute of the Executive Council of Canada, dated 11th February, 1858, relative to an Inter-Colonial Railroad.

(*Appendix—Inter-Colonial Railway.*)

The same were read and ordered to lie on the Table.

Mr. McCully presented a Bill relating to Trusts and Trustees—which was read a first time.

*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.

*Ordered*, That Mr. McCully, Mr. Dickey, and Mr. Almon, be a Committee for that purpose.

On motion of Mr. Archibald, a Bill, entitled, An Act for giving effect to the Surrender to Her Majesty, by the legal personal Representatives of the late Duke of York and Albany and by the General Mining Association and their Trustee of the Mines in Nova Scotia, and to a Lease of part of such Mines to the said Association, was read a second time.

Whereupon, Mr. Fairbanks moved that the said Bill be committed to a Committee of the whole House at a future day.

After long debate, on motion made and seconded, the debate was adjourned until to-morrow.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

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### Saturday, 6th March, 1858.

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The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY.

#### PRAYERS.

The Minutes of yesterday were read.

Mr. Whitman presented the Petition of the Rector, Churchwardens, and Vestry of the Parish of St. John, Colchester, relative to certain Church Lands in Onslow—which was read and ordered to lie on the Table.

Message from H. E. with  
Despatch, &c., allowing 72 Acts.

Inter-Colonial Railroad.

Trusts Bill, read first time.

Referred to Sel. Com.

Committee.

Mines and Minerals Bill read 2d time.

Motion to commit.

Debate adjourned.

Adjourn.

Petition of Rector, &c., of St. John's Church Lands, Onslow.

Mines and Minerals  
Bill resumed.

Pursuant to order, the House resumed the debate on the motion, that a Bill, entitled, An Act for giving effect to the Surrender to Her Majesty, by the legal personal Representatives of the Duke of York and Albany and by the General Mining Association and their Trustee, of the Mines in Nova Scotia, and to a Lease of part of such Mines to the said Association, be committed to a Committee of the whole House at a future day.

Resolution moved in  
amendment.

After long debate, Mr. McCully moved the following Resolution in amendment to the said motion—

*Whereas* this House has not, at present, the means of knowing how far the interests of Nova Scotia may be affected by a ratification of the propositions provisionally agreed upon for settling the questions existing between the General Mining Association and this Province,

*Resolved therefore*, That the final ratification of such proposition should be deferred until the People of Scotia have been made fully aware of the nature of the Reserves described in the Bill before the House, and of the nature of the negotiations now pending.

Which being seconded, and the question being put by the President,  
Whether this Resolution in amendment be agreed to?

There appeared for the amendment three, against the amendment fourteen.

For the Amendment—

Mr. McCully,  
McKeen,  
Comeau.

Against the Amendment—

Mr. Cutler,	Mr. Whitman,
Archibald,	Almon,
McNab,	Dickey,
Harris,	Black,
Pineo,	Keith,
Brown,	Rudolf,
Fairbanks,	The President.

Negatived.

So it passed in the negative.

Bill ordered to Com.

Then the question being put by the President on the original motion,  
It was resolved in the affirmative.

Conf. on Genl. State  
of Prov. asked by  
H. A.

A Message was brought from the House of Assembly by Mr. James,  
To inform the House that the House of Assembly desired a Conference with this House, by Committee, on the General State of the Province.

Agreed to.

On motion, *resolved*, that the said Conference be agreed to, and that the Clerk do acquaint the House of Assembly therewith.

Committee.

*Ordered*, That Mr. Almon, Mr. Archibald, and Mr. McCully, be a Committee of this House to manage the said Conference.

Report

And the Managers went to the Conference, and being returned, the Chairman reported that the Committee had held the said Conference, and that the Chairman of the Committee of the House of Assembly had delivered to him the following written paper :

*In the House of Assembly, 6th March, 1858.*

*Resolved*, That an humble Address be presented to Her Majesty congratulating Her Majesty on the auspicious nuptials of the Princess Royal with His Royal Highness the Prince Frederic William of Prussia, and that the Legislative Council be requested to join this House in the same.

*Resolved*, That a Conference be requested with the Council, by Committee, on the General State of the Province, and that the Committee be instructed to communicate to the Committee of the Council the foregoing Resolution.

A. JAMES, Clerk.

On motion, *resolved*, that this House will join the House of Assembly in an humble Address to Her Majesty, on the auspicious nuptials of the Princess Royal and His Royal Highness Prince Frederick William of Prussia.

Resolution to join in Address to H. M. on the Marriage of the Princess.

*Resolved*, That Mr. Almon, Mr. Archibald, and Mr. McCully, be a Committee of this House to join a Committee of the House of Assembly to prepare the said Address.

Com. to prepare.

*Resolved*, That a further Conference be desired with the House of Assembly, by Committee, on the General State of the Province, and that the Committee of this House do communicate the foregoing Resolutions to the Committee of the House of Assembly.

Further Conf. with H. A. asked.

A Message was sent to the House of Assembly by the Clerk,

Conference asked.

To desire the said Conference.

A Message was brought from the House of Assembly, by Mr. James,

Agreed to.

To inform the House that the House of Assembly agreed to the further Conference on the General State of the Province, desired by this House.

*Ordered*, That the Committee who managed the last Conference do manage the present Conference.

Committee.

And the managers went to the Conference, and, being returned, the Chairman reported that the Committee had held the said Conference, and that he had communicated his instructions to the Committee of the House of Assembly.

Report.

On motion made and seconded, the House adjourned until Monday, at half-past two o'clock.

Adjourn.

### Monday, 8th March, 1858.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.

PRAYERS.

The Minutes of Saturday were read.

Mr. Almon, the Chairman of the Committee of this House appointed to join a Committee of the House of Assembly to prepare an Address to Her Majesty, congratulating Her Majesty on the auspicious nuptials of the Princess Royal with His Royal Highness Prince Frederick William of Prussia, reported the draft of an Address, which he read in his place, and afterwards delivered it to the Clerk, who read the same, as follows:

Com. rep. Address to H. M.

**To the Queen's Most Excellent Majesty,**

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

MAY IT PLEASE YOUR MAJESTY :

**Address.** We, your Majesty's dutiful subjects, the Legislative Council and House of Assembly of Nova Scotia, in Parliament assembled, beg leave to approach Your Majesty with the united expression of our loyalty and affection to Your Royal Person and Government.

In no part of Your Majesty's dominions are the honour of Your Majesty and the safety and welfare of the Empire, objects of more intense interest, than with the people of this Province.

Viewing, with the deepest solicitude, everything that affects Your Majesty's happiness, we most humbly tender to Your Majesty our warmest congratulations on the recent nuptials of the Princess Royal and His Royal Highness Prince Frederick William of Prussia.

At a time when Your Majesty, as the benign Parent of Your People, has been subjected to deep affliction, by the widely extended revolt of disaffected subjects in India, marked by unparalleled atrocities, and accompanied with great national and social evils, we contemplate with gladdened hearts, and with hopeful anticipations, an event in the Royal circle full of tender interest to Your Majesty as a Queen and as a Mother, and hailed by Your Majesty's subjects, everywhere, as auspicious of a bright and happy future.

Fervently and devoutly do we pray that this union may be attended with the richest blessings to the illustrious pair whose destinies it has linked together, and become a source of unalloyed happiness to our beloved Sovereign, to His Royal Highness the Prince Consort, and every member of the Royal Family.

**Adopted.** *Ordered,* That the said Address be received and adopted.

**Accident to Railway Engine.** Mr. Brown presented the correspondence which had taken place on the subject of the late accident to one of the Railway Engines—which was ordered to lie on the Table.

**C. Breton Marine Insurance Bill read first time.** Mr. Archibald presented a Bill to Incorporate the Cape Breton Marine Insurance Company—which was read a first time.

**Committee.** *Ordered,* That the said Bill be referred to a Select Committee, to examine and report upon.

**Report.** *Ordered,* That Mr. Archibald, Mr. McHeffey, and Mr. Pineo, be a Committee for that purpose.

**Committee on Bills.** On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.

**Report Mines and Minerals Bill, without am.** The Chairman also reported that the Committee had gone through a Bill, entitled, An Act for giving effect to the Surrender to Her Majesty, by the Legal Personal Representatives of the late Duke of York and Albany and by the General Mining Association and their Trustee, of the Mines in Nova Scotia, and to a Lease of part of such Mines to the said Association—and had agreed to the same without any amendment.

*Ordered,* That the said Bill be read a third time at a future day.

**Message from H. A. with communication on Address to H. M.** A Message was brought from the House of Assembly, by Mr. James :  
To inform the House that the House of Assembly had appointed the Honorable the Solicitor General, the Honorable Mr. Young, and Mr. Ruggles, a Committee of that

House to join a Committee of the Legislative Council, to prepare an Address of Congratulation to Her Majesty on the Marriage of the Princess Royal.

Mr. McCully moved that a Bill, entitled, An Act for giving effect to the Surrender to Her Majesty, by the Legal Personal Representatives of the late Duke of York and Albany and by the General Mining Association and their Trustee, of the Mines in Nova Scotia, and to a Lease of part of such Mines to the said Association, be re-committed to a Committee of the whole House, for the purpose of amending the same, by adding the following Proviso at the end of the first clause thereof:

Motion to recommit Mines and Minerals Bill.

“Provided further, That nothing in this Act contained shall extend, or be construed to extend, to prevent any person or persons, owning the soil within the areas leased to the General Mining Association, from cutting, getting, and taking away, from any coal seam thereon, such coal as they may require for their own domestic use.

Mr. Almon moved, “That the question be now put,” which being seconded, Mr. McCully moved that the House do adjourn.

Previous question moved. Adjournment moved.

On motion made and seconded, the House adjourned until to-morrow, at eleven o'clock.

Adjourn.

**Tuesday, 9th March, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act to extend the operation of certain Grants of Lands, was read a second time.

Grants of Land Bill read 2d time.

*Ordered,* That the said Bill be committed to a Committee of the whole House at a future day.

And ordered to Com.

*Resolved unanimously,* That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill.

Standing Order sus.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time, the House was resumed, and Mr. Cutler reported that the Committee had made some progress.

Com. on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to Incorporate the Baxter's Harbor Pier Company, and had agreed to the same without any amendment.

Report Baxter's Har. Pier Bill without amdt.

*Ordered,* That the said Bill be engrossed, and read a third time at a future day.

Report Grants of  
Land Bill with am.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to extend the operation of certain Grants of Land, and had made two amendments thereto.

Amtd. read.

The said amendments were read by the Clerk as follows :

At the end of the Preamble insert the following further Preamble :

“ *And, whereas,* from general words used in the Reservation of Mines and Minerals in the Grants of Land in this Province, passed previously to August, in the year One Thousand Eight Hundred and Twenty-six, doubts may arise and a more extended operation be given to such Reservations than is expedient and proper.”

THIRD CLAUSE—7th, 8th, 9th and 10th lines—Leave out the words “ since the twenty-fifth day of August, in the year One Thousand Eight Hundred and Twenty-six.”

And agreed to.

And the said amendments being read a second time, were agreed to by the House.

*Ordered,* That the said Bill be read a third time at a future day.

Motion for 3d reading  
of Mines and Min-  
erals Bill.

Mr. Tobin moved that a Bill, entitled, An Act for giving effect to the Surrender to Her Majesty, by the Legal Personal Representatives of the late Duke of York and Albany and by the General Mining Association and their Trustee, of the Mines in Nova Scotia, and to a Lease of part of such Mines to the Association, be read a third time.

Motion to re-commit  
Bill.

Whereupon, Mr. McCully moved that the said Bill be re-committed, for the purpose of amending the same, by adding the following Proviso at the end of the first clause thereof :

“ Provided that nothing in this Act contained shall extend, or be construed to extend, to prevent any person or persons, owing the soil within the areas leased to the General Mining Association, from cutting, getting, and taking away, from any coal seam therein, such coal as they may require for their own domestic use.”

Which being seconded, and the question being put by the President, there appeared for the motion five, against the motion twelve :

For the Motion—

Mr. McKeen,  
McCully,  
McHefsey,  
Bell,  
Comeau.

Against the Motion—

Mr. Archibald,	Mr. Cutler,
Harris,	Black,
Pineo,	Fairbanks,
Brown,	Tobin,
Whitman,	Rudolf,
Almon,	The President.

Negatived.

Motion for 3d reading  
agreed to.  
Bill read 3rd time.

So it passed in the negative.

Then the question being put on the original motion, was agreed to.

The said Bill was then read a third time, and the question was put by the President, Whether this Bill shall pass?

When there appeared for agreeing to the Bill twelve, against agreeing to it five :

For the Bill—

Mr. Archibald,	Mr. Cutler,
Harris,	Black,
Pineo,	Fairbanks,
Brown,	Tobin,
Whitman,	Rudolf,
Almon,	The President.

Against the Bill—

Mr. McKeen,
McCully,
McHefsey,
Bell,
Comeau.

Agreed to.

And sent to H. A.

So it passed in the affirmative.

A Message was sent to the House of Assembly by the Clerk, To return the said Bill, and acquaint them that this House has agreed to the same, without any amendment.

*Resolved unanimously*, That the Standing Order of this House, No. 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects a Bill, entitled, An Act to extend the operation of certain Grants of Land. Standing Order suspended on Grants of Land Bill.

The said Bill was read a third time, and the question was put by the President, Bill read 3d time,  
Whether this Bill, with the amendments, shall pass?  
It was resolved in the affirmative. Agreed to with amd t  
And sent to H. A.

A Message was sent to the House of Assembly by the Clerk,  
To return the said Bill, and acquaint them that this House has agreed to the same with amendments—to which amendments their concurrence is desired.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock. Adjourn.

**Wednesday, 10th March, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act to Incorporate the Baxter's Harbor Pier Company, was read a third time, and the question was put by the President,  
Whether this Bill shall pass?

Baxter's Harbor Pier Co. Bill read 3d time.

It was resolved in the affirmative.

Passed,

A Message was sent to the House of Assembly by the Clerk,  
To carry down the said Bill, and desire their concurrence thereto.

And sent to H. A.

Mr. Archibald, the Chairman of the Committee to whom a Bill, entitled, An Act to Incorporate the Cape Breton Marine Insurance Company, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

Com. on C. Breton In. Co. Bill report.

The said Bill was read a second time.

Bill read 2d time.

*Ordered*, That the said Bill be committed to a Committee of the whole House at a future time.

And ordered to Com.

Mr. Almon, the Chairman of the Committee of this House appointed to join a Committee of the House of Assembly, to prepare an Address of Congratulation to Her Majesty, on the Marriage of the Princess Royal, reported the draft of an Address to His Excellency the Lieutenant-Governor, which he read in his place, and afterwards delivered it to the Clerk, who read the same as follows:

Com. on Address on Marriage of Princess Royal report Address to H. E.

To His Excellency the Right Honorable  
The Earl of Mulgrave,

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

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

MAY IT PLEASE YOUR EXCELLENCY,—

- Address. The Legislative Council and House of Assembly have passed the accompanying Address of Congratulation to Her Most Gracious Majesty, on the subject of the recent Nuptials of the Princess Royal with His Royal Highness Prince Frederick William of Prussia, and they respectfully request Your Excellency to forward their Address to the Right Honorable the Secretary of State for the Colonies, to be laid at the foot of the Throne.
- Adopted. *Ordered*, That the said Address be received and adopted.
- Com. to present Address to H. E. *Ordered*, That the Committee who prepared the said Addresses be a Committee to present the same to His Excellency the Lieutenant-Governor.
- Interest Bill read 3d time. A Bill, entitled, An Act to amend Chapter 82 of the Revised Statutes, "Of Interest," was read a third time.
- Motion to re-commit Whereupon Mr. McCully moved that the said Bill be recommitted to a Committee of the whole House, for the purpose of amending the same, by substituting the following Clause for the second Clause of the said Bill:  
"No person shall be entitled to recover, in any action or suit, interest for the loan of money or goods above the rate of six pounds by the hundred by the year, and all contracts whereby a greater rate of interest is reserved shall be void as to such greater amount."
- Agreed to. Which being seconded, and the question being put by the President, was agreed to.
- Bill committed. On motion, the House was adjourned during pleasure, and put into a Committee on the said Bill. After some time the House was resumed, and Mr. Cutler reported that the Committee had gone through the said Bill, and had made an amendment thereto.
- Amended. Which amendment being read twice by the Clerk, was agreed to by the House.
- Amdt. agreed to. *Ordered*, That the said Bill be engrossed, and again read at a future time.
- S. O. suspended on Bill. *Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill.
- Passed. The said Bill was read a third time, and the question was put by the President, Whether this Bill shall pass?  
It was resolved in the affirmative.
- And said sent to H. A. A Message was sent to the House of Assembly by the Clerk,  
To carry down the said Bill, and desire their concurrence thereto.
- S. O. suspended on C. Breton In. Co. Bill. *Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects a Bill, entitled, An Act to Incorporate the Cape Breton Marine Insurance Company.
- Bill committed. On motion, the House was adjourned during pleasure, and put into a Committee on the said Bill. After some time the House was resumed, and Mr. Cutler reported that the Committee had gone through the said Bill, and had agreed to the same, without any amendment.
- And reported without amdt. *Ordered*, That the said Bill be engrossed, and read a third time at a future day.



A Message was brought from the House of Assembly by Mr. James, with the following Bills:

- |   |                                  |
|---|----------------------------------|
| A Bill, entitled, An Act to Incorporate the Port Williams Pier Company.   | Port Williams Pier Company,      |
| A Bill, entitled, An Act to Legalize the Jury Lists for the County of Inverness.  | Jury Lists, Inverness.           |
| A Bill, entitled, An Act for naming the Village of Welsford, in the County of Pictou.   | Welsford Village,                |
| A Bill, entitled, An Act relating to a Burial Ground in the Township of Newport.  | Burial Ground, Newport,          |
| A Bill, entitled, An Act to Legalize the Jury Lists for the County of Yarmouth.   | Jury Lists, Yarmouth,            |
| A Bill, entitled, An Act to Incorporate the Nova Scotia Barristers' Society.  | Barristers' Society,             |
| A Bill, entitled, An Act for naming the Village of Kinburn, in the County of Lunenburg.   | Kinburn Village,                 |
| A Bill, entitled, An Act to Incorporate the North British Society in Halifax, Nova Scotia.  | North British Soc'y & Co. Bills, |
| A Bill, entitled, An Act to add a Polling Place in Queen's County.  | Polling Place, Queens Co. Bills, |
| To which Bills they desired the concurrence of this House.  | Read 1st time,                   |
| The said Bills were read a first time.  | And ref. to Sel. Com.            |
| <i>Ordered</i> , That the said Bills be referred to a Select Committee, to examine and report upon.   | Committee.                       |
| <i>Ordered</i> , that Mr. McCully, Mr. Archibald, and Mr. Pineo, be a Committee for that purpose.   |                                  |
| Mr. McCully, the Chairman of the Committee to whom a Bill, entitled, An Act relating to Trusts and Trustees, was referred, reported that the Committee had examined the said Bill, and that the majority of the Committee recommended it to the favorable consideration of the House. | Com. on Trusts Bill report.      |
| The said Bill was read a second time.   | Bill read 2d time,               |
| <i>Ordered</i> , That the said Bill be committed to a Committee of the whole House at a future day.   | And ord. to Com.                 |
| On motion made and seconded, the House adjourned until Friday, at half-past two o'clock.  | Adjourn.                         |

**Friday, 12th March, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
 ROBERT M. CUTLER,  
 MICHAEL TOBIN,  
 HUGH BELL,  
 STAYLEY BROWN,  
 MATHER B. ALMON,  
 JAMES D. HARRIS,  
 ALEXANDER KEITH,  
 WILLIAM A. BLACK,

The Honorable JOHN E. FAIRBANKS,  
 JAMES MCNAB,  
 JONATHAN McCULLY,  
 WILLIAM McKEEN,  
 RICHARD A. McHEFFEY,  
 THOMAS D. ARCHIBALD,  
 ANSELM F. COMEAU,  
 ALFRED WHITMAN.

PRAYERS.

The Minutes of Wednesday were read.

A Bill, entitled, An Act to Incorporate the Cape Breton Marine Insurance Company, was read a third time, and the question was put by the President,

C. Breton Marine In-  
 Co. Bill read 3d  
 time,

- Whether this Bill shall pass?  
It was resolved in the affirmative.
- Agreed to, A Message was sent to the House of Assembly by the Clerk,  
And sent to H. A. To carry down the said Bill, and desire their concurrence thereto.
- Com. to present Address of Congratulation report. Mr. Almon, the Chairman of the Committee of this House appointed to join a Committee of the House of Assembly, to present to His Excellency the Lieutenant-Governor the joint Address of this House and the House of Assembly, to Her Majesty, of Congratulation on the Marriage of the Princess Royal with the Prince Frederick William of Prussia, and also the Address to His Excellency, reported that the Committee had presented the said Addresses to His Excellency, and that His Excellency had been pleased to state that he would forward the Address to Her Majesty to the Right Honorable the Secretary of State for the Colonies, to be laid at the foot of the Throne.
- Union Bank Bill read 1st time, Mr. Almon presented a Bill to amend the Act to Incorporate the Union Bank of Halifax—which was read a first time.
- And ref. to Sel. Committee. *Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.
- Committee. *Ordered*, That Mr. Almon, Mr. McCully, and Mr. McHeffey, be a Committee for that purpose.
- Message from H. E. with Railway Account. Mr. Brown, by the command of His Excellency the Lieutenant-Governor, laid before the House—  
The Account of the Provincial Railway with the Receiver General for the year 1857.
- (*Appendix—Railway Account.*)
- Prov. Account with Bank of N. Scotia. Also, a statement of the Receiver General's Monthly Balance with the Bank of Nova Scotia.
- (*Appendix—Public Accounts.*)
- The same were read and ordered to lie on the Table.
- A Message was brought from the House of Assembly by Mr. James, with the following Bill—
- Court House, Sherbrooke, Bill, A Bill, entitled, An Act to authorize the Sale of the Old Court House at Sherbrooke.
- Read 1st time. To which Bill they desired the concurrence of this House.  
The said Bill was read a first time.  
*Ordered*, That the said Bill be read a second time at a future day.
- H. A. agree to amdt. to Grants of Land Bill, The Messenger also informed the House that the House of Assembly agreed to the amendments proposed by this House to a Bill, entitled, An Act to extend the operation of certain Grants of Land.
- The said Bill was then read as amended, and the question was put by the President,  
Whether this Bill, as amended, shall pass?  
It was resolved in the affirmative.
- Bill finally agreed to, A Message was sent to the House of Assembly by the Clerk,  
And sent to H. A. To return the said Bill and acquaint them therewith.
- Res. relative to refusal to submit correspondence of Rec. Gen. with Bank of N. Scotia. Mr. McCully, pursuant to notice previously given, moved the following Resolution:  
*Whereas* the Members of the Executive Government, holding seats in the Legislative Council, have been applied to during this present Session, and requested to lay upon the Table of this House a Return and Statement, shewing the monthly balances due by this Province to the Bank of Nova Scotia, during the year One thousand eight hundred and fifty-seven, and also all correspondence had between the Executive

Government and the Officers of that Institution respecting monies loaned and advanced for the public service, which Return and Statement the Honorable the Receiver General, on behalf of the Executive Government, has refused to produce :

*Resolved*, as the opinion of this House, That it is the constitutional, inalienable right of every member, in Parliament assembled, to call for the production of all Reports and Papers connected with the Public Service of the Province, and that such Papers and Returns ought not to be withheld, except in extreme cases, and where the production would imperil the public safety or be clearly detrimental to the public welfare.

*Resolved therefore*, That the Returns and Correspondence moved for ought to be laid upon the Table of this House in order that this Branch of the Legislature may be in possession of all facts, bearing upon the manner and circumstances of obtaining loans of money required for or disbursed in the public service of the country.

Which being seconded, after long debate, Mr. Whitman moved the following Resolution in amendment :

The Receiver General having laid on the Table of this House a statement shewing the Monthly Balances of the Accounts between the Bank of Nova Scotia and this Province, and stating that the production of the Correspondence between the Receiver General and the Officers of that Institution may be detrimental to the public interest : Resolution in amdt.

*Resolved*, That this House is satisfied with the information now afforded, and deem it at the present time inexpedient to ask for the Correspondence referred to.

Which being seconded, and, after debate thereon, the question being put by the President,

Whether this Resolution in amendment be agreed to ?

There appeared for the same thirteen, against it five.

For the Amendment—

Mr. Cutler,	Mr. Fairbanks,
McNab,	Black,
Harris,	Keith,
Brown,	Tobin,
Comeau,	Rudolf,
Whitman,	The President.
Almon,	

Against the Amendment—

Mr. Archibald,
McKeen,
McCully,
McHeffey,
Bell.

So it passed in the affirmative.

Agreed to.

On motion made and seconded, the House adjourned until Monday, at half-past two o'clock. Adjourn.

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**Monday, 15th March, 1858.**


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The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH.

The Honorable JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN.

PRAYERS.

The Minutes of Friday were read.

A Bill, entitled, An Act to authorize the Sale of the old Court House at Sherbrooke, was read a second time.

*Ordered,* That the said Bill be committed to a Committee of the whole House at a future day.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

Sherbrooke Court  
House Bill read  
2d time.

And ord. to Com.

Adjourn.

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**Tuesday, 16th March, 1858.**


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The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED J. WHITMAN.

PRAYERS.

The Minutes of yesterday were read.

Mr. Whitman presented a Bill to amend the Act for the Regulation of the Town Marsh at Annapolis—which was read a first time.

*Ordered,* That the said Bill be referred to a Select Committee, to examine and report upon.

*Ordered,* That Mr. Whitman, Mr. Fairbanks, and Mr. McCully, be a Committee for that purpose.

Mr. Fairbanks presented a Bill to amend Chapter 35 of the Acts of 1857, entitled, An Act to limit the erection of Wooden Buildings within the City of Halifax—which was read a first time.

Annapolis Marsh Bill  
read 1st time.

Referred to Sel. Com.

Committee.

Wooden Buildings  
Halifax Bill read  
1st time.

*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon. Referred to Sel. Com.

*Ordered*, That Mr. Fairbanks, Mr. Bell, and Mr. Keith, be a Committee for that purpose. Committee.

Mr. McHefsey, in the absence of the Chairman of the Committee to whom a Bill, entitled, An Act to Incorporate the Trustees of the Baptist Church at Falmouth, was referred, reported that the Committee had examined the said Bill, and the majority of the Committee recommended it to the favorable consideration of the House. Com. on Baptist Ch. Falmouth Bill report maj. fav.

The said Bill was read a second time. Bill read 2d time.

*Ordered*, That the said Bill be committed to a Committee of the whole House at a future day. And ord. to Com.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress. Committee on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act relating to Trusts and Trustees, and had agreed to the same without any amendment. Report Trusts Bill without amdt.

*Ordered*, That the said Bill be engrossed, and read a third time at a future day.

On motion made and seconded, the House adjourned until Friday, at half-past two o'clock. Adjourn.

### Friday, 19th March, 1858.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED J. WHITMAN.  
ROBERT B. DICKEY.

#### PRAYERS.

The Minutes of Tuesday were read.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time, the House was resumed, and Mr. Rudolf reported that the Committee had made some progress. Committee on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to Incorporate the Trustees of the Baptist Church at Falmouth, and had agreed to the same without any amendment. Rep. Baptist Church Falmouth Bill without amdt.

*Ordered*, That the said Bill be engrossed, and read a third time at a future day.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to authorize the Sale of the Old Court House at Sherbrooke, and had agreed to the same without any amendment. Rp. Sherbrooke Court House Bill without amendment.

*Ordered*, That the said Bill be read a third time at a future day.

- Polling Place Dal-  
housie Bill read  
1st time.  
Referred to Sel. Com.  
Committee.
- Mr. McHefsey presented a Bill to establish a Polling District at Dalhousie, in King's County—which was read a first time.  
*Ordered*, That the said Bill be referred to a Select Committee to examine and report upon.  
*Ordered*, That Mr. McHefsey, Mr. Harris, and Mr. Pineo, be a Committee for that purpose.
- Com. on Wooden  
Buildings Hx. Bill  
rep. unfavorably.
- Mr. Fairbanks, the Chairman of the Committee to whom a Bill, entitled, An Act to amend Chapter 35 of the Acts of 1857, entitled, An Act to limit the erection of Wooden Buildings within the City of Halifax, was referred, reported that the Committee had examined the said Bill, and did not recommend it to the favorable consideration of the House.
- Com. on Port Wil-  
liams Pier,  
Jury Lists Inverness,  
Welsford Village,  
Burial Ground, New-  
port,  
Jury Lists Yarmouth,  
Barristers' Society,  
Kinburn Village,  
North British Society,  
and  
Polling Place Queen's  
Bill,  
Report favorably.  
Bills read 2nd time.  
Ordered to Com.
- Mr. McCully, the Chairman of the Committee to whom a Bill, entitled, An Act to Incorporate the Port Williams Pier Company; also,  
A Bill, entitled, An Act to Legalize the Jury Lists for the County of Inverness; also,  
A Bill, entitled, An Act for naming the Village of Welsford, in the County of Pictou; also,  
A Bill, entitled, An Act relating to a Burial Ground in the Township of Newport; also,  
A Bill, entitled, An Act to Legalize the Jury Lists for the County of Yarmouth; also,  
A Bill, entitled, An Act to Incorporate the Nova Scotia Barristers' Society; also,  
A Bill, entitled, An Act for naming the Village of Kinburn, in the County of Lunenburg; also,  
A Bill, entitled, An Act to Incorporate the North British Society, in Halifax, Nova Scotia; also,  
A Bill, entitled, An Act to add a Polling Place in Queen's County,  
Were referred, reported that the Committee had examined the said Bills, and recommended them to the favorable consideration of the House.  
The said Bills were read a second time.  
*Ordered*, That the said Bills be committed to a Committee of the whole House at a future day.
- A Message was brought from the House of Assembly by Mr. James, with the following Bills and Resolution:
- New Practice Act.  
Aliens.  
Sessions, Victoria.  
Baptist Ch., Canard.  
New Practice Act.  
Aboiteau, Messen-  
ger Creek.  
Temperance Hall,  
Shelburne,  
and  
Partnership Bills.  
£25,000 Roads and  
Bridges.
- A Bill, entitled, An Act to amend Chapter 10 of the Acts of 1857, entitled, An Act to amend the New Practice Act.  
A Bill, entitled, An Act to Naturalize certain Aliens.  
A Bill, entitled, An Act to amend the Act to alter the time of holding the Sessions for the County of Victoria.  
A Bill, entitled, An Act to authorize the Congregation of the Baptist Church at Canard, Cornwallis, to enclose a portion of the Public Parade Ground and erect a Shed thereon.  
A Bill, entitled, An Act to extend the Provisions of the New Practice Act.  
A Bill, entitled, An Act to authorize the construction of an Aboiteau across the Messenger Creek, in the County of Annapolis.  
A Bill, entitled, An Act to authorize the Sale of the Temperance Hall property at Shelburne.  
A Bill, entitled, An Act to amend Chapter 79 of the Revised Statutes, "Of Partnerships."  
*Resolved*, That the sum of Twenty-five Thousand Pounds be granted for the Road and Bridge Service for the present year.

To which Bills and Resolution they desired the concurrence of this House.  
The same were read a first time.

Read 1st time.  
Bills referred to Sel. Committee.

*Ordered,* That the said Bills be referred to a Select Committee, to examine and report upon.  
*Ordered,* That Mr. Dickey, Mr. McHefhey, and Mr. McCully, be a Committee for

that purpose.  
*Ordered,* That the said Resolution be read a second time at a future day.

Mr. Almon, the Chairman of the Committee to whom a Bill, entitled, An Act to amend the Act to Incorporate the Union Bank of Halifax, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.  
Committee on Union Bank Bill rep.

The said Bill was read a second time.  
*Ordered,* That the said Bill be committed to a Committee of the whole House at a future day.  
Bill read 2d time.  
Ordered to Com.

Mr. McKeen presented a Bill to amend Chapter 48 of the Revised Statutes, "Of Townships and Township Officers"—which was read a first time.  
Townships, &c., Bill read 1st time.

*Ordered,* That the said Bill be referred to a Select Committee, to examine and report upon.  
Ocfered to Sel. Com.

*Ordered,* That Mr. Dickey, Mr. McCully, and Mr. McKeen, be a Committee for that purpose.  
Committee.

On motion made and seconded, the House adjourned until Monday, at half-past two o'clock.  
Adjourn.

**Monday, 22d March, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
\* RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED S. WHITMAN.  
ROBERT B. DICKEY.

PRAYERS.

The Minutes of Friday were read.

A Bill, entitled, An Act to Incorporate the Trustees of the Baptist Church at Falmouth, was read a third time, and the question was put by the President, Baptist Ch. Falmouth Bill read 3d time.

Whether this Bill shall pass?

Passed, and

It was resolved in the affirmative.

Sent to H. A.

A Message was sent to the House of Assembly by the Clerk,  
To carry down the said Bill, and desire their concurrence thereto.

A Bill, entitled, An Act to authorize the Sale of the Old Court House at Sherbrooke, was read a third time, and the question was put by the President, Court House Sherbrooke Bill read 3d time.

- Agreed to, and  
Sent to H. A. Whether this Bill shall pass?  
It was resolved in the affirmative.  
A Message was sent to the House of Assembly by the Clerk,  
To return the said Bill, and acquaint them that this House has agreed to the same,  
without any amendment.
- Loan for Railway Hx.  
Bill. A Message was brought from the House of Assembly by Mr. James, with the following Bill:  
A Bill, entitled, An Act to carry out the provisions of an Act to authorize a Loan for the construction of Railways within this Province, so far as relates to the City of Halifax.
- Read 1st time. To which Bill they desired the concurrence of this House.  
The said Bill was read a first time.
- Referred to Sel. Com.  
Committee. *Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.  
*Ordered*, That Mr. McCully, Mr. Almon, Mr. Dickey, Mr. Whitman, and Mr. Bell, be a Committee for that purpose.
- Com. on Town Marsh  
Annapolis Bill rep.  
fav. Mr. Whitman, the Chairman of the Committee to whom a Bill, entitled, An Act to amend the Act for the Regulation of the Town Marsh at Annapolis, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.
- Bill read 2d time.  
Ordered to Com. The said Bill was read a second time.  
*Ordered*, That the said Bill be committed to a Committee of the whole House at a future day.
- Com. on Polling District  
Dalhousie Bill rep.  
fav. Mr. McHeffey, the Chairman of the Committee to whom a Bill, entitled, An Act to establish a Polling District at Dalhousie, in King's County, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.
- Bill read 2d time, and  
Ordered to Com. The said Bill was read a second time.  
*Ordered*, That the said Bill be committed to a Committee of the whole House at a future day.
- Com. on New Practice  
Act. Mr. Dickey, the Chairman of the Committee to whom a Bill, entitled, An Act to amend Chapter 10 of the Acts of 1857, entitled, An Act to amend the New Practice Act; also,
- Aliens. A Bill, entitled, An Act to Naturalize certain Aliens; also,
- Sessions, Victoria. A Bill, entitled, An Act to amend the Act to alter the time of holding the Sessions for the County of Victoria; also,
- Baptist Ch., Canard A Bill, entitled, An Act to authorize the Congregation of the Baptist Church at Canard, Cornwallis, to enclose a portion of the Public Parade Ground and erect a Shed thereon; also,
- New Practice Act. A Bill, entitled, An Act to extend the Provisions of the New Practice Act; also,
- Aboiteau, Messenger  
Creek. A Bill, entitled, An Act to authorize the construction of an Aboiteau across the Messenger Creek, in the County of Annapolis; also,
- Temperance Hall,  
Shelburne,  
and  
Partnership Bills. A Bill, entitled, An Act to authorize the Sale of the Temperance Hall property at Shelburne; also,  
A Bill, entitled, An Act to amend Chapter 79 of the Revised Statutes, "Of Partnerships,"
- Report fav. Were referred, reported that the Committee had examined the said Bills, and recommended them to the favorable consideration of the House.
- Bills read 2nd time.  
Ordered to Com. The said Bills were read a second time.  
*Ordered*, That the said Bills be committed to a Committee of the whole House at a future day.



The Resolution for granting the sum of Twenty-five Thousand Pounds for the service of Roads and Bridges for the present year,—was read a second time, and the question was put by the President,

£25,000 Roads and Bridges read 2d time.

Whether this Resolution be agreed to?  
It was resolved in the affirmative.

Agreed to and Sent to H. A.

A Message was sent to the House of Assembly by the Clerk, To return the said Resolution, and acquaint them that this House has agreed to the same, without any amendment.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.

Committee on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend the Act to Incorporate the Union Bank of Halifax, and had agreed to the same, with an amendment.

Report Union Bank Bill with am.

Which amendment being read twice by the Clerk, was agreed to by the House. Ordered, That the said Bill be engrossed, and read a third time at a future day.

Amdt. agreed to.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to Incorporate the Port Williams Pier Company; also, A Bill, entitled, An Act to add a Polling Place in Queen's County; also, A Bill, entitled, An Act to Incorporate the North British Society, in Halifax, Nova Scotia; also,

Report.

Port Williams Pier Company, Polling Place Queen's County, North British Society,

A Bill, entitled, An Act to Incorporate the Nova Scotia Barristers' Society; also, A Bill, entitled, An Act to Legalize the Jury Lists for the County of Yarmouth;

Barristers' Society, Jury Lists Yarmouth,

also, A Bill, entitled, An Act for naming the Village of Welsford, in the County of Pictou; also,

Welsford Village, and

A Bill, entitled, An Act to Legalize the Jury Lists for the County of Inverness, And had agreed to the same, without any amendment.

Jury Lists Inverness Bills, Without amdt.

Ordered, That the said Bills be read a third time at a future time. Resolved unanimously, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bills.

S. O. S.

The said Bills were read a third time, and the question was put by the President, on each Bill,

Bills read 3d time,

Whether this Bill shall pass?  
It was resolved in the affirmative.

Agreed to, and Sent to H. A.

A Message was sent to the House of Assembly by the Clerk, To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act relating to a Burial Ground in the Township of Newport, and had made several amendments thereto.

Rep. Burial Ground, Newport Bill with amdt.

The said amendments were read by the Clerk as follows:  
FIRST CLAUSE—3d and 4th lines,—leave out the words, "general meeting of such Township," and insert the words "of their annual Town Meetings for providing for the support of the Poor."

Amendment read.

14th line—after the word "further" insert the word "Town."  
SECOND CLAUSE—1st line—after the word "Trustees" insert the words "or any two of them."

And the said amendments being read a second time, were agreed to by the House. Ordered, That the said Bill be read a third time at a future day.

Agreed to.

The Chairman also reported that the Committee had had under consideration a Bill, entitled, An Act for naming the Village of Kinburn, in the County of Lunenburg.

Recom. Kinburn Village Bill to be def.

burg, and had directed him to report that it was the opinion of the Committee that the further consideration of the said Bill should be deferred to this day three months.

And the question being put by the President,  
Whether the said report be received?

There appeared for receiving the Report eleven, against receiving it six.

For receiving Report—

Mr. Cutler, Mr. Dickey,  
Harris, Black,  
Pinco, Keith,  
Brown, Rudolf,  
Whitman, The President.  
Almon,

Against receiving Report—

Mr. Archibald,  
McKeen,  
McCully,  
McHefsey,  
Bell,  
Comeau.

So it passed in the affirmative.

Report received.

A Message was brought from the House of Assembly by Mr. James, with the following Bills:

Customs Duties.

A Bill, entitled, An Act to continue and amend the Laws imposing Customs Duties.

Light House Duties.

A Bill, entitled, An Act to continue the Law imposing Light House Duties.

Distilleries.

A Bill, entitled, An Act to continue and amend the Law to regulate Distilleries.

Provincial Loan Bills.

A Bill, entitled, An Act to authorize a Provincial Loan.

Read 1st time.

To which Bills they desired the concurrence of this House.  
The said Bills were read a first time.

Referred to Sel. Com.

*Ordered*, That the said Bills be referred to a Select Committee, to examine and report upon.

Committee.

*Ordered*, That Mr. Whitman, Mr. Almon, and Mr. McHefsey, be a Committee for that purpose.

Fire Bill, read 1st time.

Mr. Black presented a Bill relating to Fires—which was read a first time.  
*Ordered*, That the said Bill be read a second time at a future day.

Adjourn.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

**Tuesday, 23d March, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED S. WHITMAN.  
ROBERT B. DICKEY.

PRAYERS.

The Minutes of Tuesday were read.

Union Bank Bill read 3rd time.

A Bill, entitled, An Act to amend the Act to Incorporate the Union Bank of Halifax, was read a third time, and the question was put by the President,

Whether this Bill shall pass?  
 It was resolved in the affirmative. And passed.

A Bill, entitled, An Act relating to a Burial Ground in the Township of Newport, Burial Ground, Newport Bill read 3d time.  
 was read a third time, and the question was put by the President,  
 Whether this Bill, with the amendments, shall pass?  
 It was resolved in the affirmative. Agreed to with am.

A Bill, entitled, An Act relating to Fires, was read a second time. Fires Bill, read 2d time, and Ordered to Com.  
*Ordered,* That the said Bill be committed to a Committee of the whole House at a future time.

Mr. Whitman, the Chairman of the Committee to whom a Bill, entitled, An Act to Committee on Customs Duties.  
 continue and amend the Laws imposing Customs Duties; also,  
 A Bill, entitled, An Act to continue the Law imposing Light House Duties; also, Light House Duties.  
 A Bill, entitled, An Act to continue and amend the Law to regulate Distilleries; Distilleries, and  
 also, Prov. Loan Bills, Rep. fav.  
 A Bill, entitled, An Act to authorize a Provincial Loan,  
 Were referred, reported that the Committee had examined the said Bills, and recommended them to the favorable consideration of the House. Bills read 2d time.  
 The said Bills were read a second time. Ordered to Com.  
*Ordered,* That the said Bills be committed to a Committee of the whole House at a future time.

*Resolved unanimously,* That the Standing Order of this House, Number 72, relative to S. O. S.  
 Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. Committee on Bills.  
 After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.

The Chairman also reported that the Committee had gone through a Bill, entitled, Report, Fires,  
 An Act relating to Fires; also,  
 A Bill, entitled, An Act to amend the Act for the Regulation of the Town Marsh Town Marsh, Anpls. and  
 at Annapolis; also,  
 A Bill, entitled, An Act to establish a Polling District at Dalhousie, in King's Poll. Dis. Dalhousie Bills,  
 County, Without amdt.  
 And had agreed to the same, without any amendment.

*Ordered,* That the said Bills be engrossed, and read a third time at a future day. Report, Customs Duties,  
 The Chairman also reported that the Committee had gone through a Bill, entitled, Light House Duties.  
 An Act to continue and amend the Laws imposing Customs Duties; also, Distilleries,  
 A Bill, entitled, An Act to continue the Law imposing Light House Duties; also,  
 A Bill, entitled, An Act to continue and amend the Law to regulate Distilleries; Provincial Loan.  
 also, Baptist Ch., Canard.  
 A Bill, entitled, An Act to authorize a Provincial Loan; also,  
 A Bill, entitled, An Act to authorize the Congregation of the Baptist Church at Canard, Cornwallis, to enclose a portion of the Public Parade Ground and erect a Shed thereon; also,  
 A Bill, entitled, An Act to authorize the construction of an Aboiteau across the Aboiteau, Messenger Creek.  
 Messenger Creek, in the County of Annapolis; also,  
 A Bill, entitled, An Act to amend the Act to alter the time of holding the Sessions Sessions, Victoria.  
 for the County of Victoria; also,  
 A Bill, entitled, An Act to amend Chapter 10 of the Acts of 1857, entitled, An Act New Practice Act.  
 to amend the New Practice Act; also,  
 A Bill, entitled, An Act to authorize the sale of the Temperance Hall property at Temperance Hall, Shelburne, and  
 Shelburne; also,

- Aliens Bills,  
Without amdt. A Bill, entitled, An Act to Naturalize certain Aliens.  
And had agreed to the same without any amendment.  
*Ordered,* That the said Bills be read a third time at a future day.
- Rep. Partnership Bill  
with am. The Chairman also reported that the Committee had gone through a Bill, entitled,  
An Act to amend Chapter 79 of the Revised Statutes, "Of Partnerships," and had  
made two amendments thereto.
- Amendment read, The said amendments were read by the Clerk as follows :  
IN THE CLAUSE—2d line—after the word "one" insert the words "and section three."  
5th line—instead of the word "section" insert the word "sections."
- And agreed to. And the said amendments being read a second time, were agreed to by the House.  
*Ordered,* That the said Bill be read a third time at a future day.
- Report New Practice  
Act, with Am. The Chairman also reported that the Committee had gone through a Bill, entitled,  
An Act to extend the Provisions of the New Practice Act, and had made several  
amendments thereto.
- Am. read. The said amendments were read by the Clerk, as follows :  
SECOND CLAUSE—5th line—after the word "before" insert the word "a."  
6th and 7th lines—leave out the words "who ordered the arrest."  
At the end of the Bill add the following clauses,  
"The Prothonotary in any County, upon affidavit that the defendant hath a good  
defence, that time is required to put in pleas, and that the application is not made  
merely for delay, may grant an order for further time to plead, not exceeding ten  
days, and not to extend beyond the first day of the term for which notice of trial  
may have been given.  
"The Prothonotary may tax costs, and enter in the Docket Book, sign and date in  
the usual form, Judgments by confession, or on default on writ, which shall be as  
valid as if signed by a Judge, but such taxation and judgment, or either of them,  
may be reviewed and set aside by the Court or a Judge. If the costs be reduced on  
taxation, the Prothonotary shall minute such reduction on the margin of the Docket,  
and the amount shall be deducted in the order for levy on the Execution."
- And agreed to. And the said amendments being read a second time, were agreed to by the House.  
*Ordered,* That the said Bill be read a third time at a future day.
- Adjourn. On motion made and seconded, the House adjourned until to-morrow, at two  
o'clock.

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**Wednesday, 24th March, 1858.**

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The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGI BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO.

The Honorable JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED J. WHITMAN,  
ROBERT B. DICKEY.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act relating to Fires; also,

A Bill, entitled, An Act to amend the Act for the regulation of the Town Marsh at Annapolis; also,	Town Marsh, Anpls, and
A Bill, entitled, An Act to establish a Polling District at Dalhousie in King's County,	Polling District Dalhousie Bills,
Were read a third time, and the question was put by the President, on each Bill, Whether this Bill shall pass?	Read 3d time.
It was resolved in the affirmative.	Passed, and
A Message was sent to the House of Assembly by the Clerk, To carry down the said Bills, and desire their concurrence thereto.	Sent to H. A.
A Bill, entitled, An Act to continue and amend the Laws imposing Customs Duties; also,	Customs Duties,
A Bill, entitled, An Act to continue the Law imposing Light House Duties; also,	Light Duties,
A Bill, entitled, An Act to continue and amend the Law to regulate Distilleries; also,	Distilleries,
A Bill, entitled, An Act to authorize a Provincial Loan; also,	Prov. Loan,
A Bill, entitled, an Act to authorize the congregation of the Baptist Church, at Canard, Cornwallis, to enclose a portion of the Public Parade Ground and to erect a Shed thereon; also,	Bap. Meeting Canard.
A Bill, entitled, An Act to authorise the construction of an Aboiteau across the Messenger Creek, in the County of Annapolis; also,	Aboiteau Messenger Creek,
A Bill, entitled, An Act to amend the Act to alter the time of holding the Sessions for the County of Victoria; also,	Sessions, Victoria,
A Bill, entitled, An Act to amend chapter 10 of the Acts of 1857, entitled, an Act to amend the New Practice Act; also,	New Practice Act,
A Bill, entitled, An Act to authorise the Sale of the Temperance Hall Property at Shelburne; also,	Temperance Hall, Shelburne, and
A Bill, entitled, An Act to Naturalize certain Aliens,	Aliens Bills,
Were read a third time, and the question was put by the President, on each Bill, Whether this Bill shall pass?	Read 3d time.
It was resolved in the affirmative.	Agreed to and
A Message was sent to the House of Assembly by the Clerk, To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.	Sent to H. A.
A Bill, entitled, An Act to amend Chapter 79 of the Revised Statutes, "Of Partnerships"; also,	Partnerships, and
A Bill, entitled, An Act to extend the Provisions of the New Practice Act,	New Practice Act Bills,
Were read a third time, and the question was put by the President, on each Bill, Whether this Bill, with the amendments, shall pass?	Read 3rd time,
It was resolved in the affirmative.	Agreed to with am., and
A Message was sent to the House of Assembly by the Clerk, To return the said Bills, and acquaint them that this House has agreed to the same, with amendments—to which amendments their concurrence is desired,	Sent to H. A.
A Message was sent to the House of Assembly by the Clerk, To carry down a Bill, entitled, An Act to amend the Act to Incorporate the Union Bank of Halifax, and desire their concurrence thereto.	Union Bank Bill sent to H. A.
A Message was sent to the House of Assembly by the Clerk, To return a Bill, entitled, An Act relating to a Burial Ground in the Town Plot of Newport, and to inform them that this House has agreed to the same with amendments—to which amendments their concurrence is desired.	Burial Ground Newport Bill sent to H. A.

- H. E. comes to Council Chamber.
- H. A. attend.
- H. E. assents to 20 Bills, viz.:
- Mines,
- Grants of Land,
- Court House, Sherbrooke,
- Port Williams Pier Co
- Poll'g Place, Queen's
- North British Society,
- Barristers' Society,
- Jury Lists Yarmouth,
- Welsford Village,
- Jury Lists Inverness,
- Customs Duties,
- Light Duties,
- Distilleries,
- Prov. Loan.
- Bap. Meeting Canard,
- Aboiteau, Messenger Creek,
- Sessions, Victoria.
- New Practice Act,
- Temperance Hall, Shelburne, and Aliens Bills.
- H. A. withdraw.
- H. E. retired.
- Adjourn.
- At three of the clock, p. m., His Excellency the Right Honorable the Earl of Mulgrave, Lieutenant-Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c., &c., &c., came to the Council Chamber, attended as usual, and being seated, the Gentleman Usher of the Black Rod received His Excellency's command to let the House of Assembly know "It is His Excellency's will and pleasure they attend him immediately in this House," who being come with their Speaker, His Excellency was pleased to give his assent to twenty Bills, entitled as follows :
- An Act for giving effect to the surrender to Her Majesty, by the legal personal Representatives of the late Duke of York and Albany and by the General Mining Association and their Trustee, of the Mines in Nova Scotia, and to a Lease of part of such Mines to the said Association.
- An Act to extend the operation of certain Grants of Lands.
- An Act to authorize the Sale of the Old Court House at Sherbooke.
- An Act to Incorporate the Port Williams Pier Company.
- An Act to add a Polling Place in Queen's County.
- An Act to Incorporate the North British Society in Halifax, Nova Scotia.
- An Act to Incorporate the Nova Scotia Barristers' Society.
- An Act to Legalize the Jury Lists for the County of Yarmouth.
- An Act for naming the Village of Welsford, in the County of Pictou.
- An Act to Legalize the Jury Lists for the County of Inverness.
- An Act to continue and amend the Laws imposing Customs Duties.
- An Act to continue the Laws imposing Light House Duties.
- An Act to continue and amend the Law to regulate Distilleries.
- An Act to authorize a Provincial Loan.
- An Act to authorize the Congregation of the Baptist Church at Canard, Cornwallis, to enclose a portion of the Public Parade Ground, and erect a Shed thereon.
- An Act to authorize the construction of an Aboiteau across the Messenger Creek, in the County of Annapolis.
- An Act to amend the Act to alter the time of holding the Sessions, for the County of Victoria.
- An Act to amend Chapter 10 of the Acts of 1857, entitled, An Act to amend the New Practice Act.
- An Act to authorize the sale of the Temperance Hall Property at Shelburne.
- An Act to Naturalize certain Aliens.
- The House of Assembly then withdrew, and His Excellency was pleased to retire soon after.
- On motion made and seconded, the House adjourned until Friday, at half-past two o'clock.

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**Friday, 26th March, 1858.**


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The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY.  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED S. WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

PRAYERS.

The Minutes of Wednesday were read.

Mr. Tobin, by the command of His Excellency the Lieutenant-Governor, laid before the House— Message from H. E.  
with

Appendix—Part 1, Schedule A.—Expenditures on the Nova Scotia Railway for the years 1854 and 1855. Appendix to Railway  
Reports.

Part 2, Schedule A.—Expenditures on the Nova Scotia Railway from January 1st, 1856, to September 30th, 1857.

The same were read and ordered to lie on the Table.

John Holmes, Esquire, was introduced and presented a Commission from His Excellency the Lieutenant-Governor, appointing him a Member of the Legislative Council, provisionally, until Her Majesty's pleasure should be known; whereupon the Oath of Allegiance was administered to him by the Honorable the Provincial Secretary (as Commissioner) and, after giving and receiving salutations to and from the Members present, his seat was assigned to him next to Mr. Dickey. Member takes Oath.

Mr. McCully, the Chairman of the Committee to whom a Bill, entitled, An Act to carry out the Provisions of an Act to authorize a Loan for the construction of Railways within this Province, so far as relates to the City of Halifax, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House. Com. on Loan for  
Railway, City of  
Hx., Bill rep.

*Ordered*, That it be the Order of the Day for Monday next for the said Bill to be read a second time. Second reading, Or-  
der of Day.

Mr. Dickey, the Chairman of the Committee to whom a Bill, entitled, An Act to amend Chapter 48 of the Revised Statutes, "Of Townships and Township Officers," was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House. Com. on Townships  
Bill rep.

On motion made and seconded, the House adjourned until Monday, at half-past two o'clock. Adjourn.

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**Monday, 29th March, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED S. WHITMAN.  
ROBERT B. DICKEY.  
JOHN HOLMES.

PRAYERS.

The Minutes of Friday were read.

- Order of day, Loan for Railway Halifax Bill.  
Defrd. till Wednesday.  
Fun. of Mr. Uniacke.  
Farquharson's Church Bill read 1st time.  
Referred to Sel. Com. Committee.  
Bridgewater Mill Co. Bill read 1st time.  
Referred to Sel. Com. Committee.  
Digby Road and Slip Sessions. Richmond.  
Bridge, Bridgewater.  
Inspection of Fish. and  
Oyster Bills.  
Read 1st time.  
H. A. agree to Bapt. Church, Falmouth.
- The Order of the Day being read for the second reading of a Bill, entitled, An Act to carry out the provisions of an Act to authorise a Loan for the construction of Railways within this Province, so far as relates to the City of Halifax,  
On motion, *ordered*, that the Order of the Day be postponed till Wednesday next.  
On motion of Mr. Almon, seconded by Mr. McHeffey, *Resolved unanimously*, That this House do attend the Funeral of the late Honorable James Boyle Uniacke, at ten o'clock, A. M., to-morrow.  
Mr. McKeen presented a Bill to Incorporate the Trustees of Farquharson's Free Church at Lake Ainslie, in the County of Inverness,—which was read a first time.  
*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.  
*Ordered*, That Mr. Archibald, Mr. McKeen, and Mr. Holmes be a Committee for that purpose.  
Mr. Comeau presented a Bill to Incorporate the Bridgewater Mill Company—which was read a first time.  
*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.  
*Ordered*, That Mr. Pineo, Mr. Whitman, and Mr. Comeau, be a Committee for that purpose.  
A Message was brought from the House of Assembly by Mr. James, with the following Bills:  
A Bill, entitled, An Act to provide for a Public Road and Slip at Digby.  
A Bill, entitled An Act to Legalize the Proceedings of the Sessions of the County of Richmond.  
A Bill, entitled, An Act to provide for repairing the Bridgewater Bridge in the County of Lunenburg.  
A Bill, entitled, An Act further to amend the Act 18th Victoria, Chapter 16, relating to the Inspection of Fish.  
A Bill, entitled, An Act to amend the Act to prevent the destruction of Oysters. To which Bills they desired the concurrence of this House.  
The said Bills were read a first time.  
*Ordered*, That the said Bills be read a second time at a future day.  
The Messenger also informed the House that the House of Assembly agreed to a



Bill, entitled, An Act to Incorporate the Trustees of the Baptist Church at Fal-mouth.

Also to a Bill, entitled, An Act to amend the Act for the regulation of the Town Marsh at Annapolis. Town Marsh, Anpls, and

Also to a Bill, entitled, An Act to establish a Polling District at Dalhousie in King's County, without any amendment. Polling District Dalhousie Bills, Without amdt.

The Messenger also informed the House that the House of Assembly agreed to a Bill, entitled, An Act to incorporate the Cape Breton Marine Insurance Company, with an amendment—to which amendment they desired the concurrence of this House. H. A. agree to Cape Breton Mar. Ins. Co. Bill without am.

The said amendment was read by the Clerk as follows: Amendment read.

THIRD CLAUSE—7th line—Leave out the word "Five" and insert the word "Ten."

And the said amendment being read a second and third time, was agreed to by the House. Agreed to, and

A Message was sent to the House of Assembly by the Clerk, Message to H. A.

To carry down the said Bill, and acquaint them that this House has agreed to the amendment proposed by them to the said Bill.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock. Adjourn.

**Tuesday, 30th March, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO.

The Honorable JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED S. WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act to provide for a Public Road and Slip at Digby; also,  
A Bill, entitled, An Act to legalize the proceedings of the Sessions of the County of Richmond; also, Digby Road and Slip, Sessions, Richmond.

A Bill, entitled, An Act to provide for repairing the Bridgewater Bridge, in the County of Lunenburg; also, Bridge, Bridgewater,

A Bill, entitled, An Act further to amend the Act 18th Victoria, Chapter 16, relating to the Inspection of Fish; also, Inspection of Fish. &

A Bill, entitled, An Act to amend the Act to prevent the destruction of Oysters. Oysters Bills, Read 2nd time

Were read a second time.

Ordered, That the said Bills be committed to a Committee of the whole House at a future time. And ordered to Com.

Message from H. E. with Despatches, &c., relative to Marriage of Princess Royal.

Mr. Tobin, by the command of His Excellency the Lieutenant Governor, laid before the House the following Despatch and Papers relating to the Marriage of the Princess Royal.

Despatch, dated 20th February 1858, from the Secretary of State for the Colonies to the Lieutenant Governor, enclosing,

An account of the ceremonial.

Also, a Silver Medal commemorative of the event.

*(Appendix—Marriage of the Princess Royal.)*

Despatch, &c., on power of Colonial Legislature to commit for contempt.

Also, the following Despatch and Judgment relative to the power of Colonial Legislative Bodies to commit for contempts.

Despatch, dated 5th March 1858, from the Secretary of State for the Colonies to the Lieutenant Governor, enclosing

The Judgment of the Judicial Committee of the Privy Council in Fenton and Fraser vs. Hampton.

*(Appendix—Arrest by Colonial Legislatures.)*

The same were read and ordered to lie on the Table.

Com. on Bridgewater Mill Co. Bill rep.

Mr. Pineo, the Chairman of the Committee to whom a Bill, entitled, An Act to incorporate the Bridgewater Mill Company, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

Bill read 2d time,

The said Bill was read a second time.

And ordered to Com.

*Ordered,* That the said Bill be committed to a Committee of the whole House at a future time.

S. O. S.

*Resolved unanimously,* That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House.

Com. on Bills.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time, the House was resumed, and Mr. Cutler reported that the Committee had made some progress.

Rep. Digby Slip and Road Bill without amend.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to provide for a Public Road and Slip at Digby, and had agreed to the same without any amendment.

Motion not to receive Report.

Whereupon, Mr. Whitman moved that the said Report be not received, which being seconded, and the question being put by the President, there appeared for the motion two, against the motion seventeen :

For the Motion—

Mr. Harris,  
Whitman,

Against the Motion—

Mr. McNab,	Mr. Comeau,
McCully,	Almon,
Cutler,	Holmes,
McHeffey,	Dickey,
Archibald,	Black,
Pineo,	Fairbanks,
Brown,	Keith,
Bell,	Rudolf,
	The President.

Negatived.

So it passed in the negative.

Report received.

*Ordered,* That the said Report be received, and the said Bill be read a third time at a future day.

Sessions, Richmond.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to legalize the proceedings of the Sessions of the County of Richmond ; also,

A Bill, entitled, An Act to provide for repairing the Bridgewater Bridge, in the County of Lunenburg; also, Bridge, Bridgewater.

A Bill, entitled, An Act to amend the Act 18 Victoria, Chapter 16, relating to the Inspection of Fish; also, Inspection of Fish &

A Bill, entitled, An Act to amend the Act to prevent the destruction of Oysters. Oyster Bills.

And had agreed to the same, without any amendment. Without amendment.

*Ordered*, That the said Bills be read a third time at a future day,

A Message was brought from the House of Assembly by Mr. James, with the following Bill:

A Bill, entitled, An Act to extend to Wolfville the Laws relating to Commissioners of Streets. Streets, Wolfville Bill.

To which Bill they desired the concurrence of this House.

The said Bill was read a first time.

Read 1st time

*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon. And ref. to Select Com.

*Ordered*, That Mr. Harris, Mr. McHeffey, and Mr. McCully, be a Committee for that purpose. Committee.

The Messenger also returned a Bill, entitled, An Act to Incorporate the Cape Breton Marine Insurance Company, and informed the House that the House of Assembly agreed to the said Bill as amended. H. A. finally agree to C. Breton Ins. Com. Bill.

Mr. McCully presented the Petition of Job Hamilton, and others, of Yarmouth, praying for the repeal of the Municipal Incorporation Act—which was ordered to lie on the Table. Pet. of J. Hamilton, &c.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock. Adjourn.

### Wednesday, 31st March, 1858.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act to legalize the proceedings of the Sessions of the County of Richmond; also, Sessions, Richmond.

A Bill, entitled, An Act further to amend the Act 18th Victoria, Chapter 16, relating to the Inspection of Fish; also, Inspection of Fish &

- Oysters Bills.  
Read 3rd time. A Bill, entitled, An Act to amend the Act to prevent the destruction of Oysters, Were read a third time, and the question was put by the President on each Bill, Whether this Bill shall pass?  
Agreed to. It was resolved in the affirmative.  
And sent to H. A. A Message was sent to the House of Assembly by the Clerk, To return the said Bills and acquaint them that this House has agreed to the same without any amendment.
- Digby Road & Slip & Bridge, Bridgewater Bills.  
Read 3d time. A Bill, entitled, An Act to provide for a Public Road and Slip at Digby; also, A Bill, entitled, An Act to provide for repairing the Bridgewater Bridge in the County of Lunenburg, Were read a third time, and the question was put by the President on each Bill, Whether this Bill shall pass?  
Agreed to and Sent to H. A. It was resolved in the affirmative.  
A Message was sent to the House of Assembly by the Clerk, To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.
- Pres. Ch. East River Bill read 1st time  
And ref. to Sel. Com. Committee. Mr. Holmes presented a Bill to authorize the sale of the old Presbyterian Meeting House at the East Branch of the East River in the County of Pictou—which was read a first time.  
*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.  
*Ordered*, That Mr. Holmes, Mr. McHefley, and Mr. Archibald, be a Committee for that purpose.
- Com. on Farquharson's Free Church Bill reported.  
Bill read 2nd time & Ordered to Com. Mr. Archibald, the Chairman of the Committee to whom a Bill, entitled, An Act to incorporate the Trustees of Farquharson's Free Church at Lake Ainslie, in the County of Inverness, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.  
The said Bill was read a second time.  
*Ordered*, That the said Bill be committed to a Committee of the whole House at a future day.
- Com. on Pub. Accts. Report.  
(*Appendix—Public Accounts.*)  
*Ordered*, That the said Report do lie on the Table.
- Petition of Mayor, &c. of Halifax on Loan for Railway Hlf. Bill.  
Order of Day 2nd reading for Railways, Halifax Bill.  
Bill read 2nd time & Ordered to Com. Mr. Bell presented the Petition of the Mayor and Aldermen of the City of Halifax, praying that the Bill, entitled, An Act to carry out the provisions of an Act to authorize a Loan for the construction of Railways within this Province, so far as relates to the City of Halifax, may be so amended as to be in accordance with the original proposal of the Corporation—which was read and ordered to lie on the Table.  
The Order of the Day being read for the second reading of a Bill, entitled, An Act to carry out the provisions of an Act to authorize a Loan for the construction of Railways within this Province, so far as relates to the City of Halifax,  
• The said Bill was read a second time.  
*Ordered*, That the said Bill be committed to a Committee of the whole House at a future day.
- Adjourn. On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

**Thursday, 1st April, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

On motion, *resolved*, That a Committee be appointed to take into consideration the Contingent Expenses of this House for the present Session. Com. on Con. Expenses.

*Ordered*, That Mr. Rudolf, Mr. Fairbanks, and Mr. Keith, be a Committee for that purpose. Committee.

Mr. Harris, the Chairman of the Committee to whom a Bill, entitled, An Act to extend to Wolfville the Laws relating to Commissioners of Streets, was referred, reported, that the Committee had examined the said Bill, and recommended that the further consideration of the said Bill should be deferred to this day three months. Com. on Streets Wolfville Bill Report.

The said Bill was read a second time. Bill read 2nd time.

On motion, *resolved*, that the further consideration of the said Bill be deferred this day three months. And def. 3 months.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress. Com. on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to Incorporate the Trustees of Farquharson's Free Church at Lake Ainslie, in the County of Inverness, and had agreed to the same without any amendment. Rep. Farquharson's Free Ch. Bill without am.

*Ordered*, That the said Bill be engrossed, and read a third time at a future day.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to carry out the provisions of an Act to authorize a Loan for the construction of Railways within this Province, so far as relates to the City of Halifax, and had agreed to the same without any amendment. Rep. Loan for Railways, Halifax Bill, without am.

*Ordered*, That the said Bill be read a third time at a future day.

On motion made and seconded, the House adjourned until Monday at half-past two o'clock. Adjourn

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**Monday, 5th April, 1858.**

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The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
THOMAS D. ARCHIBALD,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

**PRAYERS.**

The Minutes of Thursday were read.

A Bill, entitled, An Act to Incorporate the Trustees of Farquharson's Free Church, at Lake Ainslie, in the County of Inverness, was read a third time and the question was put by the President,

Whether this Bill shall pass?

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,  
To carry down the said Bill, and desire their concurrence thereto.

Mr. Holmes, the Chairman of the Committee to whom a Bill, entitled, An Act to authorize the Sale of the old Presbyterian Meeting House at the East Branch of the East River, in the County of Pictou, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

The said Bill was read a second time.

*Ordered*, That the said Bill be committed to a Committee of the whole House at a future time.

*Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill.

On motion of Mr. Brown, *Ordered*, that Mr. Archibald have leave of absence after to-morrow, to return home on urgent private business.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time, the House was resumed, and Mr. Cutler reported that the Committee had made some progress.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to authorize the Sale of the old Presbyterian Meeting House at the East Branch of the East River, in the County of Pictou, and had agreed to the same without any amendment.

*Ordered*, That the said Bill be engrossed, and read a third time at a future day.

On motion, *ordered*, that a Bill, entitled, An Act to Incorporate the Bridgewater Mill Company, be again referred to a Select Committee, to examine and report upon.

*Ordered*, That the Committee to whom the said Bill was previously referred be a Committee for that purpose.

Farquharson's Free  
Church Bill read  
3d time.

Passed.

And sent to H. A.

Com. on Pres. Meet-  
ing, East River,  
Bill rep.

Bill read 2nd time

And ord. to Com.

S. O. S.

Leave of absence to  
Mr. Archibald.

Com. on Bills.

Rep. Pres. Meeting,  
East River, Bill  
without am.

Bridgewater Mill Co.  
Bill again ref.

Committee.

Mr. Whitman moved that a Bill, entitled, An Act to carry out the provisions of an Act to authorize a Loan for the construction of Railways within this Province so far as relates to the City of Halifax, be now read a third time—

Motion for 3d reading of Loan for Railways Hx. Bill.

Which being objected to,

Mr. Almon moved to leave out "now" and insert "this day three months,"

Motion to defer 3 mos.

And the question being put by the President,

Whether the said amendment be agreed to?

There appeared for the amendment seven, against the amendment thirteen :

For the amendment—

Against the amendment—

Mr. McCully,

Mr. Cutler,

Mr. Comeau,

Bell,

Archibald,

Whitman,

Almon,

McKeen,

Holmes,

Black,

McHefsey,

Dickey,

Keith,

Harris,

Fairbanks,

Tobin,

Pineo,

Rudolf.

The President.

Brown,

So it passed in the negative.

Negatived.

Then the question being put on the original motion it was resolved in the affirmative.

Original motion carried.

The said Bill was then read a third time, and the question was put by the President,

Bill read 3d time.

Whether this Bill shall pass?

It was resolved in the affirmative.

Agreed to.

**DISSENTIENT—**

Because, by this Bill the Legislature assumes a power which, in our opinion it does not constitutionally possess, namely, to involve one section of the inhabitants of this Province more than another in the pecuniary engagements necessary for the construction of the Railways now in progress.

Protest.

Because, if the Act of Incorporation of the City of Halifax had authorized the Mayor and Aldermen to pledge its citizens to take Stock in the Railways of this Province, still the conditions under which this pledge was given have not been fulfilled, as the Act 17 Vic. Chap. 1, distinctly provides that the lines of Railway are to extend from the Harbor of Halifax to the frontier of New Brunswick, the Harbor of Pictou, and to Victoria Beach, whereas the said lines do not now so extend, neither is there any probability that the works will be so completed for a long period in accordance with the true intent, faith and meaning of the said Act.

M. B. ALMON.

W. A. BLACK.

A. KEITH.

MICHAEL TOBIN, for second reason.

EDWARD KENNY.

H. BELL, for second reason.

J. MCCULLY, for second reason.

A Message was sent to the House of Assembly by the Clerk,

Sent to H. A.

To return the said Bill, and acquaint them that this House has agreed to the same, without any amendment.

Mr. McCully presented a Bill to amend Chapter 145 of the Revised Statutes, "Of Distress for Rent,"—which was read a first time.

Distress for Rent Bill read 1st time.

Ordered, That the said Bill be referred to a Select Committee, to examine and report upon.

Referred to Sel. Com.

Ordered, That Mr. McCully, Mr. Dickey, and Mr. Fairbanks, be a Committee for that purpose.

Committee.

A Message was brought from the House of Assembly by Mr. James, with the following Bill :

Supreme Court Bill.

A Bill, entitled, An Act to amend Chapter 126 of the Revised Statutes, "Of the Supreme Court and its Officers."

Read 1st time.

To which Bill they desired the concurrence of this House.

The said Bill was read a first time.

Adjourn.

*Ordered*, That the said Bill be read a second time at a future day.

On motion made and seconded, the House adjourned until Wednesday, at half-past two o'clock.

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**Wednesday, 7th April, 1858.**

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The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
WILLIAM MCKEEN,  
RICHARD A. MCHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

PRAYERS.

The Minutes of Monday were read.

Supreme Court Bill  
read 2d time.

A Bill, entitled, An Act to amend Chapter 126 of the Revised Statutes, "Of the Supreme Court and its Officers," was read a second time.

Ordered to Com.

*Ordered*, That the said Bill be committed to a Committee of the whole House at a future time.

S. O. S.

*Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill.

Bill committed.

On motion, the House was adjourned during pleasure, and put into a Committee on the said Bill. After some time the House was resumed, and Mr. Cutler reported that the Committee had gone through the said Bill, and had agreed to the same, without any amendment.

Rep. without amndt.

Read 3d time, and

*Ordered*, That the said Bill be read a third time presently.

The said Bill was read a third time, and the question was put by the President, Whether this Bill shall pass ?

Agreed to.

It was resolved in the affirmative.

Time for protesting  
against Loan for  
Railway Hx. Bill  
extended.

*Ordered*, That such Members as may think fit be at liberty to enter their Protests against the passing of a Bill, entitled, An Act to authorize a Loan for the construction of Railways within this Province so far as relates to the City of Halifax, before the adjournment of the House on Friday next.

Executive and Legis-  
lative Disabilities  
Bill read 1st time.

Mr. Dickey presented a Bill to amend Chapter Two of the Revised Statutes, "Of Executive and Legislative Disabilities" which was read a first time.

Referred to Sel. Com.

*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.



*Ordered*, That Mr. Almon, Mr. Whitman, and Mr. McHefey, be a Committee for Committee. that purpose.

*Resolved unanimously*, That this House will attend the funeral of the late G. W. McLellan, Esquire, late one of the Representatives of the County of Colchester in General Assembly, and that the President of this House be requested to communicate the foregoing Resolution to the Honorable the Speaker of the House of Assembly. Frnl. of Mr. McLellan.

On motion made and seconded, the House adjourned until Friday, at half-past two o'clock. Adjourn.

**Friday, 9th April, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
JAMES D. HARRIS,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

PRAYERS.

The Minutes of Wednesday were read.

A Bill, entitled, An Act to authorize the sale of the old Presbyterian Meeting House at the East Branch of the East River, in the County of Pictou, was read a third time—and the question was put by the President, Pres. Meeting East River Bill read 1st time.

Whether this Bill shall pass?

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk, To carry down the said Bill, and desire their concurrence thereto. Passed, and Sent to H. A.

A Bill, entitled, An Act relating to Trusts and Trustees, was read a third time.

Whereupon, Mr. Dickey moved that the further consideration of the said Bill be deferred to this day three months Trusts and Trustees Bill read 3d time. Motion to defer.

Which being seconded, and the question being put by the President, there appeared for the motion eight, against the motion twelve:

For the motion—

Mr. Cutler,  
Harris,  
Pineo,  
Whitman,  
Holmes,  
Dickey,  
Black,  
Fairbanks.

Against the motion—

Mr. McNab,  
McCully,  
McKeen,  
McHefey,  
Brown,  
Bell,  
Mr. Comeau,  
Almon,  
Keith,  
Tobin,  
Rudolf,  
The President.

So it passed in the negative.

Then the question was put by the President, Negatived.

- Bill passed, and Sent to H. A. Whether this Bill shall pass?  
It was resolved in the affirmative.  
A Message was sent to the House of Assembly by the Clerk,  
To carry down the said Bill, and desire their concurrence thereto.
- Com. on Exe. & Leg. Disabilities Bill rep. maj. fav. Mr. Almon, the Chairman of the Committee to whom a Bill, entitled, An Act to amend Chapter 2 of the Revised Statutes, "Of Executive and Legislative Disabilities," was referred, reported that the Committee had examined the said Bill, and that the majority of the Committee recommended it to the favorable consideration of the House.
- Bill read 2d time. Ordered to Com. The said Bill was read a second time.  
*Ordered*, That the said Bill be committed to a Committee of the whole House at a future day.
- Loan for Railways Hx. Bill sent to H. A. A Message was sent to the House of Assembly by the Clerk,  
To return a Bill, entitled, An Act to carry out the provisions of an Act to authorize a Loan for the construction of Railways so far as relates to the City of Halifax, and to acquaint them that this House had agreed to the said Bill, without any amendment.
- H. A. agree to Amdt. to Partnership and Burial Ground Newport Bills. Bills finally agreed to A Message was brought from the House of Assembly, by Mr. James,  
To inform the House that the House of Assembly agreed to the amendments proposed by this House to a Bill, entitled, An Act to amend Chapter 79 of the Revised Statutes, "Of Partnerships."  
Also, the amendment proposed by this House to a Bill, entitled, An Act relating to a Burial Ground in the Town Plot of Newport.  
The said Bills were then read, as amended, and the question was put by the President, on each Bill,  
Whether this Bill, as amended, shall pass?  
It was resolved in the affirmative.
- And sent to H. A. A Message was sent to the House of Assembly by the Clerk,  
To return the said Bills, and acquaint them therewith.
- Adjourn. On motion made and seconded, the House adjourned until Monday, at half-past two o'clock.

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**Monday, 12th April, 1858.**

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The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFRY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

**PRAYERS.**

The Minutes of Friday were read.

H. E. comes to Council Chamber.

At three of the o'clock, P. M., His Excellency THE RIGHT HONORABLE THE EARL OF MULGRAVE, Lieutenant-Governor and Commander-in-Chief in and over Her Majesty's

Province of Nova-Scotia and its Dependencies, &c., &c., &c., came to the Council Chamber, attended as usual, and, being seated, the Gentleman Usher of the Black Rod received His Excellency's command, to let the House of Assembly know, "It is His Excellency's will and pleasure they attend him immediately in this House," who being come, with their Speaker, His Excellency was pleased to give his assent to thirteen Bills, entitled as follows :

An Act to Incorporate the Trustees of the Baptist Church at Falmouth.	H. A. attend.
An Act to amend the Act for the Regulation of the Town Marsh at Annapolis.	H. E. assents to 13 Bills, viz.,
An Act to establish a Polling District at Dalhousie, in King's County.	Bap. Church Falmh.
An Act to Incorporate "The Cape Breton Marine Insurance Company."	Town Marsh Anpls.
An Act to legalize the proceedings of the Sessions of the County of Richmond.	Poll'g Dis. Dalhousie.
An Act further to amend the Act 18th Victoria, Chapter 16, relating to the Inspection of Fish.	C. Breton Insur. Co.,
	Sessions Richmond,
	Inspection of Fish,
An Act to amend the Act to prevent the destruction of Oysters.	Oysters,
An Act to provide for a Public Road and Slip at Digby.	Digby Road and Slip
An Act to provide for repairing the Bridgewater Bridge, in the County of Lunenburg.	Bridge, Brid gewater.
An Act to carry out the provisions of an Act to authorize a Loan for the construction of Railways within the Province so far as relates to the City of Halifax.	Loan for Rail'ys Hx.
An Act to amend Chapter 126 of the Revised Statutes "Of the Supreme Court and its Officers."	Supreme Court.
An Act to amend Chapter 79 of the Revised Statutes, "Of Partnerships."	Partnerships, and
An Act relating to a Burial Ground in the Town Plot of Newport.	Burial Gro'd, Newp'.
The House of Assembly then withdrew, and His Excellency was pleased to retire soon after.	H. A. withdraw. H. E. retires.

Mr. Dickey moved that a Bill, entitled, An Act to amend Chapter 2 of the Revised Statutes, "Of Executive and Legislative Disabilities," be read a second time—which being seconded, and the question being put by the President, was agreed to.

The said Bill was read a second time.  
Whereupon, Mr. Holmes moved that the said Bill be committed to a Committee of the whole House at a future day—which being seconded, and the question being put by the President, was agreed to.

A Message was brought from the House of Assembly by Mr. James, with the following Bills :

A Bill, entitled, An Act to legalize the proceedings of the Special Sessions in Pictou. Spec. Sessions Pictou.

A Bill, entitled, An Act to amend the Act for the Incorporation of certain Bodies connected with the Wesleyan Methodist Church in Nova Scotia. Methodist Church.

A Bill, entitled, An Act to provide for the erection of a Poor House in Cornwallis. Poor House Cornwallis, and

A Bill, entitled, An Act to amend the Jury Law. Jury Law Bills.

To which Bills they desired the concurrence of this House.

The said Bills were read a first time. Read 1st time.

Ordered, That the said Bills be referred to a Select Committee, to examine and report upon. Referred to Sel. Com.

Ordered, That Mr. Dickey, Mr. Bell, and Mr. Fairbanks, be a Committee for that purpose. Committee.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock. Adjourn.

**Tuesday, 13th April, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER;  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

Mr. Dickey, the Chairman of the Committee to whom a Bill, entitled, An Act to legalize the proceedings of the Special Sessions in Pictou; also,

A Bill, entitled, An Act to amend the Act for the Incorporation of certain Bodies connected with the Wesleyan Methodist Church in Nova-Scotia; also,

A Bill, entitled, An Act to provide for the erection of a Poor House in Cornwallis; also,

A Bill, entitled, An Act to amend the Jury Law,

Were referred, reported that the Committee had examined the said Bills, and recommended them to the favorable consideration of the House.

The said Bills were read a second time.

*Ordered*, That the said Bills be committed to a Committee of the whole House at a future time.

*Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bills.

Mr. Tobin presented the Petition of John Mumford and others, praying for a modification of the Law relative to the erection of Wooden Buildings in the City of Halifax—which was read and ordered to lie on the Table.

Mr. Tobin presented a Bill to amend the Act, entitled, An Act to limit the erection of Wooden Buildings within the City of Halifax—which was read a first time.

*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.

*Ordered*, That Mr. Tobin, Mr. Almon, and Mr. Bell, be a Committee for that purpose.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Cutler reported that the Committee had made some progress.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to legalize the proceedings of the Special Sessions at Pictou; also,

A Bill, entitled, An Act to amend the Act for the Incorporation of certain Bodies connected with the Wesleyan Methodist Church in Nova Scotia; also,

A Bill, entitled, An Act to provide for the erection of a Poor House in Cornwallis; also,

A Bill, entitled, An Act to amend the Jury Law,

And had agreed to the same, without any amendment.

Com. Special Sessions, Pictou.

Wesleyan Church.

Poor House, Cornwallis, and

Jury Law Bills.

Rep. for.

Bill read 2nd time.

Ordered to Com.

S. O. S.

Petition of Mumford and others.

Wooden Buildings, Hx. Bill. Read 1st time.

And ref. to Sel. Com.

Committee.

Com. on Bills.

Report Special Sessions, Pictou.

Wesleyan Church.

Poor House, Cornwallis, and

Jury Law Bills.

Without am.

*Ordered*, That the said Bills be read a third time at a future day.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter Two of the Revised Statutes, "Of Executive and Legislative Disabilities," and had agreed to the same without any amendment.

Rep. Exec. and Legis. Disabilities Bill without am.

Whereupon, Mr. Almon moved that the said Bill be re-committed to a Committee of the whole House for the purpose of amending the same, by adding the following Proviso thereto :

Motion to re-commit Bill.

" Provided that this Act shall not extend to any Judge of Probate or Prothonotary who may now hold a seat in either Branch of the Legislature ; but so far as such members are concerned this Act shall not go into full operation until after the dissolution of the present General Assembly."

Which being seconded, and the question being put by the President, there appeared for the motion eight, against the motion eleven :

Negatived.

For the Motion—

Mr. McNab,  
McCully,  
McKeen,  
McHefly,  
Bell,  
Comeau,  
Almon,  
Keith,

Against the Motion—

Mr. Cutler,  
Tobin,  
Pineo,  
Brown,  
Whitman,  
Holmes,  
Dickey,  
Black,  
Fairbanks,  
Rudolf,

The President.

So it passed in the negative.

It was then moved that the said Report be received.

Motion to rec. Report.

Whereupon Mr. McHefly moved in amendment that the further consideration of the said Bill be deferred to this day three months.

Motion in am. to def. 3 mos.

Which being seconded, and the question being put by the President, there appeared for the amendment five, against the amendment fourteen :

For the amendment—

Mr. McCully,  
McKeen  
McHefley,  
Bell,  
Almon.

Against the amendment—

Mr. McNab,  
Tobin,  
Pineo,  
Brown,  
Comeau,  
Whitman,  
Holmes,  
Mr. Dickey,  
Black,  
Fairbanks,  
Keith,  
Rudolf,  
Cutler,  
The President.

So it passed in the negative.

Negatived.

*Ordered*, That the said Report be received, and the said Bill be engrossed, and read a third time at a future day.

Rep. rec.

\* A Message was brought from the House of Assembly, by Mr. James, with the following Bills :

A Bill, entitled, An Act to authorise the sale of the Colchester Academy.

Colchester Academy.

A Bill, entitled, An Act to authorise a Loan for the purchase of a Lot, and construction thereon of a Water Tank for the Town of Pictou.

Water Tank. Pictou.

A Bill, entitled, An Act to amend the Acts relating to River Fisheries.

River Fisheries, and

A Bill, entitled, An Act to amend the Law respecting Licenses, in the City of Halifax, and prosecutions connected therewith.

Licenses, Halifax Bills.

To which Bills they desired the concurrence of this House.

The said Bills were read a first time.

Read 1st time.

- And ref. to Sel. Com. *Ordered*, That the said Bills be referred to a Select Committee, to examine and report upon.
- Committee. *Ordered*, That Mr. Holmes, Mr. Dickey, and Mr. Rudolf, be a Committee for that purpose.
- Adjourn. On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

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**Wednesday, 14th April, 1858.**

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The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,  
JOHN E. FAIRBANKS,

The Honorable JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

- Spec. Sessions, Pictou. A Bill, entitled, An Act to Legalize the Proceedings of the Special Sessions in Pictou ; also,
- Wesleyan Church, A Bill, entitled, An Act to amend the Act for the Incorporation of certain Bodies connected with the Wesleyan Methodist Church in Nova Scotia ; also,
- Poor House, Cornwallis and A Bill, entitled, An Act to provide for the erection of a Poor House in Cornwallis, also,
- Jury Law Bills. A Bill, entitled An Act to amend the Jury Laws,
- Read 3d time. Were read a third time, and the question was put by the President on each Bill, Whether this Bill shall pass ?
- Agreed to. It was resolved in the affirmative.
- And sent to H. A. A Message was sent to the House of Assembly by the Clerk, To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.
- Com. on Colchester Acad. Mr. Holmes, the Chairman of the Committee to whom a Bill, entitled, An Act to authorise the sale of the Colchester Academy ; also,
- Water Tank, Pictou, A Bill, entitled, An Act authorise a Loan for the purchase of a Lot and construction thereon of a Water Tank for the Town of Pictou ; also,
- River Fisheries, and Licenses Hlfx. Bills, A Bill, entitled, An Act to amend the Act relating to River Fisheries ; also, A Bill, entitled, An Act to amend the Law respecting Licenses in the City of Halifax, and prosecutions connected therewith,
- Rep. fav. Were referred, reported that the Committee had examined the said Bills, and recommended them to the favorable consideration of the House.
- Bills read 2nd time. The said Bills were read a second time.
- Ordered to Com. *Ordered*, That the said Bills be committed to a Committee of the whole House at a future time.
- S. O. S. *Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bills.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time, the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to authorise the sale of the Colchester Academy; also, A Bill, entitled, An Act to authorise a Loan for the purchase of a Lot and construction thereon of a Water Tank for the Town of Pictou, And had agreed to the same, without any amendment.

*Ordered,* That the said Bills be read a third time presently.

The said Bills were read a third time, and the question was put by the President, on each Bill.

Whether this Bill shall pass?  
It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk, To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.

Mr. Dickey moved that a Bill, entitled, An Act to amend Chapter 2 of the Revised Statutes "Of Executive and Legislative Disabilities," be read a third time, which was agreed to.

The said Bill was then read a third time, and the question was put by the President,

Whether this Bill shall pass?  
It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk, To carry down the said Bill, and desire their concurrence thereto.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

Com. on Bills.

Report Colchester Acad. and

Water Tank, Pictou, Bills.

Without am.

Bills read 3d time.

Agreed to.

And sent to H. A.

Motion for 3d reading Exec. and Leg. Disabilities Bill agreed to.

Bill read 3d time.

Passed.

And sent to H. A.

Adjourn.

**Thursday, 15th April, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,  
JOHN E. FAIRBANKS,

The Honorable JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

A Message was brought from the House of Assembly by Mr. James, with the following Bills and Resolution:

1. A Bill, entitled, An Act to alter certain Polling Places and the Boundaries of certain Electoral Districts in Cumberland. Polling Places. Cumberland.
2. A Bill, entitled, An Act to amend the Act to extend the Elective Franchise. Elective Franchise.

- Inspector of Mines, 3. A Bill, entitled, An Act for regulating the office of Inspector of Mines in this Province.
- Townships. Lunenburg. 4. A Bill, entitled, An Act to define, extend, and establish the lines of Townships in the County of Lunenburg.
- Cornwallis Bridge. 5. A Bill, entitled, An Act to authorise the placing of a Draw in the Lower Cornwallis Bridge.
- County Assessments, and 6. A Bill, entitled, An Act further to amend Chapter Forty-six of the Revised Statutes, "Of County Assessments."
- System of Assessment Bills, and 7. A Bill, entitled, An Act to amend the Act to establish a more equal and just system of Assessment, and the Act in amendment thereof.
- Resolution relative to Inland Navigation Company. *Resolved*, That the Inland Navigation Company shall be at liberty to borrow, as a first charge upon the property conveyed to them by the Honorable James McNab, such sum as may be necessary to complete the Canal, including the Inclined Plane, from the Dartmouth Lakes to the Harbor of Halifax, so as to open up the navigation from the Bay of Fundy to Halifax Harbor; security being first given to the satisfaction of the Government that the sum so to be borrowed shall be appropriated to the completion of such part of said work as remains to be done; and that a lien shall be retained upon the Canal property for the sum of Five Thousand Pounds loaned to the Company as a second mortgage.
- Read 1st time. To which Bills and Resolution they desired the concurrence of this House.
- Three Bills referred to Select Com. The said Bills and Resolution were read a first time.
- Committee. *Ordered*, That the three first Bills be referred to a Select Committee, to examine and report upon.
- Two Bills referred to Select Com. *Ordered*, That Mr. Dickey, Mr. Holmes, and Mr. McCully, be a Committee for that purpose.
- Committee. *Ordered*, That the fourth and fifth Bills be referred to a Select Committee, to examine and report upon.
- Two Bills referred to Select Com. *Ordered*, that Mr. Rudolf, Mr. Cutler, and Mr. McHeffy, be a Committee for that purpose.
- Committee. *Ordered*, That the sixth and seventh Bills be referred to a Select Committee, to examine and report upon.
- H. A. agree to Union Bank Bill without amendment. *Ordered*, that Mr. Dickey, Mr. Pineo, and Mr. Bell, be a Committee for that purpose.
- Ordered*, That the said Resolution be read a second time at a future day.
- The Messenger also returned a Bill, entitled, An Act to amend the Act to Incorporate the Union Bank of Halifax, and informed the House that the House of Assembly agreed to the said Bill, without any amendment.

A Message was brought from the House of Assembly by Mr. James, with the following Bill:

- Relief of S. Selden Bill. A Bill, entitled, An Act for the relief of Stephen Selden.
- Read 1st time. To which Bill they desired the concurrence of this House.
- The said Bill was read a first time.
- Adjourn. *Ordered*, That the said Bill be read a second time at a future day.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.



**Friday, 16th April, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,  
JOHN E. FAIRBANKS,

The Honorable JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act for the relief of Stephen Selden, was read a second time. Selden's Relief Bill  
read 2d time. and  
Ordered to Com.

*Ordered*, That the said Bill be committed to a Committee of the whole House at a future day. Ordered to Com.

Mr. Dickey (pursuant to notice previously given) moved the following Resolution: Resolution relative to  
Railways.  
*Resolved*, That a Committee be appointed to enquire into and report upon the state, condition, and prospects of the Railways of this Province.

Which was read by the Clerk, and after long debate,

On motion made and seconded, *ordered*, that the Debate be adjourned until a future day. Debate adjourned.

On motion made and seconded, the House adjourned until Monday, at half-past two o'clock. Adjourn.

**Monday, 19th April, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

PRAYERS.

The Minutes of Friday were read.

Mr. Rudolf, the Chairman of the Committee to whom a Bill, entitled, An Act to define, extend; and establish the lines of Townships in the County of Lunenburg; also, Com. on Lunenburg  
Townships and

- Cornwallis Bridge Bills. A Bill, entitled, An Act to authorise the placing of a Draw in the Lower Cornwallis Bridge,
- Report favorably. Were referred, reported that the Committee had examined the said Bills, and recommended them to the favorable consideration of the House.
- Bills read 2d time, & Ord. to Com. The said Bills were read a second time.  
*Ordered*, That the said Bills be committed to a Committee of the whole House at a future time.
- Com. on Electoral Districts, Cumberland. Mr. Dickey, the Chairman of the Committee to whom a Bill, entitled, An Act to alter certain Polling Places and the Boundaries of certain Electoral Districts in Cumberland; also,
- Elective Franchise, A Bill, entitled, An Act to amend the Act to extend the Elective Franchise; also,  
Inspector of Mines, A Bill, entitled, An Act for regulating the office of Inspector of Mines in this Province; also,
- County Assessments, and A Bill, entitled, An Act further to amend Chapter Forty-six of the Revised Statutes, "Of County Assessments"; also,
- System of Assessment Bills. A Bill, entitled, An Act to amend the Act to establish a more equal and just system of Assessment, and the Acts in amendment thereof,
- Report. Were referred, reported that the Committee had examined the said Bills, and recommended them to the favorable consideration of the House.
- Bills read 2d time, & Ordered to Com. The said Bills were read a second time.  
*Ordered*, That the said Bills be committed to a Committee of the whole House at a future time.
- S. O. S. *Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House.
- Com. on Bills. On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.
- Report Lunenburg Townships. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to define, extend, and establish the Lines of Townships in the County of Lunenburg; also,
- Cornwallis Bridge, & A Bill, entitled, An Act to authorise the placing of a Draw in the Lower Cornwallis Bridge; also,
- Electoral Districts, Cumberland Bills, A Bill, entitled, An Act to alter certain Polling Places and the Boundaries of certain Electoral Districts in Cumberland,  
Without amendment. And had agreed to the same, without any amendment.  
*Ordered*, That the said Bills be read a third time at a future day.
- Rep. River Fisheries Bill with am. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend the Acts relating to River Fisheries, and had made several amendments thereto.
- Amendments read. & The said amendments were read by the Clerk as follows:  
SECOND CLAUSE—At the end of the Clause, add the following words:  
"Or before a Justice of the Peace, and the affidavit shall be filed with the Clerk of the Peace."  
THIRD CLAUSE—1st line—instead of "Sessions" insert "Grand Jury."  
At the end of the Clause add the following words:  
"To be confirmed by the Sessions, and to form a County charge."  
And the said amendments being read a second time, were agreed to by the House.  
*Ordered*, That the said Bill be read a third time at a future day.
- Agreed to.
- Com. on Wooden Buildings, Halifax Bill rep. unfavorably. Mr. Almon, in the absence of the Chairman of the Committee, to whom a Bill, entitled, An Act to amend the Act, entitled, An Act to limit the erection of Wooden

Buildings within the City of Halifax was referred, reported that the Committee had examined the said Bill, and did not recommend it to the favorable consideration of the House.

On motion of Mr. McCully, the said Bill was read a second time.

Bill read 2d time, &

Ordered, That the said Bill be committed to a Committee of the whole House at a future day.

Ordered to Com.

On motion made and seconded, the House adjourned until To-morrow, at half-past two o'clock.

Adjourn.

**Tuesday, 20th April, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act to define, extend, and establish the lines of Townships in Lunenburg Townships, the County of Lunenburg; also,

A Bill, entitled, An Act to authorise the placing of a Draw in the Lower Cornwallis Bridge; also,

A Bill, entitled, An Act to alter certain Polling Places and the Boundaries of certain Electoral Districts in the County of Cumberland.

Were read a third time, and the question was put by the President on each Bill, Whether this Bill shall pass?

It was resolved in the affirmative. Agreed to.

A Message was sent to the House of Assembly by the Clerk, And sent to H. A.

To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.

A Bill, entitled, An Act to amend the Acts relating to River Fisheries, was read a third time, and the question was put by the President, Whether this Bill, with the amendments, shall pass?

It was resolved in the affirmative. Agr'd to with amendments, And sent to H. A.

A Message was sent to the House of Assembly by the Clerk, To return the said Bill, and acquaint them that this House has agreed to the same, with amendments—to which amendments their concurrence is desired.

The Resolution relative to the Inland Navigation Company, was read a second time, and the question was put by the President, Whether this Resolution be agreed to?

It was resolved in the affirmative. Agreed to.

A Message was sent to the House of Assembly by the Clerk, And sent to H. A.

To return the said Resolution, and acquaint them that this House has agreed to the same, without any amendment.

A Message was brought from the House of Assembly by Mr. James, with the following Bills :

- Clerks of Peace, 1. A Bill, entitled, An Act to amend Chapter 42 of the Revised Statutes, "Of Clerks of the Peace."
- Public Landings, 2. A Bill, entitled An Act to amend the Act passed in the year of our Lord 1855, relating to Public Landings.
- Militia, 3. A Bill, entitled, An Act to revive and continue the Laws relative to the Militia.
- Criminal Justice, 4. A Bill, entitled, An Act to amend Chapter 168 of the Revised Statutes, "Of the Administration of Criminal Justice."
- Boundaries of Nova Scotia and New Brunswick, 5. A Bill, entitled, An Act to establish the Boundary Line between the Provinces of Nova Scotia and New Brunswick.
- Londonderry Iron Co. 6. A Bill, entitled, An Act to Incorporate the Londonderry Iron Company of Nova Scotia.
- Township Officers, & 7. A Bill, entitled, An Act to amend Chapter 48 of the Revised Statutes, "Of Townships and Township Officers."
- Inland Navigation Co. Bills, 8. A Bill, entitled, An Act in relation to the Inland Navigation Company.
- Read 1st time. To which Bills they desired the concurrence of this House.  
The said Bills were read a first time.
- Boundary of N. Scotia and N. Brunswick Bill referred. Committee. *Ordered*, That the four first Bill be read a second time at a future day.  
*Ordered*, That the fifth Bills be referred to a Select Committee, to examine and report upon.  
*Ordered*, That Mr. McCully, Mr. Pineo, and Mr. Holmes be a Committee for that purpose.  
*Ordered*, That the sixth, seventh, and eighth Bills, be referred to a Select Committee, to examine and report upon.  
*Ordered*, That Mr. Whitman, Mr. McHeffy, and Mr. Fairbanks, be a Committee for that purpose.
- Petition of Mayor of Halifax against S. Selden's Bill. Mr. Keith presented the Petition of the Mayor, and Aldermen of the City of Halifax in opposition to a Bill, entitled, An Act for the Relief of Stephen Selden—which was read and ordered to lie on the Table.
- Com. on Bills. On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Cutler reported that the Committee had made some progress.
- Report Inspector of Mines, The Chairman also reported that the Committee had gone through a Bill, entitled, An Act for regulating the office of Inspector of Mines in this Province; also,
- County Assessments, and A Bill, entitled, An Act further to amend Chapter Forty-six of the Revised Statutes, "Of County Assessments"; also,
- System of Assessment Bills, A Bill, entitled, An Act to amend the Act to establish a more equal and just system of Assessment, and the Acts in amendment thereof,
- Agreed to w/out am. And had agreed to the same, without any amendment.  
*Ordered*, That the said Bills be read a third time at a future day.
- Report Elective Franchise Bill with am. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend the Act to extend the Elective Franchise, and had made an amendment thereto.
- Amendment read, The said amendment was read by the Clerk as follows:  
IN THE TITLE—2d line—instead of the words "to extend" insert the word "concerning."
- And agreed to. And the said amendment being read a second time, was agreed to by the House.  
*Ordered*, That the said Bill be read a third time at a future day.
- Report Licenses, Hx., Bill, with am. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend the Law respecting Licenses in the City of Halifax, and prosecutions connected therewith, and had made two amendments thereto.

The said amendments were read by the Clerk as follows:

Am. read.

SIXTH CLAUSE—3rd line—before the word "Member" insert the words "City Council or by the."

4th, 5th, and 6th lines—leave out the words "without requiring a vote of the City Council previous thereto," and insert instead the words "subject to the approval of the City Council."

And the said amendments being read a second time, were agreed to by the House.

And agreed to.

*Ordered*, That the said Bill be read a third time at a future day.

On motion of Mr. Pineo, *ordered*, that Mr. Dickey have leave of absence from to-morrow to return home, on account of the illness of a member of his family.

Leave of Absence to Mr. Dickey.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

Adjourn.

### Wednesday, 21st April, 1858.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
ROBERT B. DICKEY,  
JOHN HOLMES.

#### PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act for regulating the office of Inspector of Mines in this Province; also, Inspector of Mines.

A Bill, entitled, An Act further to amend Chapter Forty-six of the Revised Statutes, "Of County Assessments"; also, County Assessments, and

A Bill, entitled, An Act to amend the Act to establish a more equal and just system of Assessment, and the Act in amendment thereof, System of Assessment Bills,

Were read a third time, and the question was put by the President on each Bill, Read 3d time.

Whether this Bill shall pass?

It was resolved in the affirmative.

Agreed to.

A Message was sent to the House of Assembly by the Clerk,

To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment. And sent to H. A.

A Bill, entitled, An Act to amend the Act to extend the Elective Franchise; also, Elective Franchise, &

A Bill, entitled, An Act to amend the Law respecting Licenses in the City of Halifax, and prosecutions connected therewith, Licenses, Hx., Bills

Were read a third time, and the question was put by the President on each Bill, Read 3rd time.

Whether this Bill, with the amendments, shall pass?

It was resolved in the affirmative.

Agreed to with am.,

A Message was sent to the House of Assembly by the Clerk,

And sent to H. A.

To return the said Bills, and acquaint them that this House has agreed to the same with, amendments—to which amendments their concurrence is desired.

- Clerks of Peace, A Bill, entitled, An Act to amend Chapter 42 of the Revised Statutes "Of Clerks of the Peace"; also,
- Public Landings, A Bill, entitled, An Act to amend the Act passed in the year of our Lord, 1855, relating to Public Landings; also,
- Militia, and A Bill, entitled, An Act to revive and continue the Laws relative to the Militia; also,
- Criminal Justice Bills A Bill, entitled, An Act to amend Chapter 168 of the Revised Statutes, "Of the Administration of Criminal Justice,"
- Read 2d time, and Were read a second time.
- Ord. to Com. *Ordered*, That the said Bills be committed to a Committee of the whole House at a future time.
- Com. report on Londonderry Iron Co. & Mr. Whitman, the Chairman of the Committee to whom a Bill, entitled, An Act to Incorporate the Londonderry Iron Company of Nova Scotia; also,
- Inland Nav. Co. Bills A Bill, entitled, An Act in relation to the Inland Navigation Company, Were referred, reported that the Committee had examined the said Bills, and recommended them to the favorable consideration of the House.
- Bills read 2d time, The said Bills were read a second time.
- And ord. to Com. *Ordered*, That the said Bills be committed to a Committee of the whole House at a future day.
- S. O. S. *Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House.
- Com. on Bills. On motion the House was adjourned during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.
- Report. The Chairman also reported that the Committee had gone through a Bill, entitled, Public Landings and An Act to amend the Act passed in the year of our Lord 1855, relating to Public Landings; also,
- Militia Bills A Bill, entitled, An Act to revive and continue the laws relative to the Militia, Agreed to w/out am. And had agreed to the same, without any amendment.
- Ordered*, That the said Bills be read a third time at a future day.
- Com. on Boundary, N. S. and N. B., Bill Mr. McCully, the Chairman of the Committee to whom a Bill entitled, An Act to establish the Boundary Line between the Provinces of Nova Scotia and New Brunswick, was referred, reported that the Committee had examined the said Bill, and that the majority of the Committee recommended it to the favorable consideration of the House. The Chairman dissenting.
- Rep. Maj. fav. The said Bill was read a second time.
- Bill read 2d time. *Ordered*, That the said Bill be committed to a Committee of the whole House at a future day.
- Bill ord. to Com. *Ordered*, That the said Bill be committed to a Committee of the whole House at a future day.
- Debate on Railway Resolution resumed. On motion of Mr. Dickey, the House resumed the adjourned Debate on the Resolution moved on the 16th instant, relative to the Railways of this Province. After long Debate,
- Debate resumed. On motion made and seconded, *ordered*, that the Debate be adjourned until a future day.
- Adjourn. On motion made and seconded, the House adjourned until Friday, at half-past two o'clock.

**Friday, 23rd April, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
JOHN HOLMES.

## PRAYERS.

The Minutes of Wednesday were read.

A Bill, entitled, An Act to amend the Act passed in the year 1855, relating to Public Landings, and Public Landings; also,

A Bill, entitled, An Act to revive and continue the Laws relative to the Militia, Militia Bills,  
Were read a third time, and the question was put by the President on each Bill, Read 3rd time,  
Whether this Bill shall pass?

It was resolved in the affirmative. Agreed to,

A Message was sent to the House of Assembly by the Clerk,  
To return the said Bills, and acquaint them that this House has agreed to the same, And sent to H. A.  
without any amendment.

A Message was brought from the House of Assembly by Mr. James, with the following Bills and Resolution:

A Bill, entitled, An Act to alter Chapter 120 of the Revised Statutes, "Of Patents for Useful Inventions." Patents.

A Bill, entitled, An Act for the extension of the New Eastern Road between Manchester and the Strait of Canso. Road, Manchester and Canso,

A Bill, entitled, An Act relating to the width of certain Roads in the County of Digby. Roads, Digby.

A Bill, entitled, An Act to provide for the construction of certain Roads in Hants County. Roads, Hants County. and

A Bill, entitled, An Act to regulate the purchase of old Marine Stores. Old Marine Stores. Bills,

*Resolved*, That the Commissioner appointed under the Resolution of 30th April, 1857, to examine, preserve, and arrange the ancient Records and Documents of this Province, be authorized to continue his labors with a view to bringing them to a close during the present year, and this House will provide for the same during the next Session. Resolution, 'Record Commission.

To which Bills and Resolution they desired the concurrence of this House.

The same were read a first time.

*Ordered*, That the said Bills and Resolution be read a second time at a future day. Read 1st time.

The Messenger also returned a Bill, entitled, An Act to Incorporate the Baxter's Harbor Pier Company, and informed the House that the House of Assembly had agreed to the said Bill without any amendment. H. A. agree to Baxter's Harbor Pier Bill without am.

The Messenger also informed the House that the House of Assembly had agreed to the amendments proposed by this House to the following Bills:

H. A. agree to am. to  
Elective Franchise,  
Licenses, Halifax, &

River Fisheries Bills.  
Bills finally agreed  
to.

And sent to H. A.

Debate on Railways  
resumed.

Am. moved.

Debate adjourned.

H. A. ask Conference  
on Gen. State Pro-  
vince.

Agreed to.

Committee.

Report.

A Bill now entitled, An Act to amend the Act concerning the Elective Franchise.  
A Bill, entitled, An Act to amend the Law respecting Licenses in the City of Halifax and prosecutions connected therewith.

A Bill, entitled, An Act to amend the Acts relating to River Fisheries.  
The said Bills were then read as amended, and the question was put by the President on each Bill,

Whether this Bill, as amended, shall pass ?

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,  
To return the said Bills, and acquaint them therewith.

On motion, of Mr. Almon the House resumed the adjourned Debate on the Resolution moved on the 16th instant, relative to the Railways of this Province.

After short Debate Mr. Almon moved the following Resolution in amendment:

*Whereas* it may be considered doubtful whether the local traffic to be expected on the Railways now in progress to Windsor and Truro will be found sufficient to defray the working expenses, and to provide the interest accruing on the Bonds which will be issued on behalf of the Province for the heavy expenditures thereby incurred :

*Therefore Resolved*, That the interests of the country imperatively demand that every possible exertion should be made with reference to the construction of an Inter-Colonial Railway between Halifax and Canada, and this House earnestly desires that by an Address to the Queen from the General Assembly now in Session, and likewise by the combined action, during the recess, of the Provinces of Nova Scotia, New Brunswick, and Canada, this important subject should be brought under the consideration of the Imperial Government.

*Resolved*, That a Conference be desired with the House of Assembly, by Committee, on the General State of the Province, and that the Committee of this House do communicate the foregoing Resolution to the Committee of the House of Assembly.

Which being seconded, after long Debate,

On motion, *resolved*, that the further Debate be adjourned until this day three months.

A Message was brought from the House of Assembly by Mr. James,  
To inform the House that the House of Assembly desired a Conference with this House, by Committee, on the General State of the Province.

*Resolved*, That the said Conference be agreed to, and a Message was sent to the House of Assembly by the Clerk, to acquaint them therewith.

*Ordered*, That Mr. Almon, Mr. McHessey, and Mr. Holmes, be a Committee of this House to manage the said Conference.

And the Managers went to the Conference, and being returned, the Chairman reported that the Committee had held the said Conference, and that the Chairman of the Committee of the House of Assembly had delivered to him the following written paper :

*In the House of Assembly, 23rd April, 1858.*

*Resolved*, That a Conference be requested with the Legislative Council, by Committee, on the General State of the Province, and that at such Conference the Committee of this House request that the Legislative Council will unite with this House in an Address to the Queen on the subject of an Inter-Colonial Railroad between Canada, New Brunswick, and Nova Scotia, and inviting assistance of Her Majesty's Government to that great project.

Resolution for Ad-  
dress to H. M. on  
Inter-Co. Railroad.

On motion, *Resolved*, that this House will join the House of Assembly in an Address to Her Majesty on the subject of an Inter-Colonial Railroad between Canada, New Brunswick, and Nova Scotia, and inviting the assistance of Her Majesty's Govern-  
to that great project.



*Resolved*, That Mr. Almon, Mr. McHeffy, and Mr. Holmes, be a Committee of this House to join a Committee of the House of Assembly in preparing the said Address. Com. to prepare Ad.  
*Resolved*, That a further Conference be desired with the House of Assembly, by Committee, on the General State of the Province, and that the Committee of this House do communicate to the Committee of the House of Assembly the foregoing Resolution. Further Con. on Gen State Province.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock. Adjourn.

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**Saturday, 24th April, 1858.**

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The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
 HUGH BELL,  
 STAYLEY BROWN,  
 MATHER B. ALMON,  
 ALEXANDER KEITH,  
 WILLIAM A. BLACK,  
 HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
 JONATHAN McCULLY,  
 WILLIAM McKEEN,  
 RICHARD A. McHEFFEY,  
 ANSELM F. COMEAU,  
 ALFRED WHITMAN,  
 JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act to alter Chapter 120 of the Revised Statutes, "Of Patents for Useful Inventions"; also, Patents.

A Bill, entitled, An Act for the extension of the New Eastern Road between Manchester and the Strait of Canso; also, Road, Manchester & Canso,

A Bill, entitled, An Act relating to the width of certain Roads in the County of Digby; also, Roads, Digby.

A Bill, entitled, An Act to provide for the construction of certain Roads in Hants County; also, Roads, Hants County, and

A Bill, entitled, An Act to regulate the purchase of Old Marine Stores, Old Marine Stores Bills

Were read a second time. Read 2d time.

*Ordered*, That the said Bills be committed to a Committee of the whole House at a future time. And ord. to Com.

The Resolution relative to the Record Commission was read a second time, and the question was put by the President, Record Commission Res. read 2nd time

Whether this Resolution be agreed to?

It was resolved in the affirmative. Agreed to.

*Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House. S. O. S.

On motion, the House was adjourned during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress. Com. on Bills.

- Clerks of Peace, and  
Inland Navigation Co.  
Bills  
Without am.      The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 42 of the Revised Statutes, "Of Clerks of the Peace"; also, A Bill, entitled, An Act in relation to the Inland Navigation Company, And had agreed to the same, without any amendment.  
*Ordered,* That the said Bills be read a third time at a future day.
- Report Londonderry  
Iron Co. Bill with  
am.      The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to Incorporate the Londonderry Iron Company of Nova Scotia, and had made two amendments thereto.
- Amendment read.      The said amendments were read by the Clerk as follows:  
THIRD CLAUSE—7th line—After the word "determine" insert the following words:  
" (Four weeks notice of such meeting having been previously given in the Royal Gazette Newspaper published in Halifax.)"  
FIFTH CLAUSE—Leave out this clause, and insert instead the following clause:  
"No member of the Corporation shall be liable in his person or separate estate for the debts of the Company for a greater amount in the whole than the amount of stock held by him; but this section shall not have effect to relieve the Company from liability until shares to the number of eight hundred shall have been subscribed, and Forty Thousand Dollars, including paid up shares, actually paid into the Funds of the Company.
- And agreed to.      And the said amendments being read a second time, were agreed to by the House.  
*Ordered,* That the said Bill be read a third time at a future day.
- Rep. Criminal Justice  
Bill with am.      The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 168 of the Revised Statutes, "Of the Administration of Criminal Justice," and had made two amendments thereto.
- Am. read.      The said amendments were read by the Clerk as follows:  
FIRST CLAUSE—11th line—Leave out the word "Prothonotary" and insert the following words: Attorney or Solicitor General, Queen's Counsel, or officer appointed by a Judge to conduct such prosecution."  
At the end of the Clause add the following words: "and such subpcenas shall be produced on taxation."
- And agreed to.      And the said amendments being read a second time were, agreed to by the House.  
*Ordered,* That the said Bill be read a third time at a future day.
- Railway Damages. &  
Proof of Written Do-  
cuments Bills      A Message was brought from the House of Assembly by Mr. Tobin, with the following Bills:  
A Bill, entitled, An Act to amend the Act to authorise Assessments for Railway Damages.  
A Bill, entitled, An Act further to amend the Law relating to Witnesses and Evidence and the Proof of Written Documents.  
To which Bills they desired the concurrence of this House.
- Read 1st time.      The said Bills were read a first time.  
*Ordered,* That the said Bills be read a second time at a future day.
- Adjourn.      On motion made and seconded, the House adjourned until Monday, at half-past two o'clock.

**Monday, 26th April, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
ROBERT M. CUTLER,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM MCKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
JOHN HOLMES.

PRAYERS.

The Minutes of Saturday were read.

A Bill, entitled, An Act to amend Chapter 42 of the Revised Statutes, "Of Clerks of the Peace," was read a third time, and the question was put by the President,

Whether this Bill shall pass?

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,

To return the said Bill, and acquaint them that this House has agreed to the same, without any amendment.

Clerks of Peace, Bill  
read 3d time.

Agreed to, and  
Sent to H. A.

A Bill, entitled, An Act in relation to the Inland Navigation Company, was read a third time, and the question was put by the President,

Whether this Bill shall pass?

It was resolved in the affirmative.

*Dissentient*—Mr. Whitman,  
Mr. Comeau.

A Message was sent to the House of Assembly by the Clerk,

To return the said Bill, and acquaint them that this House has agreed to the same, without any amendment.

Inland Nav. Co. Bill  
read 3d time.

Agreed to, and

Sent to H. A.

A Bill, entitled, An Act to Incorporate the Londonderry Iron Company; also,  
A Bill, entitled, An Act to amend Chapter 168 of the Revised Statutes, "Of the Administration of Criminal Justice.

Were read a third time, and the question was put by the President on each Bill,

Whether this Bill, with the amendments, shall pass?

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,

To return the said Bills, and acquaint them that this House has agreed to the same, with amendments—to which amendments their concurrence is desired.

Londonderry Iron Co.  
and  
Adm. Crim. Justice  
Bills.

Read 3d time.  
Agreed to with am.

And sent to H. A.

A Bill, entitled, An Act to amend the Act to authorize Assessments for Railway Damages; also,

A Bill, entitled, An Act further to amend the Law relating to Witnesses and Evidences and the Proof of Written Documents,

Were read a second time.

*Ordered*, That the said Bills be committed to a Committee of the whole House at a future day.

Railway Damages.  
and

Proof Written Documents Bills,

Read 2d time.  
And ord. to Com.

- Record Com. Resolution sent to H. A. A Message was sent to the House of Assembly by the Clerk, To return the Resolution relative to the Record Commission, and acquaint them that this House has agreed to the same, without any amendment.
- Com. on Bills. On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Cutler reported that the Committee had made some progress.
- Report. Road Manchester and Canso, The Chairman also reported that the Committee had gone through a Bill, entitled, An Act for the extension of the New Eastern Road between Manchester and the Strait of Canso; also,
- Do. Digby. A Bill, entitled, An Act relating to the width of certain Roads in the County of Digby; also,
- Do. Hants, and A Bill, entitled, An Act to provide for the Construction of certain Roads in Hants County; also,
- Old Marine Stores Bills. A Bill, entitled, An Act to regulate the purchase of Old Marine Stores, Without amdt. And had agreed to the same, without any amendment.
- Report. Boundary N. S. & N. B. with am. Ordered, That the said Bills be read a third time at a future day. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to establish the Boundary Line between the Provinces of Nova Scotia and New Brunswick and had made an amendment thereto.
- Amtd. read and The said amendment was read by the Clerk as follows: At the end of the Bill add the following Proviso: "Provided that nothing in this Act shall in any way affect any suits at Law, pending for, or in respect of lands which have heretofore been deemed to be within the Province of Nova Scotia."
- Agreed to. And the said amendment being read a second time, was agreed to by the House. Ordered, That the said Bill be read a third time at a future day.
- Recom. Patents Bill to be deferred. The Chairman also reported that the Committee had had under consideration a Bill, entitled, An Act to alter Chapter 120 of the Revised Statutes, "Of Patents for Useful Inventions," and recommended that the further consideration of the said Bill be deferred to this day three months.
- Bill deferred. Ordered, That the said Report be received, and that the further consideration of the Bill be deferred to this day three months.
- Petition of S. Selden. Mr. Almon presented the Petition of Stephen Selden in support of the Bill, entitled, An Act for the relief of Stephen Selden—which was read, and ordered to lie on the table.
- Committee on Bills. On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.
- Rep. Selden's Relief Bill without am. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act for the relief of Stephen Selden, and had agreed to the same, without any amendment. Ordered, That the said Bill be read a third time at a future day.
- Message to H. A. asking Conf. A Message was sent to the House of Assembly by the Clerk, To inform the House that this House desired a further Conference, by Committee, on the subject of the last Conference.
- Merchant Shipping Bill. A Message was brought from the House of Assembly by Mr. James, with the following Bill: A Bill, entitled, An Act to extend to this Province certain provisions of Part Third of the Merchant Shipping Act of 1854. To which Bill they desired the concurrence of this House.

The said Bill was read a first time. Read 1st time, and

*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon. Referred to Sel. Com.

*Ordered*, That Mr. Fairbanks, Mr. Pineo, Mr. Comeau, Mr. Brown, and Mr. Almon, be a Committee for that purpose. Committee.

The Messenger also returned a Bill, entitled, An Act to amend Chapter Two of the Revised Statutes, "Of Executive and Legislative Disabilities"; also, H. A. agree to Exec. and Legislative Disabilities, And Trustees Bills.

A Bill, entitled, An Act relating to Trusts and Trustees. With am.

And informed the House that the House of Assembly had agreed to the said Bills, with amendments—to which amendments they desired the concurrence of this House.

The Messenger also informed the House that the House of Assembly agreed to the amendments proposed by this House to a Bill, entitled, An Act to amend Chapter 168 of the Revised Statutes, "Of the Administration of Criminal Justice." H. A. agree to am. to Crim. Justice Bill.

The Messenger also informed the House that the House of Assembly agreed to the Conference desired by this House. H. A. agree to Conf.

*Ordered*, That Mr. Almon, Mr. McHeffy, and Mr. Holmes, be a Committee of this House to manage the said Conference. Committee.

And the Managers went to the Conference, and being returned, the Chairman reported that the Committee had held the said Conference, and that he had communicated his instructions to the Committee of the House of Assembly Report.

A Bill, entitled, An Act to amend Chapter 168 of the Revised Statutes, "Of the Administration of Criminal Justice," was read as amended, and the question was put by the President, Criminal Justice Bill.

Whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk, Finally agreed to

To return the said Bill, and acquaint them therewith. And sent to H. A.

On motion the House proceeded to the consideration of the amendment proposed by the House of Assembly to a Bill, entitled, An Act to amend Chapter Two of the Revised Statutes, "Of Executive and Legislative Disabilities." Am. of H. A. to Exec. and Leg. Dis. Bill considered.

The same was read by the Clerk as follows: Amendment read.

Strike out the second clause of the said Bill and insert instead thereof the following:

"This Act shall not come into operation until the dissolution of the present House of Assembly shall have been notified by Proclamation in the Royal Gazette, and thereafter no persons holding either of the offices mentioned in the preceding section shall continue to hold a seat in the Legislative Council, unless within one month after the issuing of such Proclamation he shall resign such of the above offices as he may then hold, and shall signify his resignation to the Provincial Secretary, and no person shall thereafter be capable of being nominated or returned at any Election of Members to serve in General Assembly, unless he shall, within twenty days previously to his being nominated a Candidate at such Election, resign such of the above named offices as he may hold, and shall signify such resignation to the Provincial Secretary.

And the said amendment being read a second and third time, was agreed to. And agreed to.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock. Adjourn.

**Tuesday, 27th April, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

Report of Com. on  
Contingent Ex.

Mr. Rudolf, the Chairman of the Committee appointed to consider of and report to the House the Contingent Expenses of this House for the present Session, made his Report, which he read in his place, and afterwards delivered it to the Clerk, who read the same as follows:

Report.

The Committee appointed to consider of and report to the House the amount which will be required for its Contingent Expenses in the present Session report as follows:

Salary of the Clerk.....	£200	0	0
“ Law Clerk and Clerk of Parliament.....	150	0	0
• Gentleman Usher of the Black Rod and Sergeant-at-Arms.....	75	0	0
Chaplain.....	25	0	0
Messengers—1st Messenger £45, 2d ditto £20.....	65	0	0
Fuel to be accounted for by the Clerk.....	22	0	0
This sum for Contingencies, to be expended under direction of the President of the House.....	20	0	0
This sum paid for Library £25 5s. 9d. stg.....	31	15	9
To pay the Reporter.....	100	0	0
For Publishing Debates—Sun.....	34	0	0
..... ditto..... Acadian Recorder.....	25	0	0
Printing Debates in Pamphlet Form.....	12	10	0
James Venables, for services during the year in the Council Chamber and as Assistant Librarian.....	25	0	0
J. J. Sawyer, account.....	7	2	6
A. Graham, account for Stationery and Books.....	35	12	3
A. & W. McKinlay..... do.....	32	14	9
E. G. Fuller, Books.....	15	5	1
..... do..... for Stationery, £2—£3.....	5	0	0
J. & W. Compton, binding Laws and Journals.....	29	2	6
Late Gazette Office.....	3	16	0
Gazette Office.....	14	5	9
Morton & Cogswell.....	25	12	1
..... do.....	0	3	9
G. E. Morton & Co.....	2	11	3
Sun Office.....	3	12	6
G. Phillips.....	5	7	3

To pay J. W. Johnston, junr. ....	£3	0	0
James Venables. ....	5	9	0
J. Fenerty. ....	2	5	0
J. Bowes & Son, 17s. 6d. & 7s. 6d. ....	1	5	0
R. Nugent. ....	3	7	6
J. McCulloch. ....	1	0	0
R. Huntington. ....	0	12	6
Thomas Annand. ....	0	9	4½
DeChezeau & Crow. ....	1	2	6
Black & Brothers. ....	0	5	6
W. A. Penny, about. ....	1	0	0
Mr. Harris and Mr. Morton, Stationery. ....	4	0	0
Morning Advertiser. ....	0	9	4½
For Library and Contingencies. ....	5	0	0
	£995	17	2

The Committee recommend that after the close of the Session all the Newspapers and Magazines be discontinued.

WILLIAM RUDOLF,  
Chairman.

Committee Room, 27th April, 1858.

*Ordered*, That the said Report be received and adopted.

Adopted.

On motion, *resolved*, that a Conference be desired with the House of Assembly, by Committee, on the General State of the Province, and that the Committee of this House do communicate to the Committee of the House of Assembly that the sum of Nine hundred and ninety-five pounds seventeen shillings and two pence is required to defray the Contingent Expenses of this House for the present Session.

Conference on Genl. State of Province rel. to Contingencies.

A Bill, entitled, An Act for the extension of the New Eastern Road between Manchester and the Strait of Canso; also,

Road Manchester and Canso,

A Bill, entitled, An Act relating to the width of certain Roads in the County of Digby; also,

Do. Digby.

A Bill, entitled, An Act to provide for the construction of certain Roads in Hants County; also,

Do. Hants, and

A Bill, entitled, An Act to regulate the purchase of Old Marine Stores,

Old Marine Stores Bills.

Were read a third time, and the question was put by the President on each Bill,

Read 3d time.

Whether this Bill shall pass?

It was resolved in the affirmative.

Agreed to, and

A Message was sent to the House of Assembly by the Clerk,

Sent to H. A.

To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.

A Bill, entitled, An Act for the Relief of Stephen Selden was read a third time, and the question was put by the President,

Selden's Relief Bill read 3d time.

Whether this Bill shall pass?

It was resolved in the affirmative.

Agreed to.

*Dissentient:*

1. Because on no principle of Law or Equity can Mr. Selden have a claim on both the Insurance Company and the City.

Protest.

2. Because such partial Legislation is highly improper and dangerous, being liable to be abused to the subversion of all Law and Justice.

3. Because the effect of this Bill may be to coerce the City Council to levy assess-

ment contrary to their decision, and is thus interfering with the legal rights, not only of the Council, but also of the Citizens, on whose behalf, and for whose benefit they have been invested with that authority.

H. BELL.

Bill sent to H. A.

A Message was sent to the House of Assembly by the Clerk,  
To return the said Bill, and acquaint them that this House has agreed to the same, without any amendment.

Boundary N. S. and  
N. B. Bill read 3d  
time.

A Bill, entitled, An Act to establish the Boundary Line between the Provinces of Nova Scotia and New Brunswick, was read a third time, and the question was put by the President,

Whether this Bill, with the amendment, shall pass ?

Agreed to with am.

It was resolved in the affirmative.

And sent to H. A.

A Message was sent to the House of Assembly by the Clerk,  
To return the said Bill, and acquaint them that this House has agreed to the same, with an amendment—to which amendment their concurrence is desired.

Amend. of H. A. to  
Trusts and Trustees  
Bill considered.

On motion, the House proceeded to the consideration of the amendments proposed by the House of Assembly to a Bill, entitled, An Act relating to Trusts and Trustees.

The said amendments were read by the Clerk as follows :

Amendment read.

Strike out all the Clauses of the said Bill, and instead thereof insert the following :

Upon the Petition of any Trustee appointed by Deed, or of any Executor appointed a Trustee in and by any last Will, asking his discharge from the Trust or Executorship, a Judge of the Supreme Court may direct such preliminary enquiry, and with such notices to parties interested, as he shall think fit, as to the terms upon which the resignation of such Trustee or Executor should be accepted, and the Supreme Court may thereafter pass such order for the discharge of such Trustee or Executor as a due regard to his wishes and interest, and to the rights and interest of the persons interested in the execution of the Trusts, may require.

A Petition may be presented, in like manner, by any person interested in the execution of a Trust, asking for the removal of the Trustee or Executor, and a like enquiry may be thereupon had, and such order passed by the Supreme Court as a due regard to the rights and interests of the Trustee or Executor, and of the parties interested in the execution of the Trust, may require.

The Supreme Court shall have full power to appoint a new Trustee in place of a Trustee or Executor so discharged or removed, or of any Trustee removed from the jurisdiction of the Court, or in case of the death, unfitness, or incapacity of a Trustee, and upon such terms as to security for the due execution of the Trust as shall be deemed necessary, and when in consequence of such resignation or removal there shall be no acting Trustee, the Court, in its discretion, may appoint new Trustees, or cause the Trust to be executed by one of its Officers under its direction.

The Court may direct the costs of any Proceedings under this Act, to be taxed and paid out of the Trust funds, or otherwise, as they shall think proper.

And agreed to.

And the said amendments being read a second and third time, were agreed to.

Com. on Township  
Bill report.

Mr. Whitman, the Chairman of the Committee to whom a Bill, entitled, An Act to amend Chapter 48 of the Revised Statutes, "Of Townships and Township Officers," was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

Read 2d time.

The said Bill was read a second time.

And ord. to Com.

Ordered, That the said Bill be committed to a Committee of the whole House at a future time.

Com. on Merchant  
Shipping Bill rep.

Mr. Fairbanks, the Chairman of the Committee to whom a Bill, entitled, An Act



to extend to this Province certain Provisions of Part Third of the Merchant Shipping Act of 1854, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

The said Bill was read a second time.

Read 2d time, and

*Ordered*, That the said Bill be committed to a Committee of the whole House at a future time.

Ordered to Com.

*Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House.

S. O. S.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.

Committee on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to extend to this Province certain Provisions of Part Third of the Merchant Shipping Act of 1854; also,

Rep. Merchant Shipping and

A Bill, entitled, An Act to amend the Act to authorize Assessments for Railway Damages,

Railway Damages Bills,

And had agreed to the same, without any amendment.

Without amdt.

*Ordered*, That the said Bills be read a third time at a future day.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 48 of the Revised Statutes, "Of Townships and Township Officers," and had made several amendments thereto.

Rep. Townships Bill with am.

The said amendments were read by the Clerk as follows:

Amendment read.

FIRST CLAUSE—Leave out this Clause.

SECOND CLAUSE—Leave out this Clause.

THIRD CLAUSE—2d line—Leave out the words "after due notice of his appointment."—After this Clause insert the following Clause:

In any action instituted against a Surveyor of Highways for neglect of duty, it shall be sufficient to produce proof of his appointment as such Surveyor, and a certificate under the hand of the Clerk of the Peace shall be prima facie evidence of such appointment, and it shall be no bar to such action that such Surveyor may have neglected to qualify himself by being sworn into office.

And the said amendments being read a second time, were agreed to by the House.

And agreed to.

*Ordered*, That the said Bill be read a third time at a future day.

A Message was sent to the House of Assembly by the Clerk, To desire a Conference with that House, by Committee, on the General State of the Province.

Conf. asked rel. to Contingencies.

A Message was brought from the House of Assembly by Mr. James, with the following Bill and Resolution:

A Bill, entitled, An Act for the Management of the Hospital for the Insane,

Insane Hospital Bill.

*Resolved*, That His Excellency the Lieutenant-Governor be authorized, and respectfully requested, to direct the Sale of the Agricultural Stock and Implements belonging to the Province, remaining on hand at the Provincial Penitentiary and at Annapolis, pursuant to the report of the Committee on Agriculture.

Agricultural Stock.

To which Bill and Resolution they desired the concurrence of this House.

The same were read a first time.

Read 1st time.

*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.

Bill ref. to Sel. Com.

*Ordered*, That Mr. Almon, Mr. Bell, and Mr. Fairbanks, be a Committee for that purpose.

Committee.

*Ordered*, That the said Resolution be read a second time at a future day.

- H. A. agree to Conf. Committee. The Messenger also informed the House, that the House of Assembly agreed to the to the Conference desired by this House on the General State of the Province.  
*Ordered*, That Mr. Rudolf, Mr. Keith, and Mr. Fairbanks, be a Committee of this House to manage the said Conference.
- License Bill. A Message was brought from the House of Assembly, by Mr. James, with the following Bill:  
A Bill, entitled, An Act to regulate Licenses for the Sale of Intoxicating Liquors. To which Bill they desired the concurrence of this House.
- Read 1st time, and Referred to Sel. Com. Committee. The said Bill was read a first time.  
*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.  
*Ordered*, That Mr. Almon, Mr. Brown, and Mr. McHefsey, be a Committee for that purpose.
- H. A. finally agree to Ex. and Leg. Dis. Bill. The Messenger also returned a Bill, entitled, An Act to amend Chapter Two of the Revised Statutes, "Of Executive and Legislative Disabilities," and informed the House that the House of Assembly agreed to the said Bill as amended.
- Com. of Conf. report. Mr. Rudolf, the Chairman of the Committee of this House appointed to manage the Conference with a Committee of the House of Assembly on the General State of the Province, reported that the Committee had held the said Conference, and that he had communicated his instructions to the Committee of the House of Assembly.
- Adjourn. On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

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**Wednesday, 28th April, 1858.**

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The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

- Merchant Ship'g Act, and Rail'y Damages Bills, A Bill, entitled, An Act to extend to this Province certain provisions of Part Third of the Merchant Shipping Act of 1854; also,  
A Bill, entitled, An Act to amend the Act to authorize Assessments for Railway Damages,
- Read 3d time. Were read a third time, and the question was put by the President on each Bill, Whether this Bill shall pass?  
It was resolved in the affirmative.
- Agreed to And sent to H. A. A Message was sent to the House of Assembly by the Clerk, To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.

A Bill, entitled, An Act to amend Chapter 48 of the Revised Statutes, "Of Townships and Township Officers," was read a third time, and the question was put by the President,

Townships, &c., Bill read 3d time.

Whether this Bill, with the amendments, shall pass?

It was resolved in the affirmative.

Agreed to with amdt.

A Message was sent to the House of Assembly by the Clerk,

And sent to H. A.

To return the said Bill, and acquaint them that this House has agreed to the same, with amendments—to which amendments their concurrence is desired.

The Resolution for the Sale of the Provincial Agricultural Stock and Implements was read a second time, and the question was put by the President,

Agricultural Stock, &c., Resolution read 2d time.

Whether this Resolution be agreed to?

It was resolved in the affirmative.

Agreed to, and

A Message was sent to the House of Assembly by the Clerk,

Sent to H. A.

To return the said Resolution, and acquaint them that this House has agreed to the same, without any amendment.

Mr. Almon, the Chairman of the Committee to whom a Bill, entitled, An Act for the management of the Hospital for the Insane, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

Com. on Insane Hospital Bill rep.

The said Bill was read a second time.

Bill read 2d time, and

*Ordered,* That the said Bill be committed to a Committee of the whole House at a future time.

Ordered to Com.

Mr. Almon, the Chairman of the Committee to whom a Bill, entitled, An Act to regulate Licenses for the Sale of Intoxicating Liquors, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

Com. on Licenses Bill report.

The said Bill was read a second time.

Bill read 2d time and

*Ordered,* That the said Bill be committed to a Committee of the whole House at a future time.

Ordered to Com.

*Resolved unanimously,* That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House.

S. O. S.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.

Com. on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to regulate Licenses for the Sale of Intoxicating Liquors, and had made several amendments thereto.

Report Licenses Bill, with amdt.

The said amendments were read by the Clerk as follows:

Amendments read,

31st CLAUSE—9th line—Leave out the words "or otherwise." 24th line—After the word "section," insert "upon proof of the truth of the statement contained in such notice." 25th line—After the word "of" insert "not more than." 26th line—Leave out the word "each," and insert instead "a first." After the word "offence," leave out the remainder of the Clause, and insert instead the following words: "and a fine of not less than five pounds, nor more than ten pounds, and imprisonment for a period of not more than thirty days, as the Court or Justices may direct for a second or subsequent offence."

32d CLAUSE—Leave out this Clause.

36th CLAUSE—9th and 10th lines—Leave out the words "now in force." and insert instead the words "under which such Licenses were granted."

40th CLAUSE—Leave out this Clause.

At the end of the Bill insert the following Clause :

Suits now pending for a breach of the License Laws, shall and may be prosecuted and defended to judgment and execution under the Laws in force at the time of the alleged offence, as if such Law had not expired, or been in any way modified or repealed.

And agreed to.

And the said amendments being read a second time, were agreed to by the House.  
*Ordered*, That the said Bill be read a third time at a future day.

A Message was brought from the House of Assembly by Mr. James, with the following Bills and Resolution :

Petty Offences, and

A Bill, entitled, An Act for the more Summary Trial and Punishment of Petty Offences.

Mines and Minerals Bills.

A Bill, entitled, An Act to amend an Act, which passed at the present Session, entitled, An Act for giving effect to the Surrender to Her Majesty, by the Legal Personal Representatives of the late Duke of York and Albany, and by the General Mining Association and their Trustee, of the Mines in Nova Scotia, and to the Lease of part of such Mines to the said Association.

£31 over-expenditure Port Hood Harbor.

*Resolved*, That the sum of Thirty-one Pounds, granted last year, be paid to the Commissioners who expended the money on the Western side of Port Hood Harbor in 1856, upon their forwarding a satisfactory account of the expenditure of Sixty-two Pounds, being an over-expenditure made by them in that year.

To which Bills and Resolution they desired the concurrence of this House.

Read 1st time.

The same were read a first time.

H. A. agree to amds, to

*Ordered*, That the said Bills and Resolution be read a second time at a future day.

Boundary N. S. and N. B., and

The Messenger also informed the House, that the House of Assembly agreed to the amendments proposed by this House to the following Bills :

Londonderry Iron Co. Bills.

A Bill, entitled, An Act to establish the Boundary Line between the Provinces of Nova Scotia and New Brunswick,

Bills finally agreed to

A Bill, entitled, An Act to Incorporate the Londonderry Iron Company of Nova Scotia.

The said Bills were then read, as amended, and the question was put by the President, on each Bill,

Whether this Bill, as amended, shall pass ?

It was resolved in the affirmative.

And sent to H. A.

A Message was sent to the House of Assembly by the Clerk,  
To return the said Bills, and acquaint them therewith.

Adjourn.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

**Thursday, 29th April, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
WILLIAM MCKEEN,  
RICHARD A. MCHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
JOHN HOLMES.

## PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act to regulate Licenses for the Sale of Intoxicating Liquors, was read a third time, and the question was put by the President, Whether this Bill, with the amendments, shall pass? Licenses Bill read 3d time.

It was resolved in the affirmative.

Agreed to with am.

A Message was sent to the House of Assembly by the Clerk,

And sent to H. A.

To return the said Bill, and acquaint them that this House has agreed to the same, with amendments—to which amendments their concurrence is desired.

A Bill, entitled, An Act for the more Summary Trial and Punishment of Petty Offences; also, Petty Offences, and

A Bill, entitled, An Act to amend an Act which passed at the present Session, entitled, An Act for giving effect to the Surrender to Her Majesty, by the Legal Personal Representatives of the late Duke of York and Albany, and by the General Mining Association and their Trustee, of the Mines in Nova Scotia, and to the Lease of part of such Mines to the said Association, Mines and Min. Bills

Were read a second time.

Read 2d time, and

*Ordered,* That the said Bills be committed to a Committee of the whole House at a future time. Ordered to Com.

The Resolution for granting the sum of Thirty-one Pounds over-expenditure in Port Hood Harbor, was read a second time, and the question was put by the President, £31 Port Hood Har. read 2d time.

Whether this Resolution be agreed to?

It was resolved in the affirmative.

Agreed to, and

A Message was sent to the House of Assembly by the Clerk,

Sent to H. A.

To return the said Resolution, and acquaint them that this House has agreed to the same, without any amendment.

Mr. Tobin, by the command of His Excellency the Lieutenant-Governor, laid before the House, Message from H. E. with

A Despatch, dated 31st March, 1858, from the Secretary of State for the Colonies to the Lieutenant-Governor, acknowledging the receipt of the Address of Congratulation of this House to Her Majesty on the Marriage of the Princess Royal. Despatch, receipt of Ad. on Marriage of Princess Royal.

(*Appendix—Princess Royal—Marriage of.*)

Also, a Despatch, dated April, 14, 1858, from the Governor General to the Lieutenant-Governor, relating to Steam Communication between the British North American Colonies, and enclosing,

Do. Colonial Steam  
Communication.

A Minute of the Executive Council of Canada, dated 10th April, 1858, relative thereto.

(Appendix—Colonial Steam Communication.)

The same were read and ordered to lie on the Table.

S. O. S.

*Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House.

Committee on Bills.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.

Rep. Insane Hos. Bill,

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act for the Management of the Hospital for the Insane; also,

Proof Written Doc.

A Bill, entitled, An Act further to amend the Law relating to Witnesses and Evidence and the Proof of Written Documents; also,

Petty Offences, and

A Bill, entitled, An Act for the more Summary Trial and Punishment of Petty Offences; also,

Mines and Min. Bills,

A Bill, entitled, An Act to amend an Act which passed at the present Session, entitled, An Act for giving effect to the Surrender to Her Majesty, by the Legal Personal Representatives of the late Duke of York and Albany, and by the General Mining Association and their Trustee, of the Mines in Nova Scotia, and to the Lease of part of such Mines to the said Association.

Without amdt.

And had agreed to the same, without any amendment.

Bills read 3d time.

*Ordered*, That the said Bills be read a third time presently.

The said Bills were read a third time, and the question was put by the President, on each Bill,

Whether this Bill shall pass?

Agreed to, and

It was resolved in the affirmative.

Sent to H. A.

A Message was sent to the House of Assembly by the Clerk,

To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.

A Message was brought from the House of Assembly, by Mr. James, with the following Bills:

Assessment Halifax.

A Bill, entitled, An Act respecting the General Assessment of the City of Halifax for the present year.

Railway Damages  
(Kenny & Davey),

A Bill, entitled, An Act to provide for the collection of Railway Damages payable to Thomas Kenny and William Davey.

Costs and Fees,

A Bill, entitled, An Act to amend Chapter 154 of the Revised Statutes, "Of Costs and Fees."

Petty Trespasses,

A Bill, entitled, An Act to amend Chapter 147 of the Revised Statutes, "Of Petty Trespasses and Assaults."

Road Antigonish and  
Canso,

A Bill, entitled, An Act to provide for the extension of the New Road from Antigonish to the Strait of Canso.

Education,

A Bill, entitled, An Act to continue and amend the Laws relating to Education.

Normal School,

A Bill, entitled, An Act further to amend the Act to establish a Normal School.

Add. Loan Halifax,

A Bill, entitled, An Act to enable the City of Halifax to raise additional sums by Loan and by Assessment for the services therein mentioned.

Offences Army and  
Navy,

A Bill, entitled, An Act for the punishment of certain Offences relating to the Army and Navy.

Settlement of Poor,

A Bill, entitled, An Act to amend Chapter 89 of the Revised Statutes, "Of the Settlement and Support of the Poor."

Municipal Governm't  
of Counties, and

A Bill, entitled, An Act further to amend the Act for the Municipal Government of Counties.

A Bill, entitled, An Act to Incorporate the Truro Boot and Shoe Manufacturing Company, Truro Boot Co. Bills,

To which Bills they desired the concurrence of this House.

The said Bills were read a first time.

Read 1st time.

*Ordered*, That the first eleven Bills be read a second time at a future day.

*Ordered*, That the twelfth Bill be referred to a Select Committee, to examine and report upon. Truro Boot Co. Bill referred.

*Ordered*, That Mr. Pineo, Mr. Whitman, and Mr. McKeen, be a Committee for that purpose. Committee.

The Messenger also returned a Bill, entitled, An Act relating to Fires, and informed the House that the House of Assembly had agreed to the said Bill, without any amendment. H. A. agree to Fire Bill without am.

The Messenger also returned a Bill, entitled, An Act relating to Trusts and Trustees, and informed the House that the House of Assembly agreed to the said Bill, as amended. H. A. finally agree to Trusts Bill.

The Messenger also informed the House that the House of Assembly agreed to the amendments proposed by this House to a Bill, entitled, An Act to amend Chapter 48 of the Revised Statutes, "Of Townships and Township Officers." H. A. agree to am. to Townships Bill.

On motion of Mr. McKeen, *ordered*, that Mr. McHefey have leave of absence after to-morrow, to return home on urgent private business. Leave of absence to Mr. McHefey.

A Message was brought from the House of Assembly by Mr. James, with the following Bill:

A Bill, entitled, An Act to provide for the Registry of Warrants to Confess Judgment. Warrants to Confess Bill.

To which Bill they desired the concurrence of this House.

The said Bill was read a first time.

Read 1st time.

*Ordered*, That the said Bill be read a second time at a future day.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock. Adjourn.

**Friday, 30th April, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES McNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
RICHARD A. McHEFFEY,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act to amend Chapter 48 of the Revised Statutes, "Of Townships and Township Officers," was read, as amended, and the question was put by the President, Townships, &c., Bill finally agreed to.

Whether this Bill, as amended, shall pass ?

It was resolved in the affirmative.

And sent to H. A.

A Message was sent to the House of Assembly by the Clerk,  
To return the said Bill, and acquaint them therewith.

Assessment Halifax,

A Bill, entitled, An Act respecting the General Assessment of the City of Halifax for the present year ; also,

Railway Damages,

A Bill, entitled, An Act to provide for the collection of Railway Damages payable to Thomas Kenny and William Davey ; also,

Costs and Fees,

A Bill, entitled, An Act to amend Chapter 154 of the Revised Statutes, "Of Costs and Fees ;" also,

Petty Trespasses,

A Bill, entitled, An Act to amend Chapter 147 of the Revised Statutes, "Of Petty Trespasses and Assaults ;" also,

Road Antigonish to Canso,

A Bill, entitled, An Act to provide for the extension of the New Road from Antigonish to the Strait of Canso ; also,

Education,

A Bill, entitled, An Act to continue and amend the Laws relating to Education ; also,

Normal School,

A Bill, entitled, An Act further to amend the Act to establish a Normal School ; also,

Add. Loan Halifax,

A Bill, entitled, An Act to enable the City of Halifax to raise additional sums by Loan and by Assessment for the services therein mentioned ; also,

Offences Army and Navy,

A Bill, entitled, An Act for the punishment of certain Offences relating to the Army and Navy ; also,

Settlement of Poor,

A Bill, entitled, An Act to amend Chapter 89 of the Revised Statutes, "Of the Settlement and Support of the Poor ;" also,

Municipal Govern't of Counties, and

A Bill, entitled, An Act further to amend the Act for the Municipal Government of Counties ; also,

Warrants to Confess Bills,

A Bill, entitled, An Act to provide for the Registry of Warrants to Confess Judgment,

Read 2d time, and

Were read a second time.

Ordered to Com.

*Ordered,* That the said Bills be committed to a Committee of the whole House at a future time.

Com. on Truro Boot and Shoe Co. Bill report maj. fav.

Mr. Pineo, the Chairman of the Committee to whom a Bill, entitled, An Act to Incorporate the Truro Boot and Shoe Manufacturing Company, was referred, reported that the Committee had examined the said Bill, and that the majority of the Committee recommended it to the favorable consideration of the House.

Bill read 2d time and

The said Bill was read a second time.

Ordered to Com.

*Ordered,* That the said Bill be committed to a Committee of the whole House at a future time.

S. O. S.

*Resolved unanimously,* That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House.

Com. on Bills.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.

Rep. Railway Dam.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to provide for the collection of Railway Damages payable to Thomas Kenny and William Davey ; also,

Costs and Fees.

A Bill, entitled, An Act to amend Chapter 154 of the Revised Statutes, "Of Costs and Fees ;" also,

Petty Trespasses.

A Bill, entitled, An Act to amend Chapter 147 of the Revised Statutes, "Of Petty Trespasses and Assaults ;" also,



- A Bill, entitled, An Act to provide for the extension of the New Road from Antigonish to the Strait of Canso; also, Road Antigonish to Canso.
- A Bill, entitled, An Act to continue and amend the Laws relating to Education; Education.
- also,  
A Bill, entitled, An Act further to amend the Act to establish a Normal School; Normal School.
- also,  
A Bill, entitled, An Act for the punishment of certain Offences relating to the Army and Navy; also, Offences Army and Navy.
- A Bill, entitled, An Act to amend Chapter 89 of the Revised Statutes, "Of the Settlement and Support of the Poor; also, Settlement of Poor.
- A Bill, entitled, An Act to provide for the Registry of Warrants to Confess Judgment; also, Warrants to Confess, and
- A Bill, entitled, An Act to Incorporate the Truro Boot and Shoe Manufacturing Company, Truro Boot Co. Bills,
- And had agreed to the same, without any amendment. Without amdt.
- Ordered*, That the said Bills be read a third time presently.
- The said Bills were then read a third time, and the question was put by the President, on each Bill, Bills read 3d time.
- Whether this Bill shall pass?
- It was resolved in the affirmative. Agreed to, and
- A Message was sent to the House of Assembly by the Clerk, Sent to H. A.
- To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.
- The Chairman also reported that the Committee had gone through a Bill, entitled, An Act further to amend the Act for the Municipal Government of Counties, and had made an amendment thereto. Report Muncpl. Gov't Co.'s Bill, with am.
- The said amendment was read by the Clerk as follows: Amendment read.
- IN THE CLAUSE—14th, 15th, and 16th lines—Leave out the words "each of which Districts shall elect one or more Councillors," and insert instead the following words: "and the number of Councillors to be elected for each District."
- And the said amendment being read a second time, was agreed to by the House. And agreed to.
- Ordered*, That the said Bill be read a third time at a future day.
- The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend the Act, entitled, An Act to limit the erection of Wooden Buildings within the City of Halifax, and had made an amendment thereto. Rep. Wooden Build'g Hx. Bill, with am.
- Which amendment being read twice by the Clerk, was agreed to by the House. Amdt. agreed to.
- Ordered*, That the said Bill be engrossed, and read a third time at a future day.
- A Message was brought from the House of Assembly, by Mr. James, with the following Bills:
- A Bill, entitled, An Act to Incorporate the Grand Lake Land Company. Grand Lake Land Co., and
- A Bill, entitled, An Act to amend Chapter 58 of the Revised Statutes, "Of Indians." Indiana Bills,
- To which Bills they desired the concurrence of this House.
- The said Bills were read a first time. Read 1st time.
- Ordered*, That the said Bills be read a second time at a future day.
- Adjourn.
- On motion made and seconded, the House adjourned until Monday, at half-past two o'clock.

**Monday, 3rd May, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
JOHN HOLMES.

PRAYERS.

The Minutes of Friday were read.

A Message was brought from the House of Assembly by Mr. James, with the following Bills:

- |  |   |
|--|---|
| Pictou Loan.                                 | 1. A Bill, entitled, An Act to authorise a Loan to pay for certain Public Services in the County and Township of Pictou.  |
| Court House Halifax.                         | 2. A Bill, entitled, An Act to provide for the erection of a Court House in Halifax.  |
| Commis. Streets.                             | 3. A Bill, entitled, An Act to amend the Law relating to Commissioners of Streets.  |
| Consolida. of Laws.                          | 4. A Bill, entitled, An Act for the Consolidation of the Laws.  |
| Acts of 1853 and of 1856, (Pictou Roads).    | 5. A Bill, entitled, An Act to amend Chapter 49 of the Acts of 1853, and Chapter 62 of the Acts of 1856.  |
| Independence Legis.                          | 6. A Bill, entitled, An Act for securing the Independence of the Legislature.   |
| Construc. of Railways and                    | 7. A Bill, entitled, An Act to amend the Act to authorize the construction of Railways in this Province.  |
| Public Lands Lunenburg Bills,                | 8. A Bill, entitled, An Act to amend the Act relating to certain Public Lands in the Town of Lunenburg.   |
| Read 1st time.                               | To which Bills they desired the concurrence of this House.<br>The said Bills were read a first time.  |
| Indep. of Legis. Bill, ref. to Select Com.   | <i>Ordered,</i> That the first five Bills be read a second time at a future time.<br><i>Ordered,</i> That the sixth Bill be referred to a Select Committee, to examine and report upon. |
| Committee.                                   | <i>Ordered,</i> That Mr. Black, Mr. Keith, and Mr. Bell, be a Committee for that purpose.   |
| Con. of Railways Bill ref. to Select Com.    | <i>Ordered,</i> That the seventh Bill be referred to a Select Committee, to examine and report upon.  |
| Committee.                                   | <i>Ordered,</i> That Mr. Holmes, Mr. Almon, and Mr. Bell, be a Committee for that purpose.  |
| Pub. Lands Lunenburg. Bill ref. to Sel. Com. | <i>Ordered,</i> That the eighth Bill be referred to a Select Committee, to examine and report upon.   |
| Committee.                                   | <i>Ordered,</i> That Mr. Almon, Mr. Rudolf, and Mr. McKeen, be a Committee for that purpose.  |

H. A. agree to am. to Licenses Bill.

The Messenger also informed the House that the House of Assembly agreed to the amendments proposed by this House to a Bill, entitled, An Act to regulate Licenses for the Sale of Intoxicating Liquors.

The said Bill was then read, as amended, and the question was put by the President,

Whether this Bill, as amended, shall pass?

Bill finally agreed to,

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,  
To return the said Bill, and acquaint them therewith.

And sent to H. A.

A Bill, entitled, An Act to amend the Act, entitled, An Act to limit the erection of  
Wooden Buildings within the City of Halifax—was read a third time, and the ques-  
tion was put by the President,

Wooden Build'gs Hx.  
Bill read 3d time.

Whether this Bill shall pass?

It was resolved in the affirmative.

Passed,

And sent to H. A.

A Message was sent to the House of Assembly by the Clerk,  
To carry down the said Bill, and desire their concurrence thereto.

A Bill, entitled, An Act further to amend the Act for the Municipal Government  
of Counties—was read a third time, and the question was put by the President,

Munc. Gov't Counties  
Bill read 3d time.

Whether this Bill, with the amendment, shall pass?

It was resolved in the affirmative.

Agreed, with amdt.,

And sent to H. A.

A Message was sent to the House of Assembly by the Clerk,  
To return the said Bill, and acquaint them that this House has agreed to the same,  
with an amendment—to which amendment their concurrence is desired.

A Bill, entitled, An Act to Incorporate the Grand Lake Land Company; also,  
A Bill, entitled, An Act to amend Chapter 58 of the Revised Statutes, "Of Indians,"  
Were read a second time.

Grand Lake Land Co.  
And Indians Bills,  
Bill read 2d time and  
Ordered to Com.

*Ordered*, That the said Bills be committed to a Committee of the whole House at a  
future time.

Mr. Rudolf presented five Petitions in opposition to a Bill, entitled, An Act to  
amend the Act relating to certain Public Lands in the Town of Lunenburg—which  
were read.

Pet. against Public  
Lands Lunbrg. Bill

*Ordered*, That the said Petitions be referred to the Select Committee to whom the  
said Bill is referred.

Ref. to Select Com.

Mr. Almon, the Chairman of the Committee of this House appointed to join a  
Committee of the House of Assembly to prepare an Address to Her Majesty on the  
subject of an Inter-Colonial Railroad, reported the draft of an Address, which he read  
in his place, and afterwards delivered it to the Clerk, who read the same as follows:

Com. report joint Ad.  
to H. M. on Inter-  
Colonial Railroad.

**To the Queen's Most Excellent Majesty,**

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

MAY IT PLEASE YOUR MAJESTY:

We, the loyal and devoted subjects of Your Majesty, the Legislative Council  
and House of Assembly of Nova Scotia, now in Provincial Parliament convened, ap-  
proach Your Majesty to renew our expression of the unabated interest which the  
Legislature and people of this Province continue to take in the long agitated project  
of an Inter-Colonial Railroad, by which the Colonies of Canada, New Brunswick, and  
Nova Scotia, with the sister Colony of Prince Edward Island, may be bound more  
closely together, and their intercourse and union facilitated, and the communication  
between the Parent State and Your Majesty's North American Empire be improved,  
by a rapid and efficient mode of transport from the seaboard to its distant borders  
independently of passage through foreign territory.

Address.

This great enterprize of National no less than Colonial importance has been through  
many years pressed upon the consideration of Your Majesty's Government. During  
the last season Delegates from the Government of Canada and of this Province, in  
person, urged the undertaking on the attention of Your Majesty's Ministers.

The benefits of the measure, both in its National and Colonial relations, are acknowledged, and we abstain from repeating arguments so recently presented and so familiar, further than humbly to beg Your Majesty's consideration of the statements contained in the letter of the Delegates from this Province, addressed to the Right Honorable the Colonial Secretary, dated in London on the twentieth day of August, 1857,—a copy of which accompanies this Address.

The gigantic work we advocate has been facilitated by the efforts and expenditures of the Province, but its accomplishment is beyond their unaided resources, and on the efficient assistance of Your Majesty's Government depends this great result.

In urging our prayer on Your Majesty, we are assured that it will not be its least recommendation to Your Royal consideration, that, while it has in view the consolidation of the National power, it affords to Your Majesty another occasion of manifesting your benignity and regard towards your loyal Colonial subjects in this portion of your extended Empire, by aiding an undertaking in which their feelings and interests are deeply engaged.

We humbly pray that Your Majesty will be graciously pleased to extend Imperial aid to this important measure, and to cause measures to be taken for ascertaining the views and ability of the several Provinces with respect to it, and the nature and extent of the assistance they respectively require, and of the aid which Your Majesty will be disposed to afford—that arrangements may be matured for the early commencement and the completion of this work by the united efforts of the three Provinces of Canada, New Brunswick, and Nova Scotia, with such co-operation and aid from Your Majesty's Imperial Government as may be commensurate with the greatness of the object and the magnitude of the National interests which it promotes.

*Ordered,* That the said Address be received and adopted.

Adopted.

Com. rep. Address to  
H. E.

The Chairman also reported the draft of an Address to His Excellency the Lieutenant-Governor, which he read in his place, and afterwards delivered it to the Clerk, who read the same as follows :

To His Excellency the Right Honorable  
**The Earl of Mulgrave,**

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

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

MAY IT PLEASE YOUR EXCELLENCY,—

Address.

The Legislative Council and House of Assembly have passed a joint Address to our Most Gracious Sovereign, praying the assistance of the Imperial Government towards an Inter-Colonial Railroad from Halifax through New Brunswick into Canada, to unite with the Canadian Railroads, and form a system of communication required alike in view of National and Colonial interests.

The importance of the measure is deeply impressed on the Legislature of Nova Scotia, and we earnestly pray that Your Excellency would transmit our memorial to be laid at the Foot of the Throne, with your most favorable recommendation, and that Your Excellency would be pleased to forward its objects as far as your power and influence may extend.

*Ordered,* That the said Address be received and adopted.

Adopted.

Com. to present to  
H. E.

*Ordered,* That the Committee who prepared the said Addresses be a Committee to join a Committee of the House of Assembly to present the same to His Excellency the Lieutenant-Governor.

*Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House. S. O. S.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress. Com. on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to Incorporate the Grand Lake Land Company; also, Report Grand Lake Land Co., and  
A Bill, entitled, An Act to amend Chapter 58 of the Revised Statutes, "Of Indians," Indian Bills,  
And had agreed to the same, without any amendment. Without amendment.

*Ordered*, That the said Bills be read a third time presently.  
The said Bills were read a third time, and the question was put by the President, Bills read 3d time.  
on each Bill,

Whether this Bill shall pass?  
It was resolved in the affirmative. Agreed to, and  
A Message was sent to the House of Assembly by the Clerk, Sent to H. A.  
To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress. Committee on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act respecting the General Assessment of the City of Halifax for the present year, and had agreed to the same, without any amendment. Rep. Halifax Assess. Bill without amdt.

*Ordered*, That the said Bill be read a third time at a future day.  
The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to enable the City of Halifax to raise additional sums by Loan and by Assessment for the services therein mentioned, and had made an amendment thereto. Rep. Loan Hx. Bill with am.  
The said amendment was read by the Clerk as follows: Amendment read.

THIRD CLAUSE—At the end of the Clause add the following Proviso:  
Provided that no further sum than that which has already been paid shall be paid to the persons engaged in, or for, or on account of, such survey, until the whole survey shall be completed, and the plans accurately drawn and finished, and delivered to the City Council for the use of the City.

And the said amendment being read a second time, was agreed to by the House. And agreed to.  
*Ordered*, That the said Bill be read a third time at a future day.

*Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the following Bills: S. O. S. on

- A Bill, entitled, An Act to authorise a Loan to pay for certain Public Services in the County and Township of Pictou. Loan Pictou.
- A Bill, entitled, An Act to provide for the erection of a Court House in Halifax. Court House Halifax.
- A Bill, entitled, An Act to amend the Law relating to Commissioners of Streets. Commis. Streets.
- A Bill, entitled, An Act for the Consolidation of the Laws. Consolida. of Laws.
- A Bill, entitled, An Act to amend Chapter 49 of the Acts of 1853, and Chapter 62 of the Acts of 1856. Acts of 1853 and of 1856 (Pictou Loan.)

The said Bills were read a second time. Bills read 2d time.  
*Ordered*, That the said Bills be committed to a Committee of the whole House at a future day. And ordered to Com.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock. Adjourn.

**Tuesday, 4th May, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable HENRY G. PINEO,  
JOHN E. FAIRBANKS,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

Assessment Hx. Bill  
read 3d time.

A Bill, entitled, An Act respecting the General Assessment of the City of Halifax for the present year—was read a third time, and the question was put by the President,

Whether this Bill shall pass?

Agreed to, and  
Sent to H. A.

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,  
To return the said Bill, and acquaint them that this House has agreed to the same, without any amendment.

Loan Hx. Bill read  
3d time.

A Bill, entitled, An Act to enable the City of Halifax to raise additional sums by Loan and by Assessment for the services therein mentioned, was read a third time, and the question was put by the President,

Whether this Bill, with the amendment, shall pass?

Agreed to with amdt.  
And sent to H. A.

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,  
To return the said Bill, and acquaint them that this House has agreed to the same, with an amendment—to which amendment their concurrence is desired.

Com. on Construc. of  
Railways Bill rep.

Mr. Holmes, the Chairman of the Committee to whom a Bill, entitled, An Act to amend the Act to authorize the construction of Railways, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

Bill read 2d time, and  
Ordered to Com.

The said Bill was read a second time.

*Ordered,* That the said Bill be committed to a Committee of the whole House at a future day.

A Message was brought from the House of Assembly by Mr. James, with the following Resolutions:

£200 Bras d'Or  
Steamboat.

*Resolved,* That the sum of One hundred and seventy-five pounds be granted and placed at the disposal of the Governor, to be paid upon sufficient proof that a suitable steamboat has been run from Sydney to the Bras d'Or to Baddeck, twice a week during the season, upon a condition that the Judge on Circuit be conveyed in such boat from Sydney to Baddeck and thence to Whycocomagh free of expense; and a further sum of Twenty-five pounds upon sufficient proof that the boat has proceeded once a week from Baddeck to Wycocomagh.

£25 J. Fitzgerald.

*Resolved,* That the sum of Twenty-five pounds be granted and paid to James Fitzgerald for preparing abstracts and trade returns to be laid before the House.

*Resolved*, That the sum of Twenty-five pounds be granted to John Bruce McDonald, late a Clerk in the Provincial Secretary's Office, for extra services in that capacity. £25 J. B. McDonald.

*Resolved*, That a sum, not to exceed Four hundred pounds, to be at the disposal of the Governor, to be appropriated in paying Seizing Officers in various parts of this Province for more effectually protecting the Revenue, provided no such officer shall receive more than Fifteen pounds. £400 Seizing Officers.

*Resolved*, That the sum of One thousand pounds be granted and placed at the disposal of the Governor, to pay a sum not exceeding twenty pounds each, for their services during the present year, to the Controllers at the different ports; and such further sum as shall be required to pay at the same rate such other Controllers as may be appointed during the present year. £1000 Controllers.

*Resolved*, That Fifteen hundred pounds be granted and placed at the disposal of the Governor, to defray the expenses of the Provincial Penitentiary for the present year, pursuant to the report of the Committee on that subject. £1500 Penitentiary.

*Resolved*, That the sum of Eighty pounds be granted and paid to the Adjutant-General of Militia, for his services during the present year. £80 Adjutant-Gen.

*Resolved*, That Five hundred and forty pounds be granted and placed at the disposal of the Governor, to be applied at the rate of Thirty pounds for each County, in aid of Agricultural Societies, pursuant to the report of the Committee on Agriculture. £540 Agriculture.

*Resolved*, That the sum of Two hundred and ninety-four pounds seven shillings and two pence be granted to Thomas B. Akins, Esquire, to defray the expense incurred during the year 1857, in arranging and preserving the ancient Provincial Records, pursuant to the report of the Committee on that subject. £294 7s. 2d. T. B. Akins.

*Resolved*, That the sum of One pound per day be granted and paid to each Member of the House of Assembly for the present Session, to be paid upon certificate of the Speaker, also the travelling charges as heretofore. Members pay.

*Resolved*, That the sum of Fifteen pounds be granted and paid to Mrs. Kalle, for services rendered to Charles Gerrior, a shipwrecked seaman. £15 Mrs. Kalle.

*Resolved*, That the following sums, appropriated for road damages for 1857, and not drawn, be appropriated this year— £31 Road Damages, Victoria.

William Anderson.....	£15	0	0
John and Kenneth McDonald.....	6	0	0
John Collins.....	10	0	0

£31 0 0

*Resolved*, That the sum of One pound per day be granted and paid to each Member of the Legislative Council, for his actual attendance in Parliament during the present Session, with the same travelling charges as Members of the House of Assembly. Pay to Legislative Council.

*Resolved*, That the sum of Two hundred pounds be granted and placed at the disposal of the Governor, to aid steam communication between Charlottetown and Pictou, the boat to be run twice a week. £200 Charlottetown Steamer.

*Resolved*, That such sum be granted and placed at the disposal of the Governor, as shall be sufficient to complete that portion of the Hospital for the Insane, now in course of construction. Insane Hospital.

*Resolved*, That the sum of Five hundred and fifty pounds be granted and paid to the Reporter of the Debates and Proceedings of the House of Assembly, upon his completing his contract for the present Session. £550 Reporter.

*Resolved*, That such sum be granted and placed at the disposal of the Governor as may be necessary to defray the balance due to the Board of Works, pursuant to the report of the Committee on Public Accounts. Board of Works.

*Resolved*, That Thirteen pounds be granted and paid to George R. Grassie, Sergeant at Arms to this House, for his travelling expenses for the present Session. £13 Srgt.-at-Arms.

£2938 7s. 11d. Gov't  
Advances.

*Resolved*, That the sum Two thousand nine hundred and thirty-eight pounds seven shillings and eleven pence be granted and placed at the disposal of the Governor, to repay the following advances from the Provincial Treasury during the year 1857, viz.:

Provincial Secretary, for passage of two families to Newfoundland ..	£16	0	0
Inland Navigation Co., balance of Provincial Loan.....	1500	0	0
James Cleaveland, return of patent fees paid by him.....	14	0	0
William Higgins, expense incurred by him in apprehending Pratt, an escaped convict.....	15	0	0
Hon. J. W. Johnston and A. G. Archibald, to defray expense of delegation to England on subject of Mines and Minerals.....	1250	0	0
Murdoch McLean, for conveying William and Lewis Snow from Guys- borough to the Penitentiary.....	16	12	7
Alpin Grant, on account of Public Printing.....	100	0	0
J. B. Elliott & Co., for blankets to Indians.....	10	8	6
W. H. Davis, M. D., for Indians.....	6	6	10
Rev. Mr. Kennedy, for Indians, Queen's County.....	10	0	0

£2938 7 11

£4 5s. C. Blanchard.

*Resolved*, That the sum of Four pounds and five shillings be granted and paid to Charles Blanchard, pursuant to the report of the Law Committee.

£7 13s. John Munro.

*Resolved*, That the sum of Seven pounds and thirteen shillings be granted to John Munro, of Margaree, in the County of Inverness, pursuant to the report of the Committee on the Fisheries.

£35 3s. 11d. Joseph  
Dickson.

*Resolved*, That the sum of Thirty-five pounds three shillings and eleven pence be granted and paid to Joseph Dickson, Clerk of the Peace, Colchester, to remunerate him for maintaining an Insane Convict, pursuant to the report of the Committee on that subject.

£25 Road Survey.

*Resolved*, That such sum, not to exceed Twenty-five pounds, be granted and placed at the disposal of the Governor, as may be sufficient to pay for surveying a line of road between the Guysborough road and the railway line near Fletcher's.

£643 17s. 9d. Printing

*Resolved*, That the sum of £643 17s. 9d. be granted to defray the amount still due for Public Printing, pursuant to the report of the Committee on that subject.

The Queen's Printer.....	£190	3	3
Late Queen's Printer.....	147	19	2
William A. Penny.....	165	13	3
A. Ritchie & Co.....	12	4	0
R. Huntington.....	3	12	6
H. W. Blackadar.....	5	10	0
E. McDonald.....	3	2	6
Thomas Annand.....	1	17	6
W. Gossip.....	3	10	10
S. J. M. Allan.....	3	13	9
J. & W. Compton.....	4	15	0
Sun Office.....	4	14	5
Wesleyan Office.....	14	0	2
Avon Herald.....	2	3	9
A. Dawson.....	2	7	6
Casket Office.....	2	0	0
James Barnes.....	2	16	3
W. A. Penny.....	32	17	1
A. Grant.....	19	9	1
Thomas Annand.....	10	3	7



W. A. Calnek.....	£2 11 3
Morning Advertiser.....	6 17 6
James P. Ward.....	1 15 0

£643 17 9

*Resolved,* That One hundred pounds for the relief of the Coloured Population in the Counties of Hants, Queens, Yarmouth, Guysborough, Annapolis, Sydney, Shelburne, Digby, Kings and Cumberland, to the amount of ten pounds in each County. £100 Col. Population in ten Counties.

*Resolved,* That Three pounds be granted to Francis Parker, to reimburse him that amount advanced by him on the sum granted for the relief of the Coloured Population in Hants County during the past year. £3 F. Parker.

*Resolved,* That One hundred pounds be granted for the relief of the colored population of the County of Halifax, by purchasing seed or provisions as circumstances may require. £100 Col. Population Halifax.

*Resolved,* That Fifty pounds be granted in aid of the Model and Training School in connexion with the Colonial Church and School Society. £50 Training School.

*Resolved,* That Twelve pounds and fifteen shillings be granted to William Anderson, for his services in exploring and surveying a new line of road from Bridgewater to Lunenburg in 1855. £12 15s. W. Anderson

*Resolved,* That One hundred pounds be granted to aid in making the new road required to enable the people of Newport to reach the railway station. £100 Newport Road.

*Resolved,* That Twenty pounds be granted to complete the Canal at the Harbour at Whitehead, in the County of Guysborough. £20 Whitehead Canal.

*Resolved,* That the sum of Two pounds and ten shillings each, be granted to Joseph Pernette and Charles Pernette, for their extra services in 1857, in carrying the mails across LaHave River. £5 J. & C. Pernette.

*Resolved,* That Nineteen pounds eight shillings and six-pence be granted to George H. Ryarson, and Five pounds two shillings and ten pence be granted to George Tooker, for the maintenance of Indians during the past year. £19 8s 6d, £5 2s 10d. Indians.

*Resolved,* That Twenty-five pounds be granted to Thomas Murphy, to aid him in maintaining his son, a deaf mute, in the Deaf and Dumb Asylum at Halifax for another year. £25 T. Murphy.

To which Resolutions they desired the concurrence of this House.

The same were read a first time.

Read 1st time.

*Ordered,* That the said Resolutions be read a second time at a future day.

The Messenger also informed the House that the House of Assembly agreed to the amendment proposed by this House to a Bill, entitled, An Act to amend the Act for the Municipal Government of Counties. H. A. agree to amdt. to Municipal Gov't Counties Bill.

The said Bill was then read, as amended, and the question was put by the President, Bill finally agreed to.

Whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,

To return the said Bill and acquaint them therewith.

And sent to H. A.

Mr. Black, the Chairman of the Committee to whom a Bill, entitled, An Act for securing the Independence of the Legislature, was referred, reported that the Committee had examined the said Bill, and that the majority of the Committee recommended it to the favorable consideration of the House. Com. on Independ. of Legislature Bill rep. maj. fav.

The said Bill was read a second time.

Bill read 2d time, and

*Ordered,* That the said Bill be committed to a Committee of the whole House at a future day. Ordered to Com.

- H. A. agree to am. to Loan Halifax Bill. A Message was brought from the House of Assembly, by Mr. James, To inform the House that the House of Assembly agreed to the amendment proposed by this House to a Bill, entitled, An Act to enable the City of Halifax to raise additional sums by loan and by assessment, for the services therein mentioned.
- Bill finally agreed to. The said Bill was then read, as amended, and the question was put by the President, Whether this Bill, as amended, shall pass?
- And sent to H. A. It was resolved in the affirmative. A Message was sent to the House of Assembly by the Clerk, To return the said Bill, and acquaint them therewith.
- Com. on Bills. On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.
- Rep. Pictou Loan. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to authorize a loan to pay for certain Public Services in the County and Township of Pictou; also,
- Commis. Streets, and also, A Bill, entitled, An Act to amend the Law relating to Commissioners of Streets:
- Acts of 1853 and of 1856 (Pictou Loan) Bills. A Bill, entitled, An Act to amend Chapter 49 of the Acts of 1853, and Chapter 62 of the Acts of 1856,
- Without amendment. And had agreed to the same, without any amendment. *Ordered*, That the said Bills be read a third time at a future day.
- Rep. Court House Hx. Bill with amdt. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to provide for the erection of a Court House in Halifax, and had made an amendment thereto.
- Amendment read. The said amendment was read by the Clerk as follows :  
At the end of the Bill add the following Clause :  
The Governor and Council, with the assent of the Commissioners, now or hereafter to be appointed, if they shall see fit, may modify the provisions of this Act, and make sale of the site herein referred to, and purchase in lieu thereof a site more convenient and central, and erect thereon a Court House of permanent materials, with two Court rooms and the necessary offices, so as the amount to be contributed by the Public Treasury, and charged upon the County of Halifax, shall not exceed the sums respectively specified in this act.
- And agreed to. And the said amendment being read a second time, was agreed to by the House. *Ordered*, That the said Bill be read a third time at a future day.
- Adjourn. On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.
-

Wednesday, 5th May, 1858.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

The following Resolutions for granting money, viz.:

Money votes.

£200	0	0	Bras d'Or Steamer,
25	0	0	J. Fitzgerald,
25	0	0	J. B. McDonald,
400	0	0	Surveying Officers,
1000	0	0	Controllors,
1500	0	0	Penitentiary,
80	0	0	Adjutant-General Militia,
540	0	0	Agriculture,
294	7	2	T. B. Akins,
			Pay of Members of House of Assembly,
15	0	0	Mrs. Kalle,
31	0	0	Road Damages, Victoria,
			Pay of Legislative Council,
200	0	0	Charlottetown, Steamer,
			Insane Hospital,
550	0	0	Reporter of H. A.,
			Board of Works,
13	0	0	Serjeant-at-Arms of H. A.,
2938	7	11	Government advances,
4	5	0	C. Blanchard,
7	13	0	John Munro,
35	3	11	Joseph Dickson,
25	0	0	Road Survey, Guysborough,
643	17	9	Printing,
100	0	0	Colored population in ten Counties,
3	0	0	J. Parker,
100	0	0	Colored population, Halifax,
50	0	0	Training School,
12	15	0	W. Anderson,
100	0	0	Newport Road,
20	0	0	Whitehead Canal,
5	0	0	J. & C. Pernette,
19	8	6	Indians,
5	2	10	
25	0	0	T. Murphy,

- Read 2d time. Were read a second time, and the question was put by the President, on each Resolution,  
Whether this Resolution be agreed to?  
It was resolved in the affirmative.
- Agreed to, and Sent to H. A. A Message was sent to the House of Assembly by the Clerk, To return the said Resolutions, and acquaint them that this House has agreed to the same, without any amendment.
- Pictou Loan, A Bill, entitled, An Act to authorize a Loan to pay for certain Public Services in the County and Township of Pictou; also,  
Commis. Streets, and also, A Bill, entitled, An Act to amend the Law relating to Commissioners of Streets;  
Acts of 1853 and of 1856 (Pictou Loan) Bills, A Bill, entitled, An Act to amend Chapter 49 of the Acts of 1853, and Chapter 62 of the Acts of 1856,  
Read 3d time. Were read a third time, and the question was put by the President on each Bill,  
Whether this Bill shall pass?  
It was resolved in the affirmative.
- Agreed to, and Sent to H. A. A Message was sent to the House of Assembly by the Clerk, To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.
- Court House Hx. Bill read 3d time. A Bill, entitled, An Act to provide for the erection of a Court House in Halifax, was read a third time, and the question was put by the President,  
Whether this Bill, with the amendment, shall pass?  
It was resolved in the affirmative.
- Agreed to with amdt., And sent to H. A. A Message was sent to the House of Assembly by the Clerk, To return the said Bill, and acquaint them that this House has agreed to the same, with an amendment—to which amendment their concurrence is desired.
- Com. on Pub. Lands Lunenburg Bill rep. Mr. Almon, the Chairman of the Committee to whom a Bill, entitled, 'An Act to amend the Act relating to certain Public Lands in the Town of Lunenburg, was referred, reported that the Committee had examined the said Bill, and proposed certain amendments, with which amendments they recommended it to the favorable consideration of the House.
- Bill read 2d time, and Ordered to Com. The said Bill was read a second time.  
*Ordered,* That the said Bill be committed to a Committee of the whole House at a future time.
- H. A. agree to Wooden Buildings Halifax Bill without amdt. A Message was brought from the House of Assembly by Mr. James, To return a Bill, entitled, An Act to amend the Act, entitled, An Act to limit the erection of Wooden Buildings within the City of Halifax, and to inform the House that the House of Assembly had agreed to the said Bill, without any amendment.  
The Messenger also brought up the following Bill and Resolutions:
- Muncpl. Gov't Yarmouth Bill. A Bill, entitled, An Act to repeal the Act for the Municipal Government of Counties, so far as relates to the Township of Yarmouth.
- £17 5s. G. Patterson. *Resolved,* That Seventeen pounds and five shillings be granted and paid to George Patterson, for damage to his land by roads, upon his establishing, to the satisfaction of the Government, the truth of the facts set forth in his Petition.
- £5 13s. 9d. A. Myres. *Resolved,* That Five pounds thirteen shillings and nine pence be granted and paid to Abner Myres, pursuant to the report of the Committee on Road Damages.
- £341 5s. 1d. Transient Paupers. *Resolved,* That Three hundred and forty-one pounds five shillings and one penny be granted to defray the several sums following, for expenses of transient paupers, pursuant to the report of Relief Committee, viz.:

To the Overseers of the Township of Wilmot.....	£8	0	0
“ of Clements, Anne Connelly.....	10	8	0
“ of Windsor, Angus McDonald.....	£7	2	0
John Maxner.....	11	13	0
Dr. Harding.....	5	10	0
Dr. Fox.....	5	17	6
		<u>30</u>	2 6
“ of Liverpool.....	40	0	0
“ of Clare, Alfred Crichton.....	£6	10	0
Cumming & Stephens.....	6	0	0
Dr. Ruggles.....	2	11	4
		<u>15</u>	1 4
“ of Pictou, first Section.....	£50	10	6
Dr. Johnston.....	6	7	2
		<u>57</u>	17 8
“ of Pictou, second Section, Eliz. Redpath:			
to D. McLeod.....	£1	10	0
A. Fullerton.....	1	8	6
A. Wilson.....	4	0	0
Dr. Kirkwood.....	0	18	0
Daniel McKay.....	1	13	0
		<u>9</u>	9 6
“ of Pictou, fifth Section, W. Hasop.....	£6	15	0
Dr. Sutherland.....	3	5	0
		<u>10</u>	0 0
“ of Barrington, Mary Flinn.....	7	0	0
“ of Truro, Anne Wright.....	5	0	0
“ of Shubenacadie.....	4	10	0
“ of Sydney, C. B.....	5	0	0
“ of Amherst.....	£3	0	0
to W. McKay.....	3	15	0
Dennis Burke.....	2	10	0
Dr. Page.....	4	12	0
		<u>13</u>	17 0
“ of Shelburne, R. Thomson.....	1	16	7
“ of Aylesford, James Toole.....	10	0	0
“ of Dorchester, Sydney.....	11	10	0
“ of Arisaig.....	1	10	0
“ Municipality of Yarmouth, McKay.....	£11	17	6
Passage of D. McKay.....	3	0	0
Charles McQuin.....	6	15	0
Burial of P. P. Evans.....	2	16	3
Dr. Harley's bill.....	2	10	0
		<u>26</u>	18 9
“ of Cornwallis, Frederick Hilbert.....	£7	4	6
to L. C. Woodworth, (removal).....	1	15	3
Drs. Hamilton and Shaw.....	15	0	0
		<u>23</u>	19 9
“ Round Hill, Annapolis.....	5	13	3
“ Digby, Augustus Robinson.....	7	13	6

To the Overseers of Horton, Thomas Lemon .....	£9	3	1	
David Poor .....	2	1	0	
Robert Bentley .....	5	7	0	
Dr. Cleveland, for removal .....	1	17	3	
Do. for Thomas Mahoney .....	2	5	0	
Drs. McLatchy and Brown .....	4	15	3	
				25 8 7
“ of Granville .....				15 0 0
				£341 5 1

- £300 Deaf and Dumb School. *Resolved*, That Three hundred pounds be granted to the Directors of the Deaf and Dumb School in Halifax, pursuant to the report of the Committee of Relief.
- £2000 Poor Asylum. *Resolved*, That Two thousand pounds be granted to the Commissioners of the Poor in Halifax, for the support of Transient Paupers, for the present year.
- £50 Visiting Dispensary. *Resolved*, That Fifty pounds be granted to the managers of the Halifax Visiting Dispensary, to aid them in their humane undertaking, for the present year, pursuant to the report of Relief Committee.
- £5 W. Freeman. *Resolved*, That the sum of Five pounds be granted to Whitman Freeman, principal Crown Surveyor for Queen's County, for Surveys made by him in the County of Shelburne, pursuant to the report of the Committee on Crown Lands.
- £45 J. Webster. *Resolved*, That the sum of Forty-five pounds be granted to John Webster, pursuant to the report of the Committee on Crown Lands.
- £23 5s. 7d. inhabitants Broad Cove. *Resolved*, That Twenty-three pounds five shillings and seven pence be granted to the inhabitants of Broad Cove, in the County of Lunenburg, pursuant to the report of the Committee on Crown Lands.
- £200 Circumferentors. *Resolved*, That the sum of Two hundred pounds be granted for the use of Land Surveyors, to provide Circumferentors, pursuant to the report of the Committee on Crown Lands.
- £50 Surveying Instruments. *Resolved*, That Fifty pounds be granted for the purchase of superior Instruments for the Chief Commissioner of Crown Lands, pursuant to the report of the Committee on Crown Lands.
- £10 Little Bras d'Or Ferry. *Resolved*, That Ten pounds additional be granted to the Ferrymen at Little Bras d'Or, pursuant to the report of the Committee on Navigation Securities.
- £5 P. Fraser. *Resolved*, That Five pounds be granted and paid to Peter Fraser, for additional service with mails at Lennox Passage.
- £10 10s. A. Ross. *Resolved*, That Ten pounds and ten shillings be granted to A. Ross, Ferryman at Little Narrows, between Inverness and Victoria, pursuant to the report of the Committee on Navigation Securities.
- £2 10s. Bras d'Or Ferry. *Resolved*, That Two pounds ten shillings be granted in aid of the Ferry at the entrance of the Great Bras d'Or, in addition to Seven pounds ten shillings already granted, to be equally divided between the Ferrymen on the opposite sides of the Straits, pursuant to the report of the Committee on Navigation Securities.
- £7 10s. Granville Ferry. *Resolved*, That Seven pounds and ten shillings be granted to the Ferryman between Granville and Digby, to aid in repairing the Horse Boat.
- £163 11s. Yarmouth Fog Bell. *Resolved*, That One hundred and sixty-three pounds and eleven shillings be granted and placed at the disposal of the Governor, to defray balance due for the erection of the Fog Bell at Yarmouth.
- £12 10s. Keeper of Fog Bell. *Resolved*, That Twelve pounds and ten shillings be granted to J. C. Fox, for his services as keeper of the Fog Bell at Yarmouth during the present year.
- £12 10s. J. C. Fox. *Resolved*, That Twelve pounds and ten shillings be granted to J. C. Fox, keeper of the Fog Bell at Cape Forchu for his services for the past year.
- £88 14s. 9d. advances of Normal School. *Resolved*, That Eighty-eight pounds fourteen shillings and nine-pence be granted to the Commissioners of the Normal School, to reimburse them certain sums advanced by them, pursuant to the report of the Committee on Education.

- Resolved*, That Seventy-two pounds and five shillings be granted and paid to the Commissioners of the Normal School, to enable them to pay certain liabilities incurred by them, pursuant to the report of the Committee on Education. £72 5s. Nor. School.
- Resolved*, That Fifteen pounds be granted to the Commissioners of the Normal School to enable them to insure the Normal School Building, pursuant to the report of the Committee on Education. £15 Nor. School.
- Resolved*, That Fifteen pounds be granted and paid to the Commissioners of the Normal School, to enable them to sink a well upon the Normal School premises, pursuant to the report of the Committee on Education. £15 Nor. School, (well).
- Resolved*, That Seventy-six pounds fifteen shillings and one penny be granted and placed at the disposal of the Governor, to be paid to the Superintendent, to defray arrearages in 1855 and 1856, arising from the deficiencies in the grant for incidental expenses, to meet the amount thereof in those years, pursuant to the report of the Committee on Education. £76 15s. 1d. Normal School.
- Resolved*, That Thirty-eight pounds and ten shillings be granted to Hugo Reid, Principal of Dalhousie College, out of the funds granted for School Libraries, to pay for two hundred copies of his Map of Nova Scotia remaining on hand, such map to be placed at the disposal of the Superintendent of Education. £38 10s. H. Reid's Map.
- Resolved*, That Fifteen pounds be granted to J. C. Cunnabell, to enable him to provide three sets of the School Illustration Board invented by him, on condition that one of them be sent to the Normal School that its utility may be tested. £15 J. C. Cunnabell.
- Resolved*, That the sum of Fifty pounds be granted to the managers of the Infant School at Halifax, in support of that Institution for the present year. £50 Infant School. Halifax.
- Resolved*, That Forty-five pounds be granted to the Trustees of the Union African School in Halifax, to discharge the debt due on that Institution. £45 African School.
- Resolved*, That Twenty-four pounds ten shillings be granted to Susan Kelly, Twenty-four pounds ten shillings to John Barnaby, and Twenty-four pounds and ten shillings to John Gully, to aid them in completing the education of their deaf and dumb children, now at an Institution in the United States. £73 10s. Deaf and Dumb.
- Resolved*, That the allowance now made to Collegiate and Academical Institutions, including King's College, Windsor, be continued under existing regulations for the present year. Collegiate Institutions.
- Resolved*, That Three hundred and thirty-three pounds one shilling and seven pence be granted to A. & W. McKinlay, in full of their account for stationery and binding for the House of Assembly during the past year. £333 1s. 7d. A. & W. McKinlay.
- Resolved*, That Three hundred and thirty-two pounds sixteen shillings and ten pence be granted to defray the expense of extra Messengers and other services and to pay for Fuel and other articles for the House during the present Session, pursuant to the report of the Committee on Contingencies. £332 16s. 10d. Contingencies. H. A.
- Resolved*, That Nine hundred and ninety-five pounds seventeen shillings and two pence be granted to defray the Contingent Expenses of the Legislative Council for the present Session. £995 17s. 2d. Leg. Council.
- Resolved*, That such sum be placed at the disposal of the Honorable the Financial Secretary as may be necessary to purchase copies of the ancient Journals of the Assembly for the use of the Legislature. Ancient Journals of H. A.
- Resolved*, That Twenty pounds be granted to defray the expense of publishing 140 additional copies of the Debates and Proceedings of the House of Assembly, pursuant to the report of the Committee on Reporting for the last Session. £20 Extra Copies of Debates.
- Resolved*, That Fifty pounds be granted and paid to Francis O'Regan, in conformity with his application to this House referred to the Committee on Crown Lands. £50 F. O'Regan.
- Resolved*, That such sum be granted and placed at the disposal of the Governor as will be sufficient to defray the expenses of the Post Office Department for the pre- Post Office Expenses.

sent year, and also to pay the several grants recommended in the reports of the Committee on the Post Office, including the Post Office money order system.

To which Bill and Resolutions they desired the concurrence of this House.

Read 1st time.

The same were read a first time.

35 Res. read 2d time.

*Ordered*, That the said Bill and Resolutions be read a second time at a future time.

The first thirty-five Resolutions were, by order, read a second time, and the question was put by the President on each Resolution,

Whether this Resolution be agreed to ?

And agreed to.

It was resolved in the affirmative.

£50 F. O'Regan read 2d time.

The Resolution granting the sum of Fifty pounds to Francis O'Regan, was, by order, read a second time, and the question was put by the President,

Whether this Resolution be agreed to ?

When there appeared for agreeing to the Resolution, eleven ; against agreeing to it, four :

For agreeing to it—

Mr. Pineo,	Mr. Black,
Brown,	Fairbanks,
Comeau,	Keith,
Whitman,	Tobin,
Almon,	The President.
Holmes.	

Against agreeing to it.

Mr. McKeen,
McCully,
Bell.
McNab.

And agreed to.

So it passed in the affirmative.

Post Office Res. read 2d time.

The Resolution for the allowance to the Post Office was, by order, read a second time, and the question was put by the President,

Whether this Resolution be agreed to ?

And agreed to.

It was resolved in the affirmative.

All the Resolutions sent to H. A.

A Message was sent to the House of Assembly by the Clerk,

To return the said thirty-seven Resolutions, and to acquaint them that this House has agreed to the same, without any amendment.

S. O. S. on Muncpl. Gov't Yarm. Bill.

*Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects a Bill, entitled, An Act to repeal the Act for the Municipal Government of Counties so far as relates to the Township of Yarmouth.

Bill read 2d time, and

The said Bill was read a second time.

Ordered to Com.

*Ordered*, That the said Bill be committed to a Committee of the whole House at a future time.

S. O. S.

*Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House.

Committee on Bills.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Rudolf reported that the Committee had made some progress.

Report Independence of Leg.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act for securing the Independence of the Legislature ; also,

Cons. of Railways, and

A Bill, entitled, An Act to amend the Act to authorize the construction of Railways in this Province ; also,

Consolidation of Laws Bills,

A Bill, entitled, An Act for the Consolidation of the Laws,

Without amdt.

And had agreed to the same, without any amendment.

*Ordered*, That the said Bills be read a third time at a future day.

Report Public Lands Lun. Bill. with am.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend the Act relating to certain Public Lands in the Town of Lunenburg, and had made amendments thereto.



The said amendments were read by the Clerk as follows:

Amdt. read.

After the Title leave out the whole of the Bill, and instead thereof insert the following Preamble and Clauses:

Whereas disputes have arisen concerning the title to the land hereinafter mentioned, and claims have been advanced to the possession and control thereof on behalf of the public in opposition to the authorities of the Church of England, who claim to be entitled to the land, and to retain its possession; and to quiet apprehension lest the open square on the said land should be encumbered by buildings or the privilege of passing across it be interrupted, it has been agreed that the enactments hereinafter should be passed:

Be it enacted by the Governor, Council, and Assembly, as follows:

The Block of Land, Letter D, in Creighton's Division, commonly known as the Church Square, in the Town of Lunenburg, excepting the Church erected there, and the land it stands upon, with the appurtenances, which it is conceded, belong to the Church of England for a place of worship, shall never hereafter be sold, leased, or built upon, or encumbered, but shall always be retained as an open square, on which the public shall have and enjoy the same liberty of passage as is now exercised.

Except as affected or altered by the foregoing section, the legal title, or the legal or actual possession, or right of possession of any person or persons, or of any corporate or ecclesiastical body, or of the public or the Crown, shall not be altered or affected by this Act.

And the said amendments being read a second time, were agreed to by the House.

And agreed to.

*Ordered*, That the said Bill be read a third time at a future day.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to repeal the Act for the Municipal Government of Counties so far as relates to the Township of Yarmouth, and had made an amendment thereto.

Rep. Muncpl. Gov't  
Yar. Bill, with am.

The said amendment was read by the Clerk as follows:

Amendment read.

FOURTH CLAUSE—At the end of the Clause add the following words—"At which Sessions alone the Grand Jury shall attend."

And the said amendment being read a second time, was agreed to by the House.

And agreed to.

*Ordered*, That the said Bill be read a third time at a future day.

A Message was brought from the House of Assembly by Mr. James with the following Resolutions, changing the appropriation of Road Monies:

*Resolved*, That the following sums remaining undrawn for the Roads and Bridge service for the County of Cape Breton be added to the general grant of the service for Cross Roads, and be re-appropriated by the Members for the County and Township of Cape Breton and Sydney, viz.:

Change of App.  
Cape Breton.

Nor	9.—Ryan & Corral, grant of 1856.....	£7	10	0
	..... Do. .... Do. ....	5	0	0
	78.—John Fergusson, ... Do. ....	4	0	0
	83..... Do. .... Do. ....	35	12	6
	142.—Unappropriated.....	10	0	0
	8.—John McLeod and John Campbell, grant of 1857.....	50	0	0
	57.....	1	19	1
	66.....	2	15	0
	90.....	0	15	6
	96.....	10	0	0
	99.....	30	6	2
	103.....	0	8	9
	121.—Hector McLeod.....	10	0	0
	133.—Reserved.....	9	3	2

£177 10 2

Change of App.  
Hants.

*Resolved,* That the sum of Thirty-three pounds thirteen shillings and four pence. Road Monies for Hants County for 1857, viz :

No. 2.—John Wickwire.....	£0	11	1
60.....	10	0	0
67.—John McLellan.....	0	1	3
80.—John McDougall.....	10	0	0
82.—John Faulkner.....	0	1	0
88.—Joseph Thompson.....	3	0	0
90.— Sloan.....	5	0	0
108.....	5	0	0

£33 13 4

And remaining undrawn, be applied to the Road and Bridge service of that County for the present year.

Change of App.  
Shelburne.

*Resolved,* That the sum of Twenty-four pounds eight shillings and two pence, undrawn from the last years division of Road Money for the County of Shelburne, be added to the sum granted for the Road and Bridge service for that County, and be appropriated in the Road Scale for the present year, viz :

No. 15.....	£0	2	0
62.....	8	0	0
76.....	0	9	2
77.....	0	1	6
87.—Undrawn 1856, No. 78.....	6	0	0
93.....	9	4	7
96.....	0	1	8
134.....	0	9	5

£24 8 2

Change App. Kings.

*Resolved,* That the following sums allotted to the Road Service in Kings County in the years 1852, 1853, 1854, 1855, 1856, and 1857, and remaining undrawn, viz :

No. 174.....	£10	0	0.....	Grant, 1852.
183.....	10	0	0.....	" 1853.
193 A.....	0	0	4.....	" 1853.
199.....	0	15	0.....	" 1853.
199 B.....	0	17	5.....	" 1853.
18.....	1	0	0.....	" 1854.
22.....	0	2	0.....	" 1854.
23.....	6	0	0.....	" 1854.
60.....	5	0	0.....	" 1854.
66.....	10	0	0.....	" 1854.
94.....	4	0	0.....	" 1854.
118.....	0	10	0.....	" 1854.
130.....	0	4	0.....	" 1854.
168.....	10	0	0.....	" 1854.
200.....	0	1	6.....	" 1854.
147 A.....	0	2	8.....	" 1855.
152.....	0	10	0.....	" 1855.
187.....	0	1	9.....	" 1855.
18.....	5	0	0.....	" 1856.
35.....	5	0	0.....	" 1856.
36.....	7	0	0.....	" 1856.
58.....	5	0	0.....	" 1856.

No. 59.....	£4 10 0.....	Grant 1856.
65.....	5 0 0.....	" 1856.
78.....	6 0 0.....	" 1856.
183.....	1 7 2.....	" 1856.
191.....	0 2 10.....	" 1856.
203.....	5 0 0.....	" 1856.
215.....	46 11 3.....	" 1856.
17.....	20 0 0.....	" 1857.
23.....	5 0 0.....	" 1857.
24.....	0 4 0.....	" 1857.
44.....	5 0 0.....	" 1857.
51.....	1 10 3.....	" 1857.
74.....	4 0 0.....	" 1857.
92.....	0 0 6.....	" 1857.
110.....	5 0 0.....	" 1857.
125 A.....	50 0 0.....	" 1857.
149.....	5 0 0.....	" 1857.
176.....	0 1 5.....	" 1857.
182.....	5 0 0.....	" 1857.

Amounting to Two hundred and fifty pounds twelve shillings and one penny, be granted and applied to the general Road and Bridge Service in that County for the present year.

*Resolved*, That the sum of Thirty-nine pounds eight shillings and six pence of un- drawn Road Monies for the County of Lunenburg, viz.: Change of App., Lu-  
nenburg.

No. 42—Grant of 1854.....	£1 10 0
2, 155, 156, 157, 158,—1857.....	4 8 3½
116—George Bailly.....	15 0 0
164—William Oaks.....	0 0 4
170—Philip Wile.....	10 0 0
172—John Krouse.....	0 3 3
204—John Rynord.....	5 0 0
207—Unappropriated.....	1 7 10½
208—Special grant.....	1 18 9
	£39 8 6

be applied to the general Road and Bridge Service in the County of Lunenburg for the present year.

*Resolved*, That the following sums remaining for the Road and Bridge Service in the County of Cumberland be added to the grant for the present year, and re-appropriated by the Members of that County, viz.: Change of App.,  
Cumberland.

No. 149.....	£1 13 3
104.....	0 5 0
4—Grant 1857.....	0 5 0
6.....	0 10 0
20.....	5 0 0
53.....	5 0 0
111.....	0 4 0
114.....	5 0 0
171.....	2 1 10
	£19 19 1

Change of App.,  
Halifax.

*Resolved*, That the following sums, amounting to Forty-three pounds fourteen shillings and eight pence, granted for Roads and Bridges in the County of Halifax, and remaining undrawn, be applied in repairing the Main Post Road from Upper Musquodoboit to the Guysborough County line, viz.:

No. 18	£0 15 6
28	3 0 0
44	15 0 0
52	0 3 11
89	5 0 0
74	5 0 0
79	5 0 0
114	5 0 0
119	0 4 8
127	4 10 7
	£43 14 8

Change of App., Col-  
chester.

*Resolved*, That the sums, hereinafter mentioned, granted for the service of the Roads and Bridges in the County of Colchester, and remaining undrawn, amounting to Seventy-three pounds thirteen shillings and nine pence, be added to the Road Scale of the present year for that County, and be re-appropriated:

Year, 1854.	No. 123	£3 0 0
1855.	47	3 0 0
"	50	3 0 0
"	73	3 0 0
"	92	4 0 0
"	96	0 0 2
"	122	6 0 0
1856.	83	3 0 0
"	93	4 0 0
"	105	3 0 0
"	110	4 0 0
"	119	3 0 0
"	135	5 0 0
"	203	0 13 2
1857.	39	4 0 0
"	90	4 0 0
"	94	4 0 0
"	99	4 0 0
"	122	10 0 0
"	175	0 0 3
Unappropriated		3 0 2
		£73 13 9

Change App. Rich-  
mond.

*Resolved*, That the sum of One hundred and seventy-two pounds nineteen shillings, undrawn Road Monies for the County of Richmond, be re-appropriated in the Road Scale for that County, for the present year, viz.:

Sundries	Grant 1853	£0 7 6
No. 15	1854	0 2 0
Murdoch Smith	"	0 8 11
20	1855	0 12 6
57	"	0 8 3
58—Donald Ferguson	"	0 1 0

No. 113.....	1856.....	32	0	0
121.....	".....	32	14	9
11—Josiah Hooper.....	1857.....			
14—Unappropriated.....	".....	17	13	8
17—William Wagnor.....	".....	10	0	0
62.....	".....	5	0	0
94—Unappropriated.....	".....	4	0	1
103.....	".....	6	7	2
107.....	".....	2	18	5
111.....	".....	30	0	0
112.....	".....	2	4	9
127.....	".....	8	0	0
131.....	".....	20	0	0
		£172 19 0		

*Resolved*, That the following sums of Road Monies, for the County of Victoria, remaining undrawn, viz. : Change App., Victoria.

No. 14—From Grant 1853.....	£2	5	0
15—Francis W. McKenzie—1857.....	2	0	0
20—Duncan McRea.....			
21, 24, 28—F. M. McKenzie.....	10	1	3
29.....	30	0	0
32.....	0	4	0
34—McKenzie.....	40	0	0
37, 39—Duncan McRea.....	8	0	0
55, 56, 58, 61.....	10	5	0
73.....	0	7	10
		£110 5 3	

Amounting to £110 5s. 3d., be re-appropriated by the Members for that County in their Road Scales for the present year.

*Resolved*, That the sum of £7 13s. 9d., granted for the Croscup Bridge, in the Township of Granville, in 1857, and undrawn, be added to the amount of the Road and Bridge Service of that Township, for the present year. Change App., Annapolis.

*Resolved*, That the following sums, undrawn Road Monies for Pictou County, amounting to £21 16s. 9d., be applied to the Road and Bridge Service of that County for the present year: Change App., Pictou.

No. 59—John McLean—Grant of 1858.....	£0	1	3
83—G. Bruce.....	£0	2	3
119—J. McCoul.....	1	0	1
		1 2 4	
3—John McCarra—1857.....	1	7	6
28—Robert Murray—1857.....	0	0	2
38—John McLeod.....	0	8	0
54—H. Douglas and J. Crockett.....	0	0	6
56—Alexander Fraser.....	0	4	0
72—William Dunbar.....	2	18	7
75—John McB. Fraser.....	0	11	0
102—Samuel Cameron.....	0	0	5
103—Duncan Cameron.....	15	0	0
Unappropriated.....	0	3	0
		£21 16 9	

Change App., Sydney.

*Resolved*, That the sum of Forty-nine pounds and two shillings, undrawn Road Monies for the County of Sydney, up to the present year, be added to the Road Scale for that County for the current year.

Change App., Digby.

*Resolved*, That the following sums, remaining undrawn, for the Road and Bridge Service for the County of Digby, be added to the General Grant, and re-appropriated by the Members for the County of Digby, viz.:

No. 108—J. Mallet—Grant of 1855.....	£9	0	0
7—George Loid—1856.....	0	7	6
8—Arch. Devouse—1856.....	0	10	0
111.....“.....“.....	8	0	0
4—John Merritt—1857.....	0	6	0
7—Holmes Sanders—1857.....	0	2	10
10—Stephen Young.....	0	11	9
11—Francis Mallet.....	10	0	0
21—Jacob Roop.....	0	6	6
49—Joseph Sturk.....	0	2	0
59—Thomas Alcome.....	0	4	8
65—James Kay.....	10	0	0
76—John White.....	0	3	8
82—David Rice.....	0	8	0
91—Stephen Marshall.....	0	17	0
99—Daniel Ross.....	10	0	0
108—William Harris.....	14	0	0
157—Charles F. Comeau.....	9	0	0

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£73 19 11

Change App., Guysborough.

*Resolved*, That the following sums of undrawn Road Money for Guysborough County, for 1857, amounting to Thirty-two pounds twelve shillings and five pence, be added to the Road Grant for the present year, and be re-appropriated, viz.:

No. 13—Repair Goose Harbor.....	£30	13	11
40—John Hanson, junr.....	0	1	0
47—Henry Archibald.....	0	8	9
49—John W. McKeen.....	1	0	9
60—Andrew Hick.....	0	8	0

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£32 12 5

Change App., Anpl.

*Resolved*, That the sums hereunder mentioned, granted for the Road Service in 1856 and 1857, for the County of Annapolis, amounting to One hundred and thirty-one pounds six shillings and nine pence, and remaining in the Treasury undrawn, be added to the Road Scale of the said County for the year 1858, viz.:

No. 174—William Crosscup—1856.....	£7	18	9
8—Abner Foster.....	0	6	0
21—Walter Willett.....	0	2	0
105—Unappropriated.....	84	0	0
117—James E. Whitman.....	25	0	0
118—William Daupe, junr.....	2	0	0
124—Benjamin Schofield.....	5	0	0
138—Peter Morse.....	7	0	0

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£131 6 9

To which Resolutions they desired the concurrence of this House.

The said Resolutions were read a first time.

Read 1st time.

*Ordered*, That the said Resolutions be read a second time at a future day.

The Messenger also informed the House that the House of Assembly agreed to the amendment proposed by this House to a Bill, entitled, An Act to provide for the erection of a Court House in Halifax.

H. A. agree to am. to Court House Hx. Bill.

The said Bill was read, as amended, and the question was put by the President, Whether this Bill, as amended, shall pass ?

Bill finally agreed to.

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,

And sent to H. A.

To return the said Bill, and acquaint them that this House has agreed to the same, as amended.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

Adjourn.

**Thursday, 6th May, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,  
HENRY G. PINEO,

The Honorable JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

The sixteen Resolutions received from the House of Assembly yesterday changing the appropriation of Road Monies in different Counties were read a second time, and the question was put by the President on each Resolution,

16 Changes of App. read 2d time.

Whether this Resolution be agreed to ?

Agreed to, and

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,

Sent to H. A.

To return the said Resolutions, and acquaint them that this House has agreed to the same, without any amendment.

A Bill, entitled, An Act for securing the Independence of the Legislature ; also, A Bill, entitled, An Act to amend the Act to authorise the construction of Railways in this Province ; also,

Independence of Leg. Cons. of Railways and

A Bill, entitled, An Act for the Consolidation of the Laws,

Consol. of Laws Bill- Read 3d time.

Were read a third time, and the question was put by the President, on each Bill,

Whether this Bill shall pass ?

It was resolved in the affirmative.

Agreed to, and

A Message was sent to the House of Assembly by the Clerk,

Sent to H. A.

To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.

Public Lands Lunbg. and  
Mun. Gov. Yar. Bills  
Read 3d time.  
Agreed to with am.  
And sent to H. A.

A Bill, entitled, An Act to amend the Act relating to certain Public Lands in the Town of Lunenburg; also,  
A Bill, entitled, An Act to repeal the Act for the Municipal Government of Counties so far as relates to the Township of Yarmouth,  
Were read a third time, and the question was put by the President on each Bill, Whether this Bill, with the amendment, shall pass?  
It was resolved in the affirmative.  
A Message was sent to the House of Assembly by the Clerk,  
To return the said Bills, and acquaint them that this House has agreed to the same, with an amendment—to which amendment their concurrence is desired.

A Message was brought from the House of Assembly by Mr. James, with the following Resolutions:

*Resolved*, That the sum of £25,000 for the Road and Bridge Service for the present year be applied as follows:

For the County of Halifax.....	£1839
Pictou.....	1800
Inverness.....	1650
Hants.....	1498
Lunenburg.....	1500
Colchester.....	1460
Cumberland.....	1460
Cape Breton.....	1421
Kings.....	1350
Annapolis.....	1300
Yarmouth.....	1220
Shelburne.....	1220
Digby.....	1220
Sydney.....	1220
Richmond.....	1220
Victoria.....	1220
Guysboro'.....	1220
Queens.....	1182

Sub-division, Halifax. Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the County of Halifax;

Do. Pictou. Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the County of Pictou;

Do. Inverness. Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the County of Inverness;

Do. Hants. Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the County of Hants;

Do. Lunenburg. Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the County of Lunenburg;

Do. Colchester. Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the County of Colchester;

Do. Cumberland. Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the County of Cumberland;

Do. Cape Breton. Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the County of Cape Breton;

Do. King's County. Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the County of Kings County;

Do. Annapolis. Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the County of Annapolis;



Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the Sub-division, Yarm. County of Yarmouth;

Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the Do. Shelburne. County of Shelburne;

Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the Do. Digby. County of Digby;

Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the Do. Sydney. County of Sydney;

Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the Do. Richmond. County of Richmond;

Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the Do. Victoria. County of Victoria;

Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the Do. Guysborough. County of Guysborough;

Also, a Resolution sub-dividing the sum granted for Roads and Bridges in the Do. Queen's County. County of Queen's County.

To which Resolutions they desired the concurrence of this House.

The said Resolutions were read a first time, and, by order, the same were read a second time, and the question was put by the President, on each Resolution, Read 1st and 2d time.

Whether this Resolution be agreed to?

It was resolved in the affirmative.

Agreed to, and  
Sent to H. A.

A Message was sent to the House of Assembly by the Clerk,

To return the said Resolutions, and acquaint them that this House has agreed to the same, without any amendment.

A Message was brought from the House of Assembly by Mr. James,

To inform the House that the House of Assembly agreed to the amendment proposed by this House to a Bill, entitled, An Act to repeal the Act for the Municipal Government of Counties so far as relates to the Township of Yarmouth.

H. A. agree to am. to  
Muncl. Gov. Co's.  
Yarm. Bill.

The said Bill was then read, as amended, and the question was put by the President, Whether this Bill, as amended, shall pass? Bill finally agreed to.

Whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk,

To return the said Bill, and acquaint them therewith.

And sent to H. A.

On motion made and seconded, the House adjourned until to-morrow, at twelve o'clock. Adjourn.

**Friday, 7th May, 1858.**

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable WILLIAM RUDOLF,  
MICHAEL TOBIN,  
HUGH BELL,  
STAYLEY BROWN,  
MATHER B. ALMON,  
ALEXANDER KEITH,  
WILLIAM A. BLACK,

The Honorable JOHN E. FAIRBANKS,  
JAMES MCNAB,  
JONATHAN McCULLY,  
WILLIAM McKEEN,  
ANSELM F. COMEAU,  
ALFRED WHITMAN,  
JOHN HOLMES.

PRAYERS.

The Minutes of yesterday were read.

A Message was brought from the House of Assembly, by Mr. Tobin, with the following Bill:

Appropriation Bill.

A Bill, entitled, An Act for applying certain Monies therein mentioned for the service of the year One Thousand Eight Hundred and Fifty-eight, and for other purposes.

Read 1st time, and  
Referred to Sel. Com.

To which Bill they desired the concurrence of this House.

The said Bill was read a first time.

*Ordered*, That the said Bill be referred to a Select Committee, to examine and report upon.

Committee.

*Ordered*, That Mr. Bell, Mr. Whitman, and Mr. Holmes, be a Committee for that purpose.

Report of Committee.

Mr. Bell, the Chairman of the Committee to whom the said Bill was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

*Ordered*, That the said Bill be read a second time at a future time.

S. O. S.

*Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill.

Bill read 1st time, and  
Ordered to Com.

The said Bill was read a second time.

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

Committee.

The House was adjourned, during pleasure, and put into a Committee on the said Bill. After some time the House was resumed, and Mr. Rudolf reported that the Committee had gone through the said Bill, and had agreed to the same, without any amendment.

Read 3d time.

*Ordered*, That the said Bill be read a third time presently.

The said Bill was read a third time, and the question was put by the President, Whether this Bill shall pass?

Agreed to.

It was resolved in the affirmative.

And sent to H. A.

A Message was sent to the House of Assembly by the Clerk, To return the said Bill, and acquaint them that this House has agreed to the same, without any amendment.

Library and Room  
Committee.

*Resolved*, That Mr. McCully, Mr. Bell, Mr. Almon, Mr. Keith, and Mr. Brown, be a Committee to take charge of the Library of this House and the Council Chamber and its furniture, during the recess.

*Resolved*, That it be referred to the Library Committee to decide upon employing a competent person to arrange and make an Index of the Council Papers. Arranging Papers.

At three of the clock, P. M., His Excellency the Right Honorable the Earl of Mulgrave, Lieutenant-Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, came to the Council Chamber, attended as usual, and being seated, the Gentleman Usher of the Black Rod received His Excellency's command to let the House of Assembly know, "It is His Excellency's will and pleasure they attend him immediately in this House," who being come, with their Speaker, His Excellency was pleased to give his assent to sixty-five Bills, entitled as follows: H. E. comes to Council Chamber.

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|--|----------------------------------|
| An Act to amend the Act to Incorporate the Union Bank of Halifax.  | H. A. attend.                    |
| An Act to Incorporate the Baxter's Harbor Pier Company.  | H. E. assents to 65 Bills, viz., |
| An Act to amend Chapter Two of the Revised Statutes, "Of Executive and Legislative Disabilities."                            | Union Bank.                      |
| An Act relating to Fires.  | Baxter's Har. Pier Co.           |
| An Act relating to Trusts and Trustees.  | Exc. and Leg. Dis.               |
| An Act to amend the Act to limit the erection of Wooden Buildings within the City of Halifax.                                | Fires.                           |
| An Act to legalize the Proceedings of the Special Sessions in Pictou.  | Trusts and Trustees,             |
| An Act to amend the Act for the Incorporation of certain Bodies connected with the Wesleyan Methodist Church in Nova Scotia. | Wood. Buildings Hx.              |
| An Act to provide for the erection of a Poor House in Cornwallis.  | Spec. Sessions Pictou.           |
| An Act to amend the Jury Law.  | Wesleyan Methodists.             |
| An Act to authorise the sale of the Colchester Academy.  | Poor House, Cornwallis.          |
| An Act to authorise a Loan for the purchase of a Lot and construction thereon of a Water Tank for the Town of Pictou.        | Jury Law.                        |
| An Act to define, extend, and establish the lines of Townships in the County of Lunenburg.                                   | Colchester Academy.              |
| An Act to authorise the placing of a Draw in the Lower Cornwallis Bridge.  | Water Tank. Pictou.              |
| An Act to alter certain Polling Places and the Boundaries of certain Electoral Districts in the County of Cumberland.        | Townships, Lunbrg.               |
| An Act for regulating the office of Inspector of Mines in this Province.   | Cornwallis Bridge.               |
| An Act further to amend Chapter Forty-six of the Revised Statutes, "Of County Assessments."                                  | Elc. Dis. Cumberland.            |
| An Act to amend the Act to establish a more equal and just system of Assessment, and the Act in amendment thereof.           | Inspector of Mines.              |
| An Act to amend the Act passed in the year 1855, relating to Public Landings.  | County Assessments.              |
| An Act to revive and continue the Laws relative to the Militia.  | System of Assess.                |
| An Act to amend the Act concerning the Elective Franchise.   | Public Landings.                 |
| An Act to amend the Law respecting Licenses in the City of Halifax, and prosecutions connected therewith.                    | Militia.                         |
| An Act to amend the Law relating to River Fisheries.   | Elective Franchise.              |
| An Act to amend Chapter 42 of the Revised Statutes, "Of Clerks of the Peace."  | Licenses Halifax.                |
| An Act in relation to the Inland Navigation Company.   | River Fisheries.                 |
| An Act to amend Chapter 168 of the Revised Statutes, "Of the Administration of Criminal Justice."                            | Clerks of Peace.                 |
| An Act for the extension of the New Eastern Road between Manchester and the Strait of Canso.                                 | Inland Nav. Co'y.                |
| An Act relating to the width of certain Roads in the County of Digby.  | Ad. of Crim. Justice.            |
| An Act to provide for the construction of certain Roads in Hants County.   | Road Man. & Canso.               |
| An Act to regulate the purchase of Old Marine Stores.  | Do. Digby.                       |
| An Act for the relief of Stephen Selden.   | Do. Hants.                       |
|  | Old Marine Stores.               |
|  | Selden's Relief.                 |

Merchant Shipping Act.	An Act to extend to this Province certain provisions of Part Third of the Merchant Shipping Act of 1854.
Assess. for Rail. Dam.	An Act to amend the Act to authorize Assessments for Railway Damages.
Bound'y N. S. & N. B.	An Act to establish the Boundary Line between the Provinces of Nova Scotia and New Brunswick.
Londonderry Iron Co.	An Act to Incorporate the Londonderry Iron Company of Nova Scotia.
Insane Hospital.	An Act for the Management of the Hospital for the Insane.
Proof of Written Doc.	An Act further to amend the Law relating to Witnesses and Evidence and the Proof of Written Documents.
Petty Offences.	An Act for the more Summary Trial and Punishment of Petty Offences.
Mines and Minerals.	An Act to amend an Act which passed in the present Session, entitled, An Act for giving effect to the Surrender to Her Majesty, by the Legal Personal Representatives of the late Duke of York and Albany, and by the General Mining Association and their Trustee, of the Mines in Nova Scotia, and to the Lease of part of such Mines to the said Association.
Townships, &c.	An Act to amend Chapter 48 of the Revised Statutes, "Of Townships and Township Officers."
Railway Damages.	An Act to provide for the collection of Railway Damages payable to Thomas Kenny and William Davy.
Costs and Fees.	An Act to amend Chapter 154 of the Revised Statutes, "Of Costs and Fees."
Petty Trespasses.	An Act to amend Chapter 147 of the Revised Statutes, "Of Petty Trespasses and Assaults."
Road Antig. & Canso.	An Act to provide for the extension of the new Road from Antigonish to the Strait of Canso.
Education.	An Act to continue and amend the Laws relating to Education.
Normal School.	An Act further to amend the Act to establish a Normal School.
Offen. Army & Navy.	An Act for the punishment of certain Offences relating to the Army and Navy.
Settlement of Poor.	An Act to amend Chapter 89 of the Revised Statutes, "Of the Settlement and Support of the Poor."
Warrants to Confess.	An Act to provide for the Registry of Warrants to Confess Judgments.
Truro Boot Co.	An Act to Incorporate the Truro Boot and Shoe Manufacturing Company.
Licenses.	An Act to regulate Licenses for the Sale of Intoxicating Liquors.
Grand Lake Land Co.	An Act to Incorporate the Grand Lake Land Company.
Indians.	An Act to amend Chapter 58 of the Revised Statutes, "Of Indians."
Assessment Halifax.	An Act respecting the General Assessment of the City of Halifax for the present year.
Mun. Gov't Counties.	An Act to amend the Act for the Municipal Government of Counties.
Loan Halifax.	An Act to enable the City of Halifax to raise additional sums by Loan and by Assessment for the services therein mentioned.
Loan Pictou.	An Act to authorise a Loan to pay for certain Public Services in the County and Township of Pictou.
Commis. Streets.	An Act to amend the Law relating to Commissioners of Streets.
Acts of 1853 and '56 (Pictou Loan.)	An Act to amend Chapter 49 of the Acts of 1853, and Chapter 62 of the Acts of 1856.
Court House, Halifax.	An Act to provide for the erection of a Court House in Halifax.
Independence of Leg.	An Act for securing the Independence of the Legislature.
Construc. of Rail'ys.	An Act to amend the Act to authorize the construction of Railways in this Province.
Consolidat. of Laws.	An Act for the Consolidation of the Laws.
Municipl. Gov't Yarm.	An Act to repeal the Act for the Municipal Government of Counties, so far as relates to the Township of Yarmouth.
Appropriation Bill.	An Act for applying certain Monies therein mentioned for the service of the year One Thousand Eight Hundred and Fifty-eight, and for other purposes.

After which, His Excellency was pleased to close the Session with the following Speech:

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

*Mr. Speaker, and Gentlemen of the House of Assembly:*

Speech.

Necessarily protracted as your labors have been by the magnitude and importance of the subjects upon which you have been called to deliberate, it gives me much pleasure to release you from further attendance.

The final settlement of the vexed questions in connection with the Mines and Minerals, which have so long agitated the Country, will distinguish the history of this Legislative Session, and will, I believe, be found highly advantageous to the best interests of Nova Scotia.

The discussion which has taken place upon the proposed measure to alter the constitution of the Legislative Council, will have the effect of bringing that question more fully under the consideration of the people.

Your deliberations have resulted in maturing and perfecting a number of useful laws which will, no doubt, contribute to the happiness and prosperity of the Country at large.

*Mr. Speaker, and Gentlemen of the House of Assembly:*

I thank you for the provision you have made for the Public Service, which, although less than that of the preceding year, is, I am satisfied, as large as a due regard to existing liabilities would warrant.

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

*Mr. Speaker, and Gentlemen of the House of Assembly:*

As this is the first opportunity I have had of addressing you since I assumed the Government of this Colony, I cannot refrain from assuring you how anxious I shall be on every occasion to cooperate with you in all measures calculated to promote the interests of this Province.

Allow me, in parting with you, to express the hope that you may enjoy individual happiness and prosperity, and that each succeeding year may find us as a Country advancing in all that tends to elevate us in the Colonial scale.

Then the President of the Council, by His Excellency's command, said:

GENTLEMEN,—

It is the pleasure of His Excellency the Lieutenant-Governor that this General Assembly be prorogued to Thursday, the Seventeenth day of June next, and this General Assembly is accordingly prorogued to Thursday, the Seventeenth day of June next, to be then here held.

Prorogation.

The House of Assembly then withdrew, and His Excellency was pleased to retire soon after.

JOHN C. HALLIBURTON,  
Clerk of the Legislative Council.



APPENDICES

TO THE

JOURNALS

OF THE

LEGISLATIVE COUNCIL

OF THE

PROVINCE OF NOVA SCOTIA.

1858.





**APPENDICES**  
TO THE  
**JOURNALS**  
OF THE  
**LEGISLATIVE COUNCIL.**

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**MINES AND MINERALS.**

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(COPY.)

No. 29.—Executive.

*Government House, Halifax, N.S., 23rd April, 1857.*

SIR,—

I have the honor to transmit herewith, for the information of Her Majesty's Government, the enclosed copy of a Resolution which has passed the Legislative Council and House of Assembly of this Province. 23d April.

The interests involved in the questions that are for discussion having now been centered in the General Mining Association, subject to the result of their arrangements with the Legislature of the Province of Nova-Scotia, and the Association being prepared to discuss terms of compromise, as may be inferred from their suggestion of a Delegation from this Province, it is considered essential that they should be requested to make and transmit a proposal embodying the terms on which they are prepared to adjust the conflicting interests at issue.

I would also recommend for the consideration of that body the propriety of delegating an authorised agent to this Province for the purpose of negotiating the settlement here.

The nature of the questions, and the consolidation of the interests of the Association, seem to me to make this the most proper and effectual mode of bringing this very important subject to a satisfactory conclusion.

I shall be gratified, should you concur in this view of the subject, if you will use your influence with the Association to induce them to adopt the mode of negotiation I have suggested in this Despatch.

I have, &c.,

(Signed.)

J. GASPARD LEMARCHANT,

Major-General.

The Right Honorable HENRY LABOUCHERE, &c., &c., &c.

*House of Assembly, Thursday, 23rd April, 1857.*

On motion of the Honorable Attorney General :

Whereas, the Correspondence laid before the Legislature, on the subject of the Mines and Minerals of the Province, leads to the hope that this question may at length be terminated by a satisfactory compromise :—

*Resolved, therefore, That if the Provincial Government shall find it necessary, for effecting*

effecting a satisfactory compromise of this question, to employ Commissioners, the Legislature does authorise the selection, by the Provincial Government, of two Members prominently representing the different views held therein on the subject, who shall have power to effect a settlement of the controversy, provided both of the Commissioners shall agree thereto, subject to the ratification of the Legislature; and this House will provide for the expense.

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

*Legislative Council Chamber, 23rd April, 1857.*

Agreed to without amendment.

No. 23.

*Downing Street, 5th June, 1857.*

SIR,—

22nd May.

I transmit to you copy of a letter which I have received from the Secretary of the General Mining Association, on the subject of your Despatch of the 23rd April last respecting their affairs.

It appears to me that the proposal of the Association is substantially the same with that of the Council and Assembly whose Resolution (of the 23rd April) I should interpret as importing their readiness to send Commissioners here; and, for the reasons alleged by the Association, I am inclined to think that this would be the most probable way of bringing this business to a conclusion.

Your own views however appear to be different, and I shall therefore recommend to the Association to endeavour to arrive at a distinct understanding with yourself and your Council on this question.

I have, &c.,

(Signed.)

H. LABOUCHERE.

Lieut.-Governor SIR G. LEMARCHANT, &c., &c., &c., Nova-Scotia.

*General Mining Association,  
52 Old Broad Street, 22nd May, 1857.*

SIR,—

I have the honor to acknowledge the receipt of your letter of the 21st instant, transmitting, for the information of the Directors of the General Mining Association, a copy of a Despatch from the Lieutenant-Governor of Nova Scotia, accompanied by a copy of a Resolution passed by the Legislative Council on the subject of the adjustment of the claims of the Association.

In reply, I am instructed to acquaint you that the object in view in suggesting the importance of a Deputation from the Government of Nova Scotia to this Country was, that as the several parties directly interested in the settlement, viz., the Duke of York's representatives, Her Majesty's Government, and the Association, would be on the spot, no difficulty or delay could arise in referring to these respective parties such points as, in the progress of the discussions, might possibly lead to a difference of opinion.

Under these circumstances I am instructed to repeat the conviction entertained by the Directors that the important object in view will be most readily accomplished by the presence in London of two Members of the Local Government, as respectfully suggested in my letter of the 27th of January last, in which opinion it is hoped that Mr. Labouchere would coincide.

I have, &c.,

J. B. IVORS, Secretary.

HERMAN MERIVALE, Esq., &c., &c., &c.

## NOVA SCOTIA.

*At a Council held at the Government House, Halifax, on the 16th day of June, 1857.*

## PRESENT :

His Excellency Sir J. Gaspard LeMarchant, Lieutenant-Governor.

The Honorable James W. Johnston,

“ Charles Tupper,

“ Michael Tobin,

“ Martin I. Wilkins,

“ Stayley Brown,

“ John J. Marshall,

“ John Campbell, (Councillors.)

His Excellency calls the attention of the Council to a Resolution passed on the 23rd day of April last by the House of Assembly in which the Honorable Legislative Council concurred, authorizing the Local Government to select two Commissioners, representing the different views held on the subject of the Mines and Minerals of the Province, with power, if they shall agree on the terms, to effect a compromise and settlement of the questions between the Imperial Government and this Colony and the General Mining Association, such settlement to be subject to the ratification of the Legislature.

Whereupon the Honorable James W. Johnston, Attorney General, and Adams G. Archibald, Esq., Members of the Legislative Assembly, are nominated and appointed as such Commissioners, and they are hereby authorized and requested to proceed to England for the purpose, at the first convenient opportunity, and instructed to use their best endeavours to effect such an arrangement of the questions at issue as may conduce to the prosperity of the Province and meet the approval of the Legislature.

No. 41.—Executive.

*Government House, Halifax, N. S., 16th June, 1857.*

SIR,—

I have the honor to acknowledge the receipt of your Despatch No. 23, 5th June, transmitting for my information copy of a letter from the Secretary to the General Mining Association, based on the propositions made on behalf of the Government of Nova Scotia, in my despatch No. 29, 23rd April, and reiterating the desire of the Association that a Delegation should be sent from this Province to aid in negotiating the settlement in England of the conflicting interests at issue.

This Despatch, with its enclosures, I submitted to my Council, who having carefully considered, have acquiesced in the suggestion therein contained, and I have accordingly accredited as Commissioners or Delegates for the purpose of assisting in the adjustment of the claims of the Association, and the differences which have existed between them and this Province,—the Honorable J. W. Johnston, the Attorney General of Nova Scotia and Leader of my Administration; and Adams G. Archibald, Esq., Representative in General Assembly of the County of Colchester, and late Solicitor General.

These Gentlemen, selected in accordance with the Resolution of the Legislative Council and House of Assembly, are empowered to enter into any arrangement with the Imperial Government, the Representatives of the Duke of York, and the Association, of which they may approve, subject to the ratification of the Provincial Legislature.

Deeply

Deeply impressed with the importance of inter-communication by Railroad between the Colonies of Canada, New Brunswick, and Nova Scotia, both to the Imperial Government and these Colonies, as calculated to draw more closely the bonds of union between the latter and the Parent State, and to afford security to the Colonial Possessions in the event of war,—my Government have instructed the Delegates to solicit Imperial coöperation in the construction of the road in question, convinced that its accomplishment is alike demanded for the advancement of the Colonies, and for the interests of the Empire.

In connection with this subject, the Delegates are also instructed to confer with Her Majesty's Government on the importance of establishing a judicious system of Immigration into the Colonies, and to bring under its serious consideration the subject of a Union of the British North American Provinces, as tending to their elevation and perpetuating their connection with the Parent Kingdom.

I have, &c.,  
 (Signed.) J. GASPARD LEMARCHANT,  
 Major-General.

The Right Honorable HENRY LABOUCHERE, &c., &c., &c.

*London, 31st July, 1857.*

SIR,—

We have the honor to report for the information of His Excellency the Lieutenant-Governor, the progress of the negotiation with the General Mining Association, with which we were charged.

Having reported our arrival to the Secretary of State for the Colonies, we were put by Her Majesty's Government in formal communication with the Directors of the Association.

Our first act was to call the attention of the Secretary of the Board to the Address of 1856, as containing the proposals for compromise on the part of the Province, and to request that the Directors would in return communicate to us their views. The reasonableness of the request was frankly admitted, and we were furnished in writing with the propositions of the Directors, a copy of which accompanies this Report, marked A. It will be seen that, surrendering all other Minerals, the Board desired a reservation of Coal at four places, viz.: at Sydney, Pictou, Spring Hill, and the Joggins. The Territory in Cape Breton being described by specific boundaries extending from Cow Bay to the Great Bras d'Or, and including the whole Coast in that District, and the North-East end of Boularderie Island, the reservations in Nova-Scotia being undefined as to boundary, and in no otherwise controlled than by being limited to 4 square miles.

As regards two of the stipulations contained in these proposals, viz., an extension of the lease and compensation at its termination for materials and plant, we thought it proper to lose no time in informing the Committee, in a conference with them on the subject, that unless these clauses were withdrawn from their propositions, we could entertain no hopes of arriving at any amicable adjustment of the question at issue. We also suggested the necessity of some definitiveness in the boundaries of the three Coal Mines in Nova-Scotia proper, which otherwise might be laid out with so great length in proportion to the breadth as hereafter to embarrass other Mining operations in their vicinity.

These two clauses were subsequently withdrawn by the Directors, and the paper which accompanies this Report marked B, was furnished to us containing certain modifications of the first proposition.

The boundaries also were so defined as to guard against the possibility of the inconvenience

inconvenience we had suggested, by limiting the length of each reserve as specified in the paper B B enclosed herewith.

On looking at the proposals on the part of the Association, as thus modified, and considering that the Directors had, without hesitation, unreservedly abandoned all the Minerals in the Province which the Crown, by the lease to the Duke of York, had demised, and which the Association claimed under their sub-lease from the Duke, except only the Coal, and that the area of Coal they desired to reserve in Nova Scotia proper, however large in itself, was but a small portion of the Coal deposits, we did not deem the reservations claimed to be unreasonable as to extent, nor could we object to those in Nova Scotia proper as tending to exclude competition, because we were satisfied that at Pictou, the Joggins, and Spring Hill, there remained outside these reserves abundance of Coal accessible for convenient working, and as near to water conveyance as any contained within the limits of the reserves.

It was otherwise, however, in Cape Breton. The tract in that Island, described in the propositions of the Directors, included, as we believe, all the available Coal seams in that vicinity, and we insisted on such a limitation of their claims as would leave outside these limits a sufficient quantity of a known Coal Field capable of being conveniently worked and shipped, and possessing every advantage for the carrying on of Mining operations.

Much difficulty arose in this question, which threatened for a time to defeat the negotiation.

At length, however, a satisfactory solution of it was arrived at, and the Directors consented to give up, with the reserve of a small portion immediately surrounding their works at Bridgeport, the whole of that extensive Coal Field, (the largest and, we believe, the most valuable Coal Field, and containing some of the best and most workable seams in Cape Breton,) extending from Lingan Harbor on the North, to Mirè River on the South.

We declined to go so far in the reduction in the Royalty as the Directors desired, but we named 6d. per ton for the first 250,000 tons, instead of 4d., but we fixed the weight per ton at 2240 lbs., instead of 2640 lbs. as prescribed by the Duke of York's Lease, and thereby, so far as regards the receipts for the first 250,000 tons, making the amount to exceed, by nearly a fifth, the sum which would have been payable if we had recognised the standard of weight fixed in the Duke of York's Lease.

To bring the negotiation to a definitive conclusion, after repeated personal discussions with the Committee had narrowed the questions and made each party generally acquainted with the views of the other, we reduced to writing specific propositions embracing the whole subject. These were accepted without qualification by the Directors, and thus the negotiation was brought to a termination on the terms contained in our proposals. We refer to the copies of these offers and of their acceptance by the Association, accompanying this report and marked C and D, as containing the terms on which we have agreed with the Directors finally to compromise and adjust all existing disputes.

It will be seen that the arrangement we have made is based on the Address of the House of Assembly in 1856, and that it embraces all the questions in controversy, and we trust it is calculated to avoid the occasion of future differences.

It was with this view that the mode of estimating the Royalty has been changed from measurement to weight, and the weight defined. As tending to this object, as well as part of the equivalent for the concessions made by the Association, the Royalty is confined to the large Coal sold, and with a view to uniformity and simplicity, more especially in contemplation of other Lessees besides the Association, the Rent has been merged in the Royalty.

The remission of Revenue is somewhat greater than the half of the Royalty offered in

in the Address, but this we have deemed unimportant when contrasted with the great advantages of the settlement of the controversy on the terms agreed upon.

In the situation and definition of the Coal measures reserved for the Association, we desired not only to save for Provincial industry and for general competition abundant field for operation in the Province, but also that in the vicinity of each reservation there might be offered to general enterprise the same local advantages as those enjoyed by the Association, and thus to exclude, as far as possible, any objection to the Association on the ground of Monopoly. We believe we have succeeded in accomplishing this object, and that while the Association will hereafter be enabled to pursue and expand their operations, relieved from embarrassment and apprehension, the means of competition are, as far as practicable, offered to the public on terms of equality in relation to situation.

It would be wrong to omit mentioning that throughout the negotiation the gentlemen connected with the Association, with whom we were brought into intercourse, met us with the utmost frankness and conciliation, and although questions arose which unavoidably tended to recall unpleasant recollections and excite exasperation of feeling, yet the discussion never deviated from the most courteous and friendly tone, and was marked throughout by an evident desire on the part of the Directors to terminate, even at sacrifices they believed to be great, a painful controversy injurious to both parties. It is due to Mr. Cunard especially, who attended throughout the negotiations, to say that his superior local information over that possessed by his associates, was of great advantage to us on the negotiation, and enabled him to perceive and to urge on them with effect that the concessions to the Province which the Directors believed to be excessive, were, to a large extent, compensated by the unembarrassed use of what would be reserved.

The memorandum of the agreement concluded with the Directors is now in the hands of their Solicitor to be put in a shape to be submitted to us.

We have also thought it proper to require that the Draft of the Lease from the Province to the General Mining Association, and of the surrender to the Province of all the interest of the Duke of York's representatives and of the Association, and of other documents that might be required for perfecting the agreement, should be at once prepared. We have done this in the belief that while we are here and in the recency of the transaction, misapprehensions, should any arise, will be more easily explained away, and the delay incident to correspondence after our return avoided.

We are now waiting until the Solicitor and Conveyancer shall be prepared to submit these Drafts to us.

A good deal of the delay which has occurred has arisen from the Committee with whom alone we treated having considered it necessary to refer to the General Board of Directors the different modifications of their first propositions as they occurred.

It is hardly necessary to add that the Association quite understand the arrangement we have made to be dependent for its validity upon the ratification of the Local Legislature.

We have the honour to be, Sir,

Yours, &c.,

(Signed)

J. W. JOHNSTON,

(Signed)

A. G. ARCHIBALD.

To the Honorable the Provincial Secretary.

A

*The Proposals of the Board of Directors of the General Mining Association are as follows:*

To give up all Mines of Gold, Silver, Ironstone, Limestone, Slatestone, Slatelock, Tin, Copper, Lead, Clay, and all other Ores and Minerals in the Province of Nova Scotia

Scotia and Cape Breton, save and except Coal, comprised within the following limits, and on the following terms, viz:—

1st. In the Island of Cape Breton, the Coal Seams in the vicinity of the Sydney and Point à Coni Mines, bounded on the West by a straight line drawn from Stubbert's Point on the North Shore of Sydney Harbour to the Head of Mill Pond on the North side of Boularderie Island, and on the North, East, and South, by the Sea Shore.

2nd. The Coal Seams in the District surrounding the Bridgeport and Lingan Mines, bounded on the South West by a straight line drawn from the Boat Entrance into the Barrasois, on the North side of Cow Bay, to the Mouth of the Brook near McPhee's Ferry on the Eastern Shore of Sydney Harbour, and on the North East, North West, and South East, by the Sea Shore.

3rd. The Coal deposits in the County of Pictou, comprised within an area of 4 square miles, to be 3 miles in length by 1½ in breadth, the boundaries of which to be determined by the Association.

4th. The Coal Deposits in the County of Cumberland, comprised within an area of 4 square miles, 4 miles in length by 1 in width at the Joggins Mines, and 4 square miles at Spring Hill, 2½ miles in length by 1½ in width, the boundaries of which to be determined by the Association.

5th. The Rent and Royalty on all the large Coal sold to be at once reduced to half the present rate now paid, and the small Coal to be free. All Coal used on the Works to be also free as heretofore.

6th. That no export Duty either now, or at any future period, be levied on the Coal in the Province.

7th. That the term of the Lease be extended for a further period of 30 years from the date of the termination of the Grant to the Duke of York.

8th. That an Act be passed by the Provincial Legislature to prevent the smuggling of Coal in Nova Scotia and Cape Breton.

9th. That the Provincial Legislature shall agree to take all the Stock and Property existing in or about the Mines of the Association at the period of the termination of the Lease, at a fair valuation.

10th. That the same Rent and Royalty be levied on all Coal sold by any other parties to whom Leases may be granted.

The Association are already in possession of the fee simple of a great part of the Land containing Coal for which they are stipulating, and by the concessions now proposed, which are made in the desire to settle all points of difference, and that they may hereafter carry on their operations in harmony with the Local Government,—they are not only giving up the right to all the Minerals (except a portion of the Coal) which have always been considered by the Legislature of such value and importance to the Province, but are also conceding an area of Coal known to exist in Cape Breton, Pictou, and Cumberland, equal to 300 square miles, in addition to which there are 5,000 square miles of Carboniferous Strata, under which Coal may be found, as will be verified by a reference to Dawson's and other well known Geological Works published in the Province.

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B

*General Mining Association,*  
52 Old Broad Street, London, 17th July, 1857.

GENTLEMEN,—

The Board of Directors having had under their consideration this day the objections which have been urged by you to the two Clauses in the proposals already submitted

submitted to you as the basis of an amicable settlement of all matters in dispute with the Province, viz:

1st. The extension of the Lease for a further period of 30 years from the date of the termination of the Grant to the Duke of York.

2nd. That the Provincial Legislature shall agree to take all the Stock and Property existing in or about the Mines of the Association at the period of the termination of the Lease, at a fair valuation.

I have been instructed to acquaint you, that, fully appreciating the force of your statement that the Colony would object to an arrangement extending a Lease which has still a term of 29 years unexpired, and that an adherence to that, as well as the other Clause adverted to, would greatly endanger the chance of effecting that settlement so desirable to all parties, the Directors are willing that these two Clauses be expunged from the proposals.

They are willing also, as suggested by you, that the Coal be sold for the future at the Mines of the Association by weight, instead of measure, provided the payment of Rent and Royalty be at once merged into a charge of 4d. currency per Ton on all the large Coal sold. That the small Coal be free—and that all Coal used on the Works be also free, as heretofore.

To these modifications of the original proposals, the Board are willing to accede; but they feel it to be their duty to adhere rigidly to the remaining terms proposed, the concessions submitted by the Committee being much greater than were ever contemplated by the Board.

I have the honor to be, Gentlemen,

Your obedient Servant,

J. B. FOORD, Sec'y.

The Hon. J. W. Johnston, and  
A. G. Archibald, Esquire.

C

*Propositions submitted by the Delegates of Nova-Scotia, in modification of those of the General Mining Association:*

The Province will Lease to the General Mining Association, for a term to expire on the 25th August, 1886, all the Coal Seams comprised within the areas hereinafter described.

ISLAND OF CAPE BRETON.

1st. In all that Tract which lies to the Eastward of a straight line drawn from Stubbert's Point, on the North Shore of Sydney Harbour, to the Head of Mill Pond, on the North side of Boularderie Island, bounded on the North-East and South by the Sea Shore, as the same has been defined on the Sketch made by Mr. Brown.

2nd. In all that Tract which lies to the Eastward of a straight line drawn from McPhee's Ferry, on the Soute side of Sydney Harbour, in a Southerly direction, to the Mouth of the North-West Brook, so called, which empties into Bridgeport Basin, bounded South by the said Basin and Indian Bay, and on the North and East by the Sea Shore.

3rd. In all that Tract near Bridgeport, comprising an area of 2 square miles, bounded on the North by the Sea Shore, Westwardly by a line coinciding with the out-cross of the Coal Seam now opened, South by a line at right angles to the strike of the Seam, and distant South-West from the last Pit sunk thereon not more than 160 Rods. On the East by a straight line as near as may be parallel with the West Line, and at such a distance therefrom as to include 2 square miles of area.

County



## COUNTY OF PICTOU.

4th. In an area of 4 square miles, including the Albion Mines Works, such area to be bounded by straight lines in the form of a rectangular parallelogram, whose longest side shall not exceed 3 miles.

## COUNTY OF CUMBERLAND.

5th. In an area of 4 square miles at Spring Hill, to be laid off in a Block 2 miles square.

6th. In an area of Four Square Miles at Joggins, to be laid off on the principles specified in respect of the Albion Mines, except that the longest side of the parallelogram may be 4 miles.

The above areas are to include as part of them the space already wrought at Joggins, Pictou, and Bridgeport, and the whole of the areas at all the localities are to be surveyed and marked on the ground by distinct and well defined boundary lines and corner posts; and plans shewing all natural boundaries or distinguishing features at or near the areas, are to be furnished to the Province, within 3 months after the conclusion of the arrangement with the Company. Within that period the Survey may be made by the Officers of the Association making their selection within the limits defined; on default the Province may, after the lapse of such 3 months, make the survey according to their best judgment.

On the conclusion of this arrangement the Province are, by the appointment of an Inspector, or in such other way as may be deemed best, to take measures to ensure the proper working of all Mines belonging to the Crown, and shall pass such Legislative enactments as may be necessary to prevent the sale or exportation of Coal without payment of Royalty.

And shall in any Lease to other parties impose no less Royalty than is now demanded from the Company. And will not at any time hereafter impose any Duty upon the export of Coals.

In lieu of the Rent and Royalty now paid, the Association shall, after the first day of January next, pay to the Province on all large Coal sold by them the sum of 6d. currency per Ton of 2240 lbs. on all quantities up to 250,000 Tons, and 4d. per Ton upon all over that quantity.

Slack Coal and Coal used by the workmen and in carrying on the works to be free.

For the present year the Rents and Royalties to be as heretofore paid, and the Royalties due on Coal raised at Joggins, &c., and not received, to be paid up as if raised at Pictou.

The Province remits and gives up all right to Lease to any other party the Coal seams hereby agreed to be Leased, in the event of the Association failing to work them upon a twelve months notice, but with this exception and that of the Rent, it is to be understood that the Lease to be executed is to contain such covenants and stipulations for the protection of the rights of the Province as were inserted for the benefit of the Crown in the Lease granted on the 25th August, 1826, to the Duke of York, and also any additional stipulations that may be required to carry out the spirit of this Agreement, or which usually are inserted for the protection of the landlord in the case of Leases of Mines in England.

The Association are to procure a release to the Province from themselves and the representatives of the Duke of York, of all the interests or rights which they or either of them have in all the Mines or Minerals of Nova Scotia under the Lease above referred to, or under any other Contract or Agreement made by or on behalf of the Crown in respect of such Mines and Minerals, and they are to hold only under the Lease hereby stipulated to be given.

And in order to render the Mines so to be surrendered available to the Province of Nova-Scotia

Nova Scotia, the Association are to allow to the Government of Nova Scotia and its Lessees of such Mines, liberty to make and use ways and roads across any land owned by the Association intervening between any Mine so to be surrendered and such navigable water as shall be considered by the Government or its Lessee most convenient and suitable for the Shipment of Coal, in such places as shall be deemed best, and also the liberty of erecting on the Lands of the Association any such Works, Buildings, Wharves, or other Establishments necessary or convenient for the working and winning of Coal, or the successful carrying on of any Collieries or Mining Establishments, so as not unnecessarily to interfere with the operations of the Association; and for this privilege the Association are to be paid whatever may be considered as a fair equivalent by any two of three persons to be appointed to appraise the same, one to be named by the Government, one by the Association, and one by the two so named.

Until some other Mine shall be opened in the County of Cumberland, the Association are to keep and supply at the Joggins, such Coal as may be required by the Inhabitants of that County and the neighbourhood, for their local and domestic consumption.

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D

*General Mining Association,*  
52 Old Broad Street, London, 23rd July, 1857.

GENTLEMEN,—

The Board of Directors having had under their consideration at a Special Meeting held this day, the propositions submitted by you in modification of those of the General Mining Association, I have been instructed to acquaint you that they agree to the same, and they will instruct their Solicitor, Mr. T. T. Bircham, 45 Parliament Street, to draw up a formal Document, which shall embody the several points referred to in your said Propositions, and who will be happy to confer with you thereon whenever you will favor him with a call.

I have the honor to be,

Your most obed't. servant,

J. B. FOORD, Sec'y.

The Hon. J. W. Johnston, and  
Adams G. Archibald, Esq.

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(COPY.)

*Halifax, 6th November, 1857.*

SIR,—

We have the honor to report finally, for the information of His Excellency the Lieutenant-Governor, the progress and conclusion of our negotiations in fulfilling the mission with which we were charged, for the arrangement with the General Mining Association of the subjects in controversy between them and the Province.

In our letter to you from London, dated 31st July last, we reported the successful issue of the negotiations, by an agreement settling the heads for a final adjustment, and that the memorandum of the terms was in the hands of the Solicitor of the Association for the preparation of the necessary documents.

On the second day after Mr. Foord's letter of the 23rd July, putting us in communication with Mr. Bircham, the Solicitor of the Association, we met that gentleman by appointment, and discussed with him the nature and terms of the different Instruments.

There

There were—First, a formal Agreement containing the terms of settlement. Second, a Surrender of the claims of the Duke of York's representatives and of the General Mining Association to the Mines and Minerals in Nova Scotia.—Third, a Lease to the Association. Fourth, an Act to be passed by the Provincial Legislature for adopting and carrying into effect these arrangements.

Although not a day was lost by us, in pressing the business forward, it was not until the 20th August that the drafts were agreed upon, and a considerably later period that the agreement was interchanged and the engrossed copies of the other documents were delivered.

In settling the terms of the several Instruments, many questions arose of greater or less importance, which required repeated interviews between Mr. Bircham and us, and between him and his principals in the City, and it is certain that had these documents not been settled by personal explanations, their adjustment by correspondence after our return to Nova Scotia, as was at first proposed to us, would have been very dilatory and doubtful. It is, however, justice to Mr. Bircham to say, that he met us with great promptitude, and caused the documents to be prepared with as much dispatch as was in his power.

Before we left England the sanction of the Crown had been given to the arrangements, and to the documents proposed for carrying them into effect.

It remained for the Court of Chancery to pass an order to a like effect. It will be seen by Mr. Chambers's letter herewith, that no doubt was entertained of the obtaining of the necessary order, when that Court should meet in the present month.

We transmit herewith a schedule of correspondence in the course of the negotiations—also the following documents :—

1st A.—Heads of Arrangement executed by the Association and ourselves.

2ndly B.—Copy of Draft of Surrender signed on behalf of Association and of the Delegates from Nova Scotia.

3rdly C.—Copy of Draft of Lease signed as above.

4thly D.—Copy of Draft Act of Assembly signed as above.

Entertaining the strong conviction that the arrangements we have agreed to are calculated to promote the harmony and prosperity of the Province, and to give increased efficiency and success to the operations of the Mining Association, it will yield us great satisfaction to find that our labors meet the approbation of His Excellency and Provincial Government, and the ratification of the Legislature.

We have the honor to be, Sir,

Your obedient Servants,

(Signed.)

J. W. JOHNSTON.

(Signed)

A. G. ARCHIBALD.

The Hon. the Provincial Secretary.

## A

### HEADS OF ARRANGEMENT

*Entered into between the Honorable James William Johnston and Adams George Archibald, Esquire, Delegates on behalf of the Province of Nova-Scotia, of the one part, and the Board of Directors of the General Mining Association, of the other part.*

The Province will Lease to the Association for a term, to commence on the 1st January, 1858, and to expire on the 25th August, 1886, all the Coal Seams comprised within the areas hereinafter described, with such powers for working the same as the Province has power to confer.

Island

## ISLAND OF CAPE BRETON.

1st.—In all that tract which lies to the Eastward of a straight line drawn from Stubbort's Point, on the North Shore of Sydney Harbour to the head of Mill Pond on the North side of Boularderie Island, bounded on the North-east and South by the Sea Shore, as the same has been defined in the sketch made by Mr. Brown.

2d.—In all that tract which lies to the Eastward of a straight line drawn from McPhee's Ferry on the South side of Sydney Harbour in a Southerly direction to the mouth of the North-west Brook, so called, which empties into Bridgeport Basin, bounded South by the said Basin and Indian Bay, and on the North and East by the Sea Shore.

3d.—In all that tract near Bridgeport, comprising an area of two square miles, bounded on the North by the Sea Shore, Westwardly by a line coinciding with the outcrop of the Coal Seam now opened, Southwardly by a line at right angles to the strike of the seam, and distant South-west from the last pit sunk thereon not more than 160 rods, on the East by a straight line as near as may be parallel with the west line and at such a distance therefrom as to include two square miles of area.

## COUNTY OF PICTOU.

4th.—In an area of four square miles, to be selected by the Association, including the Albion Mines Works, such area to be bounded by straight lines in the form of a rectangular parallelogram, whose longest side shall not exceed three miles.

## COUNTY OF CUMBERLAND.

5th.—In an area of four square miles at Spring Hill, to be selected by the Association, and to be laid off on a block two miles square.

6th.—In an area of four square miles at the Joggins, to be selected by the Association, and to be laid off on the principles specified in respect of the Albion Mines, except that the longest side of the parallelogram may be four miles.

The above areas are to include as part of them the space already wrought at the Joggins, Pictou, and Bridgeport, and the whole of the areas at all the localities are, before the 15th day of December next, to be surveyed and marked on the ground by the Association, by distinct and well defined boundary lines and corner posts, in conformity with this Agreement, under the inspection of an Officer or Officers to be appointed by the Government of Nova Scotia, and Plans of such Surveys, shewing all natural boundaries or distinguishing features at or near the areas, are to be furnished by the Association to the Province, on or before the 15th day of January 1858; and in default of such surveys, landmarks, and plans, being made and furnished, in conformity with this Agreement, by the Association, within those respective periods, it shall be lawful for the Province to make the same, and to select the said areas in Pictou, Cumberland, and Bridgeport, within the limits aforesaid, according to their option; and also to raise and establish the South-western or land lines in Cape Breton with respect to the Districts first and secondly above described.

During the Lease, the Province shall not, by lease, license, or otherwise, empower or allow any other party to work or sell Coal in the Province at a less Royalty, or on more favorable terms in any respect than are to be reserved and contained in the Lease to be granted to the Association, and shall pass, and during the Lease enforce, such legislative enactments, and take such other measures by the appointment of an Inspector, and otherwise as may be requisite, to prevent the working of any coal in the said Province by unauthorised persons, and to prevent the sale or export of Coal except such as may be worked on payment of a Royalty equivalent to that to be paid by the Association, and subject to terms not more favorable than those contained in the Lease to the Association.

During

During the Lease, the Province shall not, without the consent of the Association, impose any duty on the export of Coal.

In lieu of the Rent and Royalty now paid, the Association shall, after the 1st day of January, 1858, pay to the Province on all large Coal sold by them, a Royalty of 6d. Currency per ton of 2,240 lbs. on all quantities up to 250,000 tons, and of 4d. per ton upon all quantities over that quantity; slack or small Coal, and Coal used by the workmen and in carrying on the works to be free from Royalty.

Until the 1st January, 1858, the Rents and Royalties to be as heretofore paid, and the Royalties due on Coal raised at the Joggins and other Mines, and not yet received by the Provincial Treasury, to be paid up at the rate of 2s. Currency per Newcastle chaldron.

The clause in the lease granted by the Crown to the late Duke of York and Albany on the 25th day of August, 1826, reserving to the Crown the right to enter upon any Mines not worked by the Lessee, and to work or lease the same after twelve months notice, shall not, nor shall any clause to the like effect, be included in the Lease to be granted by the Province, it being intended that during the Lease the Province shall not work or lease to any other party the Coal seams hereby agreed to be leased, whether the Association shall fail to work them upon a twelve months or other notice or not, but with this exception and that of the rent, it is understood that the lease to be granted to the Association is to contain such covenants and stipulations for the protection of the rights of the Province and of the Association respectively, as were inserted for the benefit of the Crown and of the said Duke of York and Albany respectively, in the said Lease granted on the 25th August, 1826, and also any additional stipulations that may be required to carry out the spirit of this Agreement. And during the Lease the provisions of the Act passed in the year 1853, intituled, "An Act to regulate the Mines of this Province," shall not apply to or affect the Mines to be comprised in the Lease to be granted to the Association, nor shall any other Act be passed during the Lease inconsistent with the rights of the Association as they will be established under the terms of this Agreement.

The Association are to make and procure proper Surrenders and Releases from themselves and the representatives of the said late Duke of York and Albany, of all the interest or rights which they or either of them have in all the Mines or Minerals of Nova Scotia and Cape Breton under the Lease above referred to, or under any other Contract or Agreement made by or on behalf of the Crown in respect of any Mines and Minerals in Nova Scotia or Cape Breton, and they are to hold only under the Lease hereby stipulated to be given.

And in order to render the Mines so to be surrendered and not intended to be included in the lease to be granted to the Association available to the Province of Nova Scotia, the Association are to allow to the Government of Nova Scotia and its Lessees of such Mines, but with such restrictions as are hereinafter mentioned, liberty to make and use ways and roads across any Land owned by the Association intervening between any Mine so to be surrendered and such navigable water as shall be considered by the Government or its Lessees most convenient and suitable for the shipment of Coal or other Minerals, in such places as shall be reasonable and be deemed best; and also, but with such restrictions as are hereinafter mentioned, the liberty of erecting on the Lands of the Association any such Works, Buildings, Wharves, or other Establishments necessary or convenient for the working and winning of Coal or other Minerals, or the successful carrying on of any Collieries or Mining Establishments, but so as not to obstruct in any material degree, nor unless in case of absolute necessity, to interfere with the operations, from time to time, of the Association, and so that such Lessees shall not exercise any such liberty except where the same shall be specially granted, and shall also be (as nearly as conveniently may be) particularly and precisely

precisely specified, limited and described as to position, dimension, and other material particulars in the Leases under which such Lessees shall respectively claim, or be entitled to the aforesaid Mines, or any of them; and the Association are to be paid by the Government of Nova Scotia full and fair compensation for any damage, loss, or inconvenience whatsoever which may be sustained by them by reason of the exercise of the said privileges, the position and dimensions and other material particulars of the said ways and roads, works, buildings, wharves, and other Establishments, and the amount of the said compensation to be determined, in case of difference, by any two of three persons to be appointed in manner following to appraise the same, (that is to say,) one to be named by the Government of Nova Scotia and one by the Association, or both to be named by one of the said parties in case the other shall refuse or neglect to appoint an arbitrator, and the other of the said three persons to be named by the two so named.

Until some other Mine shall be opened in the County of Cumberland, the Association are to keep and supply at the Joggins such Coal as may be required by the inhabitants of that County and the neighbourhood for their local and domestic consumption, at a price not greater than the sale price of Coal at Pictou.

The Legislature of Nova Scotia, in case of their ratification of this Agreement, shall at their next Session pass such enactments as may be necessary or requisite for giving effect to the Lease to be granted to the Association as aforesaid, and for otherwise carrying out this arrangement, and shall procure the assent of Her Majesty thereto.

These Heads of Arrangement are entered into subject to the ratification of the Legislative Assembly of the Province of Nova Scotia.

(Signed)

J. W. JOHNSTON,  
ADAMS G. ARCHIBALD,  
Delegates on behalf of Nova-Scotia.

ROBERT MOSER,  
Chairman of the General Mining Association.

J. B. FOORD,  
Secretary of the General Mining Association.

London, 20th August, 1857.

B

*THIS INDENTURE, made the* \_\_\_\_\_ *day of* \_\_\_\_\_ *1858,*  
*between Christopher Pearse, of* \_\_\_\_\_ *and John George Nutting, of*  
*of the first part,*  
*of the second part, the General Mining Association, of the third part, and the Queen's*  
*Most Excellent Majesty, of the fourth part.*

Whereas, by Letters Patent, bearing date the 25th day of August, 1826, being in the form of an Indenture made or expressed to be made between His late Majesty King George the Fourth, of the one part, and His late Royal Highness Frederick, Duke of York and Albany, of the other part, His said late Majesty King George the Fourth granted and demised certain Mines and Minerals in the Province of Nova Scotia unto the said Duke of York and Albany, his executors, administrators, and assigns, for the term of 60 years, from the day of the date of the said Letters Patent, at the Rents or Royalties therein mentioned. And Whereas, by an Indenture of Underlease, bearing date the 12th day of September, 1826, and made between the said Duke of York and Albany, of the one part, and John Bridge, Edmond Waller Ründell, Thomas Bigge, and John Gawler Bridge, all since deceased, of the other part, the said Duke of York and Albany

Albany granted and demised the same Mines and Minerals unto the said John Bridge, Edmond Waller Rundell, Thomas Bigge and John Gawler Bridge, their executors, administrators, and assigns, for the then residue of the said term of 60 years, except the last day thereof, at the Rents or Royalties therein mentioned. And Whereas, in the reign of His late Majesty King William the Fourth, an Agreement was entered into between His said Majesty's then Secretary of State for the Colonies on behalf of the Crown and the said John Bridge, Edmond Waller Rundell, Thomas Bigge and John Gawler Bridge, for a Grant or Lease from the Crown to them the said John Bridge, Edmond Waller Rundell, Thomas Bigge and John Gawler Bridge, of certain Mines and Minerals in the said Province, which were not included in, or were excepted out of, or were alleged not to be included in or to be excepted out of the said Letters Patent and Indenture of Underlease respectively at certain Rents and Royalties, but no Grant or Lease was ever executed in pursuance of the said Agreement. And whereas, the said Association became absolutely entitled to all the beneficial estate and interest under the said Indenture of the 12th day of September, 1826, and the said Agreement, but no assignment to them of the premises comprised therein respectively, or any part thereof, has ever been executed. And Whereas, the said Association has worked various Coal Mines under or by virtue of the said Indenture of Underlease and the said Agreement respectively. And Whereas, the said Frederick, Duke of York and Albany, died in the month of January, 1827, having duly made his last Will, bearing date the 26th day of December, 1826, and thereby appointed Sir Herbert Taylor and Sir Benjamin Charles Stephenson his executors, by whom the said Will was duly proved in the Prerogative Court of the Archbishop of Canterbury. And Whereas, the said Sir Benjamin Charles Stephenson survived the said Sir Herbert Taylor, and died on the 10th day of June, 1839, intestate. And Whereas, on the 19th day of February, 1840, Letters of Administration to the Estate and Effects of the said Duke of York and Albany, then left unadministered, were granted to the said Christopher Pearse and John George Nutting by the Prerogative Court of the Archbishop of Canterbury. And Whereas, on the 27th day of May, 1851, Letters of Administration to the Estate and Effects of the said Duke of York and Albany, in the said Province of Nova Scotia, were granted to Lawrence Hartshorne as the Attorney and on the behalf of the said Christopher Pearse and John George Nutting as such Administrators as aforesaid, by the proper Court in the said Province, and by an Indenture bearing date the 5th day of February, 1852, and made between the said Lawrence Hartshorne, of the one part, and the said Christopher Pearse and John George Nutting, of the other part, the said Mines, Minerals, and Premises, comprised in and granted and demised by the said hereinbefore recited Letters Patent, were assigned by the said Lawrence Hartshorne unto the said Christopher Pearse and John George Nutting, their executors, administrators, and assigns. And Whereas, many years ago, disputes arose between the said Sir Herbert Taylor and Sir Benjamin Charles Stephenson as the legal personal representatives of the said Duke of York and Albany and the said Association, concerning the Rents and Royalties payable under or by virtue of the said Indenture of the 12th day of September, 1826, and suits were instituted in the High Court of Chancery by the said Sir Herbert Taylor and Sir Benjamin Charles Stephenson as such legal personal representatives as aforesaid, against the said Edmond Waller Rundell and others, for determining such disputes, and suits of Revivor and Supplement have since been instituted in relation thereto. And Whereas, an Agreement for compromising the said disputes was entered into between the said Christopher Pearse and John George Nutting and the said Association, with the approbation of the legal advisers of Her present Majesty, Queen Victoria, and with the approbation of the said Court of Chancery in the said suits, and in certain suits instituted in the said Court for administering the Estate of the said Duke of York

York and Albany, and the terms of such Agreement were expressed in an Indenture, bearing date the 29th day of May, 1849, and made between the said Edmond Waller Rundell, Thomas Bigge, and John Gawler Bridge, of the first part, the said Association, of the second part, the said Christopher Pearse and John George Nutting, of the third part, and Robert Moser, Alfred Charles Bridge and Henry Warre, of the fourth part, and such terms were in part to the effect that the said Letters Patent, bearing date the 25th day of August, 1826, and the said Indenture of Underlease of the 12th day of September, 1826, and the said Agreement entered into in the reign of King William the Fourth, for a Lease from the Crown hereinbefore respectively recited or mentioned should be surrendered to Her Majesty, and that a new Lease of the said Mines should be granted by Her Majesty to the said Christopher Pearse and John George Nutting, as such legal Personal Representatives as aforesaid, at certain Rents or Royalties, and that a new Underlease of the same Mines should be granted by the said Christopher Pearse and John George Nutting to the said Association at certain Rents or Royalties, and further, that in the meantime and until such Lease and Underlease should be granted, the said Association should invest the Rents and Royalties which would be payable as part of the Estate of the said Duke of York and Albany, if such Lease and Underlease had been actually granted in the purchase of Bank £3 per cent. Annuities, and should accumulate the Dividends thereof. And Whereas, the terms of the said Agreement were afterwards modified with the approbation of the said Court in the said Suits. And Whereas, it became impracticable to carry the said Agreement into effect by reason of the provisions of the Act of the General Assembly of the said Province of Nova Scotia, intituled "An Act for transferring the Crown Revenues of Nova Scotia and providing for the Civil List thereof," which was passed on the Eight day of March, 1849, and received the Royal Assent on the        day of 1849, and whereby the right and title of Her Majesty in and to the said Mines and Minerals and the Rents and Royalties payable for or in respect of the same, were assigned, transferred, and surrendered to the disposal of the General Assembly of the said Province, without making any provision for carrying out the said Agreement. And Whereas, the said Edmond Waller Rundell survived the said John Bridge, Thomas Bigge, and John Gawler Bridge, and died on the        day of        And Whereas, with a view to a final settlement of all matters in difference between the said Christopher Pearse and John George Nutting, as such legal personal representatives as aforesaid, and the said Association, it has been agreed between them, with the approbation of Her Majesty, and of the said Court in the said Suits so instituted as aforesaid, that the said Association should purchase for the sum of £120,000 all the Term, Estate, and Interest whatsoever of the said Christopher Pearse and John George Nutting, as such legal Personal Representatives as aforesaid, whether under or by virtue of the said Letters Patent of the 25th day of August, 1826, or the said Indenture of Underlease of the 12th day of September, 1826, or the said Indenture of the 29th day of May, 1849, or the modifications of the Agreement expressed therein, or otherwise howsoever of and in all the Mines, Minerals, and Premises in the said Province of Nova Scotia, comprised in and demised by the said Indenture of Underlease or forming the subject of the said Indenture of the 29th day of May, 1849, or the modifications of the Agreement expressed therein, and of and in the Rents, Royalties, Reservations, and Payments payable in respect of the same, and of and in all the Bank Annuities in which any of the said Rents, Royalties, Reservations, and Payments have been invested, and the accumulation thereof. And the said Christopher Pearse and John George Nutting, at the request of the said Association, have agreed to make and execute the Surrender hereinafter on their part contained. And Whereas, all the Rents, Royalties, and Reservations which have become payable to Her Majesty for or in respect of the said Mines and Minerals or any of them, up to and



and including the 31st day of December, 1857, have been duly paid and satisfied. And Whereas, it has been agreed that the Surrenders hereinafter contained on the part of the said \_\_\_\_\_ and of the said Association should be made and executed by them respectively. And it has been agreed that the Releases hereinafter contained should also be executed, it being understood and agreed that an Act of the General Assembly of the said Province of Nova Scotia will be passed and assented to by Her Majesty for confirming and giving more full effect to these presents:

Now this Indenture Witnesseth, that in pursuance of the said Agreement in this behalf, and in consideration of the sum of £120,000 to the said Christopher Pearse and John George Nutting, by the said Association, paid at or immediately before the sealing and delivery of these presents, and for other the considerations hereinbefore recited, the said Christopher Pearse and John George Nutting, \_\_\_\_\_ and the said General Mining Association, according to their several and respective Estates and Interests in the premises, do each, and every of them doth, surrender, release, and yield up unto the Queen's Most Excellent Majesty, her heirs and successors, all the Mines, Minerals, Powers, and Premises whatsoever, comprised in and granted or demised by the said hereinbefore recited Letters Patent of the 25th day of August, 1826, and all the Mines, Minerals, and Premises agreed to be granted or demised by or forming the subject of the said Agreement entered into in the reign of His late Majesty King William the Fourth, for a Lease from the Crown as hereinbefore is mentioned. And all the estate, right, title, interest, claim, and demand whatsoever, either at law or in equity, of the said surrendering parties and every of them, in, to, and out of the said Premises, to the intent that the several residues now unexpired of the said term of Sixty years, granted by the said Letters Patent, and of the said term of Sixty years wanting one day, granted by the said Indenture of Underlease, and all the interest agreed to be granted by the said Agreement entered into in the reign of His late Majesty King William the Fourth, for a Lease from the Crown, and all other the estate, term, and interest of the said surrendering parties, and every of them, in the Mines or Minerals in the said Province of Nova Scotia and every part thereof may be merged and extinguished in the reversion and inheritance of the said premises. And this Indenture further witnesseth, that in consideration of the premises, our said Sovereign Lady the Queen, of Her especial grace, certain knowledge, and mere motion, doth acquit, release, and for ever discharge the said Christopher Pearse and John George Nutting, their heirs, executors, and administrators, and the estate and effects of the said Duke of York and Albany, and also the said \_\_\_\_\_ his heirs, executors, and administrators, and the estates and effects of the said John Bridge, Edmond Waller Rundell, Thomas Bigge, and John Gawler Bridge, respectively, and also the said Association and their successors, of and from all and all manner of actions, suits, extents, accounts, reckonings, sums of money, rents, royalties, reservations, costs, charges, expenses, claims, and demands whatsoever, which either at law or in equity our said Sovereign Lady the Queen, Her heirs or successors, now hath or have, or hereafter shall or may or otherwise could or might have, under or by virtue of the said hereinbefore recited Letters Patent and Underlease, or the said hereinbefore mentioned Agreement, entered into in the reign of His late Majesty King William the Fourth, for a Lease from the Crown, or the said Indenture of the 29th day of May, 1849, or the modifications made in the Agreement therein expressed, or by reason of the said suits instituted as aforesaid, or any of them, or in any wise relating to the premises. And this Indenture further witnesseth, that in consideration of the premises the said Christopher Pearse and John George Nutting, do, and each of them doth, acquit, release, and for ever discharge the said \_\_\_\_\_ his heirs, executors, and administrators, and the estates and effects of the said John Bridge, Edmond Waller Rundell, Thomas Bigge, and John Gawler Bridge, respectively, and also the said Association

Association and their successors, of and from all and all manner of actions, suits, accounts, reckonings, sums of money, rents, royalties, reservations, costs, charges, expenses, claims, and demands whatsoever, which either at law or in equity they, the said Christopher Pearse and John George Nutting, as such legal personal representatives as aforesaid, or either of them, or the heirs, executors, or administrators of them, or either of them, or the legal personal representative, or legal personal representatives for the time being, of the said Duke of York and Albany, have or hath or hereafter shall or may or otherwise could or might have, under or by virtue of the said hereinbefore recited Underlease, or the said Indenture of the 29th day of May, 1849, or the modifications made in the Agreement therein expressed, or by reason of the said suits instituted as aforesaid, or in anywise relating to the premises. And this Indenture further witnesseth, that in consideration of the premises the said and the said Association do and each of them doth acquit, release, and for ever discharge the said Christopher Pearse and John George Nutting, and each of them, and the heirs, executors, and administrators of them, and each of them, and the estates and effects of the said Duke of York and Albany, Sir Herbert Taylor, and Sir Benjamin Charles Stephenson, respectively, of and from all and all manner of actions, suits, accounts, reckonings, sums of money, rents, royalties, reservations, costs, charges, expenses, claims and demands whatsoever, which, either at law or in equity, the said his heirs, executors, or administrators, or the said Association or their successors or assigns hath or have, or hereafter shall or may, or otherwise could or might have, under or by virtue of the said hereinbefore recited Underlease, or the said Indenture of the 29th day of May, 1849, or the modifications made in the Agreement therein expressed, or by reason of the said suits instituted as aforesaid, or any of them, or in anywise relating to the premises.

In witness, &c.

We approve this Draft on behalf of the Province of Nova-Scotia,

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

Delegates on behalf of the Province.

I approve this Draft on behalf of the General Mining Association,

FRANCIS T. BIRCHAM.

Westminister, 21st August, 1857.

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*THIS INDENTURE, made the \_\_\_\_\_ day of \_\_\_\_\_ between the Queen's Most Excellent Majesty, of the one part, and the General Mining Association, of the other part,*

Witnesseth :

That in consideration of certain Surrenders and Releases effected and contained in and by a certain Indenture, bearing even date with these presents, and made or expressed to be made between Christopher Pearse and John George Nutting, of the first part, \_\_\_\_\_ of the second part, the said Association, of the third part, and Her Majesty, of the fourth part, and in consideration of the Rents and Royalties hereby reserved, and of the Covenants and Agreements herein contained, and on the part of the said Association, their successors and assigns, to be observed and performed, our said Sovereign Lady the Queen, of Her especial grace, certain knowledge, and mere motion, doth grant and demise unto the said Association, their successors, and assigns, all and singular the beds and seams of Coal, whether opened or unopened, within, under or upon all that tract in the Island of Cape Breton which lies And also, so far as Her Majesty, with the concurrence of the General Assembly of the said Province of Nova Scotia, can or lawfully may give or grant the same, full and free

free liberty, license, and authority, to and for the said Association, their successors and assigns, and their tenants, servants, workmen and agents, to search for, dig, work, and take such beds and seams of Coal, and to make or use any pit and pits, trench and trenches, quarry and quarries, groove and grooves, and to drive and use any drift and drifts, watergate and watergates, waygate and waygates, airgate and airgates, watercourse and watercourses, as well for working, winning, obtaining and getting the said Coal, as also for voiding and carrying away the water, foul air, and rubbish from the Mines thereof, and also to make or use and enjoy sufficient and convenient pit room, ground room, and heap room within the limits of the said tracts or districts hereinbefore described, for the laying and placing as well the Coal which has heretofore been had, wrought, won, or gotten, or which shall, from time to time, hereafter be had, wrought, won, or gotten, from or out of the said Coal Mines, or any of them, as also all such stones, gravel, sand, deads, and other rubbish, which has heretofore proceeded or been had or gotten, or shall hereafter proceed or be had or gotten from or out of the said Mines, or any of them, or in the working or digging thereof, or in getting or raising the said Coal, and also to make, place, erect, and set up, or use within the limits of the said tracts or districts, and every of them, all such gins, engines, furnaces, refineries, cupolas, foundaries, cranes, forges, mills, houses, stables, hovels, lodges, sheds, offices, and other machinery, buildings, and erections as shall, from time to time, be needful or convenient for opening, working, or drawing the said Mines, and every or any of them, and for lodging, slacking, depositing or placing the same, and for burning and making bricks, tiles, and pipes, and for withdrawing or carrying away of water from the said Mines, and every or any of them, or for the standing, lodging, laying or placing of the work-men, work-horses and work-gear, to be used or employed in or about the making and carrying on the works of the said Mines, respectively, and also within the limits of the said tracts or districts, and every or any of them, to use and enjoy all such gins, engines, furnaces, refineries, cupolas, foundaries, cranes, forges, mills, houses, stables, hovels, lodges, sheds, offices, and other machinery, buildings, and erections, as have been heretofore made, placed, erected and set up within the limits of the said tracts or districts, or any of them, for the purposes aforesaid, and are now standing or being thereon, and also within the limits of the said tracts or districts, and every or any of them, to use and enjoy sufficient and convenient way, leave, and liberty of passage, and liberty to make, lay, and place, one or more way or ways, railway or railways, tramroad or tramroads, and to remove, take away, amend and repair, alter and change the same, respectively, and to take, lead, drive, and carry away, in, through, along, and over, the said way or ways, railway or railways, tramroad or tramroads, and in, through, along, and over any way or ways, railway or railways, tramroad or tramroads, heretofore made and now subsisting within the limits of the said tracts or districts, or any of them, and with horses, carts, wains, waggons, or any other carriage or carriages, and with engines, all the Coals to be had, wrought and gotten forth and out of the said Mines, and all other substances necessary or convenient to be removed therefrom. And also, so far as Her Majesty, with the concurrence of the General Assembly of the said Province, can or lawfully may give or grant the same, full and free liberty, license and authority for the said Association, their successors and assigns, to make such ways, roads, railways and tramroads, through, across, or over any Lands in the vicinity of and other than the said tracts or districts, from and to any Mine or Mines under or upon the said tracts or districts, or any of them, to and from such navigable water as shall be considered by the said Association, their successors or assigns, most convenient and suitable for the shipment of Coal or the carriage of materials for the purposes of their Mining operations and the agents and workmen of the said Association, in such places as shall be reasonable, and shall by the said Association, their successors or assigns, be thought  
best

best, and for the purposes aforesaid, and no other purposes, to use all such ways, roads, railways and tramroads as shall be so made, the said Association, their successors and assigns, doing as little damage as possible thereby, and paying to our Sovereign Lady the Queen, her heirs or successors, by the hands of the Lieutenant Governor, for the time being, of the said Province, for the use of the said Province, a full and fair compensation, in respect of the exercise of the said last mentioned rights of way, the position and dimensions of such ways, roads, railways and tramroads, and the amount of the said compensation to be respectively determined, in case of difference, by the arbitration and award, in writing, of any two out of three indifferent persons, to be appointed in manner following, that is to say: one to be appointed in writing by the Lieutenant Governor, for the time being, of the said Province, and another to be appointed in writing by the said Association, their successors, or assigns, or in case either of the said parties shall refuse or neglect to appoint an arbitrator for the space of one calendar month after being required in writing by the other party so to do, then both the said two indifferent persons to be appointed in writing by such other party, and the other of such three indifferent persons to be appointed in writing by the said two indifferent persons, to be first appointed as aforesaid; and generally to have, hold, use, and enjoy, during the continuance of this grant or demise, all other powers and privileges whatsoever, within, over and upon the said tracts or districts, or any of them, which shall or may be useful, necessary, or convenient for, or in or about the searching for, winning, working, digging, getting, or drawing of Coal from and out of the said Mines, or any of them, and taking and carrying away the same, and for slacking and lodging the same, or any part thereof, and which Her Majesty, with the concurrence of the General Assembly of the said Province, can or lawfully may give or grant, they, the said Association, their successors and assigns, and their tenants, servants, agents and workmen, doing as little spoil and damage of ground as possible within the limits of the said tracts or districts, in searching for, winning, working, having, exercising and enjoying of the premises, and the several powers, liberties and privileges hereby granted and demised, save and except nevertheless and reserving out of these presents unto our said Sovereign Lady the Queen, her heirs and successors, and her or their Lessees, of all or any of the Mines in, under, or upon any part of the said Province, except the said tracts or districts hereinbefore described, but with such restrictions as hereinafter mentioned, full and free right and liberty to make, and to use when so made, such ways, roads, railways, and tramroads, through, across, or over the said tracts or districts, or any of them, from and to any Mine or Mines in, under, or upon any part of the said Province, except the said tracts or districts, to and from such navigable water as shall be considered by the Lieutenant Governor, for the time being, of the said Province, or the Lessees of the same Mine or Mines, most convenient and suitable for the shipment of Coal and other Minerals, in such places as shall be reasonable, and shall by such Lieutenant Governor for the time being, or such Lessees, be deemed best, and also full and free right and liberty for the said Lieutenant Governor for the time being, or the Lessees of such Mine or Mines, but with such restrictions as hereinafter mentioned, to erect on the said tracts or districts hereinbefore described, or any part thereof, and to use and enjoy when so erected any such works, buildings, wharves, or other establishments necessary or convenient for the working and winning of Coal or other Minerals, or the successful carrying on of any Collieries or Mining establishments in, under, or upon any part of the said Province, except the said tracts or districts hereinbefore described, but so as not to obstruct in any material degree, nor unless in case of absolute necessity, to interfere with the operations, from time to time, of the said Association, and so that such Lessees as aforesaid shall not have or be entitled to use or exercise any such rights or liberties as are hereby expressed

pressed to be excepted and reserved, save only when the same rights and liberties shall be specially granted in, and shall also be (as nearly as conveniently may be) particularly and precisely specified, limited, and described as to position and dimension and other material particulars in the Leases under which such Lessees shall claim or be entitled to the aforesaid Mines or any of them, the said Province or the Lessees of such Mines as aforesaid paying to the said Association, their successors or assigns, a full and fair compensation in respect of the exercise of the said rights and privileges so accepted and reserved, as aforesaid, or any of them, the position and dimensions and other material particulars of the said ways, roads, railways and tramroads, works, buildings, wharves or other establishments, and the amount of the said compensation to be respectively determined, in case of difference, by the arbitration and award, in writing, of any two out of three indifferent persons, to be appointed in manner following, (that is to say,) one to be appointed, in writing, by the Lieutenant Governor, for the time being, of the said Province, or in the case of a Lease of any of the said Mines by such Lessees, as aforesaid, who may be interested in the question, another to be appointed, in writing, by the said Association, their successors or assigns, or in case either of the said parties shall refuse or neglect to appoint an arbitrator for the space of one calendar month after being required in writing by the other party so to do, then both the said two indifferent persons to be appointed, in writing, by such other party, and the other of the said three indifferent persons to be appointed, in writing, by the two indifferent persons to be first appointed, as aforesaid. To have and to hold the said beds and seams of Coal, mines, powers, authorities, and all and singular other the premises hereby granted and demised, or expressed so to be, unto the said Association, their successors and assigns, for and during and unto the full end and term of 28 years, to commence and be computed from the 1st day of January, 1858, and also for such portion of the next succeeding year as shall elapse previously to the 25th day of August in the same year, being the year 1886, and fully to be complete and ended, yielding and rendering therefor unto our Sovereign Lady the Queen, her heirs, and successors, yearly and every year, on the 1st day of March, during the continuance of this grant or demise, at Halifax, in the said Province, or at such other place or places as the Lieutenant Governor, for the time being, of the said Province shall think fit, and, by writing under his hand, appoint through the hands or by the receipt of the Lieutenant Governor, for the time being, of the said Province of Nova Scotia, for the use of the said Province, the Rent or Royalty of six-pence, Halifax currency, for every ton of Coal of 2240 lbs. (except Coal now known in the said Province as Slack Coal, and except Coal to be used by the workmen of the said Association, or to be used in carrying on the works or operations of the said Association), which shall, in any and each year, commencing with the said 1st day of January, 1858, and thenceforth during the continuance of this grant or demise, be wrought or gotten forth or out of the said beds or seams hereby granted and demised, or any of them, and sold up to and including the first 250,000 tons which shall be so wrought or gotten and sold in any and each year, and the Rent or Royalty of four-pence, Halifax currency, for every ton of Coal of 2240 lbs., (except as aforesaid) which shall in any and each year, commencing with the said 1st day of January, 1858, and during the continuance of this grant or demise, be wrought or gotten forth or out of the said beds or seams hereby granted or demised, or any of them, and sold over and above the first 250,000 tons, which shall be wrought or gotten and sold in such and the same year; the first payment of the said Rents or Royalties, hereby reserved, to be made on the 1st day of March, 1859, and the Rents and Royalties which shall be payable for or in respect of all Coal which shall be wrought or gotten and sold during the portion of a year, commencing with the 1st day of January, 1886, and ending with the 25th day of August, 1886, to be paid on the 25th day of October in the same year, 1886. And

the said Association, for themselves, their successors and assigns, do covenant with our Sovereign Lady the Queen, her heirs and successors, that the said Association and their successors shall and will well and truly pay or cause to be paid, under our said Sovereign Lady the Queen, her heirs and successors, through the hands or by the receipt of the Lieutenant-Governor, for the time being, of the said Province, at the times and in manner aforesaid, the said Rents or Royalties hereby reserved, or intended so to be. And that the said Association, their successors and assigns, shall and will, during the continuance of this grant or demise, keep or cause to be kept one or more book or books of account, wherein true entries shall be made of all such Coal as shall from time to time be wrought or gotten forth or out of the said beds or seams hereby granted and demised and sold by the said Association, their successors or assigns, or their workmen or servants, on and from the said 1st day of January, 1858, during the continuance of this grant or demise, distinguishing in such accounts large Coal from the said Slack Coal. And that it shall be lawful for the Lieutenant Governor, for the time being, of the said Province, or such person or persons as he shall appoint under his hand and seal, from time to time, to have free access and liberty to inspect and take copies of the said Books of Account; and that the said Association, their successors or assigns, shall and will on the 1st Monday in February, or within two calendar months afterwards in every year during the continuance of this grant or demise, deliver or cause to be delivered, unto such Lieutenant-Governor, as aforesaid, or to such person or persons as he shall appoint, in manner aforesaid, one or more affidavit or affidavits, to be made by two or more credible persons principally employed in or about the working and management of the said beds or seams hereby granted and demised, that the entries which shall from time to time be made in such book or books of account, as aforesaid, do contain a full and true account of the quantities of all such Coal as shall be wrought or gotten and sold in each and every year in all or any part of the premises, which affidavit or affidavits shall be duly sworn before the said Lieutenant-Governor for the time being, or before some Justice of the Peace in the same Province. And likewise that the said Association, their successors or assigns, shall and will annually, during the continuance of this grant and demise, lay or cause to be laid before the said Lieutenant-Governor, for the time being, upon the oaths of two or more credible persons, principally employed in or about the working and management of the said Mines, respectively, a full, true and particular account in writing of the numbers, names and situation of the said Mines, respectively, and other competent and sufficient descriptions thereof, and also of the numbers, names, and situation and other competent and sufficient descriptions of all and every the shafts, adits, levels, drains and other works whatsoever belonging thereto respectively, and the several works thereof. And also a full, true and particular account, to be authenticated, as aforesaid, of the number on the average of the two preceding years of persons employed in and about the said Mines, respectively, and the works thereof. And also that the said Association, their successors or assigns, shall and will, during the continuance of this grant and demise, keep and have forthcoming, at all seasonable times, to the Lieutenant-Governor, for the time being, of the said Province, or such person or persons as he shall in that behalf, by writing under his hand, appoint (with liberty to him and them to make copies of or extracts from the same), and at some convenient place, upon each of the said areas, the Coal Mines whereof are hereby granted or demised, or within two miles thereof, respectively, an accurate plan or plans of the Mines comprised in such area, and of the workings thereof, and of all the shafts, adits, levels, drains and other works whatsoever belonging thereto. And also that the said Association, their successors or assigns, shall not, nor will, at any time or times hereafter, during the term hereby granted, assign, transfer or set over, or otherwise part with, the premises hereby granted and demised,

or

or any part thereof, to any person or persons whomsoever, without the license, consent or approbation of our said Sovereign Lady the Queen, her heirs or successors, first had and obtained for the doing thereof, to be signified under her or their signet, or sign manual, or under the sign manual of the Lieutenant-Governor, for the time being, of the said Province, or under the great seal of the United Kingdom of Great Britain and Ireland, or of the said Province. And also that it shall be lawful for any Inspector or Inspectors, Viewer or Viewers, Agent or Agents, to be by the said Lieutenant-Governor, for the time being, appointed under his hand, at any time during the continuance of this present grant or demise, when, and as any of the shafts of the said Mines are at work, to descend by the ropes, rollers, gins or engines, or other utensils used at any of the said shafts of, or belonging, or which shall belong, to the said Mines, respectively, or any of them into the said Mines, shafts or pits, or any of them, to plumbline, view and survey the works thereof, and to view and see that the same are regularly and fairly wrought and carried on, and by the same ways and means to ascend and come up the said Mines, shafts or pits, or any of them, and shall and may in the doing thereof, have the help and assistance of the workmen and servants employed in the said Mines, or of such other person or persons as he or they shall think fit. And also that the said Association, their successors and assigns, shall and will from time to time, and at all times during the continuance of this grant or demise, well and effectually maintain and support all and every the working pits, shafts, levels, drifts and watercourses of and belonging to the said respective Mines, with all such timber and deals and other materials as shall be requisite or necessary for that purpose, and so as to prevent the same and the roofs of the said Mines from falling in or being otherwise damaged, and shall and will, at the end or other sooner determination of the said term, peaceably and quietly yield and deliver unto such person or persons as our said Sovereign Lady the Queen, her heirs or successors, shall appoint, under her or their signet, or sign manual, or under the sign manual of the Lieutenant-Governor, for the time being, of the said Province, to receive and take possession thereof, all the said Mines, and all and singular other the premises hereinbefore mentioned, except such furnaces, engines, mills, forges, foundaries, railroads, implements, houses and buildings, as shall not be attached to the freehold, in such good order, plight, and condition, as fair wrought Mines ought to be left, with such timber, deals, and other materials as aforesaid, (such Mines as, during the term hereby granted, shall be abandoned by reason of their being unproductive only excepted,) provided always, and it is hereby agreed and declared, and the said Association, for themselves, their successors, and assigns, do accept this grant or demise, under the condition that in case any default shall be made by the said Association, their successors or assigns, in keeping such Book or books of account, or in delivering such affidavit or affidavits as aforesaid, or in the payment of the said Rents or Royalties hereby reserved, for the space of forty-two days after the periods hereinbefore appointed for paying the same; or if the said Association, their successors or assigns, shall omit or neglect, for the space of any one year during the continuance of this grant or demise, to lay before the said Lieutenant-Governor, for the time being, such account or accounts in writing, as aforesaid, or to keep and have forthcoming, as aforesaid, such plan or plans, as aforesaid, or shall at any time or times assign, transfer, and set over, or otherwise part with the premises hereby granted, or any part or parcel thereof, to any person or persons whomsoever for the term above granted, without the license, consent or approbation of our said Sovereign Lady the Queen, her heirs or successors, to be signified as aforesaid, contrary to the true intent and meaning of the said Covenant or Agreement in that behalf hereinbefore contained, then and in every or any of the said cases when the same shall have been adjudged and declared by any six or more of the Privy Council of our Sovereign Lady the Queen, her heirs or successors, to have arisen or happened

pened, these presents, and all and every the powers and privileges hereby granted, shall be utterly null and void, anything to the contrary thereof in these presents notwithstanding; and it is hereby agreed and declared, and our said Sovereign Lady the Queen doth hereby grant, that during the continuance of the grant and demise hereby made, our said Sovereign Lady the Queen, her heirs or successors, shall not, without the consent in writing of the said Association, their successors or assigns, by lease, license or otherwise, empower or allow any party or parties to work or get and enjoy or sell any Coal whatsoever in the said Province at a less Rent or Royalty, or on more favorable terms in any respect than the Rent or Royalty and terms respectively reserved by and contained in these presents. And that the said Province shall, before the 1st day of January, 1859, pass, and during the continuance of the said grant or demise hereby made, enforce such Legislative enactments, and take such measures, by the appointment of an Inspector and otherwise, as may be required to prevent the working of any Coal in the said Province by unauthorised persons, and to prevent the sale or export of Coal, except the Coal which may be sold or exported by the said Association, their successors or assigns, by any party or parties, and except such as may be worked on payment of Rent or Royalty equivalent to the Rent or Royalty hereby reserved, and subject to terms not more favorable than the terms hereby granted to the said Association, their successors and assigns. And further, that during the continuance of the grant or demise hereby made, the said Province shall not, without the consent, in writing, of the said Association, their successors or assigns, impose any duty on the export of Coal.

In witness, &c.

We approve this Draft on behalf of the Province of Nova Scotia,

(Signed.)  
(Signed.)

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

Delegates on behalf of the Province.

I approve this Draft on behalf of the General Mining Association.

(Signed.)

FRANCIS T. BIRCHAM,

Westminster, 21st August, 1857.

#### D

*An Act for giving effect to the Surrender to Her Majesty by the legal personal Representatives of the late Duke of York and Albany, and by the General Mining Association and their Trustee, of the Mines in Nova Scotia, and to the Lease of part of such Mines to the said Association :*

Whereas an arrangement has been made and entered into between and by or on behalf of Her Majesty and the General Assembly of this Province, and Christopher Pearse and John George Nutting, as the legal personal representatives of His late Royal Highness Frederick, Duke of York and Albany, and the General Mining Association, for the surrender to Her Majesty of all the terms, estates, and interests of the said Christopher Pearse and John George Nutting, and the said Association, and of \_\_\_\_\_ as the legal personal representative of Edmond Waller Rundell, deceased, and a Trustee for the said Association, in the Mines and Minerals in this Province, and for granting to the said Association a new Lease of the beds or seams of Coal in certain parts of the said Province, with full powers for working the same for the term of twenty-eight years, to commence and be computed from the 1st day of January, 1858, and also for such portion of the next succeeding year as shall elapse previously to the 25th day of August in the same year, being the year 1858, at certain



tain Rents or Royalties and subject to certain other terms which have been agreed upon. And whereas it is intended that for effecting the said arrangement a certain Indenture, already prepared and engrossed, and bearing date the 1st day of January, 1858, and expressed to be made between the said Christopher Pearse and John George Nutting, of the first part, the said \_\_\_\_\_ of the second part, the said Association, of the third part, and Her Majesty, of the fourth part, a true copy of which Indenture is contained in the schedule hereto, shall be executed by the said several parties thereto, of the first, second, and third parts respectively, by which Indenture all the estate, term, and interest of the said Christopher Pearse and John George Nutting, and of the said \_\_\_\_\_ and of the said Association, in the said Mines and Minerals, are expressed to be surrendered and yielded up to Her Majesty, her heirs, and successors, and whereby certain releases are expressed to be made concerning the said Mines and Minerals, and the Rents, Royalties, and Reservations, reserved, or agreed to be reserved by certain Leases and Agreements for Leases of the said Mines and Minerals, and also that a certain other Indenture, already prepared and engrossed, and bearing date the 1st day of January, 1858, and expressed to be made between Her Majesty, of the one part, and the said Association, of the other part, a true copy of which last mentioned Indenture is contained in the schedule hereto, should be executed by the said Association, by which same Indenture all the beds and seams of Coal in certain parts of this Province are expressed to be demised to the said Association, their successors and assigns, for the said term of 28 years and such portion, as aforesaid, of another year, at certain Rents or Royalties, and upon certain terms therein mentioned. And whereas, the said two Indentures so prepared and engrossed as aforesaid, have not, nor hath either of them, been executed by or on behalf of any of the parties named as parties thereto, but the same have been duly signed and approved of by \_\_\_\_\_ the Solicitor to Her Majesty's Treasury, on behalf of Her Majesty, and by the Honorable James William Johnston and Adams George Archibald, Esquire, Delegates appointed under the authority and on behalf of the General Assembly of this Province, and by Messrs. Farrer, Ouvry and Farrer, the Solicitors of and on behalf of the said Christopher Pearse and John George Nutting, and by Messrs. Wilson and Bristoe, the Solicitors of and on behalf of the said \_\_\_\_\_ and by Francis Thomas Bircham, the Solicitor of and on behalf of the said Association. And whereas, the said arrangement cannot be fully carried into effect without an Act of the General Assembly of this Province:

Be it therefore enacted by the Lieutenant Governor, Council, and Assembly, That when and so soon as the said first hereinbefore mentioned Indenture shall have been duly executed by the said Christopher Pearse and John George Nutting, or the legal personal representative or legal personal representatives, for the time being, of the said Duke of York and Albany, and by the said \_\_\_\_\_ or the legal personal representative or legal personal representatives, for the time being, of the said Edmond Waller Rundell and by the said Association, and the said secondly hereinbefore mentioned Indenture shall have been duly executed by the said Association, and when and so soon as the said two several Indentures, duly executed as aforesaid, shall have been delivered to the Lieutenant-Governor, for the time being, of this Province, then and in such case, and notwithstanding the same Indentures shall not have been executed by or on behalf of Her Majesty, but not before all the said executions hereinbefore mentioned shall have been duly effected, and the said two several Indentures shall have been delivered to the said Lieutenant Governor, as aforesaid, the said two several hereinbefore mentioned Indentures shall respectively thereupon stand and be absolutely confirmed by the General Assembly of this Province, and the said first mentioned Indenture shall operate and enure as an effectual surrender of all the terms, estates, and interests thereby expressed to be surrendered, and an effectual merger

merger and extinguishment thereof in the reversion and inheritance, and as effectual releases of all the claims and demands thereby expressed to be released, according to the tenor and purport of the same Indenture, and the said secondly mentioned Indenture shall operate and enure as a valid and effectual grant, lease, and demise of all the premises thereby expressed to be granted, released, and demised for the term, at the Rents, Royalties, and Reservations, and with, under, and subject to the covenants, agreements, conditions, and provisoes by and in the same Indenture respectively granted, reserved, and contained, or expressed so to be, according to the tenor and purport of the same Indenture, and that when and so soon as all the said executions, hereinbefore mentioned, shall have been duly effected, as aforesaid, and the said two several Indentures shall have been delivered to the said Lieutenant Governor, as aforesaid, the same Indentures shall respectively operate and take effect as from the said first day of January 1858, and as if the same had been duly executed the same day by all the parties named as parties thereto respectively, including Her Majesty, and had been delivered to the said Lieutenant Governor, as aforesaid, on the same day. Provided always, and it is hereby further enacted, that if the said two several Indentures shall not be respectively duly executed, as aforesaid, and delivered to the said Lieutenant Governor, as aforesaid, before or during the year 1858, then, and in that case, the same Indentures and the enactments hereinbefore contained, shall be absolutely void and of none effect.

And for giving more full effect to the said Lease of the 1st day of January 1858, be it further enacted, that in case the said two several Indentures shall be respectively executed, as aforesaid, and delivered to the said Lieutenant Governor, as aforesaid, before or during the year 1858, the Act to regulate the Mines of this Province, which was passed on the 4th day of April, 1853, and received the Royal assent on the 24th day of October, 1853, shall be, and the same is hereby repealed, so far as relates to the Coal Mines expressed to be demised by the same Lease, and during the continuance of the term expressed to be thereby granted, but not further or otherwise.

And be it enacted, That the schedule to this Act shall be read and taken as part of this Act.

And be it further enacted, That when and as soon as conveniently may be, after the said two several Indentures shall have been respectively executed, as aforesaid, and delivered to the said Lieutenant Governor, as aforesaid, the same Indenture first above mentioned shall be recorded in the Registry of Deeds at Halifax, in the said Province, and the Indenture secondly herein mentioned shall be recorded in the Registry of Deeds in each of the Counties in which the respective areas comprised in the said Lease are situate, and this Act, or certified copies of and extracts from the registry of the same Indentures respectively, under the hand of the proper officer, shall be admitted as evidence of the contents, and due execution of the same Indentures respectively in all Courts of Law and Equity, or other Judicature.

We approve this Draft on behalf of the Province of Nova Scotia,

(Signed.)

(Signed.)

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

Delegates on behalf of the Province.

I approve this Draft on behalf of the General Mining Association,

FRANCIS T. BIRCHAM.

Westminster, 21st August, 1857.

(COPY.)

*2 Suffolk Place, Pall Mall, East, 24th July, 1857.*

SIR,—

We have the honor to inform you that the negotiation with which we were charged in relation to the questions arising out of the lease of the Mines and Minerals of Nova Scotia to the late Duke of York and to the General Mining Association, has been terminated by an agreement in which all the subjects of controversy have been adjusted.

We believe the terms agreed upon as calculated to promote alike the interests of the Province of Nova Scotia and of the General Mining Association.

We are now in communication with the Solicitor of the General Mining Association, who is engaged in preparing the necessary documents for putting in form and carrying into effect the terms of adjustment entered into between the Directors and ourselves.

And we have the confident hope that the adjustment will meet the ratification of the Legislature of Nova Scotia, upon which it is conditional, and will be generally accepted as a just arrangement of the perplexing controversies which have prevailed.

We have the honor to be,

Your most obedient servants,

(Signed.)

(Signed.)

J. W. JOHNSTON,

A. G. ARCHIBALD.

To the Right Hon. H. LABOUCHÈRE,

Her Majesty's Principal Secretary of State for the Colonies.

*66 Lincoln's Inn Fields, London, W. C.,**20th August, 1857.*

NOVA SCOTIA MINES.

MY DEAR SIR,—

I am glad to hear that your negotiations with the Delegates for a final settlement of all differences are progressing, and I presume you will shortly have concluded an Agreement with them.

As soon as the Court of Chancery resumes its sittings I will present a Petition to obtain the approval, by the Court, of the Agreement entered into between the Duke's Representatives and the Association, and I have no doubt that what I shall be able to state to the Court with reference to that Agreement, and the Agreement between the Duke's Representatives and the Crown, consequent thereon, the Court will be perfectly satisfied and order the Agreements to be performed and carried into effect, and give all necessary directions for that purpose.

I remain, my dear Sir,

Yours faithfully,

R. CHAMBERS.

FRANCIS T. BIRCHAM, ESQ.

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

SIR,—

We are aware of the terms of the letter which Mr. Bircham, as the Solicitor of the General Mining Association, has this day addressed to you, and confirming its contents

contents, we, as the Delegates from Nova Scotia to whom he alludes, beg to join the Association in urgently requesting that no time be lost in placing the Draft Documents, referred to in Mr. Bircham's letter, in the hands of the proper authorities for revision and approval on the part of Her Majesty.

The Drafts in Mr. Bircham's possession have received our approval, and we are most desirous, before leaving England, to have an opportunity of considering and deciding upon any modification which may be suggested on the part of the Crown, although, under the circumstances, we cannot suppose that any such modification will be found necessary.

We have the honor to be, Sir,

Your obedient faithful Servants,

(Signed.)

(Signed.)

J. W. JOHNSTON,

ADAMS G. ARCHIBALD.

To the Right Hon. HENRY LABOUCHERE,  
Secretary of the Colonies, &c., &c.

40 Parliament Street, 21st August, 1857.

MY DEAR SIR,—

I have now the pleasure of transmitting you the following documents:—

1. Letter from Mr. Chambers, the Managing Clerk of Messrs. Farrer & Co., who are the Solicitors of the Duke of York's Representatives.
2. The Draft copies of the Heads of Arrangement, Surrender, Lease, and Act, which have been, from time to time, used by your colleague and yourself.

You will find some alterations in the Draft Surrender in red and blue ink, made since first before you. These have proceeded from the Counsel and Solicitors of the Duke of York's Representatives, and having been adopted by me you may consider this Draft complete, so far as they are concerned.

3. A copy of the letter to Mr. Labouchere which your colleague and yourself signed yesterday.

I had hoped before this to have been in possession of the engrossed Heads of Arrangement signed by Mr. Moser and Mr. Foord. It has not yet arrived, but on coming to my hands it will be immediately forwarded to you.

I have had two fair copies of the Draft Surrender, Draft Lease, and Draft Act made. In these all the alterations agreed with you have been introduced, but they are not distinguished. These Drafts I will send you, signed on behalf of the Association, and I shall be obliged by your colleague and yourself signing them, on behalf of the Colony.

You will retain one set, and I shall hold the other on behalf of the Association.

Of course we must both understand that if Mr. Rundell's Executors require any alteration in the Surrender, or if the Crown requires any in *either* of the Drafts, they are signed by us, respectively, subject to such contingencies.

I am, my dear Sir,

Yours faithfully,

FRANCIS T. BIRCHAM.

HON. J. W. JOHNSTON, 2 Suffolk Place, Pall Mall.

Parliament

*Parliament Street, 24th August, 1857.*

MY DEAR SIR,—

I annex you a copy of a letter just received from the Colonial Office.

I am, my dear Sir,

Yours faithfully,

FRANCIS T. BIRCHAM.

The Hon. J. W. JOHNSTON.

*Downing Street, 22nd August, 1857.*

SIR,—

With reference to your letters dated the 20th and 21st inst., I am directed by Mr. Secretary Labouchere to acquaint you that the documents therein contained have been forwarded to the Lords Commissioners of the Treasury, with a request that they may be submitted to their Lordship's Solicitor for settlement and approval.

I am, Sir,

Your most obedient Servant,

(Signed.)

T. FREDK. ELLIOT.

FRANCIS BIRCHAM, Esq.

*46 Parliament Street, 25th August, 1857.*

DEAR SIR,—

We beg to forward you herewith one part of the Heads of Arrangement, duly executed by the Chairman and Secretary of the General Mining Association.

We are, yours faithfully,

BIRCHAM & Co.

The Hon. J. W. JOHNSTON.

*Parliament Street, 8th Sept., 1857.*

MY DEAR SIR,—

You will be glad to hear that the Crown advisers have approved the Draft Deeds.

Yours truly,

FRANCIS T. BIRCHAM.

The Hon. J. W. JOHNSTON.

*Halifax, 10th Nov., 1857.*

SIR,—

I transmit for His Excellency the Lieutenant Governor's information, the accompanying letter from the Solicitor of the General Mining Association, which I received in London after the negotiations of the Delegates with the Association had closed, and Mr. Archibald had left London.

I have, &c.,

(Signed.)

J. W. JOHNSTON.

The Hon. the Provincial Secretary.

*Parliament Street, 10th Sept., 1857.*

MY DEAR SIR,—

On the other side I annex an extract from a report received by the Directors of the General Mining Association from their agent, Mr. Scott, who is the resident Superintendent at the Albion Mines, and to whose suggestion as a practical and experienced man, the Directors attach much importance.

I assume from our conversation yesterday on the subject, that, so far as your own voice goes, this suggestion will be considered by the Province as a reasonable one, and such as may be admitted into the arrangement,—and perhaps if Mr. Archibald be of the same opinion, the right course will be to add a covenant to the Lease that no grant will be made to other Lessees without reserving to the Province such a width of Land and Coal as is mentioned in Mr. Scott's communication, to form a wall, as it were, between the Company's take and that of other parties.

I am, my dear Sir,

Yours truly,

FRANCIS T. BIRCHAM.

Hon. J. W. JOHNSTON, &c., &c.

“Whilst thinking over this new arrangement which has just been made with the Delegates, it has occurred to me that it is of the greatest importance, that a Band of Coal, of not less than 100 yards, ought to be left outside of the Association's boundary lines, in order to prevent any one commencing operations communicating with the Association's works, either wilfully or by accident.”

## INTERCOLONIAL RAILWAY.

(COPY.)

*Provincial Secretary's Office, Halifax, June 4th, 1857.*

SIR,—

I am commanded by His Excellency the Lieutenant Governor of this Province to communicate to you for the information of His Excellency the Governor General, that the Executive Government of Nova Scotia feel a lively interest in the scheme to construct an Intercolonial Line of Railway from Quebec to Halifax, by which the British Provinces may be more closely united.

Canada has already made provision for the construction of the line to the Riviere du Loup, for one hundred and ten miles of the route towards the Atlantic seaboard here, and Nova Scotia has now under contract sixty miles to Truro on this end of the line, which will be completed next summer.

New Brunswick is deeply interested in this truly national undertaking, and will, no doubt, aid its completion to the utmost of her ability.

This gigantic project is therefore being gradually brought, by the unaided energy of the Colonies, within such limits as it may fairly be inferred will attract the coöperation, and obtain the support, of the British Government.

Two Delegates, the Hon. Mr. Johnston, Attorney General, and A. G. Archibald, Esq., a leading Member of the Opposition, are to proceed shortly to England, on public business; and they will be authorized by the Government to endeavor to enlist the aid of the British Government in the construction of this road, which is not only essential

essential for military purposes, but will also attach increased national importance to British America.

I have it in command to say further, that it will give His Excellency and the Government of this Province great satisfaction to have the joint action of the Government of Canada with this delegation, in any way that may seem best to His Excellency the Governor General, in order that due importance may be given to a question of the first magnitude both to these Colonies and the Mother Country.

I have, &c.,

CHARLES TUPPER.

(Signed)

The Honorable the PROVINCIAL SECRETARY, Canada.

*Provincial Secretary's Office, Halifax, June 4th, 1857.*

SIR,—

I have it in command from His Excellency Sir John Gaspard LeMarchant, to forward for the information of His Excellency the Lieutenant Governor of New Brunswick, the inclosed communication to the Governor General, and at the same time solicit the coöperation of your Government with the Delegation about to proceed to England from this Province in carrying forward this great work, which, whether viewed in a commercial, political, or national aspect, can hardly be over-estimated in its consequences to these Provinces and the Parent State.

I have, &c.,

CHARLES TUPPER.

(Signed)

The Honorable the PROVINCIAL SECRETARY, New Brunswick.

#### NOVA SCOTIA.

*At a Council held at the Government House, at Halifax, on the 16th day of June, 1857.*

PRESENT :

His Excellency Sir J. Gaspard LeMarchant, Lieutenant-Governor,

The Honorable James W. Johnston,

“ Charles Tupper,

“ Michael Tobin,

“ Martin I. Wilkins,

“ Stayley Brown,

“ John J. Marshall,

“ John Campbell, (Councillors.)

The Honorable James W. Johnston, Attorney General, and Adams G. Archibald, Esq., the Commissioners appointed for the purpose of effecting a settlement of the questions relating to the Mines and Minerals of the Province, are hereby authorized and requested, whilst in England, to solicit, on behalf of this Colony, from Her Majesty's Government, the reconsideration of the question of the construction of an Inter-Colonial Railroad between Halifax and Quebec, by the combined agency of the Imperial Government and the Provinces of Canada, New Brunswick, and Nova Scotia.

They are also authorized, either in connection with that question, or otherwise, to confer with the Imperial Government, or any other parties interested therein, on the subjects of Immigration to this Colony, and a Union of the British North American Provinces.

Extract

*Extract of Despatch, No. 41, dated 16th June, 1857, from Lieutenant-Governor Sir J. G. LeMarchant, to the Right Hon. the Secretary of State for the Colonies :*

“Deeply impressed with the importance of inter-communication by Railroad between the Colonies of Canada, New Brunswick, and Nova Scotia, both to the Imperial Government and these Colonies, as calculated to draw more closely the bonds of union between the latter and the Parent State, and to afford security to the Colonial Possessions in the event of war,—my Government have instructed the Delegates to solicit Imperial coöperation in the construction of the road in question, convinced that its accomplishment is alike demanded for the advancement of the Colonies, and for the interests of the Empire.

“In connection with this subject, the Delegates are also instructed to confer with Her Majesty’s Government on the importance of establishing a judicious system of Immigration into the Colonies, and to bring under its serious consideration the subject of a Union of the British North American Provinces, as tending to their elevation and perpetuating their connection with the Parent Kingdom.”

*Government House, Toronto, July 22, 1857.*

SIR,—

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

9th July, 1857.

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

I have the honor to be, Sir,

Your Excellency’s obedient Servant,

(Signed)

WM. EYRE,

Lt. Gen’l. Administering the Government.

His Excellency the **LIEUTENANT-GOVERNOR** of Nova-Scotia, &c. &c.

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

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

The Committee are so deeply impressed with the importance of this inter-colonial undertaking, that they have deemed it advisable to suggest that a Member of your Excellency’s Council should proceed to England and place himself in communication with the Secretary of State for the Colonies, with the view of urging upon Her Majesty’s Government the reasons which should induce and impel the Imperial Govern-  
ment



ment to aid the Provincial Governments to carry to completion this great and necessary national work.

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

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

Certified.

(Signed)

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

*Government House, Fredericton, New Brunswick, August 10th, 1857.*

SIR,—

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

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

I have the honor, to be, Sir,

Your Excellency's most obedient humble Servant,

(Signed)

J. H. T. MANNERS SUTTON.

His Excellency Major Gen'l. Sir G. LEMARCHANT, &c., Halifax.

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

The Committee of Council respectfully report to Your Excellency, that they have had under their consideration the Despatch of Lieut. General Eyre, the Administrator of the Government of Canada, on the subject of a Railroad from Rivière du Loup to Halifax.

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

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

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

To the three Provinces such a Railway would be of the highest importance as a means of developing their resources, promoting their material interests, and strengthening that mutual sympathy and unity of interest and feeling, so essential to secure

for them that commercial and political position to which they are entitled from their situation and resources.

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

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

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

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

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

(Signed)

CHARLES FISHER,  
S. L. TILLEY,  
JAMES BROWN,  
CHARLES WATTERS.  
W. H. STEEVES,  
DAVID WARK.

August 10th, 1857.

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

SIR,—

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

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

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

3. The Provinces, thus invited by Her Majesty's Ministers to the consideration of a

\* See Journal of 1848, p. 75 of Appendix No. 12.

question of deep interest, entered eagerly upon it, and from that period to the present have done everything in their power to promote this great work.

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

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

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

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

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

In Mr. Hawes's letter, the Delegate of Nova Scotia was told:—

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

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

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

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

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

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

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

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

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

The guarantee asked for involves no risk.

The Province of Nova Scotia is advancing in material prosperity at a rate which will compare favorably with any part of the Western world.

Her taxes, the lowest in the world,—her revenue has always been equal to her requirements, and is rapidly increasing. From 1849 to 1854, with no material alteration in imposts, the revenue doubled in amount.

The population increases at a rate nearly equal to that of the whole United States, and much greater than that of the States immediately contiguous to our border.

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

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

The course of events since 1851 has not weakened the claims of the Colonies, or diminished the obligation or interest of the Imperial Government, to extend assistance towards the object in view.

Within that period, all the three Colonies, and especially Canada, by embarking largely their own resources in Railroad enterprise, have earned a right to seek assistance which they did not possess before; while, by this absorption of their own resources, they have diminished their ability to accomplish this great work.

Under no circumstances would they enter without assistance upon the construction of an Inter-Colonial Railroad from Halifax to Quebec. Neither of them, if possessed of the means, have a sufficiently large inducement, or separate interest in the undertaking, to justify encountering its hazards and burthens; and, were it otherwise, a work so large, and of so little remunerative promise, is beyond the compass of their own largely taxed resources.

Hence, it may be truly assumed, that if the British Government do not afford essential aid, this great "National Undertaking, calculated very greatly to advance the commercial and political interests, both of the British Provinces in North America, and of the Mother Country," to use the language of the British Cabinet in 1851, will never be accomplished.

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

In case of hostilities with the United States, the facility which a Railroad from Halifax through British territory would afford for the transport of troops and munitions of war, would be of incalculable advantage; and, in a mere financial point of view, would probably, in a few months, repay all that the Government might have contributed. In connection with large steamers on the ocean, enabling the Government to transport in a few weeks, on any threatened emergency, an Army to any

point of Her Majesty's North American possessions, it would render unnecessary the constant maintenance of a large military force within them.

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

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

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

The great work we advocate is as necessary to enable Her Majesty's North American Colonies to promote their mutual progress in peace, as it is requisite for their common defence in war. It is almost impossible for those at a distance to comprehend how much New Brunswick and Nova Scotia are unallied to Canada by those bonds of mutual intercourse that might be expected to subsist between Colonies of the same Empire, placed together under circumstances that make a close union their common interest and security.

With the United States, Canada has unlimited means of communication, by lakes, rivers, canals and railroads; and extensive and intimate intercourse is the result. The capital of New Brunswick, connected with the United States by a short and easy navigation, maintains relations as close. Nova Scotia, almost an island, sends vessels from every part of her shores to the neighboring ports of the Union, and carries on a trade so extensive, that, of the annual tonnage that enters the port of Boston, more than half is from Nova Scotia.

The means of intercommunication between Canada and the Lower Provinces, is utterly insignificant in the contrast.

By land, for practical purposes, none exists. An uncultivated and hilly country opposes an effectual barrier. Colonel Robinson's valuable report of his surveys in 1848, gives unquestionable information on this head. By water, the comparatively distant and circuitous navigation of the St. Lawrence offers the only route—one little used while open, and closed through a large part of the year. The result is ignorance and indifference as regards each other, with little concern or ability for mutual benefit.

An Inter-Colonial Railroad would give the means of communication at present wanting. It would open to Canada an Atlantic seaboard on British soil, from which she

she is now cut off; and it would offer to the Lower Provinces a ready access to the vast field of enterprise and progress occupied by their fellow subjects in the interior. It would prove a benefit of incalculable value, should it be the precursor of, as it is an absolute necessity towards, a legislative union of Her Majesty's North American Provinces,—a measure essential to the full development of the power which their situation and character are calculated to confer, and without which they never can attain the high position to which their united energies and advantages would lead them.

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

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

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

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

That portion of our observations founded on the contingency of war with the United States, deals indeed with the future; but if the history of nations and the experience of the past may be relied on, it can hardly be treated as hypothetical, in the sense which would preclude it from present consideration—for the undertaking which we urge must be accomplished while the danger that prompts it is distant and contingent, otherwise it will come too late to avert the evils it is designed to counteract. That the time will come when the evils resulting from the want of such a communication between the North American Provinces, will be felt, should the measure be delayed, and that the question will arise,—Where rests the responsibility for the neglect? we cannot doubt. Her Majesty's Colonial subjects will not be found chargeable. As early as the year 1848, at the instance of the Legislature of Nova Scotia, and at the expense of the three Colonies, the survey of Colonel Robinson was made, and his report, full of the most useful information, exists to shew the necessity—the difficulties—and the practicability of the undertaking. Since that time, repeated and strenuous efforts have been made by those Colonies towards promoting the object. Now, without mutual concert, and each acting on its own apprehension of the importance of the measure, the Governments of Canada and Nova Scotia have severally commissioned Delegates to press the subject on the attention of Her Majesty's Government.

We have the honor to be, Sir,

Your most obedient humble Servants,

J. W. JOHNSTON.

A. G. ARCHIBALD.

The Right Hon. HENRY LABOUCHERE,  
H. M. P. Secretary of State for the Colonies.

*Downing Street, 27th August, 1857.*

GENTLEMEN,—

I am directed by Mr. Secretary Labouchere to acknowledge the receipt of your letter of the 20th instant, relative to the grant of Imperial aid towards the construction of a Railroad from Halifax to Quebec; and I am to acquaint you, that this important subject will receive the careful consideration of Her Majesty's Government.

I am, Gentlemen,

Your obedient Servant,

(Signed)

J. ELLIOTT.

The Hon. J. W. Johnston, and  
A. G. Archibald, Esquire.

*Halifax, 6th November, 1857.*

SIR,—

In obedience to the instructions of His Excellency and the Provincial Government, we lost not the opportunity, while in London—pursuing the more important object of our mission—to urge the importance of an Inter-Colonial Railroad, in every quarter where the consideration of the subject promised to be useful.

His Excellency Sir Edmund Head being in London, we esteemed it to be our duty to him, as Governor General of these Colonies, to ascertain his sentiments on the question. He favored us with an interview, in which the measure was discussed, and from which we gathered in general terms, the favorable disposition of the Canadian Government to the undertaking.

Mr. Labouchere spoke with us freely on the subject, and obviously appreciated its importance; although it did not at first appear that he had arrived at its practical consideration. We left him with the understanding that we would submit our views to him in writing.

The arrival of Mr. MacDonald, the Attorney General of Canada West, and Mr. Rose, as Delegates from Canada, gave an impulse to the movement, and a position to the question, which Delegates from a single and small Province could not have hoped to effect.

These Gentlemen, with great earnestness and ability, enforced upon the Government the importance of the measure, from the Canadian point of view. We do not doubt that the presence of the Governor-General, and the opinion of the Commander-in-Chief of the forces in Canada,—which is understood to be in favor of the undertaking in its military bearings,—added weight to the advocacy of the measure on the part of Canada.

We have reason to believe that an earnest impression of the necessity of national aid to a North American Inter-Colonial Railroad, on national considerations, was made on the minds of some of Her Majesty's Ministers; and that the question was adopted by the Cabinet as of serious import.

We are not without hope that these negotiations may contribute to the accomplishment of this great object, although the pressure on the Imperial Exchequer, owing to the Eastern War, has rendered the period unpropitious.

The absorbing interest of Indian affairs, and the engrossing engagements of the Government in relation to them, and to the closing of the session of Parliament, precluded



cluded our having many opportunities of urging the subject personally, and occasioned much loss of time in seeking these opportunities.

We transmit herewith a copy of our letter to Mr. Labouchere, and of his reply. We shall be happy if the manner in which we have dealt with the subject shall be considered appropriate.

We beg to correct a mistake in the closing paragraph of our letter to the Colonial Secretary, in which we say, that Canada and Nova Scotia acted without mutual concert. We were aware that before we left Halifax, the Provincial Government had invited the attention of Canada and New Brunswick to the subject; but we were not acquainted with, or we had overlooked, the fact, that the Canadian Government, in appointing Delegates to England, had acted upon that movement on the part of Nova Scotia.

Although it may not be our province to offer an opinion on the subsequent measures proper for following up with effect any favorable impressions made by the recent negotiations, yet it belongs to our duty to report, that we were met by the objection, that the absence of Delegates from New Brunswick,—or rather the want of some concerted scheme for the Inter-Colonial Railroad, agreed upon by the three Provinces of Canada, New Brunswick, and Nova Scotia,—rendered the consideration of the subject premature; and that no practical result was probable until those Colonies should be agreed among themselves.

We are assured that the concert and harmonious action of the three Colonies, however this may be best attained, is the step that next presents itself in the prosecution of this important measure.

From what fell under our observation, we are further induced to express our belief that valuable assistance, through the influence of persons in England interested in the North American Colonies, would be secured toward the attainment of the object, were the reasons in its favor made public in the form of a pamphlet illustrated by a map.

We have the honor to be, Sir,

Your very obedient servants,

J. W. JOHNSTON,  
ADAMS G. ARCHIBALD.

(Signed)  
(Signed)

To the Hon. Provincial Secretary.

*Provincial Secretary's Office, Halifax, Nov. 23rd, 1857.*

SIR,—

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

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

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

The Despatch forwarded by the Government of New Brunswick, although too late to subserve the views of the Delegates, evinces the anxiety entertained by that Province in this undertaking, and shows that that Colony was not represented in

the Delegation, owing to the late period at which the Despatch of Lieutenant-General Sir William Eyre, reached Fredericton.

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

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

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

A copy of this Letter, as also the enclosure, will be sent to the Government of New Brunswick, and their coöperation invited.

I have the honor to be, Sir,

Your obedient Servant,

CHARLES TUPPER.

The Honorable the Provincial Secretary of Canada.

*Provincial Secretary's Office, Halifax, Nov. 23rd, 1857.*

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

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

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

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

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

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

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

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

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

I have the honor to be, Sir,

Your most obedient Servant,

CHARLES TUPPER.

The Honorable the Provincial Secretary,  
New Brunswick.

*Provincial Secretary's Office, Fredericton, 12th Dec., 1857.*

SIR,—

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

I have the honor to be, Sir,

Your obedient Servant,

S. L. TILLEY.

(Signed)

The Hon. CHARLES TUPPER, Provincial Secretary,  
Nova Scotia.

*To His Excellency the Honorable John Henry Thomas Manners Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c., &c., &c.*

The Committee of the Executive Council respectfully report to your Excellency, that they have had under their consideration the Letter of the Provincial Secretary of Nova Scotia on the subject of an Inter-Colonial Railroad, with the enclosures—the copy of a letter addressed to the Right Honorable the Secretary of State for the Colonies by the Attorney General of Nova Scotia and the Honorable A. G. Archibald, and the copy of a letter addressed to the Provincial Secretary of Canada by the Provincial Secretary of Nova Scotia. The Government of New Brunswick have always evinced a deep interest in the proposed Railroad, and believing it to be an object of great national importance, have at all times manifested their readiness to unite in pressing the subject upon the Imperial Government.

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

The Despatch of Lieutenant General Eyre, Administrator of the Government of Canada, informing your Excellency of the action of the Government of Nova Scotia, inviting the coöperation of this Province in securing "the construction, or, rather, extension,

tension, of the line of Railway from Rivière du Loup to Halifax," dated at Toronto on the twenty-second of July, 1857, was received by your Excellency late in the evening of the twenty-ninth day of that month. The Members of the Executive Council were immediately summoned to Fredericton to advise your Excellency.

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

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

The Legislature and people of New Brunswick have at all times expressed a readiness to aid in the construction of an Inter-Colonial Railroad, in proportion to the means of the Province, and its interest in the work.

During the last Session of the Legislature, the House of Assembly passed an Address to Your Excellency, praying that Your Excellency would correspond with the Governor-General of Canada, to ascertain whether Canada would unite with New Brunswick in the construction of a Railroad from St. John to Quebec, on joint account, with the aid of the Imperial Government.

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

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

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

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

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

(Signed)

CHARLES FISHER,  
JAMES BROWN,  
J. M. JOHNSTON, JR.,  
W. H. STEEVES,  
S. L. TILLEY.

Secretary's

*Secretary's Office, Toronto, 7th Dec., 1857.*

SIR,—

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of the 23rd ult., again inviting, on the part of the Government of Nova Scotia, the attention of the Government of Canada to the important project of completing an Inter-Colonial line of Railway between Quebec and Halifax; and to state that your letter will be laid before His Excellency's Executive Council, for their consideration and report.

I have the honor to be, Sir,  
Your most obd't. Servant,  
E. PARNEY.

The Honble. the Provincial Secretary, &c., &c., &c.,  
Halifax, N. S.

## UNION OF THE NORTH AMERICAN COLONIES.

### NOVA SCOTIA.

*At a Council held at the Government House, at Halifax, on the 16th day of June, 1857.*

#### PRESENT:

His Excellency Sir J. Gaspard LeMarchant, Lieutenant-Governor,  
The Honorable James W. Johnston,  
" Charles Tupper,  
" Michael Tobin,  
" Martin I. Wilkins,  
" Stayley Brown,  
" John J. Marshall,  
" John Campbell, (Councillors.)

The Honorable James W. Johnston, Attorney General, and Adams G. Archibald, Esq., the Commissioners appointed for the purpose of effecting a settlement of the questions relating to the Mines and Minerals of the Province, are hereby authorized and requested, whilst in England, to solicit, on behalf of this Colony, from Her Majesty's Government, the reconsideration of the question of the construction of an Inter-Colonial Railroad between Halifax and Quebec, by the combined agency of the Imperial Government and the Provinces of Canada, New Brunswick, and Nova Scotia.

They are also authorized, either in connection with that question, or otherwise, to confer with the Imperial Government, or any other parties interested therein, on the subjects of Immigration to this Colony, and a Union of the British North American Provinces.

*Extract of a Despatch, No. 41, dated 16th June, 1857, from the Lieutenant-Governor of Nova Scotia, to the Right Honorable the Secretary of State for the Colonies:*

"Deeply impressed with the importance of inter-communication by Railroad between the Colonies of Canada, New Brunswick, and Nova Scotia, both to the Imperial Government and these Colonies, as calculated to draw more closely the bonds of union between the latter and the Parent State, and to afford security to the Colonial Possessions in the event of war,—my Government have instructed the Delegates to solicit Imperial coöperation in the construction of the road in question, convinced that its accomplishment is alike demanded for the advancement of the Colonies, and for the interests of the Empire.

"In connection with this subject, the Delegates are also instructed to confer with Her Majesty's Government on the importance of establishing a judicious system of Immigration into the Colonies, and to bring under its serious consideration the subject of a Union of the British North American Provinces, as tending to their elevation and perpetuating their connection with the Parent Kingdom."

(COPY.)

*Halifax, 6th November, 1857.*

SIR,—

We have the honor to report for the information of His Excellency the Lieutenant-Governor, that, in pursuance of the instructions we had received from the Provincial Government, we brought the subject of the Union of the North American Colonies under the notice of the Colonial Secretary, during our recent mission to London.

In our interview which we had with Mr. Labouchere, this question was freely discussed. He informed us that Her Majesty's Government had no desire to interfere with the determination to which the Colonies themselves might come on a point so immediately affecting their own interests; and that if they should be of opinion that Union would advance their prosperity, the Government would oppose no obstacle to the accomplishment of their wishes. Mr. Labouchere's own opinion we learnt to be, that while he doubted whether the Union of Canada and the Lower Provinces might not embrace too wide a circle for convenience and efficiency, he believed that the Union of the Lower Provinces would be highly beneficial, and tend greatly to improve their position, and assist their progress. This declaration of the freedom of the Colonies to decide this important question for themselves, seemed to be all that could be desired from the Government, while, as yet, neither the Legislature nor the People of Nova Scotia had given an expression of opinion on the subject, and when we had no authority to answer the enquiry of the Colonial Secretary, whether the people of Nova Scotia desired the change.

We therefore considered that the question had been brought to a point at which the next step must be taken by the Colonies; and that nothing more remained to be at present pressed on the consideration of the Imperial Government.

We have the honor to be

Your most obedient Servants,

J. W. JOHNSTON.

ADAMS G. ARCHIBALD.

(Signed)

To the Honorable the Provincial Secretary.

## MILITIA.

(COPY.)

*Downing Street, 8th December, 1856.*

SIR,—

I am very desirous that you should take every opportunity to impress upon your Government that it behoves them not to neglect that reasonable amount of warlike preparation during peace which it is desirable should be everywhere maintained.

It

It is evident that the state of defence in which each Colony is maintained must have great influence upon the general resources of the Empire during war.

They will be a source of weakness, in so far as it is necessary for the Land and Sea Forces of the Mother Country to defend them against aggression; and a source of strength, if, while they are able from their own resources to repel any ordinary efforts of an enemy's squadron, they will afford shelter and support to our own forces.

In fact, the defences of the Colonies, from whatever source maintained, form parts of the defences of the Empire, and it will be necessary that the Secretary of State for War should have on record information as to the state of defence in which each Colony is kept.

I would therefore suggest that you should once a year call upon the officer commanding Her Majesty's Troops in Nova Scotia to report to you upon the numbers and state of efficiency of any Local Forces maintained by the Colony—whether permanently embodied, or as Militia or Volunteers—pointing out how often they meet for drill, and, as far as he can judge, their state of discipline and military efficiency.

The officer commanding Her Majesty's Troops will add to his report, the report of the commanding officer of Artillery upon the numbers and efficiency of all Guns, Carriages, Platforms and Military Stores (if any), under the care of the Colonial Government, and the report of the commanding officer of Royal Engineers upon the condition of all Fortifications, Batteries, Barracks, Magazines, Tanks, or other military structures (if any), the maintenance of which has been entrusted to the Colonial Government.

I have to add that corresponding instructions will be sent to the officer commanding the Troops in Nova Scotia.

I have, &c.,

(Signed)

H. LABOUCHERE.

Lieutenant Governor SIR G. LEMARCHANT, &c., &c., &c.  
Nova Scotia.

*Government House, Halifax, 4th March, 1857.*

SIR,—

In obedience to directions conveyed in a Despatch, under date 8th December, 1856, from the Secretary of State for the Colonies, and in conformity with corresponding instructions from His Royal Highness the Commander-in-Chief of Her Majesty's Forces, calling for information upon the existing state of the Defences of this Colony, more particularly with reference to the number and efficiency of its Militia and other Local Forces, I have the honor to report with regard to their enrolment and organization.

1st. That under a Provincial Act, passed in the year 1851, the Militia Force of this Province, including the Island of Cape Breton, as at that period established, is comprised under two classes, viz:

*First Class.*—Every man from 18 years of age to 45.

*Second Class.*—From 16 years to 18, and from 45 to 60.

The two latter cases only to be called upon in case of emergency or actual invasion.

2d. The entire force is divided into 39 Regiments in Nova Scotia, and 9 Regiments in Cape Breton, all Infantry, their strength ranging in proportion to the population of the several counties in which they are formed.

3rd. By the Returns rendered in the year 1855, the total strength of the Militia of these Provinces was 57,855 men, including 1435 Commissioned Officers.

Enclosures 4—  
1. Return of Militia of N. S. and C. Breton.  
2. Return of arms and equipments.  
3. Com. R. Engineers Report.  
4. Report of Officer Com. R. Artillery.

4th. The General Staff of the Militia consists of:—  
1 Adjutant General, 1 Quarter Master General, 2 Brigade Majors, 1 Surgeon General, 1 Paymaster General.

The Regimental Staff:—

1 Lieutenant Colonel, 1 Major, (or more, according to the strength of the corps,) 1 Adjutant, 1 Quarter Master, 1 Surgeon.

To each Company there is attached 1 Captain and 2 Lieutenants.

5th. 2 Volunteer Artillery Companies have also been formed—one in Halifax, the other in Pictou.

The former is efficient in every respect, and consists of:

1 Captain, 2 Lieutenants, and 55 Rank and File.

They have no Guns under their immediate charge, but they are furnished to them when required for drill or other purposes by the Officer commanding the Royal Artillery in this Garrison.

6th. A Volunteer Rifle or Light Infantry Company, under an Act of the Legislature, may be formed in every Regiment; and, from the habits of the population, I have reason to believe that if the necessity existed, and encouragement were given, efficient bodies of this arm could be organized.

7th. With regard to Arms and Equipment, the whole of those in possession of the Militia,—as the attached Return from the Quarter Master General will shew,—are totally unserviceable and inefficient. The stores of the War Department however, at Halifax, hold a reserve of 6158 stand.

8th. Under a Statute of the existing Law, the Commander-in-Chief (the Lieutenant-Governor) is empowered to call out the Militia *annually* for three days, for the purpose of training and drill. But this authority has never been exerted since the year 1843.

9th. In estimating the efficiency of this Force for purposes of defence against aggression, it must be borne in mind that the demand for manual labour in these Provinces is now so great, and the concurrent rate of wages so high, (5s. per diem the commonest rate,) that with the contrasted comforts and advantages it commands, attraction to the soil and domestic pursuits is preserved, to the almost entire exclusion of inclination or disposition (even among the younger portion of the population) for the chances of Military service:

And when, moreover, it is reflected that the whole able-bodied population of the Province capable of bearing arms, is included within the Roll of the Militia, and that the embodiment of any section of them must be followed by a corresponding sacrifice or stagnation in agriculture and trade, their value as a resource for self-defence against aggression in time of need, must not be over-weighed, or their efficiency as a body too highly estimated.

10th. An attempt to enforce, in time of peace, the provisions of the Statute for the annual training of any portion of this body, would be a measure charged with difficulty,—certainly most distasteful,—probably wholly inoperative.

11th. In time of hostilities, the first excitement springing from them may always command the voluntary services of a certain number of the younger population; and such may be trained to any useful auxiliary aid in support of the Regular Forces.

But the pressure of even this temporary withdrawal of labour from trade and the cultivation of the soil, in districts but thinly populated, will be found in these Colonies a sacrifice of interest too real and too keenly felt to operate as a permanent strength, or be recognized as contributing to influence to any material degree the general resources of the Empire during war.



12. I have the honor to append the Reports, respectively, of the Officer commanding the Royal Artillery in these Provinces, and the Commanding Royal Engineer.

I have, &c.,

(Signed)

J. GASPARD LEMARCHANT,

Lieutenant-Governor, and

Major General Commanding the Forces.

The Right Honorable the Secretary of State for War, &c., &c., &c.,  
War Department.

P. S.—The attached copy of correspondence with the Officer commanding in New Brunswick, will explain, that at the suggestion of the Lieut. Governor of that Province, he has requested permission to defer for a time preparing the Report called for, and which it was directed should be transmitted with mine.

J. G. LEM.

*Fredericton, N. B., 18th March, 1857.*

SIR,—

With reference to my Letter, dated the 12th inst., having had an opportunity, I mentioned to His Excellency the Lieutenant Governor that I had been called upon by the Major General Commanding for a Report of the state of the Local Forces, &c., &c., in this Province.

I have now the honor to forward, to be submitted to His Excellency the Major General, the copy of a Letter I have since received from His Excellency the Lieutenant Governor on the subject of your communication of the 17th inst. 16th March, 1857.

In acknowledging the receipt of the Lieutenant Governor's Letter, I stated to him, "that I should be most happy to attend to the instructions he may at any time think necessary to give me on the subject to which His Excellency's communication refers."

I have, &c.,

(Signed)

JOSEPH CLARKE,

Colonel, Lieutenant Colonel,

Commanding the Troops in New Brunswick.

The Assistant Military Secretary, &c., &c.,  
Halifax.

*Government House, Fredericton, N. B., March 16th, 1857.*

SIR,—

I have the honor to acknowledge the receipt of your Letter of the 3rd February.

In the conversation referred to in that Letter, I stated to you, as you will no doubt remember, that I had received instructions from the Secretary of State, annually to call upon the Officer Commanding Her Majesty's Troops in this Province, to report to me on the number and state of efficiency of any Local Forces maintained by this Province, whether permanently embodied, or as Militia or Volunteers, and I added that as there was no Local Military Force whatever in existence in the Province, (which fact I had notified to the Secretary of State), I had in the exercise of the discretionary

cretionary power vested in me by the Secretary of State, deferred for a time calling upon you for a Report, of the nature indicated, for the current year.

I was aware that you had received orders from the Horse Guards to report to me on the subject referred to, but I did not understand, nor do I now know, that these orders render it incumbent on you to make this Report to me, without receiving instructions to that effect from me. If, however, this is the case, (and I am led to believe from what fell from you in conversation on Friday last that it may be so), I shall of course at once take the necessary steps to facilitate, so far as in me lies, your performance of this duty.

I have, &c.,

(Signed)

J. H. D. MANNERS SUTTON.

COLONEL CLARKE, Commanding H. M. Troops, &c., &c.,  
New Brunswick.

*Government House, Fredricton, N. B., March 18th, 1857.*

SIR,—

I have the honor to acknowledge the receipt of your Letter of this day's date. You will understand that it is my wish to afford to you at all times, every facility and assistance in my power, to aid you in the performance of any duties which may be entrusted to you by His Royal Highness the Commander in Chief, or by the Major General Commanding H. M. Troops in this District, and although, (for reasons which are in part, at least, stated in my Letter to you of the 16th instant, and into which it is not necessary for me to enter at length), I have not as yet thought it expedient to call upon you for a Report, for the current year, of the "numbers and state of efficiency of any Local Forces maintained by this Province." I shall be prepared at once to give you every assistance in my power to facilitate your preparation of such a Report, if I learn from you that it is the wish of His Royal Highness the Commander in Chief, or of the Major General commanding H. M. Troops in this District, that such a Report should be immediately prepared by you.

I have, &c.,

(Signed)

J. H. D. MANNERS SUTTON.

COL. CLARKE, Commanding H. M. Troops, &c., &c., &c.  
Fredricton.

*Return of the Militia of Nova Scotia and Cape Breton for 1855.*

	No. of Regmts. and Batt's.	No. of General Staff.	No. of Commissioned Officers.	No. of N. C. Officers.	Rank and File.		
					1st Class. 18 yrs. to 45.	2nd Class. Under 18—16. Over 45—60.	Total.
N. Scotia.	39	6	1175	2007	33,810	11,022	44,832
C. Breton.	9	0	260	487	7,840	1,248	9,088
Total.	48	6	1435	2494	41,650	12,270	53,920

E. WALLACE, A. G. M.

Head Quarter's, Halifax,  
Adj. General's Office, Militia, February, 1857.

Return

*Return of Arms and Accoutrements in charge for the Militia of Nova Scotia.*

Muskets.	Ramrods.	Bayonets.	Bayonet Belts.	Scabbards.	Pouches.	Slings.	Pouch Belts.	Rifles.
4844	4470	4954	5058	4084	4926	2451	4670	19

The above statement includes the whole number of Arms and Accoutrements in the Province of Nova Scotia. The Arms are old Flint Lock Muskets that have been upwards of 50 years in the Province, and many of them broken and deficient, and, together with the Accoutrements, are quite unserviceable for any efficient purpose.

(Signed)

JAMES BLACK, Lieut.-Colonel,  
Qr. Mr. General of the Militia of Nova Scotia.

*Royal Engineer Office, Halifax, N. S., 6th Jan., 1857.*

SIR,—

In obedience to the commands of His Excellency the Major-General commanding, with reference to the last paragraph of the Circular dated Downing Street, 8th December, 1856, I have the honor to report, that I am not aware of any Fortifications, Batteries, Barracks, Magazines, Tanks, or other Military structures within this command, including New Brunswick, Prince Edward Island, and Cape Breton, the maintenance of which has been entrusted to the Colonial Governments of those Provinces.

I have, &c.,

(Signed)

R. J. STOTHERD,  
Colonel Commanding Royal Engineer.

Lieutenant-Colonel LeMarchant, Assistant Military Secretary, &c., &c.

*Royal Artillery Office, Halifax, N. S., 9th Jan., 1857.*

SIR,—

In compliance with your instructions, I have the honor to submit the following report of the numbers and efficiency of all Guns, Carriages, Platforms, and Military Stores, in my charge at the Militia posts in Nova Scotia, or in the charge of the Colonial Government:—

*Chester, N. S.*—There are at this port, 2 light 3 pounders, with limbers and 90 rounds of ammunition, the whole in serviceable condition.

*Lunenburg, N. S.*—2 light 6 pounders, with limbers complete and in serviceable condition, but no ammunition.

*Yarmouth, N. S.*—2 light 3 pounders, with limbers, unserviceable.

*Shelburne.*—1 light 3 pounder, unserviceable.

*Antigonish.*—2 light 3 pounders, dismantled and unserviceable.

*Pictou, N. S.*—2 12 pounder iron guns, with iron garrison carriages, and 2 light 3 pounders, with limbers, all in serviceable condition.

These pieces of Ordnance are borne upon the Returns of the Commanding Officer of Artillery, with the exception of those at Lunenburg, which were issued to the Commanding Officer of the Militia by order of the Board of Ordnance in the year 1853.

The

The organization of the Militia and Volunteer Artillery in this Province is very imperfect.

I visited all the Stations reported upon during the years 1855-6, except Antigonish, and I found that there was a general wish to have the Artillery Companies placed upon a better footing, which I have no doubt could be easily done, if they were provided with guns, as there appears no want of zeal on the part of the inhabitants.

I have, &c.,

(Signed)

FRANCIS DICK,  
Lieutenant-Colonel Commanding Royal Artillery,  
Nova Scotia.

Major-General Sir J. Gaspard LeMarchant.

No. 22.

*Downing Street, 4th June, 1857.*

SIR,—

I have to acknowledge the receipt of your Despatch, No. 22, of the 7th of April, accompanied by a copy of a Report on the Militia and other local forces in Nova Scotia.

Having referred this Report for the consideration of the Secretary of State for the War Department, I now transmit to you a copy of Lord Panmure's reply, and have to express my hope that it may be in your power to repair the imperfections in the Militia System of Nova Scotia, to which His Lordship has felt it his duty to advert.

I have, &c.,

H. LABOUCHERE.

Lieutenant-Governor Sir G. LEMARCHANT, &c., &c., &c.,  
Nova Scotia.

*War Office, 20th May, 1857.*

SIR,—

I have received and laid before Lord Panmure your letter of the 28th ultimo, with its enclosed Report, from the Lieutenant-Governor of Nova Scotia, on the Militia of that Province.

I am to request that you will call the particular attention of Mr. Secretary Labouchere to this report. He will perceive that the Militia of Nova Scotia is neither armed, exercised, or even embodied. It is needless to observe that a force which is unarmed, and which is never assembled, even for the shortest muster or training, cannot be considered in any degree as a Military body, or relied upon for service, whatever may be the emergency.

With regard to the neglect of periodical assembling and exercising on the plea of the interruption to industrial occupation, Lord Panmure would point to the example of the Militia of the Channel Islands, where the devotion of a few hours to this object at periods selected purposely, on the grounds that they are the hours the least inconvenient to the parties concerned, has greatly tended to remove the objection.

I am, &c.,

(Signed)

B. HAWES.

H. MERIVALE, Esq., &c., &c., &c.

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**SIGNAL ESTABLISHMENT.**


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(COPY.)

No. 27.—Nova Scotia.

*Downing Street, 29th September, 1857.*

SIR,—

I transmit to you a copy of a letter from the War Department, from which you will find that Lord Panmure does not consider the maintenance of the Signal Establishment in Nova Scotia during Peace necessary for Military purposes; and that the payment on this account will be discontinued as soon as possible. 22d Sept. 1857.

It will now remain for the local Legislature to decide whether the Establishment shall be kept up at the expense of the Colony.

I have the honor to be, Sir,

Your most obedient humble servant,

H. LABOUCHERE.

(Signed)

Sir GASPARD LEMARCHANT, &amp;c., &amp;c., &amp;c.

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*War Office, Pall Mall, S. W., 22d September, 1857.*

SIR,—

The attention of Lord Panmure having been called to the expense of the Signal Establishments at Barbadoes and Halifax, N. S., I am instructed by His Lordship to acquaint you for the information of Mr. Labouchere, that he does not consider the maintenance of those Establishments necessary during Peace for Military purposes, and that he intends to take steps for discontinuing the payments made on their account as soon as possible.

As, however, it may be considered by the Colonial Governments expedient to keep up the Signal Establishments for the purpose of the Mercantile Communities and Custom House Authorities, Lord Panmure requests that Mr. Labouchere will communicate with the Governors of Barbadoes and Nova Scotia on the subject, so that arrangements may be made, if considered desirable, for defraying the necessary expense from other sources.

I am, &amp;c.,

J. R. GODLEY.

(Signed)

H. MERIVALE, Esq., &amp;c., &amp;c., &amp;c.

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**LIGHT HOUSES.**


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(COPY.)

(Circular.)

*Downing Street, 8th January, 1857.*

SIR,—

You have already been apprized that the Lords of the Committee of Privy Council for Trade have undertaken the duty, as far as the Home Government is concerned, of superintending the erection of Light Houses.

In cases where funds are to be found for the purpose of erecting or maintaining any such Light, by levying tolls under the Merchant Shipping Act Amendment Act, 1855, or by means of a grant from the Imperial Parliament, applications will of course be made to the Board of Trade, and they will then have an opportunity of considering the character and position of the Light in question, with reference to other Lights in the neighbourhood. But when a Light is erected in a Colony without application to the Lords of the Committee, it may happen that their Lordships receive no notice of the Light until the completion is notified to the public in the usual way.

It is evident that this may in some cases lead to great difficulty and confusion.

It is of course of the utmost importance that all the Lights on a coast should be arranged on one system, and with reference to each other, and if whilst one Colony is erecting a Light on its own coast, the Board of Trade are erecting a second Light on the coast of an adjoining Colony without notice of the former Light, the result may be that the Lights are made similar in character, and may thus prove impediments instead of aids to safe navigation.

The benefits to be derived from an arrangement under which the Colonial authorities may obtain the advantage of the experience of the nautical advisers of the Board of Trade, and of the three Light House Boards of the United Kingdom, are so fully adverted to in previous correspondence on the subject, that it is unnecessary to advert to them further.

But I am especially desirous of impressing upon you, that in all cases where the Colony under your Government intends or wishes to erect Light Houses, or to alter Lights already erected, without assistance or advice from the Home Government, it is most desirable that a full intimation of such intention, and of the plans by which it may be proposed to carry it into effect, should be transmitted to the Board of Trade at the earliest possible period.

I have, &amp;c.

(Signed)

H. LABOUCHERE.

Lt. Governor Sir J. G. LEMMANT, &amp;c., &amp;c.

(Circular.)

*Downing Street, 3rd August, 1857.*

SIR,—

With reference to my Despatch of the 13th November, I transmit herewith the copy of an order of Her Majesty in Council, authorizing the levying of a toll on ships passing or deriving benefit from the Light House erected on Cape Race, Newfoundland.

I have, &amp;c.,

(Signed)

H. LABOUCHERE.

At

*At the Court at Buckingham Palace, the 16th day of July, 1857.*

PRESENT :

The QUEEN'S Most Excellent Majesty, in Council.

Whereas, by the "Merchant Shipping Act Amendment Act, 1855," it is enacted, that in any case in which any Light House had been or should be thereafter erected or placed on or near the coasts of any British Possession, by or with the consent of the Legislative authority of such Possession, Her Majesty might, by Order in Council, fix such dues in respect thereof, to be paid by the owner or master of every ship which passes the same or derives benefit therefrom, as Her Majesty might deem reasonable.

And whereas a Light House has, by and with the consent of the Legislative authority of the Colony of Newfoundland, been erected on Cape Race, in the said Colony, and a light is already exhibited therein ;

And whereas the several classes of ships, following, that is to say :

All ships, whether sailing ships or steam ships, navigating from any port or ports in the British Colonies in North America, to any port or ports in the United Kingdom ;

All ships, whether sailing ships or steam ships, navigating from any port or ports in the United Kingdom to any port or ports in the British Colonies in North America ;

All ships, whether sailing ships or steam ships, bound from any port or ports in the British Colonies in North America, upon any transatlantic voyage ;

All ships, whether sailing ships or steam ships, arriving in any port or ports in the British Colonies in North America, after any transatlantic voyage ;

All ships, whether sailing ships or steam ships, arriving at any port or ports in the United Kingdom, from New York or any port in the United States, north of New York ;

All steamships leaving any port or ports in the United Kingdom for New York or any port in the United States, north of New York :

Will pass the said Light House, and will derive benefit therefrom ;

Now, therefore, Her Majesty in exercise of the powers vested in Her by the said recited Act, by and with the advice of Her Privy Council, is pleased to direct, that, from and after the date of this present Order, the dues in respect of the said Light House upon Cape Race, to be paid for every such ship as aforesaid, except ships belonging to Her Majesty, Her heirs and successors, shall be one-sixteenth of a penny per ton, of the burthen of every such ship, for every such voyage as aforesaid ;

But no such dues as aforesaid shall be levied in any Colony, unless and until the Legislative authority in such Colony has, either by address to the Crown, or by an Act or Ordinance duly passed, signified its opinion that the same ought to be levied in such Colony.

C. C. GREVILLE.

(Circular.)

*Downing Street, 31st August, 1857.*

SIR,—

With reference to my Circular Despatch of the 3rd instant, enclosing a copy of the Order of Her Majesty in Council, authorizing the levying of a Toll on ships passing or deriving benefit from the Light on Cape Race, I transmit for your information and guidance copy of a letter addressed to this Department by desire of the Lords of the Committee of Privy Council for Trade, pointing out the mode in which the Tolls should be collected, and stating that the accounts thereof should be rendered quarterly to their Lordships' Department.

I have, &c.,

H. LABOUCHERE.

(Signed)

Lieutenant-Governor Sir J. G. LEMARCHANT, &c., &c., &c.,  
Nova Scotia.

*Office of Committee of Privy Council for Trade,  
Whitehall, 22nd August, 1857.*

SIR,—

With reference to the Letter from this Department of the 29th May, relating to the Light House on Cape Race, Newfoundland, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you for the information of Mr. Secretary Labouchere, the enclosed printed copies of the Order in Council authorizing the levying of dues in respect thereof.

My Lords direct me to request that you will move Mr. Labouchere to forward a copy of the Order to the Governor of Newfoundland.

My Lords also request that copies of the Order may be forwarded to the Governors of the other British North American Colonies, and that they may be instructed to bring the subject of the Tolls for this Light House, as soon as possible, before their respective Governments, with a view of obtaining either the formal assent of the Colonial Legislature to the levying of the dues in the respective Colonies, or the adoption of some other equally efficient arrangement for securing the requisite income.

As regards the mode of collecting the Tolls, it appears desirable that they should be collected whenever it is possible to do so at the port of clearance before the vessel sails, and so far as applies to the collection in ports of the United Kingdom, my Lords have requested the Commissioners of Customs to issue instructions to the various collectors to collect the Tolls before the ship clears on her outward voyage, and in case of ships arriving in the United Kingdom, not to demand the Tolls if a Colonial receipt is produced showing that the Toll for the voyage has been paid in the Colony.

My Lords are of opinion that this mode of collecting the Tolls at the port of clearance should, if possible, be adopted in the Colonies.

In the case of ships arriving in Colonial ports, the Tolls will be demanded only when no receipt is provided, shewing that the Toll for the voyage has been paid for at the port from which the ship had cleared.

My Lords request that the Governor of Newfoundland may be instructed to cause an account and vouchers to be rendered quarterly to this Department of the cost of managing and maintaining the Light, and also of the amount of Tolls received in that Colony, with the particulars of the vessels which have paid the Tolls.

A complete set of forms will be forwarded to the Colonial Office in a few days for transmission to Newfoundland.

Five per cent. will be allowed to defray the cost of collection.

If there is a balance due to the Colony of Newfoundland upon such accounts it may be settled quarterly by a draft on the Accountant of the Board of Trade.

The accounts of the Tolls collected in the other British North American Colonies, should be rendered in the like manner quarterly to this Department.

With reference to placing the Light House at Cape Pine on the same footing as that of Cape Race,—proposed in the Despatch from the Governor of Newfoundland of the 8th January, 1856,—my Lords direct me to request that His Excellency may be informed, that until it has been seen how the arrangements in respect of the Cape Race Light House answer, their Lordships think it better to defer the consideration of the mode of dealing with Cape Pine.

I have, &c.,

J. H. FARRER.

(Signed)

HERMAN MERIVALE, &c.



## LUNATIC ASYLUM.

(COPY.)

*Provincial Secretary's Office, Halifax, June 9, 1857.*

GENTLEMEN,—

The Lieutenant-Governor and his advisers, being desirous of obtaining the best information touching the solidity and value of the workmanship of the portion of the Lunatic Asylum which has been erected, and of the bricks used in its construction, I am commanded to request that you will make such an examination of the works as may enable you to report fully on those points, and I am to add that His Excellency will be glad to be favored with such report at your earliest convenience.

I have, &amp;c.,

CHARLES TUPPER.

JAMES R. FORMAN and HENRY G. HILL, Esqrs.

*Halifax, 12th Sept., 1857.*

SIR,—

In reply to your letter of the 9th June, instructing us to make such an examination of the portion of the Lunatic Asylum which has been erected, and of the bricks used in its construction, and to report fully touching the solidity and value of the workmanship, for the information of the Lieutenant-Governor and his advisers, we have to state, that we visited the Asylum on the 2d and 6th July last for this purpose, when we made a general examination of the premises.

The time required to estimate the extent of brick work executed, the quantity of material on hand, and the value of the building as it now stands, being more than Mr. Forman could properly spare from his many duties—Mr. Hill undertook to make up those details, which are therefore signed by him and submitted herewith.

Referring to our inspection we find—

*First.* That the drainage is defective, and that owing to this circumstance some of the walls are upheaved and distorted.

*Second.* That the partition walls are not connected with the outside walls, and that in consequence of unequal settlements, these walls are separated from one another to a greater or less extent.

*Third.* That sufficient attention is not given to bonding in the partition walls,—to the numerous flues throughout the building this imperfection is, to some extent, attributable; but, notwithstanding, the work in this respect is defective.

*Fourth.* That the sand used is from a salt water deposit, and, therefore, not in accordance with the specification. In reply to our enquiries, the inspector stated the contractor had excavated it from the banks at some distance from the sea, and where from long exposure it had been purified from its objectionable qualities. We did not observe any injurious effects due to this material.

*Fifth.* That though the bricks generally are of a fair quality—yet, in some instances they are too soft, and that sufficient care has not been taken in selecting them.

To ensure the safety of the building, we recommend that proper drains be constructed with as little delay as possible, and this being attended to, and some repairs made on the walls, we believe that the permanent stability of the work will be secured.

We have, &amp;c.,

(Signed)

J. R. FORMAN,  
HENRY G. HILL.

The Honorable the PROVINCIAL SECRETARY.

*Halifax, N. S., 12th Sept., 1857.*

In making the following statements, many difficulties have had to be surmounted in obtaining the data necessary for their compilation, and any delay that has arisen in not completing them sooner, is to be attributed to this circumstance.

I regret to say, I find it very difficult to determine what each service cost separately, as no journal, or check of time, &c., was kept to distinguish one from the other (except in years 1853 and 1854 which are very distinct,) all after years to this date, the time and materials are charged to the Asylum for Insane, except receipts given by Mr. Chambers to the Board of Works, when required to pay workmen, sometimes stated for brick-yard at others for Asylum. On a thorough examination of the various papers, I find that all the work to be performed in excavations, erecting and finishing buildings for an Hospital for Insane, was let out at contract to Mr. Robert Davis and Messrs. Richardson & Son, and that the Board of Works supplied to the contractors sundry materials for the execution of their contracts. Among other things to be supplied by the Board was bricks, which the Board of Works have manufactured on the ground. It was found necessary to build a rough sea wall to form a level platform for brick-yard near the shore or beach, an office was required by the superintendent or clerk of works, a stable for horses, a house for men working a brick-yard, a road to make for contractors to cart the bricks to building site, a temporary wood wharf was built and ground enclosed with fence. I also understand that a temporary roof was thrown over the walls, to what extent or how built I could get no correct information.

A considerable number of days' work has been charged by Mr. Davis, but he does not say on what the labor was performed, in the years 1855, 1856 and 1857. Mr. Chambers gives us no account how or where Mr. Davis expended the labor.

It was found necessary to search for the information by examining all the various papers and receipts for sums of money expended, to ascertain on what service each charge should be made for this purpose. I have dissected and separated the various items charged and placed the same under their proper head, by reference to the memoranda or analysis accompanying this report, namely, No. 1 exhibits the money received by Mr. Chambers from the Board of Works to pay labour in the year 1854.

The right hand side exhibits abstract from Mr. Chambers' time book, (that is, the money required to pay each service,) corresponding with the date on which the money was received from the Board. Had the expenditure in the years 1855, 1856 and 1857 been checked, no difficulty would have occurred in ascertaining the amount to be charged to each service. No. 2, 1854, (extract from abstract No. 1,) exhibits the amount of money expended on each service in the year 1854, by Mr. Chambers, also money paid by the Board for sundry articles, as per receipts from 1 to 24 inclusive, and also amounts paid taken from the general account in 1853 and 1854 for which no voucher appears. No. 3, 1853 and 1854, exhibits the various sums of money expended, collected and charged to two separate services, also all the other memoranda for 1855, 1856 and 1857, to July, exhibits the charges to each service as before described and hereafter shewn—namely,

	Expended on the Hospital for Insane.	Brick-yard.	Total,
No. 3, 1853 and 1854,	£1932 17 5	£ 744 16 0	£2677 13 6
3, 1855,	1394 11 10½	1509 13 3½	2904 5 2
3, 1856,	3546 1 4	3022 8 11½	6568 10 3½
3, 1857,	2837 18 11	1566 7 4½	4404 6 3½
Also, 1855,	309 5 4		309 5 4
	<hr/>	<hr/>	<hr/>
	£10020 14 10½	£6843 5 8½	£16864 0 7

The above charge in 1855, £309 5s. 4d., was extracted from the printed report of the committee appointed by the House of Assembly (expended 9th June on celebration). I have not seen any bills or accounts showing how the money was expended, &c.

As I before remarked that it was exceedingly difficult to distinguish the various services connected with the brick-yard from each other, as no check had been kept, either for labour or material since 1854.

The only method I could adopt to ascertain the cost of brick-yard and brick, independent of the other works, was by valuation—namely,

I value the fence at.....	£75	0	0
Office of Superintendent at.....	50	0	0
Temporary wharf.....	30	0	0
Road.....	25	0	0
Temporary roof thrown over the Asylum walls to protect from weather	200	0	0
	<u>£380</u>	<u>0</u>	<u>0</u>

Deduct £380 from the gross amount charged to the brick-yard, and the balance, £6463 5s. 8½d., I consider the cost of the brick, &c., for the Asylum to July. From the above amount I abstract the various charges made for purchase of brick at several times, amounting to £977 5s., which leaves the sum of £5486 0s. 8½d. to be charged to the brick-yard at Dartmouth. Total amount of brick required for building the first section of the Hospital for Insane, agreeable to plans, specifications and conditions, is 114,240; deduct purchase 248,200, leaving 894,200 made at the Asylum brick-yard, at a cost of £5486 0s. 8½d., or about £6 2s. 8d. per thousand.

Since the above calculations were made, and on further enquiry as to the supposed quantity of brick remaining on hand to complete the walls of the first section agreeable to plans, I find they are variously estimated. I set them down as 150 M., the burning of which is not complete; of course a further outlay must occur before they are fit for use. From July 29th to September 9th, a further expenditure of money has to be charged to the brick-yard, which we abstract from the general account up to that date, namely, £355 10s., making the whole outlay in preparation and manufacture of bricks up to the 9th day of September, £5841 10s. 8½d.; add 150,000 to the amount before stated up to July, 894,240, will make 1,044,240, the total amount of bricks manufactured at the yard, at a cost of about £5 11s. 8d. per M.

We find the actual quantity of pressed required for the west front, as per plans, which is included in the above amount, to be 53,141 bricks.

Total amount of expenditure ending 29th July, brought forward....	£16,864	0	7
Less 9th from general account.....	980	16	9
Mr. Davis's account to July 31st, £2341 1 9, } .....	741	1	9
Deducting £1600 charged in general account, } .....			
Ditto, Mr. Davis.....	38	9	3
“ “ “ .....	482	7	3
Add 10 p. ct. kept back.....	237	1	3
Ditto, “ Richardson .....	36	6	5

Total expenditure to 9th Sept.,.....£19,380 3 3

By my calculations I find the extent of brick work executed up to this period to be about 263 rods.

(Signed)

HENRY G. HILL.

*Office of Board of Works, Halifax, Oct. 23rd, 1857.*

SIR,—

Herewith I beg leave to hand you, for the information of the Government, several Reports from J. R. DeWolf, Esq., M. D., Superintendent of the Asylum, now in course of erection at Dartmouth. On reference to these reports, it will be observed that the foundation walls are in an insecure condition, and not built in accordance with the contract (an extract from which I enclose), likewise that twenty of the stone sills in the basement are broken, and that the slating is defective. Mr. Davis, the contractor, has been notified of these defects, and has promised to repair the slating, and has proposed, that in consequence of reports being in circulation that the measurement of the brick work (or walls) of the Asylum has not been correctly taken (and over charged for), the Government appoint two persons, and himself other two, for the purpose of remeasuring the work.

I have, &c.,

(Signed) S. S. THORNE, Chairman.

The Honorable CHARLES TUPPER, Provincial Secretary.

*Provincial Secretary's Office, October 28th, 1857.*

SIR,—

Since the former examinations made, by the Lieutenant-Governor's command, at the Hospital of the Insane, into the quality of the work performed there, the necessity for further examination and measurements has arisen.

A portion of the foundation wall of the Hospital having been laid open in preparing drains, His Excellency is desirous that the opportunity should be used for the purpose of ascertaining how that part of the work has been performed. Many of the window sills having broken, His Excellency also wishes them examined, with the view of discovering the causes of the mischief. I have it in command from His Excellency to request that you will make the necessary examination, and report fully the facts, and your opinion, on those portions of the building, and also that you should examine the structure at large, and report to him any facts with your observations thereon, which, in your opinion, affect injuriously the efficiency or solidity of the work.

His Excellency also desires that you should measure the whole of the walls, keeping separate the measurements of the different classes of the work as described in the contract and paid for at different prices, and report the same.

The contractor will be notified by the Board of Works, of your appointment, that he may attend your examinations, and offer any explanations should he desire so to do; and also that he may by himself, or any suitable persons he may appoint, have opportunity to take part in the measurements.

To afford the contractor these opportunities, you will please to give the Chairman of the Board of Works seasonable notice previously to your engaging in these duties, and it is necessary that no time should be lost in your entering upon them, as the foundation of the walls now exposed may soon be covered up. But you will understand that His Excellency gives you the authority to uncover any part of the work which, in your opinion, it may be necessary to examine.

I have, &c.,

(Signed)

W. H. KEATING,

Deputy Secretary.

HENRY LAURIE, JOHN R. FORMAN, HENRY G. HILL, Esquires.

*Halifax, November 10, 1857.*

SIR,—

In compliance with your letter of the 28th ult., we have examined the Hospital for the Insane, now constructing at Dartmouth, and respectfully submit, for the information of His Excellency the Lieutenant Governor, the following report:—

We visited the building on the 31st of October last. Labourers were at that time employed in uncovering the outside walls, and on the 7th instant, when these operations were further advanced, we made a careful inspection of the whole premises.

The foundation walls, with little exception, we find to be of very inferior workmanship, and by no means coming up to the requirements of the specifications, which are as follows:

“Rubble masonry in foundations, as per article No. 24, to be large, flat-bedded iron stone, solidly bedded, and well flushed throughout, with good fresh mortar, jointed flush, the stones to be properly worked and bonded together and butt close at the meeting joints. The exterior, to the depth of 3½ feet below the surface, to be worked roughly to a line, with self-face stones or rough hammered if required; the inside of the exterior walls exposed in the cellars to be rough hammered on face, finished with neat flush drawn joints throughout. The largest stones to be selected by the contractor for the footings of all the walls.” Article 24, in the specifications above referred to, is in the following words: “The masonry in the foundations to be solidly bedded and well flushed in with mortar throughout, to be leveled in courses from 14 to 20 inches in height, or as may be directed, with thorough or three quarter bond stones to be alternately placed in each longitudinal course, not exceeding 12 feet, as under, and in every other respect the transverse and longitudinal bonds of the stone throughout, to be particularly attended to by the contractors in the execution of the work.”

In the walls as actually built, we find that little attention has been paid to selecting large or flat-bedded stone for the footings, and that the projections or scarcements shown on the plan, are frequently omitted. That the large stones are put in the inside or cellar face, which presents a fair appearance, while the outside, which has to sustain most of the pressure, is composed mainly of stones of small dimensions, laid without proper bond and with little or no mortar, and where mortar is used, it is of a very inferior quality, so much so that up to the present time it presents no indications of *setting*, although the walls have been built for two years.

We find, also, in some places that the walls have not been constructed to the full dimensions, nor in proper line, and that the brick work projects or hangs over, from three to five inches.

This is particularly observable at the south east corner of the building, and seriously endangers that part of the structure, also in the rear wall of the south wing.

*Brick work.*—The first and most striking feature in relation to this, is that, as a general rule, no bond or connection has been made between the outside and the inside walls, and the building, which, from the thickness of the walls and the numerous internal partitions, ought to have been one of the most unyielding of structures, presents, as might have been anticipated, evidences of movement and separation. In several places ¼ to ½ of an inch separation between the walls was observable on our first visit, but as the rooms are now mostly plastered, the extent to which this has taken place in many parts cannot be readily seen. Two of our number however having examined the building in July last, before much progress had been made in the plastering, can state that this was the general character of the work.

With the exception of the exterior walls of the building, where some pains has been taken, the workmanship of the bricklayers' work is very inferior.

The specifications require that “the brick work shall be built in English bond throughout the exterior and interior of the building”—that is to say, that the courses

courses of brick shall be laid headers and stretchers alternately,—but no attention has been paid to this requirement. In the interior walls, in some cases, as many as ten to sixteen courses are laid one above another—without bond or headers.

We observed also that some of the division walls, particularly in the basement, are out of plumb and present a curving face.

*The Granite Work*—both as to material and workmanship—is of a fair quality, and so far as observed complies with the specifications and plans, but in laying the window sills no allowance or provision was made for the settlement of the walls or compression of the mortar joints, and a number of them in the windows of the basement floor have broken, and, as we believe, from the neglect above mentioned, and in the manner following:—

All structures built on a clayey soil, such as is the site of this building, will settle more or less; where the clay is soft and yielding the settlement will be more than where it is firm and hard; and where a greater weight comes on the wall at one place than another, the most settlement will take place where is the greatest weight.

All the vertical weight which comes directly on the foundations under the windows of the basement floor, is that of the seven feet of wall measuring from the sill to the foundation—while the weight falling on the foundation of the piers or spaces between the windows is that due to the height of the walls—some 45 feet,—the weight of the roof and also the weight of the brick work and masonry above the windows, which is transferred to the piers by means of the lintels. The piers, therefore, supporting a much greater weight, settle more than do the walls under the windows, and as the *ends of the sills* are carried into the piers, they must go down with them; while the centre of each sill being kept up by the wall immediately under it, they must break when a settlement takes place, as soon as the elasticity of the stone is overcome. That this is the cause of their breaking, is obvious from an inspection of the work—from the bent form of the sills, and from the fracture commencing at and being always widest on the upper side.

The usual method to prevent such injury from the unequal settlement of walls and compression of mortar joints, even when the foundation is perfectly unyielding, is to leave an *easement* or open space under each sill until the building is completed and the work has got to its bearings. This precaution having been entirely neglected, we have the result in the breakage of the sills, numbering *twenty-three* at the present time, which number probably will be considerably increased by next spring.

Some incipient fractures and cracks are also observable, both in the exterior and interior walls, arising from the compressible nature of the bottom, but due more especially to the imperfect workmanship.

#### REMEDIES PROPOSED.

1st. We recommend that the foundation wall on the outside be wholly uncovered, and that it be carefully *squared* up, pointed and grouted with good cement mortar.

2d. That wherever the brick work projects beyond or overhangs the foundation wall, it be carefully under-pinned by building a sloping wall under it of good masonry laid in cement mortar—and be wedged carefully up by means of hardwood or iron wedges, driven between the top of the wall and the granite plinth, to keep the joint open, until the cements gets hard. To do this will require skilful and careful mechanics, so as not to endanger the brick walls while they are at work.

3d. That a rubble drain be made entirely around the building at the level of the foundation, with lateral drains, to carry off the water, and that the earth be then filled in and well rammed against the wall.

4th. We recommend that the pointing and mortar be scraped out from under the sills of as many of the windows in the basement floor as may be found practicable—

to remain so until next spring, when they may be pointed out. If the mortar used had been of a good quality this would have been almost impracticable; but, having made the experiment, we are satisfied that it can, in some places, be done, and may prevent further breakage.

5th. We also recommend, for the purpose of drawing the water from the foundations and keeping the basement dry, that a small drain—say one foot square—be constructed in the corridors of the basement floor, at a level of one foot below the foundation of the walls.

6th. Some imperfections in the slater work of the roof were noticed, causing leakage, and ought at once to be remedied.

If, notwithstanding these precautions, it should be found by next spring that a further movement of the outside walls has taken place, which will readily be discovered by the breaking of plastering, there will be no alternative but to secure them by means of iron tie-rods to the interior walls and flooring, a plan so unsightly, and costly withal, we hesitate to recommend it at present.

We would further state, that it will require some considerable time to measure the brick and stone work in the building, and as it is important that the work we have mentioned should be done before the cold weather, we make this report in part, and will, as soon as the estimates of quantities are completed, submit them.

We have, &c.,

(Signed)

JAMES LAURIE,  
J. R. FORMAN,  
HENRY G. HILL.

To the Honorable the PROVINCIAL SECRETARY.

*Office of Board of Works, Halifax, Nov. 12, '57.*

SIR,—

Inclosed we beg to hand you a copy of the Report made to His Excellency the Lieutenant Governor by the Commissioners appointed to examine the state of the foundation walls, and the work in general, of the Hospital for the Insane, now in course of erection at Dartmouth under your contract; showing that the work has not been performed in accordance with the requirements of the specification in the contract, in many respects—particularly the inefficiency of the foundation walls, and which you acknowledged, a short time since, in this office, and proposed to make good, at your own cost, as far as possible, by finding materials and workmanship.

We have now to call upon you to proceed immediately with the work, as recommended in said Report, under the direction and inspection of the Superintendent of Works, on the ground.

And we also notify you, that we require a greater number of workmen, &c., at the excavation we are now making for drains, and that you should now have prepared the mortar, and other materials, for completing the same, agreeably to your contract, so that the work may be finished before the setting in of winter.

I am, sir, your obedient servant,

(Signed)

S. S. THORNE, Chairman.

To MR. ROBERT DAVIS.

*Halifax, 17th November, 1857.*

SIR,—

I beg leave to acknowledge the receipt, from the Chairman of the Board of Works, of a communication, dated 12th November, 1857, accompanied by a report from James Laurie, J. R. Forman, and Henry G. Hill, Esquires, persons appointed

pointed by His Excellency the Lieutenant-Governor to examine and report upon the Hospital for the Insane, now building at Dartmouth. I have first to notice the reference made in the report to the inferior workmanship of the foundation walls, and in reply beg leave to state that the walls were finished under a previous contract entered into by me with the then Chairman of the Board of Works. That they were constructed under the personal superintendence and supervision of the Clerk of Works appointed for that purpose; who had an office upon the grounds. That all measurements of the foundation walls were made by the said Clerk of Works, assisted by the chief Clerk to the Board of Works; and that I always depended upon the measurement of the said Clerk of Works, and Clerk to the Board, and sent in my bills in accordance therewith; and that the payments were made upon the certificates of the said Clerk of Works. That the contract for the construction of the foundation walls has been completed and paid for in full, under the certificates before mentioned; and that the mode in which the said walls were constructed was approved by the Clerk of Works before the said certificates were granted or the payments made.

That I, since the construction of the said walls, have entered into another contract, dated the 30th April, 1856, with the then Chairman of the Board of Works, for the completion of the first section of the said Hospital. That I was much astonished on visiting the Asylum, about the first of this month, to find that the south end of the foundation walls had been excavated outside to the base of the walls, and that men were employed excavating outside the remaining foundation walls. That upon enquiry I was informed by Christopher Dart that these excavations were to be made for the purpose of draining the water from the walls, which occasioned me much surprise as I was aware that great injury would necessarily result, as well to all other portions of the building as to the foundation walls, from their being exposed at this season of the year to the action of such weather as we have had for the last three weeks (more especially as the bottom is composed of porous clay, and no drains had been constructed previously to carry the water away).

That the appearance of the outside portions of the wall exposed by the excavations was not such as I fully expected and desired. That up to this time, from the appearance presented by those portions of the walls, exposed while they were in course of construction, to the view of myself and numerous other competent judges, who viewed the building from time to time, I was induced to believe that they were equal, if not superior, to any foundation walls ever constructed in this Province; and I was also led to this conclusion from the fact that I had supplied material for the said walls infinitely superior to that specified in the contract—especially the stone.

The mortar was of good quality, composed of the best brown lime and sand, but never had a chance to set; and the gentlemen, to whose report my attention has been called, should have known that no mortar would set, when exposed to the action of water, frost, and snow, for two successive winters,—the walls having been filled in behind with soft clay, and the snow and ice lying to the depth of about three feet in the cellars for the greater part of the two winters; and in the spring of the year the water working through the walls would, of necessity, wash out the mortar, which has occasioned the paucity of mortar spoken of in the report. That sufficient mortar was supplied can be proved by the parties who supplied the lime, and that it was used can be shewn by those who were engaged in constructing the building; for these reasons, and no complaints having been previously made, I was much surprised and annoyed at the appearance of portions of the outside of the walls. Not seeing Dr. DeWolf on the ground that forenoon, I called at his house in Halifax in the evening, and proposed to pin up the outside of the walls and point them with good cement where necessary, which proposition I renewed next morning at the office of the Board of Works in the presence of the Chairman and Dr. DeWolf, but it was not accepted. The proposition to which I have referred was made thus early because I felt assured

the



the walls could not be left exposed at that season, with the usual bad weather (which has since ensued), without the most serious injury (to what extent it is impossible to say) accruing to the building as a whole.

And it is my opinion, that—with the weather we have at present—if frost sets in before the trench is thoroughly filled up with clay and well rammed down,—not only may it be necessary to use the iron ties spoken of in the report,—but in the spring the Board may be compelled to take down a portion of the building, if it does not save them the trouble by falling of itself. Nothing that can now be done, either by pointing, the construction of sloping walls, or otherwise, would be equal to the injury done by the construction of a trench around the walls, forming a receptacle for water at this season of the year with no drains to carry it off. This proposition was made, not because I felt myself bound in any way to carry it out—the contract having been fulfilled, paid for according to its terms, and taken off my hands; and I think it would be exceedingly unfair that I should be asked, as a matter of right, to remedy defects at this late period which should have been pointed out while the walls were building; but I made the offer merely for my own credit and satisfaction, and have commenced to carry out and am prepared to fulfil it. Having stated my position fully with respect to the former contract for the construction of the walls, I now beg leave to call your attention to certain statements made in the report before referred to, touching my contract for completing the first section of the Hospital, and the mode in which the work had been performed. In the report, it is stated that “the brick work projects from three to five inches over the walls.” The base course about the places referred to in the report extends about from three to five inches beyond the wall, but the brick standing back three inches from the outer edge of the base course only leaves a very small portion projecting over the foundation wall, and this rarely and only in short spaces. The report goes on to state, that, as a general rule, no bond or connection has been made between the outside and inside walls. In some places this is the case, but it arose from delay in supplying the brick according to contract, which necessitated the construction of the outside walls before the partition walls were put up; and also from the fact that when the bricks imported from New Brunswick arrived, they were found to be of a different size from those originally furnished, and therefore would not work in. These I refused to use until arrangements were made to allow me £1 per rod extra because of the smallness of the brick, which occasioned loss from the extra time and mortar required in laying them. The extra £1 per rod was allowed, but I have not yet received the sum charged in my last bill for this service, the Chairman of the Board of Works having refused to pay it; but as I feel that I am justly entitled to it, I hope it may no longer be detained from me. The small separations of from  $\frac{1}{4}$  to  $\frac{3}{4}$  of an inch mentioned, have been caused mainly by the natural settling of the building, and are generally found in all brick buildings, especially those built on clay foundations.

The report also states that the brick work inside is of an inferior character. To this I cannot assent; it is, generally, good, substantial, and well put together, and was purposely left rough so that the plastering might take more readily and endure longer. The inside walls are bonded, except in such places as I was compelled to build of the broken and small brick. I am not aware that any of the division walls are out of plumb. The statement made in the report of the breakage in the window sills is correct; the directions given for laying the sills are also correct, and the mode prescribed in the report was followed to the letter; but last fall, the Clerk of Works, believing, as I suppose, that the building had settled as much as it would, ordered the sills to be pointed up tight to prevent water from coming into the building, which subsequently settled further and the sills broke in consequence. The imperfections mentioned in the slating arose from scaffolding and the accidental falling of timber

and

and other articles used by the carpenters, plumbers, &c. Measures have, however, been taken to remedy these defects. The granite was supplied by myself and cut under my own supervision, and I am glad to find that this portion of the work is approved of.

The report recommends the construction of sloping walls, drains, &c., which, with all other requirements, I shall be prepared to perform, if authorised to do so according to the clause in my contract relating to extra work. I do not now refer to the pinning up and pointing of the outside walls, which is now being done, as I have before mentioned. In relation to that clause of the report touching contemplated new measurements, I have to request that when any new measurements of the work comprised in my existing contract are to be made, notice may be served upon me that I may have an opportunity of being present either by myself or agents.

In your letter accompanying the report, you state that you require a greater number of workmen at the excavations for drains, &c. I am only engaged in making the main drain, which would have been completed long since had the Board authorised its construction when I applied to them to do so in August last; at which time I had employed a number of workmen who have been since discharged.

The order to build the drain was only given about four weeks since, and not until I had applied several times at the office of the Board to obtain it, and after nearly all my laborers had been discharged for the want of work. I am of opinion that it is impossible to complete the drain during the present fall; but I will use every exertion to have it done as early as possible. I have also to request that the Board will, with as little delay as possible, cause the work done since my last bill was rendered, to be measured, that I may be enabled to draw the amount due.

In conclusion, I have to call your attention to the bill rendered by me on Saturday last for slate and slate nails supplied, independent of my contract, and request payment of the same.

I am, sir, your obedient servant,

ROBERT DAVIS.

To the Chairman of the Board of Works.

*Office of Board of Works, Halifax, Nov. 19th, 1857.*

SIR,—

Your reply to our communication of the 12th instant, (enclosing the "Commissioners' Report" on the Foundation Walls, &c., of the Asylum,) is not at all satisfactory.

The Board do not deem it necessary to enter into particulars at present, but have to repeat the request: "Are you prepared to proceed *at once* with the work, as recommended in the report above referred to, in reference to the walls, and at your own cost?"—*An explicit answer to this question is required.* If you are not, the Board will be compelled to have the necessary work done, and call upon you for the amount so expended, as they do not intend paying anything *extra* for the work.

I am, Sir,

Your obedient Servant,

(Signed)

S. S. THORNE,

*Chairman.*

To Mr. ROBERT DAVIS.

*Halifax, 19th November, 1857.*

SIR,—

Your reply to my communication of the 17th instant, I have this moment received; and beg leave to answer, that I have, in that communication, most explicitly stated what I am prepared to do, in respect of the foundation walls. Had I been

been authorised by the Board, the proposition I formerly made, and which I referred to in my letter, would have been fulfilled, and the walls thereby made perfectly secure, as they were always of sufficient strength and stability, and only required some improvement in their outside appearance. By this I do not mean to say, that the injury done, or that will be done them, by the opening of the trench around the building, would have been obviated or can be prevented.

Men and material were sent by me upon the ground to fulfil my proposition, but the men were prevented from carrying it out by Mr. Dart, the overseer.

In conclusion, I have to state that I am not prepared to do anything further, at my own expense, than I have already proposed. But I am quite willing to do anything which the Board may order to be done,—the work to be paid for by them at the rates mentioned in the specification.

I am, sir, your obedient servant,

ROBERT DAVIS.

To the Chairman of the Board of Works.

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*Office of Board of Works, Halifax, Dec. 11th, 1857.*

SIR,—

I have to inform you that all the papers in connection with your contract, in reference to the Hospital for the Insane, have been referred to the Executive; and that the Board are not authorized to make any further payments on account of your contract, until the repairs now making are finished, and the sanction of the Government obtained.

I am, Sir,

Your obedient Servant,

(Signed)

S. S. THORNE,

*Chairman.* \*

Mr. ROBERT DAVIS.

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*Halifax, December 26th, 1857.*

SIR,—

Agreeably to your request, we have examined the Hospital for the Insane, at Dartmouth, with a view to discover the cause of the leakage and dampness of the walls, also with reference to suggesting some practicable means of remedying the evil, and beg leave respectfully to report.

We found the exterior walls of the rooms on the southern front quite damp on the inside, with evidence of water having run down or dropped from the ceiling on to the floors.

This was particularly observable on the second story of the building. In the third story the walls were comparatively dry. In other parts of the building, where exposed to the south and south east, the walls were also more or less damp.

In all new brick or stone buildings, damp walls may be expected until the water originally in the mortar has dried out; but in the present case, the quantity of water was too copious to be attributed entirely to this source, and making its appearance immediately after a long, continued rain storm, and in such parts only of the building as were exposed, it was evidently in some way to be accounted for in connection with the storm.

That there was no leakage in this part of the roof was obvious, from the walls being dry near the ceiling of the upper floor where protected by the eaves and cornice; and, although the pointing of the brick work shewed, in many places, imperfect workmanship, the vertical joints not having been fully flushed and drawn in mortar,  
still,

still, this was not sufficient to account for the whole front presenting indications of leaking; we were led, therefore, to believe that whatever leakage there was must come through the wall itself.

But, as water ought not to penetrate through a  $1\frac{1}{2}$  foot wall, where the material and workmanship are both good, we had an opening made at two places, and found the mortar presenting the appearance of damp sand, not having set at all, and evidently made with a very small proportion of lime.

In order to test the quality of the bricks used, whether they would pass water freely of themselves, the superintendent, Dr. DeWolf, at our request, made the following experiment: He placed one pressed brick, such as is used in the western front of the building, and one common brick, such as is used in the southern front, on their edges in a basin of water, the water rising about half way up the bricks.

In fifteen minutes each had absorbed about six ounces of water, and in twelve hours the water had penetrated through them so as to dissolve common salt placed on their upper surface.

From these experiments, and our observations, we are satisfied that the leakage and dampness comes directly through the wall, and is due to the absorbing quality of the bricks and the poor quality of the mortar.

We are of opinion that the southern wall will always be subject to damp, if not leakage, after exposure to long, continued storms; and, as the only effective remedy to prevent dampness in the rooms, we would recommend that it be studded out on the inside, and lathed and plastered.

If this recommendation is adopted, and the work is to be proceeded with during the winter, we consider it advisable to put in a few iron tie-rods, as suggested in our former report, to give confidence in this part of the building, as it would be attended with difficulty to insert them afterwards.

We tested the wall by plumbing, and found that it was bulged out about two inches. This is no new feature, however, having been so in our first visit, and previous to commencing the under-pinning.

Some ten or twelve tie-rods we think for the present sufficient. Their cost inserted ought not to exceed three pounds each.

The under-pinning of the portions of the brick work of the exterior walls which we recommended in our former report, is completed, and has been done in a workmanlike manner.

We would also state that we have read the reply of Mr. Davis to our former report, but see nothing in it to change our statement of facts, or the opinions expressed.

We have, &c.,

(Signed)

JAMES LAURIE,  
HENRY G. HILL.

To the Honorable the PROVINCIAL SECRETARY.

N. B. The opinion of H. G. Hill in reference to the prevention of leakage, &c., of the southern wall, is that it would be better to cover or coat the exterior of said wall with mastic cement, as the only and sure mode against damp and leakage and further decay of said wall, &c.,—that is, if the excess of expense be not considered.

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 INTERCOLONIAL RAILWAY.
 

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(Copy.)

No. 173.

*Downing Street, 15th January, 1858.*

SIR—

I send you copy of a Despatch which I have addressed to Lieutenant-Governor Manners Sutton, in answer to his application on the part of the Government of New Brunswick, for an Imperial guarantee towards the construction of an Inter-Colonial line of Railway. 15th Jan. 1858

Although I have not to acknowledge any Despatches of your own on this subject, I received a memorandum from Messrs. Johnston and Archibald, as representing the views of your Council, and had also personal communication with those gentlemen during their stay in England last season. You will therefore consider my Despatch to New Brunswick as equally addressed to yourself.

I have, &amp;c.

(Signed) H. LABOUCHERE.

Lieut. Governor Sir J. G. LEMARCHANT, &amp;c. &amp;c. &amp;c., Nova-Scotia.

No. 1.

*Downing-Street, 15th January, 1858.*

SIR—

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

The same proposal in principle has been advocated by the Governments of Canada and of Nova-Scotia, through the intervention of gentlemen deputed by those Governments to communicate personally with myself; and I have further to acknowledge your Despatch, No. 29, of the 28th ultimo, transmitting copies of documents which have recently passed between the Governments of Nova-Scotia and New Brunswick on the same subject.

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

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

I have, &amp;c.

(Signed) H. LABOUCHERE.

Lieut. Governor the Hon. T. MANNERS SUTTON, &amp;c. &amp;c. &amp;c.

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## REPORT ON N. S. RAILWAY.

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*Halifax, February 5th, 1858.*

TO THE HONORABLE CHARLES TUPPER, Provincial Secretary.

SIR,—

I have the honor to submit the following Report on the Nova-Scotia Railway, made in pursuance of my appointment in the letter annexed, to examine into its condition, cost, and management.

I have the honor to be, Sir,

Your obedient servant,

JAMES LAURIE,

Civil Engineer.

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*Provincial Secretary's Office, Halifax, 28th September, 1857.*

SIR,—

In the last Session of the Provincial Legislature, a Resolution was passed, authorising the Lieutenant-Governor “to employ competent persons to examine the “ Books and Accounts in the several Public Departments, including the Accounts and “ Contracts touching all Public Works and their condition, and to report thereon; and “ also upon the system on which the Books and Accounts are kept, and on any changes “ in the system of receiving monies and keeping the Accounts, that may be beneficial “ for the public service.”

Under that Resolution, a Minute of the Executive Council dated 16th June last, required “the employment of a competent Engineer, unconnected with the Railway “ works, for the purpose of affording the fullest and most authentic information to the “ public with reference to the Railway, the amount of money already expended, the “ sum required to complete the Line to Windsor and Truro, the cost per mile, and “ detailed statements of the Accounts, with the particular services for which the money “ has been expended.”

The Government having selected you to carry into effect the objects specified in the Legislative Resolution and the Minute of Council, I have communicated with the Chairman of the Railway Board, and requested him to put you in possession of all documents that may be required to enable you to fulfil this duty, and to afford you every facility in his power in making the investigations with which you have been charged. It is particularly desired by the Government that you should, after careful examination, report fully upon the present state of the works, embracing every section of the proposed line, the average cost per mile, their value and character, with a detailed statement of the expenditure, classifying each account under its proper heading, and furnishing as accurate an Estimate as possible of the amount required, in addition to the present outlay, to complete the Road to Windsor and Truro, with a fair average equipment.

Your report will also be expected to notice any defect that may come under your observation, and, in fact, to present such a statement of the operations, that the Legislature and the public may be enabled fully to understand the whole subject, and resolve any doubts as to the permanence or stability of the works.

You are further requested to suggest any changes or improvements in the mode of keeping the Accounts and Books of the Railway Board, which you may deem advisable.

Should any assistance be desired in carrying out the objects thus detailed, you will be good enough to communicate to me your wishes, which will meet with prompt attention.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

CHARLES TUPPER.

JAMES LAURIE, Esq., Civil Engineer.

### REPORT.

THE Railway works at present under construction in Nova Scotia, and to which the foregoing Letter and Minute of Council refer, embrace the Trunk or "Main line," which commences at Halifax and runs north-easterly to Truro at the head of the Basin of Mines, a distance of  $61\frac{2}{10}$  miles; and the Windsor branch, which leaves the Main line at a point  $13\frac{1}{10}$  miles from Halifax, now called the Junction, and thence runs westerly to Windsor, on the Avon River, a distance of  $31\frac{6}{10}$  miles.

The construction of these roads, as public Provincial works, was authorised by Act passed March 31st, 1854, and by a subsequent Act of the same session, provision was made for obtaining the necessary funds for building them, by authorising the contracting of a loan by the issue of debentures on the pledge of the revenues of the Province,—the said debentures to bear interest at six per cent. per annum, and be redeemable in twenty years.

The first of these Acts provides for the appointment of a Board of Commissioners and a Chief Engineer by the Governor in Council, and confers upon them all the requisite powers to carry on and complete the works.

The Commissioners are authorised to draw on the Receiver General for all monies that may be required for the purposes of the Act, but are restricted not to expend a larger sum, nor incur liabilities to a larger extent in any one year, than £200,000.

The work was commenced on the Main line June 13th, 1854, and on the Windsor branch in July, 1855, and has been prosecuted without interruption up to the present time.

In February 1855, the first four miles from Halifax was opened for travel. On July 27th, 1855, the road was opened to Bedford, 8 miles from Halifax. In January, 1857, an additional  $14\frac{1}{2}$  miles, extending to Schultz's or Grand Lake station, was brought into use; and on the 3rd instant, 9 miles, extending to the Truro road crossing, was opened;—making  $31\frac{1}{2}$  miles of the Main line completed and now in operation.

The Windsor branch was passed over by a locomotive and car on the 30th December last, but as part of the grading and ballasting remains to be done, and the turntables and water stations are yet in an unfinished state, it has been deemed advisable to delay opening it to the public until these works are further advanced.

On the remaining thirty miles of the Main line to Truro, about two-thirds of the work is done, and there is nothing in the character of that remaining to be accomplished to prevent the entire road being opened for travel by the first of November next.

### CHARACTERISTICS OF THE ROAD.

For the first 25 miles, from Halifax, the Main line passes through that range or belt of rocky and broken land which runs along the Atlantic shores of Nova Scotia. It is characterized by a rugged and uneven surface, full of rocky gorges and deep bogs, generally unsuited for the purposes of agriculture, while the timber with which it is covered is of stunted growth and of little value. Beyond this, or soon after pas-

sing Grand Lake, the character of the country materially improves,—the rocks disappear, and the soil becomes more favorable. This improvement continues until we reach Truro, where the country presents a wide area of rich soil adapted to the wants of the husbandman.

The Windsor branch leaves the Main line in the midst of the barren track above referred to, and proceeding westerly somewhat in the range of the formation, does not emerge from it until within 7 or 8 miles of Windsor, where it meets the richer soil and cultivated country which lies along the southern shores of the Bay of Fundy and Basin of Mines.

These unfavourable features of the country, traversed on the first part of the line, have rendered it necessary to adopt gradients and curvatures of a somewhat objectionable character—although not more so than occurs on many other roads designed as general thoroughfares for trade and travel.

The maximum grade on the main line in going north, occurs in ascending from Bedford station to Lilly Lake, and is at the rate of  $64\frac{8}{10}$  feet per mile for  $1\frac{1}{2}$  miles in length. In coming south, the maximum is 48 feet per mile, immediately on leaving Truro, and extends for a distance of 1 mile 41 chains. The maximum grade on the Windsor branch, going west, is  $71\frac{1}{2}$  feet per mile for 19 chains near Long Lake; and coming east,  $64\frac{8}{10}$  feet per mile for 62 chains, about one mile west of the Big Bog Brook viaduct.

The minimum radius of curvature on the Main line is 792 feet, and on the Windsor branch, 1320 feet.

The aggregate amount of curvature on the Main line is 2536 degrees, or an average of 41 degrees per mile. On the Windsor branch the aggregate amount of curvature is 1635 degrees, or an average of  $51\frac{1}{2}$  degrees per mile.

The whole amount of the ascents on the Main line in proceeding from Halifax to Truro is 605.4 feet, and the amount of the descents 558.3 feet. On the Windsor branch, the whole amount of the ascents is 461.9 feet, and of the descents 565.7 feet. Including the portion of the Main line between Halifax and the junction, the amount of the ascents from Halifax to Windsor is 631.4 feet, and the amount of the descents 619.6 feet.

The summit or highest point on the Main line is six miles from Truro, and is elevated  $180\frac{4}{10}$  feet above the level of tidewater. On the Windsor branch, the summit is at Mount Uniacke station, 13 miles from the junction, and is elevated 518.7 feet above tide.

The whole length of straight line on the Main road is 39 miles, and of curved line  $22\frac{2}{10}$  miles. On the Windsor branch, there is of straight line  $18\frac{4}{10}$  miles, and of curved line  $13\frac{1}{2}$  miles.

Tables No. 1 and 2 in the Appendix exhibit the details relative to the grades,—their length and inclination, the ascents and descents, and elevation above tide. Tables No. 3 and 4 exhibit the details relative to the curvatures, the length of the radius and of the curve on each portion of the road, with the amount of curvature in degrees; also, the length of straight and curved line, with the aggregates of each.

The width of the road bed is 22 feet in excavations, and from 16 to 18 feet on embankments, at the formation level, which is 18 inches below the base of the rail.

The side slopes of earth excavations, on the first  $39\frac{1}{2}$  miles of the Main line and on the whole of the Windsor branch, were originally proposed to be one horizontal to one perpendicular, but the experience of two winters having proved that this was insufficient, they have in many cases been reduced or flattened, so as to make them about one and a half horizontal to one perpendicular. On the remaining portion of the Main line, the work not having been let out until last Spring, the slopes were contracted for at  $1\frac{1}{2}$  to 1.



In rock excavations, the contracts provide that the slopes shall be three inches to one foot ; and the embankments are required to have slopes of one and a half horizontal to one perpendicular, excepting where formed of rock, when they are made one to one.

*Viaducts and Bridges.* There are a number of important structures of this kind on the road. Of those already completed on the Main line, the Bedford viaduct across the Sackville river has five spans of 50 feet each, and is 52 feet in height. The viaduct over Fletcher's river has three spans, the centre one being 50 feet, and the end ones 30 feet each, at an elevation of 32 feet above the river. The superstructures of both are composed of wrought iron tubular girders. The Bridge across Nine Mile river, is of timber, 635 feet in length, in spans of 30 feet, and is about 20 feet in height. The bridge across Barney's brook has a timber superstructure of three spans of 30 feet, supported on stone piers and abutments at a height of 40 feet above the water. And the Shubenacadie river is crossed by a viaduct composed of wrought iron girders resting on stone piers and abutments in three spans of 49 feet and 22 feet in height.

On the portion of the Main road under construction, there are two large viaducts ; one across the Shubenacadie river of three spans of 100 feet each and 35 feet in height, and the other across the Stewiacke river of two spans of 100 feet, 32 feet above the river ; the superstructures of both of wrought iron girders.

On the Windsor branch the bridge across the Sackville River has three spans of 30 feet, at a height of 40 feet above the river. Section 3 viaduct has seven spans of 30 feet, from 25 to 30 feet in height. The Big Bog brook viaduct has five spans of 50 feet and is 95 feet in height. The St. Croix viaduct five spans, one of 70 feet and four of 30 feet each, at a height of 65 feet above the river. The superstructures of Sackville river bridge and Section 3 viaduct are composed of timber, that of the Big Bog brook of wrought iron girders, and the St. Croix viaduct has the centre span of iron and the others of timber.

All the other road and brook bridges, both on the Main line and Windsor branch, have timber superstructures supported on stone piers and abutments.

*Railway Superstructure.* This is constructed on a plan the same as is in use on a number of railways in Great Britain. The iron rails of 63 pounds per yard are supported at intervals, averaging about  $2\frac{1}{2}$  feet, by cast iron chairs, weighing 33 pounds each at the rail joints, and twenty-two pounds intermediate. The chairs rest upon wooden cross sleepers 10 feet long, 10 inches wide, and  $4\frac{1}{2}$  inches thick ; wooden side keys are used for securing the rails to the chairs.

Wharves have been constructed at the Halifax and at the Windsor termini of the road. That at Windsor, from the great rise of the tide in the Avon river, is necessarily of great height, and has been quite costly ; but these, the station buildings, rolling stock, &c., will be referred to again.

With this brief notice of the leading characteristics of the road, I will now proceed to give the results of the investigations made as to the expenditures, with an estimate of the probable amount required to complete the work, and reserve such remarks as I may wish to make on the plan of construction and present condition of the work, to a subsequent part of this report,—and first as to the expenditures.

The reports heretofore furnished by the Railway Board have contained but little information, as to the details of the expenditures, in an intelligible form, further than that so much money had been paid out. The quarterly balances from the Ledger, and the journal entries of the running expenses, which have been published, give but little insight to those wishing to become acquainted with the cost and financial affairs of the road.

Neither does an inspection of the books afford the information desired. This arises mainly from the manner in which the payments have been made—the same payment frequently covering works of grading, masonry, rail-laying, station buildings, and fencing; and although an effort has been made to separate the accounts in some cases, by a system of transfers, it has only rendered them more complicated, from there being no general accounts by which to carry the several items to a proper classification.

The interest which the public take in the road from its being a public work, built from the revenues and on the credit of the Province—the influence which it is confidently anticipated that its completion will have upon the business and prosperity, not only of the section of country through which it immediately passes, but of the whole Province—the expectation that if it is successful and self-sustaining that the same facilities will be extended to other sections—render it desirable that the fullest information and a fair and candid statement of the facts should be presented. To that end, every effort which time and circumstances would permit, has been directed.

In the discharge of this duty, and in compliance with the letter of instructions, to give “a detailed statement of the expenditure, classifying each account under its proper heading,” it was thought best to re-construct the accounts from the vouchers and quarterly returns made to the Financial Secretary, and present them in as simple a form as the nature of the subject would admit.

To do this would have been of easy accomplishment had the work been let out and the books been opened with reference to a proper classification, but this not having been done, it has involved much labor to bring them into the form they are now presented.

RECEIVER GENERAL'S ACCOUNTS.

The Railway accounts kept by the Receiver General are few in number and readily understood.

The monies expended by the Board of Railway Commissioners are drawn from him in large sums, or are placed to their credit in London on their requisition to that effect. The Receiver General also pays the interest falling due on the debentures issued, the salaries of the Commissioners and Chief Engineer, and the contingent expenses connected with his department of the Railway expenditures.

From the entries made in the books, the following is the state of the accounts, September 30th, 1857:—

*Nova Scotia Railway in Account Current with the Receiver General.*

DR.

1854, Dec. 19.	To paid Commissioners, or placed to their credit.....	£ 55,000	0	0	
1855, “ 31.	“ do.....do.....do....	146,710	5	2	
1856, “ 31.	“ do.....do.....do....	246,411	17	6	
1857, Sep. 30.	“ do.....do.....do....	161,000	0	0	
					609,122 2 8
1854, Dec. 31.	To paid salaries.....	1,228	2	6	
1855, Dec. 31.	“ do....do.....	3,137	10	0	
1856, Dec. 31.	“ do....do.....	2,887	10	0	
1857, Sep. 30.	“ do....do.....	1,724	15	7	
					8,977 18 1*
“ “	To paid interest on Debentures, &c.....	29,634	10	9	
“ “	“ “ expense account.....	392	9	11*	
					£648,127 1 5

\* The Vouchers for the payments\* made on account of salaries and expense account—with the exception of those for the year 1857—are mostly missing or mislaid.

	CR.			
1857, Sept. 30.	By	General Revenue.....	£128,776	6 5
"	"	Debentures sold in Nova Scotia	49,125 0 0	
"	"	do.....do in London....	381,250 0 0	
			430,375	0 0
"	"	Premiums on sale of Debentures and Bills of Exchange, including accrued interest.....	5,977	8 3
"	"	Cash—net earnings of the Railway for the year ending December 31, 1855.....	901	18 3
"	"	Baring, Brothers, & Co., advances made on Debentures in their hands.....	18,311	12 10
"	"	M. B. Almon, on Debentures as collateral.....	16,500	0 0
"	"	Interest due Bond holders.....	75	0 0
"	"	Bank of Nova Scotia.....	47,209	15 8
			£648,127	1 5

BOARD OF RAILWAY COMMISSIONERS' ACCOUNTS.

*Nova Scotia Railway in Account Current with the Board of Railway Commissioners.*

	DR.			
1857—Sep. 30.	To	paid on account of the construction of the Railway to Sep. 30, 1857, as per Schedule marked A in the appendix.....	627,653	1 2
"	"	To paid working expenses of the portion of the road in use for the years 1855, 1856, and 1857....	8,406	14 4½
"	"	To cash paid Receiver General as nett profits of running the road in 1855....	901	18 3
"	"	To cash on hand and in Bank,...	1832	13 5½
"	"	To do. in hands of Wm. McCully, Liverpool.....	109	7 10
"	"	To do. overpaid Wm. Davis, and overcharge on traffic account, to be corrected in Dec.....	4	2 0
			1496	3 3½
"	"	To paid shipment per "Thomas," vessel lost.....	19,274	9 2
"	"	To cash paid Neilson & Co., Glasgow.....	17,736	9 1
			37,010	18 3
			£675,468	15 4

	CR.			
1857—Sep. 30.	By	cash from Receiver General.....	£609,122	2 8
"	"	By cash receipts for 1855, 1856, and 1857, from earnings of Railway.....	11,177	4 1½
"	"	By cash received for rent of Gov. Farm.....	33	3 2
"	"	By premium on Bills of Exchange,.....	77	17 5½
			11,288	4 9
"	"	By amt. due Baring, Bro's. & Co.....	55,007	19 5½
"	"	By amt. due Conlon & Keating..	8	6 6
"	"	By amt. due P. M. Cunningham..	10	11 5
"	"	By amt. due John Stairs.....	31	10 6½
			50	8 5½
			£675,468	15 4

The Schedule (A) above referred to shows:—1st, the number of the vouchers; 2d, the dates of payment; 3d, the names of the individuals to whom payments have been made; 4th, the amount paid; 5th, to what account the same has been charged; and, 6th, the nature of the voucher on file in the Financial Secretary's office.

The items of the expenditures with the notes of the vouchers are brought down to Sept. 30th, 1857, being the date to which the accounts were made up on the close of this investigation.

COST OF COMPLETING THE WORK.

In contracting the work, the Main line was divided into eleven sections, and the Windsor branch into five, which were severally let out in pursuance of advertisements inviting sealed proposals for the performance of the work.

The following table exhibits, at one view, the number of sections, names of contractors, length of sections, amount of contracts, and dates of letting:—

NO. OF SECTION.	NAMES OF CONTRACTORS.	LENGTH OF SECTION.		AMOUNT OF CONTRACT.			DATE OF LETTING.
		Miles.	Chains.	£	s.	d.	
<b>MAIN LINE.</b>							
No. 1.	Cameron & Co.....	6	45	22925	0	0	June, 1854.
" "	Wyman & Co. ....	"	"	846	0	0	March 5th, 1855.
" "	John Cameron,.....	"	"	725	0	0	April 16th, "
" 2.	Black & Co. ....	1	9½	9398	16	0	Sept. 22nd, 1854.
" "	Wyman & Co. ....	"	"	360	0	0	June, 1855.
" 3.	Creelman & Co. ....	2	57	24201	0	0	Dec. 2nd, 1854.
" 4.	William Grant .....	0	70	2505	0	0	Feb. 14th, 1855.
" "	William Turnbull.....	"	"	2956	10	5	" "
" "	James Kennedy.....	"	"	171	0	0	Nov., "
" "	James Grant.....	"	"	1145	16	3	Feb., 1856.
" 5.	Black & Co. ....	8	60	46360	19	3	April 14th, 1855.
" 6.	Donald Fraser .....	2	40	16798	8	6	Sept. 15th, "
" 7.	Sutherland & Sons.....	7	0½	30774	10	11	Nov. 27th, "
" 8.	Johnston & Blackie.....	10	9½	41616	18	4	May 10th, 1856.
" 9.	Sutherland & Sons.....	4	41	21993	3	10	Jan. 8th, 1857.
" 10.	..... Do.....	8	58	31696	19	7	June 1, "
" 11.	Walker & Co.....	8	25	19879	5	8	" "
<b>WINDSOR BRANCH.</b>							
No. 1.	Cameron & Co.....	6	7½	33305	0	3	July 7th, 1855.
" "	Johnston & Blackie....						Sept. 30th, 1856.
" 2.	McDonald & Simpson....	6	39	28000	0	0	July 7th, 1855.
" 3.	Cameron & Co.....	5	76	41411	11	5	" "
" "	Johnston & Blackie....						Sept. 30th, 1856.
" 4.	Cameron & Co.....	5	74	47458	13	3	July 7th, 1855.
" 5.	McDonald & Simpson....	6	30	21500	0	0	" "
<b>EXTENSION.</b>	..... Do.....	1	"	8627	6	8	Sept. 18th, "
<b>BEDFORD VIADUCT.</b>							
"	T. R. Caudle.....			2747	14	3	April 10th, "
"	Thomas Hanright.....			472	13	0	Jan. 29th, 1856.

The contracts under which the work has been performed, with a few exceptions, provide for the entire completion of the works—of grading, masonry, bridging, and rail laying, on each section—for a gross or lump sum; and on all, excepting the first four sections of the main line, for the upholding or keeping in repair the road bed

for twelve months after completion—the contractors finding all materials except iron rails, chairs, spikes and keys—subject however to addition or deduction by a schedule of prices, should alterations in the line, or quantities, or nature of the works be made.

On the first four sections, the grading, the furnishing the sleepers, and the rail laying, were let out under separate contracts or done by days labor. On sections 9, 10, and 11, the fencing is included in the contract sum, and on the others it has been let out separately.

The station buildings, wharves, rolling stock, &c., have generally been let out by tender and contract, but in some instances by negotiation with individual contractors, and in others the work has been done by days labor, the Board of Commissioners furnishing the materials.

From the work having been let out under several contracts on the first four sections, and in some cases without prices attached—it was found necessary, in order to exhibit the cost under a proper classification, to appraise the value of certain items on these sections, and charge them to their proper account. In making the appraisal and distribution of the sleepers, it was found that a much larger number had been received and paid for than went into the work. After allowing  $1\frac{1}{4}$  miles for turnouts and station tracks, there remain 14,436 sleepers, or sufficient to lay seven miles of road, and which cost £1541 7 11, to be accounted for. Of this number about 400 only are on the ground. As the money has been paid, however, I have charged this sum to the railway superstructure.

On other sections of the road, difficulties of another kind are encountered in endeavouring to make an estimate of the cost, originating in a difference of opinion between the Engineer and Contractors as to the meaning or construction to be put on certain clauses and stipulations in the contracts.

In earth cuttings, the contracts specify that the slopes shall be one horizontal to one perpendicular, and the quantities exhibited, at the time of the letting, were estimated on such slopes. During the progress of the work, however, they were found insufficient, and were in some instances reduced to one and a half horizontal to one perpendicular, the Engineer in some cases having made agreements and given orders to that effect, while in others the contractors reduced them, or removed the material which had fallen into the cuttings, to enable them to complete their works, but without instruction from the Engineer—and for removing such extra material they claim to be paid.

Again, on several of the sections, where the road crosses lakes and bogs, the bottoms being composed of soft mud 10 to 50 or 60 feet in depth—large subsidencies have taken place, and much larger quantities of material have been required to fill them than was anticipated or shown on the schedule of work, and for the excess over the schedule quantities the contractors claim to be allowed.

Several of them also make claim for extra material required to supply the waste and shrinkage in making embankments where there was no subsidence.

These claims are met on the other side by referring to the following clauses in the contracts: "The quantity in each cutting and embankment is written upon the longitudinal sections, and every care has been taken to insure their accuracy; contractors must, however, examine the ground previous to tendering for the work; and satisfy themselves on this point, as well as of the accuracy of the lengths, depths, and quantities drawn or written upon the several sheets, and of the nature of all the cuttings, and of the sites of all the embankments; for when a tender has been accepted, no claim for extra work will be allowed for any real or supposed inaccuracy therein, nor from slips or otherwise, as the contractor shall be bound to construct the Railway, so that the gradients at the formation level shall be agreeable to the gradients marked upon the longitudinal sections, with the breadths and side slopes specified in the supplementary specification for the portion of the work

“tendered for, and so as to accurately coincide with the curves and straight portions drawn and written in red on the ground plans. Embankments shall be made from the material taken out of the excavations so far as it goes, and the deficiency shall be made up by side cutting procured and deposited at the Contractor’s risk and expense.”

The contractors hold that the above clauses refer only to the profiles and quantities and plans exhibited, and do not cover inaccuracies of survey and soundings; and that so far from every care having been taken to insure accuracy in the quantities, no cross sections nor proper soundings had been taken, and that there are large discrepancies between the amount of work exhibited in the schedule and that actually performed. That by the contracts the commissioners reserve to themselves the right of making alterations, and of requiring extra operations of any kind to be performed by the contractors, and, that it is specified that—“such alterations or any additional labor shall in no way affect the contract entered into further than that the same shall be paid for as extras at like rates as other work, and they reserve a like right to withdraw any portion of the work, and thereupon to make a corresponding deduction in payment.” And that annexed to each contract was a schedule of quantities referred to in the specifications as follows: “The contractors shall fill in prices for the several descriptions of work enumerated in the annexed schedule, and by these rates the value of any extra or altered work shall be fixed, and the contract price increased or diminished by the amount thus ascertained, as the case may be, but should there be any extra or altered work for which no price has been given, then in these instances the value shall be decided by the engineer.”

Other claims, such as damages for not being furnished with iron rails, for alterations made in the grade and line of the road, and for other items, are also made.

The whole amount of extra work which has been recognised and allowed by the Board of Commissioners and Engineer under the foregoing clauses, over and above the sums specified in the contracts, up to December 31st, 1857, is about £41,000. The additional claims which have been presented by the contractors, and which are now in dispute, amount to over £70,000.

It would, perhaps, be premature to go much into detail on the merits of these claims, although I am free to confess that for some of them—such as for additional material removed by reducing the slopes—the contractors are, in my opinion, entitled to be paid; for although the contracts provide that “the contractor shall be bound to construct the Railway, ‘with the breadths and side slopes specified,’” this in clay and earth cuttings—such as are met with on this road—is impracticable. The slopes originally ought to have been not less than  $1\frac{1}{2}$  to 1; and at a few places a flatter slope even than this will be required to prevent the road being obstructed by slides. On equitable principles, I can see no reason why the extra sloping, where actually required, should not, as a general rule, be embraced under the clauses referring to extra work and extra operations.

The claims of another class, however, for additional material excavated, beyond what was shown on the profile and schedule, to make up for the waste and shrinkage in making embankments, in my opinion, ought not to be allowed. The contracts specify that “embankments shall be made from the material taken out of the excavations so far as it goes, and the deficiency shall be made up by side cutting procured and deposited at the contractors’ risk and expense.” I see no construction that can be put on this to raise a doubt or give the contractors a claim; they were bound to make all due allowances for waste and shrinkage in making their calculations.

The important item, however, in these claims, is that for the additional material required to fill the bogs and lakes. The quantities estimated and shown on the profiles and schedules of work, at the time of the letting, having proved erroneous, is the origin of these claims.

The contracts undoubtedly mean to put the risk of quantities with the contractors, but it is under the representation that "every care has been taken to insure their accuracy," and although the contractors are required to satisfy themselves on this point, it could scarcely be expected that they were each to have surveys and soundings made of the entire line,—some reliance must have been placed on the soundings made and the quantities estimated by the Engineer, especially under the representation above quoted.

It is difficult to understand how—where the bogs and lakes were so numerous, and where it was so evident to any one passing over the line that the bottoms were soft and yielding, and that large quantities of material would be required to fill them,—that no distinct understanding was had between the parties,—that no special mention or clause in the contract occurs in relation to them. The only mention made of subsidencies or settlements is under the head of upholding the road for twelve months after completion, and the prices attached to this item sufficiently show that the contractors did not allow for subsidencies of the character in question.

Notwithstanding, therefore, by the strict letter of some of the stipulations of the contracts, the risk of quantities appears to be with the contractors, still, taking the whole matter in view,—the general scope and spirit of the contracts, which assume that the quantities estimated are substantially correct,—I consider it a fair subject for settlement on equitable principles, depending on the facts and special merits of each claim. Some of them are undoubtedly extravagant; but as to others, a re-measurement of the work would be necessary in order to arrive at any satisfactory conclusion. If the approximate estimates made by the Engineer, of the additional quantity of material moved on the sections, are correct, at least one half of the total amount claimed would be stricken off.

None of these disputed claims are included in the following Estimate of cost. Where I have allowed for reducing slopes, it is in cases where the work still remains to be done.

It will be observed from the estimate, that a number of "General Accounts" are open with contractors who have two or more contracts to which various payments have been carried on the books. These payments I have taken the liberty of transferring to the section accounts where they properly belong, in order to exhibit the amount paid and the amount required to complete the respective sections. I have noted, however, in the margin, the sums transferred.

On sections 1 to 4 of the Main Line, which have for some time been completed, I have made an allowance for reducing the earth slopes and widening the embankments where they are not now to the proper dimensions. The great amount of curvature on this portion of the road renders it desirable to have it as perfect and free from liability to obstruction as possible.

In explanation of the terms "grading" and "superstructure" which frequently occur in the estimate, I would state that under "grading" is included the formation of the road bed generally, all excavations, embankments and masonry, and all wood and iron work in the viaducts and bridges; also, all work of a similar character in forming the station grounds. "Superstructure" includes the sleepers, rail-laying, carriage of materials, ballasting, and upholding the road for twelve months under the section contracts.

From the various circumstances referred to, the details of the estimate occupy more space than is usual, but I have thought it well to give them in full, that you may have before you the process by which the general results are arrived at, and be enabled to judge of their sufficiency.

With these explanatory remarks I proceed to the estimate:

## ESTIMATE.

## HALIFAX OR RICHMOND STATION.

The following sums have been expended for work at this station:—

Thomas Gahagan, for grading at Station.....	£185	13	10
J. E. Edwards and others, for mason work.....	230	14	0
William Hawkins, for laying siding.....	80	0	0
S. Sutherland & Sons, for grading site for new Engine House, laying sidings, &c.....	1,768	10	9
Various small contracts and days' work in forming new road at Station, cutting clay and working at brick yard, laying sidings, &c., (per Schedule A.).....	2,088	5	10
2075 sleepers used in Station sidings and Depôt tracks, furnished under several contracts, at 2s. 3d.....	233	8	9
Add for 14,436 sleepers, paid for but not used on the road, including 400 lying about Station and along the line.....	1,586	17	11
Amount paid to September 30th, 1857.....	6,173	11	1
Add for extending Station grounds, grading sites for new buildings, laying additional tracks, &c., (grading, £4000, super., £500)....	4,500	0	0
Total.....	£10,673	11	1

*Classification.*

	Amount paid.	Estimated Cost.
Grading, &c.....	£3,873 11 1	7,873 11 1
Superstructure.....	2,300 0 0	2,800 0 0
	£6,173 11 1	10,673 11 1

## MAIN ROAD ALTERATIONS.

There has been paid for alterations of Main road along Bedford Basin.....	£2,308	19	1
And for work on Beaver Bank road.....	25	0	0
Total.....	£2,333	19	1

## SECTION NO. 1, MAIN LINE, LENGTH 6 MILES 45 CHAINS.

Cameron & Co., for grading, &c.....	£22,694	0	0
Wyman & Co., for laying rails and ballasting.....	870	14	9
John Cameron, for.....do.....do.....	725	0	0
Donald Cameron, for filling out slopes of embankments.....	200	0	0
.....Do..... for laying and adjusting rails.....	280	9	8
John Cameron, for completing embankments.....	75	0	0
Various small charges and days' work on this section, for ballasting, laying rails, building cattle-guards, truckage of iron, &c., (per Schedule A.).....	1,098	3	3½
13,520 sleepers furnished under several contracts, at 2s. 3d.....	1,521	0	0
Amount paid to September 30th, 1857.....	£27,464	7	8½
Add for widening out embankments, reducing slopes, &c.....	500	0	0
	£27,964	7	8½



REPORT ON N. S. RAILWAY.

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	<i>Classification.</i>	Amount paid.	Estimated Cost.
Grading, &c. ....		£21,149 12 8½	£21,649 12 8½
Superstructure .....		6,314 15 0	6,314 15 0
		<u>£27,464 7 8½</u>	<u>£27,964 7 8½</u>

SECTION NO. 2, MAIN LINE, LENGTH 1 MILE 9½ CHAINS.

The grading and ballasting of this section was let out to Black & McDonald, and the rail laying to Wyman & Co.

Paid Black & McDonald for grading, &c., amount of contract less			
£100 for work not finished .....		£9,298 16 0	0 0
" Wyman & Co., for rail laying, &c. ....		347 0 0	0 0
" for 2305 sleepers furnished under several contracts, at 2s. 3d. ....		259 6 3	0 0
		<u>9,905 2 3</u>	
Amount paid to September 30th, 1857. ....		100 0 0	0 0
Add to widen cuttings and embankments. ....			
		<u>£10,005 2 3</u>	

	<i>Classification.</i>	Amount paid.	Estimated Cost.
Grading, &c. ....		£8,964 3 6	£9,064 3 6
Superstructure .....		940 18 9	940 18 9
		<u>£9,905 2 3</u>	<u>£10,005 2 3</u>

SECTION NO. 3, MAIN LINE—LENGTH 2 MILES 57 CHAINS.

\* CREELMAN & Co., CONTRACTORS.

Considerable work remains to be done to put this section in a condition not to give future trouble. The slopes of the long cutting next north of Bedford bridge require to be reduced, and several of the other cuttings require some additional sloping. The embankments, also, through Lily Lake and Rocky Lake, require to be widened out.

Paid Creelman & Co. for work done by them. ....		£21,354 0 0	0 0
" William Turnbull for finishing embankments. ....		310 11 3	0 0
" Johnston & Blackie for grading, &c. ....		3,116 13 0	0 0
" A. Feetham's returns—days' work finishing line at Sackville bridge, originally charged to bridge. ....		188 1 7½	0 0
" A. Feetham's returns—extra work finishing and reducing slopes, (£107 10s. added for use of locomotive and credited to Revenue) .....		1,110 1 4	0 0
" James Fraser for excavating, rail laying, and ballasting Sackville station .....		137 5 3	0 0
" Sutherland and Sons for laying siding at Bedford. ....		148 0 0	0 0
" T. Hanright for raising road at Scott's bridge. ....		20 0 0	0 0
" for 6090 sleepers, including 500 for Bedford turnout, furnished under several contracts, at 2s. 3d. ....		685 2 6	0 0
		<u>£27,069 14 11½</u>	
Amount paid to Sept. 30th, 1857. ....		1,000 0 0	0 0
Add for bank walls and to reduce earth slopes to 1½ to 1 and widen embankments. ....			
		<u>£28,069 14 11½</u>	

	<i>Classification.</i>	<i>Amount paid.</i>	<i>Estimated Cost.</i>
Grading, &c. ....		£24,163 7 11½	£25,163 7 11½
Superstructure .....		2,906 7 0	2,906 7 0
		£27,069 14 11½	£28,069 14 11½

## SECTION NO. 4, MAIN LINE—LENGTH 70 CHAINS.

This section was let out in several contracts. The following are the amounts paid:

Paid William Grant for grading, &c. ....		£2,514 0 3	
“ William Turnbull for grading and rail laying		£1,388 12 6	
“ “ for embankm't across Rocky lake.....		833 6 8	
“ “ for completing work.....		733 11 3	
		2,955 10 5	
“ James Kennedy and others for rock cutting.....		376 13 3½	
“ James Grant for rock cutting.....		1,332 18 4	
“ Archibald Rutherford for trucking iron from Sackville to section 4. . . . .		31 7 6	
“ for loading sleepers and hauling keys.....		18 2 6	
“ for eight kegs gunpowder, &c. ....		18 9 10½	
“ 1805 sleepers, furnished under several contracts, at 2s. 3d. ....		203 1 3	
		£7,450 3 5	
Amount paid to Sept. 30th, 1857.....		£7,450 3 5	
Add to widen embankments, reduce slopes, &c. ....		100 0 0	
		£7,550 3 5	

	<i>Classification.</i>	<i>Amount paid.</i>	<i>Estimated Cost.</i>
Grading, &c. ....		£6,577 17 2	£6,677 17 2
Superstructure.....		872 6 3	872 6 3
		£7,450 3 5	£7,550 3 5

## SECTION NO. 5, MAIN LINE—LENGTH 8 MILES 60 CHAINS.

BLACK, McDONALD & IRONS, CONTRACTORS.

The original contract for this section embraced the grading, superstructure, and the erection of the iron girders of Fletcher's bridge—the cost of rivetting and putting the girders together at the works being paid for by the Commissioners.

Amount of original contract—Grading.....		£35,675 10 9	
“ “ “ Superstructure.....		10,685 8 6	
		£46,360 19 3	

*Extras allowed under Contract or by subsequent agreement.*

* Sloping cuttings, 1½ to 1, per agreement.....		£2,800 0 0	
Taking out and filling up bog, in cut No. 5, with stone, per agreement.....		375 0 0	
Extra side ditches, 4774 l. yds., at 3s.....		716 2 0	
“ “ in cuts 9 and 13, 397 cubic yds., at 2s. 7½d. . . . .		52 2 1	
Extra work on culverts and drains.....		538 12 9	

\* Of this—work to the value of £1,140 remains to be done by Engineer's estimate.

Extra bridge at peg No. 815.....	144	6	2	
Grading, Fletcher's station.....	333	19	9	
Ballasting, sleepers and rail laying, at Fletcher's station.....	92	12	6	
Laying rails at Windsor junction.....	31	0	0	
Platform at Fletcher's station.....	134	16	3	
				5,218 11 6
				* £51,579 10 9

(Amount paid Black & Co., to Sept. 30th, 1857, £47,832 15 5.)

Add to widen embankments, complete grading of way stations, extra drains and contingencies (gr. £400, super. £200).....	600	0	0
“ Iron girders of Fletcher's bridge, paid by Commissioners.....	917	10	6½
Total.....	£53,097	1	3½

	<i>Classification.</i>	Amount paid.	Estimated Cost.
Grading, &c.....		£36,688 18 2	£41,035 13 6
Superstructure.....		11,009 1 0	11,009 1 0
Station buildings.....		134 16 3	134 16 3
Iron girders of Fletcher's bridge.....		917 10 6½	917 10 6½
		£48,750 5 11½	£53,097 1 3½

SECTION NO. 6, MAIN LINE—LENGTH 2 MILES 40 CHAINS.

DONALD FRASER, CONTRACTOR.

The original contract for this work embraced the grading and superstructure. In addition the contractor has graded the station grounds at Grand Lake and erected the station building. Two clay cuttings require to be sloped to 1½ to 1; the other cuttings are mostly through rock.

Amount of original contract—Grading.....	£14,470	18	6	
“ “ “ Superstructure.....	2,327	10	0	
				£16,798 8 6

*Extra work allowed to December 31st, 1857.*

For grading station grounds at Grand Lake.....	£867	2	0	
“ laying station tracks, &c.....	116	17	6	
“ building station house and platforms.....	227	7	0	
“ extra work on culverts and drains.....	233	13	6	
				1,445 0 0
				£18,243 8 6

(Amount paid to Sept. 30th, 1857, £18,118 8 6.)

Add for reducing slopes of clay cuttings to 1½ to 1, and for widening embankments.....	£500	0	0
“ for extra ditches and contingencies, and to complete grading and superstructure of station grounds (gr. £300, supr. £100)....	400	0	0
			900 0 0
			£19,143 8 6

	<i>Classification.</i>	Amount paid.	Estimated Cost.
Grading, &c. . . . .		£15,471 14 0	£16,371 14 0
Superstructure . . . . .		2,419 7 6	2,544 7 6
Station buildings . . . . .		227 7 0	227 7 0
		£18,118 8 6	£19,143 8 6

## SECTION NO. 7, MAIN LINE, LENGTH 7 MILES.

SUTHERLAND &amp; SONS, CONTRACTORS.

The original contract on this section embraced the grading, superstructure, and erection of the girders of the first Shubenacadie bridge; and there has been added a contract for fencing, which is paid for as extra work.

Amount of original contract—Grading . . . . .	£24,145 18 1	
“ “ “ Superstructure . . . . .	6,628 12 5	
		£30,774 10 6

*Extra Work allowed to Dec. 31st, 1857.*

10,532 cubic yards in raising grade of embankment No. 20, at 2s. 2d . . . . .	£1,140 19 4	
4,385 cubic yards in sloping cut No. 15 1½ to 1, at 2s. 2d. . . . .	475 0 10	
Extra work on bridges, at pegs 23 and 54 . . . . .	1,250 18 0	
“ on bridge at peg No. 513 . . . . .	409 5 0	
“ on culverts and drains, side ditches and brook diversions . . . . .	1,765 9 8	
5,280 l. yards of fencing, at 1s. 1d. . . . .	286 0 0	
		5,327 12 10
		£36,102 3 4

\*(Amount paid Sutherland &amp; Sons to Sept. 30th, £33,917 8 4)

Add for additional drains and side ditches, grading station grounds and turnouts, and protecting wing walls and embankments at bridges, (grading, £500, super., £300) . . . . .	£ 800 0 0	
“ for reducing earth slopes to 1½ to 1 . . . . .	1000 0 0	
“ for wall and paving to protect railway through Long and Grand Lakes . . . . .	200 0 0	
“ 3066 l. yards of fencing . . . . .	165 17 6	
		2,165 17 6

Iron girders of first Shubenacadie bridge, paid by Com'rs. . . . . 1,799 18 5½

£40,067 19 3½

	<i>Classification.</i>	Amount paid.	Estimated cost.
Grading, &c. . . . .		£30,657 8 4	30,887 10 11
Superstructure . . . . .		3,000 0 0	6,928 12 5
Fencing . . . . .		260 0 0	451 17 6
Iron Girders, first Shubenacadie bridge . . . . .		1,799 18 5½	1,799 18 5½
		£35,717 6 9½	40,067 19 3½

\* Includes £2,700 from Sutherland &amp; Sons' General Account.

SECTION NO. 8, MAIN LINE—LENGTH 10 MILES 9½ CHAINS.  
JOHNSTON & BLACKIE, CONTRACTORS.

Amount of contract—Grading.....	£31,282	7	0	
“ “ Superstructure.....	10,334	11	4	
				£41,616 18 4

*Extra work allowed to December 31st, 1857.*

For extra work by raising grade of embankments, 8326 cubic yards, at 1s. 5d. ....	£589	15	2	
“ sloping cuttings No. 5 and 7 to 1½ to 1, 15,620 C. yards at 1s. 5d. ....	*1,106	8	4	
“ extra work on Nine Mile River bridge.....	1,102	0	0	
“ “ on Barney’s Brook bridge.....	656	0	6	
“ “ on bridge at pegs 690 to 694....	84	10	0	
“ “ on bridge at Truro road.....	45	14	6	
“ “ on culverts, drains, and brook diversions.....	2,105	10	4	
“ “ in grading Elmsdale station, 7480 C. yards, at 6d.....	187	0	0	
“ “ in grading Shubenacadie station, 9722 C. yards, at 1s. 5d.....	688	12	10	
				6,565 11 8
				£48,182 10 0

† Amount paid to Sept. 30th, 1857, £38,576.

Add for sloping cuttings 1½ to 1, completing bridges, extra drains, side and bank ditches, protecting embankments at wing walls of bridges, grading station grounds and laying sidings, (grad. £1600, supr. £400).....	2,000	0	0	
				£50,182 10 0

	<i>Classification.</i>	<i>Amount paid.</i>	<i>Estimated Cost.</i>
Grading, &c.....	£34,876	0 0	£39,447 18 8
Superstructure.....	3,700	0 0	10,734 11 4
	£38,576	0 0	£50,182 10 0

SECTION NO. 9, MAIN LINE—LENGTH 4 MILES 41 CHAINS.  
SUTHERLAND & SONS, CONTRACTORS.

This contract embraces the grading, superstructure, fencing, and the erection of the iron girders of the second Shubenacadie bridge.

Amount of contract—Grading.....	£16,783	3	0	
“ “ Superstructure.....	4,349	17	6	
“ “ Fencing.....	860	3	4	
				£21,993 3 10

Add for contingencies and extra masonry in Shubenacadie bridge and culverts.....	£1,000	0	0	
“ for extra drains, side ditches, forming way stations, and laying sidings (grad. £500, supr. £300).....	800	0	0	
				1,800 0 0

				23,793 3 10
Iron girders for second Shubenacadie bridge.....				7,000 0 0
				£30,793 3 10

\* Of this—work to the value of £575 3s. 4d. remains to be done.  
† Includes £3000 from Johnston & Blackie’s gen. acc’t.

	<i>Classification.</i>	Amount paid.	Estimated Cost
Grading, &c.....		£8,066 0 0	£18,283 3 0
Superstructure.....		1,000 0 0	4,649 17 6
Iron girders.....			7,000 0 0
Fencing.....		150 0 0	860 3 4
		<u>£9,216 0 0</u>	<u>£30,793 3 10</u>

## SECTION NO. 10, MAIN LINE—LENGTH 8 MILES 58 CHAINS.

SUTHERLAND &amp; SONS, CONTRACTORS.

This contract includes the grading, superstructure, fencing, and the erection of the iron girders of the Stewiacke River bridge.

Amount of contract—Grading.....	£22,008 8 3		
“ “ Superstructure.....	8,025 0 0		
“ “ Fencing.....	1,663 11 4		
		<u>£31,696 19 7</u>	
Add for extra masonry on the Stewiacke and other bridges, and for contingencies in crossing bogs	2,000 0 0		
“ for grading in forming way stations, and for additional drains and side ditches...	1,000 0 0		
“ for station tracks and sidings.....	300 0 0		
		<u>3,300 0 0</u>	
(Amount paid to Sept. 30th, 1857, £4973.)			£34,996 19 7
Add for iron girders of Stewiacke bridge.....			£4,500 0 0
			<u>£39,496 19 7</u>

	<i>Classification.</i>	Amount paid.	Estimated Cost.
Grading, &c.....		£4,683 0 0	£25,008 8 3
Superstructure.....		270 0 0	8,325 0 0
Fencing.....		20 0 0	1,663 11 4
Iron girders.....			4,500 0 0
		<u>£4,973 0 0</u>	<u>£39,496 19 7</u>

## SECTION NO. 11, MAIN LINE—LENGTH 8 MILES 25 CHAINS.

WALKER &amp; Co., CONTRACTORS.

This contract embraces the grading, superstructure and fencing.

Amount of contract—Grading....	£11,438 16 6		
“ “ Superstructure.....	6,733 12 6		
“ “ Fencing.....	1,706 16 8		
		<u>£19,879 5 8</u>	
Add for grading station grounds at Truro and way stations, and for extra work on public road diversions	£800 0 0		
“ for additional masonry and bridging for Mill Brook and extra drains and culverts	2,400 0 0		
“ for station tracks and sidings at Truro depôt and way stations.....	600 0 0		
		<u>3,800 0 0</u>	
(Amount paid Sept. 30th 1857, £4139.)			£23,679 5 8

	<i>Classification.</i>	Amount paid.	Estimated Cost.
Grading, &c.....		£3,379 0 0	£14,638 16 6
Superstructure.....		700 0 0	7,333 12 6
Fencing.....		60 0 0	1,706 16 8
		<u>£4,139 0 0</u>	<u>£23,679 5 8</u>

SACKVILLE BRIDGE.

Paid R. Caudle for building stone work of bridge.....	£2,750	18	9
“ William Adams for do. and carpentry.....	435	9	9½
“ Thomas Hanright for carpentry and erecting girders.....	501	12	7½
“ for iron girders.....	2,540	19	8
“ for materials and labor, erecting girders, &c., per schedule A.....	1,309	1	11
Total.....	£7,538	2	9

MISCELLANEOUS CONSTRUCTION.

“ Upholding” or Repairs of road, for the year 1855, charged to this account.....	£410	14	6
Making cattle guards, collecting materials, repairing road tools, &c., in 1856, per schedule A.....	243	6	8½
Ditto, ditto, in 1857, ditto.....	114	6	9
Amount paid to Sept. 30, 1857.....	£768	7	11½
Add for miscellaneous, cattle guards, and farm crossings.....	2,000	0	0

£2,768 7 11½

	<i>Classification.</i>	Amount paid.	Estimated Cost.
Grading, &c.....		£268 7 11½	£2,018 7 11½
Superstructure.....		500 0 0	750 0 0
		£768 7 11½	£2,768 7 11½

SECTION NO. 1, WINDSOR BRANCH—LENGTH 6 MILES, 7½ CHAINS.

CAMERON & Co. — afterwards JOHNSTON & BLACKIE, — CONTRACTORS.

This section was originally contracted for by Cameron & Co. The contract afterwards cancelled by mutual consent, and a new one made with Johnston & Blackie. Several changes from the original line and grade have been made, and embankments have been substituted for two viaducts originally proposed. The cuttings are mainly through clay. One or two embankments require to be widened.

Amount of Contract,—Grading.....	£27,383	6	0
“ “ Superstructure.....	5,921	14	3
	£33,305	0	3

*Extra Work allowed, to Dec. 31st, 1857.*

For sloping cuttings 1½ to 1, “ and as much flatter as may be necessary to secure them,” per agreement*.....	£3,000	0	0
“ Raising grade in Cut No. 18, per agreement.....	150	0	0
“ Extra work on bridge at peg No. 16.....	121	8	3
“ “ “ at peg No. 315.....	85	7	4
“ “ on culverts, drains, and side ditches....	71	17	11
“ “ in extra size of side ditches, 4207 cubic yards, at 2s. 3d.....	473	5	9
“ “ in grading Windsor junction, 4734 cubic yards, at 2s. 3d.....	532	11	6
“ Laying one set of points and crossings.....	5	0	0
	4,439	10	9
	£37,744	11	0

† (Amount paid to Sept. 30th, 1857, £32,474.)

\* Of this, work to the value of £170 0 0 remains to be done by Engineer's estimate.  
 † £3,000 0 0 of this amount transferred from Johnston & Blackie's General Account.

Add for bank walls.....	1,000	0	0	
“ for additional grading at Windsor junction, “ and for laying sidings, (grading, £500, super., £200).....	700	0	0	1,700 0 0
				<u>£39,444 11 0</u>
	<i>Classification.</i>	<i>Amount paid</i>		<i>Estimated Cost.</i>
Grading, &c.....	£27,474	0	0	33,317 16 9
Superstructure .....	5,000	0	0	6,126 14 3
				<u>£32,474 0 0</u>
				39,444 11 0

## SECTION NO. 2, WINDSOR BRANCH—LENGTH 6 MILES 39 CHAINS.

MCDONALD &amp; SIMPSON, CONTRACTORS.

Several alterations have been made on this section, both as to line and grade. The earth slopes have generally been reduced to about  $1\frac{1}{2}$  to 1. Some of the embankments require raising and widening out.

Amount of contract—Grading.....	£22,227	15	6	
“ “ Superstructure.....	5,772	4	6	£28,000 0 0

*Extra work allowed to December 31st, 1857.*

For additional embankment, &c., at Sackville River bridge, per agreement.....	£875	0	0	
“ raising grade on embankments No. 19 and 20, 7059 cub. yds., at 2s. 8d.....	941	4	0	
“ allowance on account of embankment No. 1....	1,100	0	0	
“ altering road at peg No. 667, 250 c. yds. at 2s. 8d....	33	6	8	
“ extra work on culverts, drains, and water courses.....	1,206	6	0	
“ extra work on bridges.....	31	19	0	
“ grading siding at Mitchell's road, 750 c. yds., at 2s. 8d.....	100	0	0	
“ grading siding at Beddoes' road, 1200 c. yds., at 2s. 8d.....	160	0	0	£4,447 15 8

## \* Amount paid to Sept. 30th, 1857, £28999.

Add for bank walls, extra sloping, and bank drains.....	£500	0	0	
“ for completing station grounds and sidings, (grading £200, super. £2000).....	400	0	0	
“ for masonry or rip rap wall to protect em- bankment at bridges .....	200	0	0	1,100 0 0
				<u>33,547 15 8</u>

	<i>Classification.</i>	<i>Amount paid.</i>		<i>Estimated Cost.</i>
Grading .....	23,799	0	0	27,575 11 2
Superstructure .....	5,200	0	0	5,972 4 6
				<u>£28,999 0 0</u>
				33,547 15 8

\* £5,000 of this amount transferred from McD. &amp; S's. General Account.



SECTION NO. 3, WINDSOR BRANCH—LENGTH 5 MILES 76 CHAINS.

CAMERON & Co., AFTERWARDS JOHNSTON & BLACKIE, CONTRACTORS.

Several alterations of the original location have been made on this section. Also, changes of grade which affect the quantities. A viaduct was originally proposed and contracted for across 3d Lake, but a solid embankment has been substituted. The cuttings are mostly through rock. At one or two places, where the grade line runs nearly level with the surface of bogs, some piling may be found necessary.

Amount of contract—Grading.....	£34,623	10	5	
“ “ Superstructure.....	6,788	1	0	
				£41,411 11 5

*Extra work allowed to Dec. 31st, 1857.*

For 17,020 cub. yds. of rock put into embankm't No. 2, per agreement, at 3s. 6d.....	£2,978	10	0	
“ 4,278 cub. yds. in raising grade on embankm't No. 11, at 3s. 6d.....	748	13	0	
“ this sum, per agreement, for substituting embankment in place of viaduct, &c.....	500	0	0	
“ extra work on bridge at peg No. 70.....	40	12	6	
“ “ on “ at peg No. 147.....	891	14	3	
“ “ on “ at pegs No. 87 and 91.....	979	0	3	
“ building pile bridge through bog on embankment No. 12, say.....	1,200	0	0	
“ extra work on road alterations.....	23	8	6	
“ “ on culverts and drains.....	146	12	8	
				7,508 11 2
				£48,920 2 7

\* (Amount paid to Sept. 30th, 1857, £44,146 8 7.)

Add for straightening road and widening cuts where line altered by Cameron & Co.....	£800	0	0	
“ for additional material to embankm't No. 2, slope wall at viaducts, grading Uniacke station, laying siding, &c., (grad. £600, sup. £200).....	800	0	0	
“ for extra drains, side and bank ditches, and for excavating or piling where grade is near surface.....	700	0	0	
				2,300 0 0
				£51,220 2 7

	<i>Classification.</i>	Amount paid.	Estimated Cost.
Grading, &c.....		£38,146 8 7	£44,232 1 7
Superstructure.....		6,000 0 0	6,988 1 0
		£44,146 8 7	£51,220 2 7

\* Includes £4,139 6s. 3d. from Johnston & Blackie's General account.

## SECTION NO. 4, WINDSOR BRANCH,—LENGTH 5 MILES 74 CHAINS.

CAMERON &amp; Co., CONTRACTORS.

Considerable work remains to be done on this section to complete it according to contract. Several of the rock and clay cuttings are not taken out to the proper width by from three to five feet, and the larger embankments are generally narrow and require to be widened.

Amount of contract,—Grading.....	£41,705	18	9	
“ “ Superstructure.....	5,752	14	6	
				£47,458 13 3

*Extra Work allowed to Dec. 31st, 1857.*

Grading at St. Croix Station, 4,137 cubic yds., at 2s. 9d.	£568	16	9	
Extra work on Big Bog brook viaduct.....	870	16	4	
“ on culverts, drains, and side ditches.....	98	17	2	
Allowance to the contractors for substituting embankment and culvert in place of viaduct at Little Meadow brook, viz., the contract price of the viaduct, £4484 2 7, and the estimated cost of the girders, which were to have been furnished by the Com'rs., Girders	£657	5	5	
Freight and Insurance.....	52	12	0	
Erecting .....	154	0	0	
				863 17 5
				2,402 7 8
				£49,861 0 11

(Amount paid to Sept. 30th, 1857, £46,132 5 0)

Add for reducing slopes of clay and earth cuttings to 1½ to 1.....	£2,500	0	0	
“ for extra grading, bank ditches, and contingencies.....	600	0	0	
“ for turnouts at St. Croix, &c.....	200	0	0	
				3,300 0 0
“ for Iron girders at Big Bog brook bridge, paid by Commissioners.....	2,230	6	6	
				£55,391 7 5

	<i>Classification.</i>	Amount paid.	Estimated Cost.
Grading, &c.....		£41,132 5 0	£47,208 6 5
Superstructure .....		5,000 0 0	5,952 14 6
Iron Girders.....		2,230 6 6	2,230 6 6
		£48,362 11 6	£55,391 7 5

## SECTION NO. 5. WINDSOR BRANCH—LENGTH 6 MILES 30 CHAINS.

MCDONALD &amp; SIMPSON, CONTRACTORS.

The slopes on this section are now taken out somewhat flatter than 1 to 1, but are quite irregular—some of the cuttings are not to the full width.

Amount of contract—Grading.....	£16,659	17	4	
“ “ Superstructure.....	4,840	2	8	
				£21,500 0 0

*Extra work allowed to December 31st, 1857.*

For extra work on St. Croix viaduct.....	£510	4	9		
“ “ on bridges, 15 feet spans.....	2,437	16	6		
“ “ on “ 12 feet spans.....	782	17	6		
“ “ on culverts and drains, including side ditches.....	1,128	14	6		
				<u>4,859</u>	<u>13 3</u>
				£26,359	13 3
Add for sloping clay cuttings 1½ to 1.....	£1,000	0	0		
“ for extra drains, ditches, grad'g, sid'g, &c., (gra. £400, sup. £200).....	600	0	0		
				<u>1,600</u>	<u>0 0</u>
Add cost of Iron girders and labor on St. Croix viaduct, paid by Commissioners .....				1,326	19 5
				<u>£29,286</u>	<u>12 8</u>
Grading, &c.....	£22,919	10	7		
Superstructure .....	5,040	2	8		
Iron girders of St. Croix viaduct .....	1,326	19	5		
				<u>£29,286</u>	<u>12 8</u>

The monthly payments having been made on joint account of this contract, and “Sec. 5 extension,”—the classification is made at the end of the estimate for the latter on the next page.

SECTION 5, EXTENSION, (INCLUDING STATION GROUNDS AT WINDSOR,) LENGTH 1 MILE.

MCDONALD & SIMPSON, CONTRACTORS.

This work was let out by the cubic yard at the Schedule prices of section No. 5.

The cost sums up as follows:

19,711 cubic yds. of excavation in road bed at 1s. 3d.	£1,231	18	9		
65,089 “ of do in forming station grounds, at Windsor, at 1s. 3d.....	4,068	1	3		
Bridge at Winkworth road.....	1,757	14	6		
“ at peg No. 26.....	162	5	6		
Road Alterations.....	315	0	0		
Culverts and drains.....	285	17	6		
Grubbing and clearing on line.....	65	0	0		
				<u>£7,885</u>	<u>17 6</u>
2150 cubic yards of ballasting, at 1s. 4d.....	143	6	8		
1926 l. yards of rail laying, at 1s. 3d.....	120	7	6		
2934 sleepers, at 2s. 6d.....	366	15	0		
Laying two sets of switches and crossings, at £6.....	12	0	0		
Carriage of materials, 1½ miles, at £90.....	99	0	0		
				<u>741</u>	<u>9 2</u>
				£8,627	6 8
Total to Dec. 31st, 1857.....					
Add to complete filling of station grounds, 45,000 cubic yards of excavation, at 1s. 3d.....	2,812	10	0		
Add for additional station tracks, sidings, and miscellaneous, (grading, £300, super. £300).....	600	0	0		
				<u>£12,039</u>	<u>16 8</u>

Grading, &c.....	£10,998	7	6
Superstructure .....	1,041	9	2
	£12,039	16	8

*Classification of Cost of Section No. 5 and Extension.*

	Amount paid.	Estimated Cost.
Grading, &c., Section No. 5 .....	* £27,032 13 5½	£22,919 10 7
“ Extension .....		10,998 7 6
Superstructure, Section No. 5.....	5,000 0 0	5,040 2 8
“ Extension.....		1,041 9 2
Iron Girders, St. Croix bridge.....	1,326 19 5	1,326 19 5
	£33,359 12 10½	£41,326 9 4

*RECAPITULATION of the foregoing Estimates for the GRADING and SUPERSTRUCTURE of the several Sections.*

	GRADING.			SUPERSTRUCTURE.		
	AMOUNT PAID.	ESTIMATED COST.		AMOUNT PAID.	ESTIMATED COST.	
<b>MAIN LINE.</b>						
Richmond Station .....	3873 11 1	7873 11 1	2300 0 0	2800 0 0	0 0 0	0 0 0
Road Alterations.....	2333 19 1	2333 19 1	0 0 0	0 0 0	0 0 0	0 0 0
Section No. 1.....	21149 12 8½	21649 12 8½	6314 15 0	6314 15 0	0 0 0	0 0 0
“ “ 2.....	8964 3 6	9064 3 6	940 18 9	940 18 9	0 0 0	0 0 0
“ “ 3.....	24163 7 11½	25163 7 11½	2906 7 0	2906 7 0	0 0 0	0 0 0
“ “ 4.....	6577 17 2	6677 17 2	872 6 3	872 6 3	0 0 0	0 0 0
“ “ 5.....	37606 8 8½	41953 4 0½	11009 1 0	11009 1 0	0 0 0	0 0 0
“ “ 6.....	15471 14 0	16371 14 0	2419 7 6	2544 7 6	0 0 0	0 0 0
“ “ 7.....	32457 6 9½	32687 9 4½	3000 0 0	6928 12 5	0 0 0	0 0 0
“ “ 8.....	34876 0 0	39447 18 8	3700 0 0	10734 11 4	0 0 0	0 0 0
“ “ 9.....	8066 0 0	25283 3 0	1000 0 0	4649 17 6	0 0 0	0 0 0
“ “ 10.....	4683 0 0	29508 8 3	270 0 0	8325 0 0	0 0 0	0 0 0
“ “ 11.....	3379 0 0	14638 16 6	700 0 0	7333 12 6	0 0 0	0 0 0
Sackville Bridge .....	7538 2 9	7538 2 9	0 0 0	0 0 0	0 0 0	0 0 0
Miscellaneous.....	268 7 11½	2018 7 11½	500 0 0	750 0 0	0 0 0	0 0 0
	£ 211408 11 8½	282209 16 0½	35932 15 6	66109 9 3		
<b>WINDSOR BRANCH.</b>						
Section No. 1.....	27474 0 0	33317 16 9	5000 0 0	6126 14 3	0 0 0	0 0 0
“ “ 2.....	23799 0 0	27575 11 2	5200 0 0	5972 4 6	0 0 0	0 0 0
“ “ 3.....	38146 8 7	44232 1 7	6000 0 0	6988 1 0	0 0 0	0 0 0
“ “ 4.....	43362 11 6	49438 12 11	5000 0 0	5952 14 6	0 0 0	0 0 0
“ “ 5.....	28359 12 10½	24246 10 0	5000 0 0	5040 2 8	0 0 0	0 0 0
“ Extension .....		10998 7 6		1041 9 2		
	£ 161141 12 11½	189808 19 11	26200 0 0	31121 6 1		
Main Line .....	211408 11 8½	282209 16 0½	35932 15 6	66109 9 3		
Windsor Branch .....	161141 12 11½	189808 19 11	26200 0 0	31121 6 1		
Totals.....	£ 372550 4 8	472018 15 11½	62132 15 6	97230 15 4		

\* Includes £1,108 13 5½ from McDonald & Simpson's General Account.

(2). IRON AND SUPERSTRUCTURE.

The following Statement shows the quantity, the total cost, and cost per ton,—including Insurance, Freight, Commissions, and all other charges,—of the Iron rails, chairs, spikes, keys, and switches, which have been delivered at Halifax and at Windsor :

Tons. cwt. qrs. lbs.		Total cost.	Average cost pr Ton.
8057 2 2 13	of Iron Rails . . . . .	£96329 18 6½	£11 19 0
650 0 0 0	of Joint Chairs . . . . .	5525 19 0	8 10 4
2604 0 0 0	of Intermediate Chairs . . . . .	22180 11 9½	8 10 4
203 17 2 9	of Spikes . . . . .	3627 12 3½	17 7 5
	50,027 of eight inch Elm Keys . . . . .	600 12 8	£12 per M.
	272,839 of five inch do . . . . .	2461 0 7	£9 " "
	60 sets of Switches and Crossings . . . . .	2511 14 10½	£41 17 1 per set.

Amount paid to Sept. 30, 1857 . . . . . £133237 9 9

Of the above, the following quantities of Rails, Chairs, and Spikes, were lost in the Bay of Fundy, on board the "Glide," in August 1855, on her passage from Halifax to Windsor; and as there was no insurance, the loss falls on the Province, and their place must be supplied by ordering an additional quantity.

125 .5 tons	Rails, cost . . . . .	£1498 5 0
15 .0 tons	Joint Chairs, cost . . . . .	127 15 0
48 .0 tons	Intermediate Chairs, cost . . . . .	408 16 0
6 .1 tons	Spikes, cost . . . . .	105 9 0
		£2140 5 5
194 .6	Tons.	

A lighter loaded with Bridge Iron, some Chairs and Spikes, was lost in Bedford Basin, but I have been unable to obtain the particulars. The Bridge Iron, of the value of £146 8s. 1½d., has since been replaced from England.

*Estimate of the cost of a Mile of Superstructure, including Iron, at the average prices paid for materials and workmanship on the Nova Scotia Railway.*

Rail weighing 63 lbs. per yard, or 99 tons per mile, at £12 per ton, delivered at Halifax . . . . .	£1188	0	0
588 cast iron joint chairs, weighing 33 lbs. each, = 8.66 tons per mile, say 10 tons allowing for breakage, at £8 10s. 6d. per ton, delivered . . . . .	85	5	0
3528 cast iron intermediate chairs, weighing 23 lbs. each, = 36.23 tons per mile, say 40 tons allowing for breakage, at £8 10s. 6d., delivered . . . . .	341	0	0
8232 wrought iron spikes, weighing 10 oz. each, = 2.3 tons per mile, say 2½ tons, at £17 7s. 6d. . . . .	43	8	9
588 eight inch Elm keys per mile, say 650, at £12 per M . . . . .	7	16	0
3528 five inch Elm keys per mile, say 3,900, at £9 per M . . . . .	35	2	0
2060 sleepers, 10 ft. long, 4½ by 10 inches, at 1s. 10d. each . . . . .	188	16	8
Laying rails per mile . . . . .	150	0	0
Carriage of materials (iron 152½ tons), . . . . .	170	0	0
Switches and points per mile, say . . . . .	60	0	0
Ballasting, average per mile . . . . .	420	0	0
	£2,689	8	5

Average cost per mile . . . . .

*Total miles of Railway Superstructure required.*

	Miles.	Chains.
Main Line .....	61	16½
Windsor Branch.....	31	49
Add for Turnout and Station tracks.....	5	69½
Add to supply place of Iron lost in Bay of Fundy.....	1	25

Total..... 100 miles.

And 100 miles multiplied by the average cost above stated, viz., £2689, 8 5 gives us the total cost of the Superstructure and Iron..... £268,942 1 8

There has been paid for iron rails, chairs, spikes, keys, and switches, as per table, page 25..... £133,237 9 9

And on account of superstructure, under the section contracts, as at page 24..... 62,132 15 6

Amount paid to Sept. 30, 1857..... £195,370 5 3

Amount required to complete the superstructure and iron..... 73,571 16 5

£268,942 1 8

As it may be useful to know the quantity of rails, chairs, spikes, &c., still required to be ordered, I add the following Statement:

	IRON RAILS.	JOINT CHAIRS.	INTER. CHAIRS.	SPIKES	KEYS.	
					8 inch.	5 inch.
	Tons.	Tons.	Tons.	Tons.	No.	No.
Required for one mile.....	99	10	40	2½	650	3900
“ for 100 miles.....	9900	1000	4000	250	65000	390000
Received at Halifax and Windsor....	8057	650	2604	203.8	50027	272839
Remaining to be ordered Sept. 30, 1857,	1843	350	1396	46.2	14973	117161

**(3). STATION BUILDINGS AND FIXTURES.**

The Station Buildings and Fixtures at present on the Railway, are of limited extent and convenience. At Halifax the main building is used for both merchandise and passengers, and is too small for the accommodation of both when the road is extended. I have therefore in the estimate allowed for a separate merchandise building.

The buildings appropriated to the repairs of locomotives and cars are also entirely too small for the accommodation of this department, and must be largely increased. Additional machinery and tools will also be required. It is important that this department—from the want of local facilities to procure work done at other establishments—should be more than ordinarily complete. To keep a large stock of duplicate parts on hand to be ready in cases of accident is expensive, and the repair shops should be capable of supplying all that may be required in this respect. It would also be desirable that the passenger cars should be built at the work shops, the freight and insurance being heavy items on their importation.

I have allowed for erecting wood sheds, of which there are none on the road at present. It will be found true economy to have the wood kept dry and seasoned under cover.

In the Appendix will be found a tabular statement (No. 5) showing the location, dimensions, and other particulars relative to the station buildings and fixtures already built or contracted for.

There had been expended, September 30th, 1857, for station buildings, fixtures, machinery and tools—including £362 3s. 3d. paid under the Section contracts—the sum of.....	£9,578	4	7
For the quarter ending Dec. 31st, 1857, there was paid on account of buildings about.....	£3,500	0	0
And for turntables, cranes, tools and machinery for workshops.....	6,000	0	0
To complete the buildings and platforms, now under construction, will cost, say.....	1,000	0	0
	10,500	0	0
	£20,078	4	4

For the additional buildings and fixtures required, I estimate as follows:

<i>Richmond</i> —New machine and repair shop—brick or stone.....	1,500	0	0
“ Freight or merchandise building, and additions to present station house.....	1,500	0	0
“ Car house.....	250	0	0
“ Wood sheds, &c.....	600	0	0
“ Machinery and tools for repairs.....	1,500	0	0
<i>Junction</i> —Passenger and freight building.....	250	0	0
“ Wood sheds, water works, and laying down turntable.....	500	0	0
<i>Truro</i> —Passenger and freight buildings—brick or stone.....	1,500	0	0
“ Engine house and fixtures.....do.....	500	0	0
“ Wood sheds, tanks, and laying down turntable.....	800	0	0
<i>Windsor</i> .....do.....do.....do.....do.....	800	0	0
<i>Way Stations</i> —Say, eight watering stations, including Bedford and Grand Lake, fitted with water tanks, wood sheds, wells, and pumps or aqueducts—average for each station £400.....	3,200	0	0
“ Passenger and freight buildings at the above way stations (additional).....	2,500	0	0
“ Say eight intermediate or 2d class stations—making stopping places about five miles apart—average, say for buildings and platforms, £300.....	2,400	0	0
“ Miscellaneous, and to fit up machinery and tools in workshops.....	2,500	0	0
	Total.....	£40,378	4 7

(4). EQUIPMENT OR ROLLING STOCK.

The rolling stock at present in use on the road is as follows:

- 7 Locomotive Engines,
- 6 Eight wheel Passenger Cars,
- 1 “ 2d. Class and Mail Car,
- 4 “ Covered Merchandise Cars,
- 31 “ Platform Cars,
- 1 Four wheel Merchandise Car,
- 5 Eight wheel Covered Horse Cars,
- 3 “ Cattle and Sheep Cars,
- 2 Four wheel Ballast Cars,
- 1 Snow Plow, and 4 Hand Cars.

*There are under construction in the Workshops at the Richmond Station.*

2	Eight wheel 2d. Class Passenger Cars.
2	“ Covered Merchandise Cars,
3	“ Horse Cars,
5	“ Platform Cars,

Two additional locomotive Engines, which were ordered from Neilson & Co., of Glasgow, of the same size as Nos. 6 and 7 at present on the road, were lost on board the “Thomas” last fall. They were fully insured, and their place is being supplied by the Manufacturers. Six more of the same size have recently been ordered.

The amount paid for locomotive engines up to Sept. 30th, 1857, was £11094 17 2½  
For passenger, freight, and other cars, snow plow and omnibuses. . . . . 9996 12 6½

21091 9 9

The two locomotives (Nos. 6 & 7) received since Sept. 30th cost, delivered at Halifax, say £4250 each. . . . .	8500	0	0
Eight locomotive engines ordered, say. . . . .	3400	0	0
Two passenger cars, received since Sept. 30th. . . . .	1100	0	0
Wheels and axles, waggon mounting, &c. . . . .	4500	0	0
To fit up the locomotives and to complete the cars now building, say. . . . .	500	0	0

Making the cost of the rolling stock now in use, under construction or ordered. . . . . £69691 9 9

In addition to the above, I estimate that the following locomotives and cars will be required for the effective operation of the road when completed to Windsor and Truro, viz;

4 locomotive engines, 30 tons each, at £4500*	£18000	0	0
5 eight wheel passenger cars, 1st class, at 600	3000	0	0
5 “ baggage and 2d. class, at 350	1750	0	0
40 “ freight cars. . . . . at 175	7000	0	0
6 “ cattle cars. . . . . at 175	1050	0	0
20 “ platform and lumber cars at 140	2800	0	0
	33600	0	0
	£103291	0	0

### (5). WHARVES.

The wharf at Halifax was built by contract, and has been in use for some time. That at Windsor was built by days labor, and is completed, with the exception of the back filling, metalling, &c.

There has been paid on account of the wharf at Halifax. . . . .	£854	17	3½
And on account of the wharf at Windsor. . . . .	£2769	1	5½
To complete the latter requires 5000 cubic yards of filling, at 1s. 3d. . . . .	312	10	0
Add for metalling, mooring rings, &c. . . . .	300	0	0
	3381	11	5½

£4236 8 9

\* The price of these locomotives is based on the cost of the two last received at Halifax, viz., about £4250 each, including duplicate and spare parts. It is a much higher price, however, than is usually paid for locomotives of that class,



(6.) LAND DAMAGES AND FENCING.

The act authorizing the construction of the road, gives authority to the Commissioners and those acting under them "to enter upon and take possession of any lands required for the track of the railways, or for stations;" and also to enter "upon any lands" and take material of any kind that may be required; and provides that the monies payable for land and damages shall form a County charge, to be assessed, apportioned, and paid for, according to the relative benefits derived from the Railway by the several sections of the county. The land, therefore, occupied by the Railway, and the damages to property, have not been included in the payments made by the Board of Railway Commissioners, except in the following instances:

Paid for a House at the Halifax terminus bought of R. Marshall.....	£175	0	0
" for recording deed.....	0	8	9
" for Land at African village, on which to place buildings interfered with by the Railway (conveyance to J. Morrow).....	175	0	0
" for Interest 1 year and 9 months on the above.....	18	7	6
" for recording deed.....	0	8	9
" for Material and labor in removing and fixing up buildings at African village.....	210	7	9
" to T. & L. Piers for damages to property on Bedford Basin, in accordance with resolution passed by the Legislature....	500	0	0
		<u>£1079</u>	<u>12 9</u>

*Fencing.* There are now built, or contracted for, 114 miles of Fence, at prices ranging from 5s. to 16s. 6d. per rod—the average price per rod being 6s. 3d. nearly, which is equal to £100 per mile.

To fence the whole of the Main line and Windsor branch, on both sides, would require 186 miles of fence, which would cost at the above average, £18,600; but it may be deserving of consideration whether there is a necessity for fencing the whole immediately. For many miles the road passes through a sparsely settled region covered with timber and underbrush, in which few, if any, cattle are pastured; and the frequency of fires in such places would endanger wooden fences. Again, on several parts of the line the embankments are made mainly of rock, with slopes of nearly one to one, which cattle will not readily attempt. I think, therefore, that three-fourths of the line is all that it may be advisable to enclose at present. To this I add an allowance of £500 for Snow fences, which on some portion of the road may be found desirable.

The fences built are known as "Post and rail,"—the posts generally of hackmatack and the railings of spruce. Stone is very abundant on many parts of the line, covering, indeed, the whole surface, and rendering it difficult to erect a wood fence. In such places I would give the preference to rough stone walls, which would cost but little more in the first instance, and be far more durable.

*Estimate.*

Say 140 miles of fence, including that already built, at £100 per mile	£14000	0	0
Snow fences.....	500	0	0
Add Land and damages, as above.....	1079	12	9
		<u>£15579</u>	<u>12 9</u>

Amount paid on account of fencing.....	5044	10	5
" " for land and damages.....	1079	12	9
		<u>£6124</u>	<u>3 2</u>

Table No. 6 in the appendix is a statement of the contracts for fencing.

**(7). SALARIES AND INCIDENTAL EXPENSES.**

The amount expended under this head, during the time the road has been under construction, is as follows:

Salaries of Commissioners paid by the Receiver General.....	£5696	13	1
Incidental expenses paid by the Rec. Gen. (Expense account).....	392	9	11
Salaries paid by the Commissioners.....	1403	5	11
Incidental expenses paid by the Commissioners.....	1794	17	7½
			<hr/>
Amount paid to September 30th, 1857.....	£9287	6	6½
To which I add, on the assumption that it will require another twelve months to put the work in effective operation.....	3500	0	0
			<hr/>
Total.....	£12,787	6	6½

**(8). ENGINEERING AND SURVEYING.**

The expenditures under this head up to Sept. 30th, 1857, have been as follows:

Salary of the Chief Engineer paid by the Receiver General.....	£3281	5	0
Salaries and expenses of the Engineer Department, including wages of inspectors and time-keepers, paid by the Railway Commissioners.....	9490	14	6½
			<hr/>
	£12771	19	6½
To which add for twelve months.....	5,000	0	0
			<hr/>
Total.....	£17771	19	6½

**(9). OFFICE EXPENSES.**

The expenditures have been as follows:

Postages and telegraphs.....	£201	5	5½
Printing and advertising.....	561	9	8½
Office expenses—furniture, fuel, &c.....	1170	5	3½
			<hr/>
	£1933	0	5½
Add for 12 months.....	600	0	0
			<hr/>
Total.....	£2533	0	5½

**(10). CONTINGENCIES.**

There have been classed under this head the following expenditures:

Law Charges.....	£243	15	0
Commissions and agencies.....	333	2	6
Home Insurance.....	180	10	0
Interest.....	765	3	2½
			<hr/>
	£1522	10	8½
Add for 12 months.....	*3000	0	0
			<hr/>
	£4522	10	8½

\* £1300 of this is for interest due Baring Brothers & Co., December 31st, 1857.

**(11). MATERIALS AND PLANT.**

Under this head have been embraced ballast waggons, wheel-barrows, scows, and road tools; also, items of lumber, timber, cement, iron, steel, oil, &c., which have not been charged to any other than General account—neither the books nor vouchers showing what disposition has been made of them. The items are as follows:

<i>Plant Account</i> —Waggons, wheel-barrows and scows, derrick, road tools, gunpowder, &c. ....	* £839	5	5½
Lumber and timber. ....	748	8	3
Portland cement. ....	20	12	4
Iron, steel, nuts and screws. . . . .	1430	11	5½
Oil, and cotton waste. ....	71	13	3
Miscellaneous. ....	59	15	3
		£3170	5 9
Add for 12 four wheel ballast or gravel cars, for making repairs, at £75. ....	900	0	0
“ for tools, &c. ....	600	0	0
		£4670	5 9

**(12). INTEREST ON DEBENTURES.**

The amount paid for Interest on Debentures, &c., up to September 30th, 1857, as entered on the books of the Receiver General, is .....	£29,634	10	9
Add for accrued interest and the interest falling due for the next 12 months. ....	45,000	0	0
		£74,634	10 9

From this account there might be deducted the net profits of working the road up to the time of its entire completion, but in the uncertainty of what the sum may be, I prefer to leave it, to go towards meeting depreciation of rolling stock and such claims of the contractors as may be recognised.

**(13). TELEGRAPH.**

In the Estimate, I have allowed £3500 for building and equipping a Telegraph line for the use of the road. I am of opinion, however, that this expenditure may, at least for the present, be deferred. The expenses of operating a railway telegraph are by no means inconsiderable, as, to derive from it full benefit, it must communicate with every station on the line and be conducted by a man of intelligence, always at his post, and who is capable of directing and regulating the trains. A very large traffic, under proper regulations, can be conducted on a single track without such aid. If an arrangement can be made with existing lines, or if private enterprise should desire to establish one along the route of the railway, every facility and encouragement should be given. To maintain and operate a telegraph properly, would probably cost not less than £500 per annum.

Of this amount £20 2s. 6d. is debited to the War Department for gunpowder barrels returned in 1856, which remain unpaid.

## SUMMARY.

Collecting the various items of the Estimate together, we obtain the following results—of the Amount Paid, the Amount Required to complete the road, and the Total cost of the Road and Equipment complete:—

	Amount paid to Sept. 30, 1857.	Am't. required to complete the road.	Total cost of Road and Equipment.
1. Grading, masonry, & bridging	372550 4 8	99468 11 3½	472018 15 11½
2. Iron and Superstructure. . . . .	195370 5 3	73571 16 5	268942 1 8
3. Station buildings and Fixtures	9578 4 7	30800 0 0	40378 4 7
4. Locomotive Engines, and Cars	21091 9 9	82200 0 0	103291 9 9
5. Wharves { Halifax £854 17 3½ Windsor 3381 11 5½	3623 18 9	612 10 0	4236 8 9
6. Land Damages and Fencing. . .	6124 3 2	9455 9 7	15579 12 9
7. Salaries & Incidental expences	9287 6 6½	3500 0 0	12787 6 6½
8. Engineering and Surveying. . .	12771 19 6½	5000 0 0	17771 19 6½
9. Office expences. . . . .	1933 0 5½	600 0 0	2533 0 5½
10. Contingencies. . . . .	1522 10 8½	3000 0 0	4522 10 8½
11. Materials and Plant. . . . .	3170 5 9	1500 0 0	4670 5 9
12. Interest on Debentures. . . . .	29634 10 9	45000 0 0	74634 10 9
13. Telegraph. . . . .	.....	3500 0 0	3500 0 0
Totals. . . . .	£666657 19 11	358208 7 3½	1,024,866 7 2½

The above estimate includes both the Main line and the Windsor branch; but as it may be satisfactory to know the cost of each separate, I add the following statements:—

*Statement shewing the approximate cost of the Main line—61<sup>2</sup>/<sub>10</sub> miles.*

	Total Cost.	Cost per mile.
Grading, masonry, and bridging, of the Main line, as per Tabular statement, page 24. . . . .	£282,209 16 0½	£4611 5 5
Wharf at Halifax. . . . .	854 17 3½	13 19 4
To which add, at the average cost per mile, items 2, 3, and 4, and 6 to 13, as found by the above summary, and we obtain. . . . .	361,799 11 7	5911 15 2
Making the Totals for the Main line. . . . .	£644,864 4 11	£10,536 19 11

*Statement shewing the approximate cost of the Windsor branch—31<sup>6</sup>/<sub>10</sub> miles.*

	Total Cost.	Cost per mile.
Grading, masonry, and bridging, as per Tabular statement page 24. . . . .	£189,808 19 11	£6606 12 3
Wharf at Windsor. . . . .	3,381 11 5½	107 0 3
Add, at the average cost per mile, items as on main line. . . . .	186,811 10 11	5911 15 2
Making the Totals for the Windsor Branch. . . . .	£380,002 2 3½	£12,025 7 8

The average cost of the Main line and Windsor branch, taken together, is £11,043 16s. 4d. per mile.

In the estimate, I have intended to provide not only for the expenditure necessary to open the road for traffic, but to complete the same and erect such station buildings and furnish such an amount of rolling stock, as will be found requisite for doing a profitable business. Some portion of this expenditure may be postponed until the

whole of the road is in working order—such as part of the fencing, station accommodation, telegraph, widening embankments, and a few other items. I have meant neither to omit nor include anything but what will be found actually necessary before the construction account of the road can be closed.

#### REVENUE OR TRANSPORTATION ACCOUNT.

In making up and classifying this account, some difficulty has been experienced from the vouchers not always specifying the nature of the services rendered or the labor performed,—an imperfection continued to the present time.

For the year 1855, the running expenses were not separated from the construction account until the close of the year, and had to be arrived at, on some items, by estimation. The repairs of the road for that year, amounting to £410 14 6, were charged to construction or general account; I have not deemed it necessary to transfer them, although they were properly chargeable to working expenses, and would reduce the net earnings by that amount. It is rarely ever the case that a few miles of a long road opened for travel pays more than the expenses of running.

I have not attempted materially to modify the classification made on the books of the working expenses, although it is by no means such as I would have preferred, but the items consisting mainly of labor, they cannot now be apportioned in any other way.

In going over the vouchers, some items of expenditure connected with the running of the road, such as advertising trains, printing tickets, &c., were found charged to other accounts. These I have transferred to the working expenses, which reduces the net receipts below the return of the Commissioners for the year 1855, £25 7 9½, and for the year 1856, £54 9 9½. A careful scrutiny of the Schedule would, perhaps, show that there are other items for salaries of superintendents, and station masters, watchmen at depot, and road crossings, which might also, with propriety, be transferred, but as the parties were at the same time performing duties connected with the construction of the road, it would be only a portion of their salaries that would be fairly chargeable to running expenses,—an apportionment which could only be properly made at the time, with a knowledge of all the facts. There are also some items for coal, oil, and cotton waste, which have been charged to other accounts, a portion of which may have belonged to running expenses, but cannot now be separated: Thus we have oil and cotton waste in the years 1855 and 6 to the amount of £134 11 10 charged to rolling stock, and £71 13 3 to construction or General account.

It may be proper to state that in the revenue account of 1855 for freight, as entered in the books and in the annual report of the Commissioners, the balance of the account only is given; the charges for loading and unloading amounting to £31 11 10 are not included in the expenses, but the revenue is reduced by an equal sum. This, of course, does not affect the general result of net earnings, but as it is an improper mode of rendering the account, and as in Schedule A, we have given the items of expenditure, a corresponding sum has been added to the revenue side of the account.

The following Table exhibits at one view the results arrived at, as to the receipts, the working expenses, and the net earnings, for each year, of the portions of the road in operation:

*Transportation Account.*

	1855. Feb'y., 4 miles July, 8 miles In Operation.	1856. 8 miles in operation.	1857. (9 months.) 22½ miles in operation.
RECEIPTS from Passengers.....	1659 13 2½	2401 0 8	3298 5 5½
“ “ Freight.....	126 9 11½	577 1 10½	1142 19 0½
“ “ Mail and Mail Coaches.....	0 0 0	162 1 3	195 7 6
“ “ Conveyance of Troops.....	0 0 0	25 0 0	
“ “ Storage.....	0 0 0	12 8 4	12 9 3
“ “ Freight of Iron.....	38 9 4	822 0 11	480 0 4½
“ “ Contrac'rs, for use of Loco. Eng.	105 0 7	107 10 0	1149 17 6
Total Receipts.....	£1929 13 1	4107 3 0½	6278 19 1½
<i>The Expenses were:</i>			
Locomotive charges.....	329 18 4½	651 17 5½	903 15 6
Traffic charges.....	94 2 10	285 0 6½	645 5 2½
Repairs of Stock (Loco. and Cars).....	241 13 9	677 0 4½	515 15 4
Wood and Coal.....	237 11 0	325 11 7	698 16 0
Oil and Cotton waste.....	101 18 11	76 17 3	318 1 5
Upholding or Maintenance of Way.....	0 0 0	618 14 5½	697 9 0
Salaries and Miscellaneous.....	47 17 9	418 15 7½	360 17 1
Total Expenses.....	£1053 2 7½	3053 17 2½	4139 19 6½
Net Receipts.....	£ 876 10 5½	1053 5 10	2138 19 7
Number of way passengers.....	30563	50844	
“ of through passengers.....			
“ tons of freight moved.....			
“ of Miles run by Engines.....	8098	17271	22432
Receipts per Mile run.....	4s. 9d½	4s. 9d½	5s. 7d....
Expenses per mile run.....	2s. 6d.	3s. 6d½	3s. 8d½...
Gross rec'ts. per mile of road in operation.....		£513 8 0	£279 1 4
Net receipts per do...do...do.....		£131 13 3	£95 1 3

REMARKS ON THE PLAN OF CONSTRUCTION AND THE PRESENT CONDITION OF THE WORKS.

On the portion of the Main Line completed the road bed is generally in good condition. The embankments having been made mostly of rock, not much settlement or shrinkage has taken place, but there are some of them, occasionally, scant in width and require filling out. The slopes, also, of earth cuttings should be reduced to 1½ to 1, otherwise there will be liability to interruption to the travel and business of the road. There are several places where the rails have not been properly bent, nor the outer rail elevated to suit the curve, matters of much importance when there are curves of small radii and a high rate of speed is to be maintained.

On the Windsor branch much remains to be done to perfect the road bed,—side ditches require to be opened, points of rock to be removed, and the side slopes of the excavations dressed and trimmed to prevent boulders and roots of trees from falling down and obstructing the road. Many of the cuttings and embankments are of less than the contract width. The clay embankments, which have recently been made,

may be expected to settle largely by next spring, and will require a considerable amount of filling to make them good. The rails also, in many places, are imperfectly laid, not bent to the curves, and require adjusting. The hurried manner in which the road has been brought into use, may excuse the defects at present, but they ought to be corrected at an early day.

The masonry of the viaducts and bridges, on both the Main line and the Windsor branch, is of a very superior character, more so, in fact, than is usually met with on public works; and where wooden superstructures are used they are of abundant strength.

The wrought iron girders used in the more important viaducts and bridges were manufactured by Fairbairn & Sons, of Manchester, England, forwarded in sections, and put together on the works. The greatest spans in which they are proposed to be used are in the bridges across the 2nd Shubenacadie and the Stewiacke rivers, which have each openings of 100 feet. These bridges are not yet complete. The girders, I am informed by the Engineer, are proportioned to sustain a weight of seven tons per foot without breaking, which is ample. I would, as a matter of precaution, recommend that they, and, in fact, all bridges, be subjected to a proper test previous to opening the road for the transportation of passengers.

*Culverts and Drains.*—The masonry of this class is of a fair quality, but under some of the heavy embankments arch culverts of a larger opening would have been preferable. Some of them look small in size for the area of country drained through them. On section No. 11 of the Main line, no masonry has yet been constructed, and the quantity in the schedule appears to me insufficient. Truro Mill Brook is crossed four times, and should have a water way of not less than 25 feet. The waters of this brook are reported to spread over the meadows, in high freshets, to a depth of 3 to 5 feet, and, as the flow will necessarily be obstructed by the railway embankment, sufficient opening should be left for the passage of the whole body of the water. In the estimate I have provided for about double the quantity of masonry and bridging shown on the schedule. On the Windsor branch a few wooden culverts were permitted to be used on the western end of the line, they are poor substitutes for stone work.

*Ballasting.*—The specifications call for ballasting to a depth of one foot and a width of 14 feet, both in excavations and on embankments, of clean round gravel, or stone, broken, so that "each piece will pass through a ring, each way, two inches in diameter." It is required to be "well beaten and compressed with a double-handed beater," and made smooth and uniform for receiving the sleepers; and, after the rails have been permanently laid, an additional quantity of ballast is required to "be well rammed round the sleepers, upon which shall be spread a stratum of clean gravel six inches thick."

This specification, if carried out, would make a very perfect road, but it has not received much attention, and, not unfrequently, the sleepers rest directly on stones of considerable size, and in other cases the ballasting is of inferior material, being composed, more or less, of argillaceous soil, subject to be acted on by frost. To have complied with the specification literally would have cost the contractors at least £100 more per mile than they have expended.

*Railway Superstructure.*—The plan of the Railway superstructure adopted has already been referred to at page 5. The plan has been found to answer well in Great Britain, where the temperature is comparatively uniform and moderate, and the ground not liable to be frozen to great depths,—but in the northern portion of the United States, where the same plan was tried, the cast iron chairs were found liable to break during cold weather, and as they, besides, added largely to the cost, the form of the rail was

modified so as to dispense with their use, except as a connecting plate at the ends of the rails, and even for this purpose wrought iron is now mostly used. Wooden side keys, from the great alternations of heat and cold, were found to shrink and work loose, and have also been abandoned.

The plan of rail now almost universally adopted in the States is that known as the T or American pattern, which requires no chairs, unless the plate placed under the ends of the rails can be termed such. This plan, or a modification of it, has been adopted on the Great Western, the Grand Trunk, and other Railways in Canada, also on the New Brunswick Railways. It admits of much more ready adjustment, costs considerably less per mile, and appears to satisfy the requirements of climate and economy on this side of the Atlantic, better than any other. That you may be enabled to judge of the comparative economy of the two plans, I submit the following estimate :

*Estimate of Cost of a Mile of Railway Superstructure laid with the T rail, at the prices paid for material and labor on the Nova Scotia Railway.*

Rail, weighing 63 pounds per yard, or 99 tons per mile, at £12 per ton, delivered.....	£1188	0	0
3½ tons of wrought iron joint plates, at £20 per ton, delivered.....	65	0	0
2½ tons of spikes, at £17 7s. 6d.....	43	8	9
2060 sleepers, delivered on the line of railway, at 1s. 10d. each.....	188	16	8
Laying rails per mile.....	150	0	0
Carriage and distribution of materials (iron 105 tons) per mile.....	140	0	0
Switches and crossings per mile.....	60	0	0
Ballasting per mile.....	420	0	0
Cost per mile.....	£2255	5	5

The cost of your present superstructure, as at page 25, is £2689 8s. 5d., making a difference in favor of T rail of £434 3s. per mile.

With your present rail I anticipate that there will be some difficulty from the shrinkage of the keys, allowing the rails to slip endwise, particularly on the heavy grades, there being nothing but the friction between the keys and rails to prevent the latter being drawn apart at the joints. In some cases this is quite perceptible now, and with heavier locomotives the difficulty will be increased. It may be obviated to some extent, should it be found necessary, by drilling a hole through one of the intermediate chairs attached to each rail, and inserting an iron pin or bolt, passing through both chair and rail.

*Locomotive Engines.*—Table No. 7, in the Appendix, shows the number of locomotives in use on the railway, the weight of each, the capacity of the tender, diameter and stroke of cylinder, connection, number and diameter of drivers, with the names of the builders.

As a number of additional locomotives will soon be required I propose briefly to investigate the power and capacity of those on the road with a view to determine whether they are adapted to the grades and to the business anticipated.

No. 1 locomotive or "May Flower," has 15 inch cylinders, weighs 19 tons, and has about 12 tons resting on the driving wheels. No. 2 and 3, named respectively, "Sir Gaspard" and "Joseph Howe," are alike in dimensions, have 12 inch cylinders, weigh 15½ tons each with wood and water, and have about 7 tons on the drivers. No. 4 and 5, Ballast tank engines, have 10 inch cylinders, and weigh 9 tons with wood and water. No. 6 and 7 have 16 inch cylinders, weigh 25 tons each, and have about 15 tons resting on the drivers.



The power of a locomotive to draw a load, without reference to the speed, depends upon the weight resting on the driving wheels—one-sixth part of which weight, in an ordinary state of the rails, may be taken as the measure of the adhesion, or locomotive tractile power. When the rails are in the best state, the adhesion would be slightly increased, but when they are partially wet it would be reduced, and when covered with snow or ice it would be reduced to less than one-third. When the adhesion is not sufficient, the wheels will slip on the rails, and, although the engine may turn the wheels, the load will not move forward.

With No. 2 and 3 locomotives, 7 tons or 15,680 lbs., rest on the driving wheels,—one-sixth part of which gives 2,613 pounds as their tractile power; and, the friction of cars on a railway being about  $8\frac{1}{2}$  lbs. per ton, it follows that these engines could move  $(2613 \div 8\frac{1}{2})$  307 tons on a level.

On an ascent, the gravitation of the load, as well as the friction of the cars, has to be overcome. The friction is a constant quantity per ton; but, the resistance from gravitation increases with the angle of ascent. On an inclination of 20 feet per mile the gravitation of one ton is  $(\frac{2240 \times 20}{5280}) = 8\frac{1}{2}$  nearly, which, added to the friction, makes 17 lbs. So that to draw a load up an ascent of 20 feet per mile requires double the power needed to draw it on a level. It must not be inferred from this, however, that an engine will draw half the useful load up such ascent that it would draw on a level; for in moving up the ascent, the resistance from the gravitation of the engine, and tender when there is one, must be deducted from the power that was available on the level to carry useful load. The engines referred to having no separate tenders the gravitation of their own weight only has to be deducted, which is  $(15\frac{1}{2} \text{ tons} \times 8\frac{1}{2}) = 131.75$  lbs., which deducted from their power on the level  $(2613 - 131.75)$  leaves 2481.25 lbs. as their available power on an inclination of 20 feet per mile; and  $(2481.25 \div 17)$  gives 146 tons as the gross load they are capable of drawing up this inclination. But not to go further into detail I have prepared the following table which gives the gross load, and net or useful load, which No. 2 and 3, and No. 6 and 7 locomotives, are capable of drawing on a level, and on ascending gradients of 20, 40, 60,  $64\frac{8}{10}$  and  $71\frac{1}{2}$  feet per mile,—the two last being the maximum and ruling gradients on the Main line and Windsor branch, respectively.

The useful load is assumed at five tenths of the gross weight of the cars and load.

	LOCOMOTIVES, No. 2 & 3.		LOCOMOTIVES, No. 6 & 7.	
	Gross load	Useful load	Gross load	Useful load
	in Tons.	in Tons.	in Tons.	in Tons.
On a level.....	307	153	658	329
On an ascent of 20 feet per mile	146	73	310	150
“ “ 40 “ “	92	46	192	96
“ “ 60 “ “	66	33	135	67½
“ “ $64\frac{8}{10}$ “ “	61	30½	125	62½
“ “ $71\frac{1}{2}$ “ “	56	28	112	56

We find then that with No. 2 and 3 locomotives, the drawing of 61 tons gross or  $30\frac{1}{2}$  tons net is the limit of their power on the Main line, and 56 tons gross or 28 tons net the limit of their power on the Windsor branch; and with No. 6 and 7 locomotives, 125 tons gross or  $62\frac{1}{2}$  tons net on the Main line, and 112 tons gross or 56 tons net on the Windsor branch.

The weight of No. 1 locomotive being intermediate to those estimated, the load it is capable of carrying would be in proportion. No. 3 and 4 have too small steam power and are too light to be available for the purposes of general traffic; they will

be useful, however, for making repairs, and in assorting trains at the termini of the road.

The power of these locomotives, excepting No. 6 and 7, is entirely too small to allow of carrying freight at moderate rates, and from the nature of the traffic expected,—agricultural products, timber, cord wood, plaster, &c.,—it is important that the road should be capable of carrying, not only at moderate, but at low rates, as its ability in this respect may determine whether the surplus products of the counties bordering the Basin of Mines will be sent to Halifax by railway or be shipped by water. I would recommend that all new engines ordered should have from 18 to 20 tons weight resting on the driving wheels, and have steam power sufficient to work up to their full adhesion. Such engines would be capable of carrying on the 64 $\frac{8}{10}$  feet grades 176 tons gross or 88 tons net, and on the 71 $\frac{1}{2}$  feet grades 162 tons gross or 81 tons net. Heavy engines are objectionable on many accounts, but with the grades on this road they become a necessity.

On the Erie Railway in the state of New York, 445 miles in length, 245 continuous miles of which has no grade in the direction of the greatest trade over five feet per mile, and with maximum grades of 60 feet per mile, out of 203 locomotives owned by the company, 92 have more than 18 tons weight on the driving wheels, and 20 have from 20 to 32 tons, the latter being used only on the portions of the road where the steepest inclinations occur. On your road there would be no economy in using heavy locomotives on the steeper grades only.

*Switches and Crossings.*—The switches and crossings of a Railway are of more importance than their cost intimates. All experience shows that accidents are more liable to occur at them than at any other points upon a road. Those in use on this railway are made on the English plan, which answers well, and is, perhaps, safer than any other for summer use, but in this climate, in the winter time, the movable rails will be liable to get blocked up with ice and snow and cannot be depended on as *self-acting*, and will require much care and attention. No greater number of them than is found actually necessary should be allowed to branch from the Main track.

*Rolling Stock.*—In the estimate, I have allowed for what ordinarily would be considered a moderate equipment, but, as the amount required depends entirely on the business to be accommodated, it can readily be increased should the business warrant.

The passenger and freight cars on the road are of approved forms and substantially built. I observe one thing, however, in connection with them which perhaps it might be advisable to correct. The wheels under the passenger cars are of cast iron, while those under the freight cars are of wrought iron. The latter are much more expensive, and presumed to be safer and stronger, and as passenger trains travel at higher rates of speed than freight trains, and more serious results attend any failure of their running gear, it is desirable that the best should be placed under them. Cast iron wheels are mostly used in the States, but more from motives of economy than from any opinion of their being equal or superior to those of wrought iron.

*Station Grounds.*—At Halifax the station grounds are much cramped from the vicinity of the rising grounds and from the line of the Railway being mostly on a curve. They are not well adapted to accommodate a large amount of business. This terminus has also the disadvantage of being at a considerable distance from the centre of business of the city, which will cause delay, inconvenience and expense to the business of the road,—but, on the other hand, a large expenditure would be required to continue the road along the water front and procure the necessary station grounds. The wharf accommodation at this station is of limited extent, and in the event of a large business being done over the road, in carrying freight to be shipped, it may be found expedient to increase it. For the present, however, it is sufficient. At Windsor and Truro the station grounds are ample and convenient.

*System of Accounts and Vouchers.*

Many of the vouchers are very imperfect; a few are entirely without date of any kind, and it is necessary to refer to the books to discover even in what year they were paid,—others are very inexplicit as to the consideration for the payments, also as to what account they properly belong. Thus, in the quarter ending December 31st, 1855, voucher No. 363 is a receipt of John Kennedy for £8 for “advance for labor,” without date of any kind, month or year; and voucher No. 1, for the quarter ending March 31st, 1857, is a receipt of Wm. J. Wiswell for “£100 on account,” also without date, and there is no date to the bill on which it was part payment, amounting to £689; vouchers 125 and 134, March quarter, 1857, are returns of labor on contract No. 3, and for cutting wood and pumping water, amounting to £75 4s. 1½d., also without date of any kind. Sometimes the vouchers do not correspond as to date with the entries in the books. Thus voucher No. 134 March quarter, 1856, is a receipt of E. Niford for £4 4 ½ for 6½ cords of wood, dated as received payment, Nov. 6th, 1855, is not entered in the journal as having been paid until Feb. 28th, 1856. Voucher No. 219, June quarter, 1855, is John Gunn’s Bill against D. Cameron, for balance due on making ten waggons, amounting to £5 15 0 receipted as having been paid Jan. 24th, 1855. This voucher has not even evidence on its face that it was chargeable against the railway or Commissioners,—their names not appearing in the bill.

Some of the vouchers which contain a number of items chargeable to different accounts, do not show how they were distributed. In bills of this kind, unless the distribution made is noted at the time, it would be difficult in many cases to select the same items, many standing on debatable ground, particularly between what is properly chargeable to construction and to working expenses: Latterly, however, the distribution has been more generally noted on the voucher. Another of this class which has been extensively practised, is the first charging bills, or cash paid, to one account, and afterwards transferring some portion of the account, and sometimes without specifying the items, to some other. In September quarter, 1856, £345 6 3 is paid T. Hanright on account for erecting girders of Sackville bridge, per vouchers 112 to 121, and in the same quarter £27 10 0 of the amount is transferred and charged to Richmond station, and £20 16 7½ to Sackville station. The transportation expenses for 1855 were largely made up in this way, and probably neither the Commissioners nor book-keeper could now say in many instances what the items were that were thus transferred. In the transportation accounts of 1856 full one-third of the amount originally debited to “Locomotive charges” is transferred to other accounts. In this connection, however, it is but just that I should state that I discovered nothing from the books or vouchers but that the intention was to make a fair and proper distribution; although instances occur where it is evident that the whole or a portion of some bills should have been charged to other accounts, thus:

In the quarter ending Dec. 31st, 1855, £88 19 4 is paid to Johnston & Dimock on account of “Fencing,” per vouchers 245, 246, and 247, and in the same quarter £134 15 0 is paid them on account of “New Engine House,” which sums, amounting to £223 14 6, are entered on Johnston & Dimock’s account in the ledger as transferred to “New Store;” but they are both, in fact, charged to “New Engine House,” and afterwards transferred to “Station House and other Buildings” account. In June quarter, 1855, voucher No. 221, Commercial Wharf bill for wharfage on chairs, £4 4 0, spikes, 8s. 10d, and wheels and axles, £1 9 6,—together £6 2 4,—is all charged to rolling stock, while the latter sum only was properly chargeable to that account. In March quarter, 1856, voucher 166, bill for lumber for Sackville bridge, is charged to Richmond Station. In March quarter, 1857, Joseph Mitchell’s bill for wharfage of 30½ tons Bridge Iron, is charged to “Iron Rails;” and in December, 1855, T. Hanright’s receipt for £27 10 0 for erecting Freight Shed at Sackville Sta-

tion, is charged to Sackville Bridge. Entries like these show great carelessness in making up the books.

Payments are frequently made on account of several contracts, when separate accounts have already been opened. Thus: D. McDonald is paid, per voucher No. 38, September quarter, 1857, "£3,000 on account works No. 2 and 5 Windsor branch," which sum of course cannot be charged to either contract; and in the same quarter S. Sutherland & Sons are paid "£2,700 on account," being part of the per centage retained on three sections, viz., 7, 9 and 10, which must make numerous transfers and entries necessary in order to distribute and charge to the proper accounts. Of course, with such a system of making payments, when neither the engineer, commissioners, nor contractors can know how much has been paid on any particular section, errors will be likely to occur,—and we accordingly find in the quarter ending December 31st, 1855, that McDonald & Simpson were paid on engineer's estimate, per voucher No. 345, "£1,439 on account of contract for grading section No. 5, Windsor branch," but this, by mistake, is charged on the books to contract No. 2, Windsor branch, and so remains. In March quarter, 1857, vouchers 81 and 82, are engineer's estimates in favor of Johnston & Blackie for "£3,064 on account of work done on contract No. 3, Windsor branch,"—but this sum, on the books, was charged to contract No. 3, Main line, and closed up Johnston & Blackie's account on that section, which was charged off to "construction" or General account, June 30th, 1857. But this sum was not payable on that work, and had to be disentered from the construction account and charged to No. 3, Windsor branch. In the same quarter, voucher No. 76—D. McDonald's receipt for "£1,000 on account of 10 per cent, on contract No. 5, Windsor branch" is charged on the books to McDonald & Simpson's general account.

As shewing the difficulty of making up an accurate statement of the cost, under distinct headings, from the books, and in explanation of the amounts given in this report not always corresponding with the Ledger entries, I will cite one or two instances: In May, 1854, a bill of £5 7s. 6d. for drawing tables and trestles is charged to "surveying," which, with the ordinary latitude given to engineering and surveying expenses, was a proper classification. In September, 1854, however, it is transferred to "office furniture" account. In December to "office expenses,"—and in the same quarter to "permanent way," which last account at a later date is transferred to "construction." From the wanderings of this small item it is evident that the accountant did not know well what to do with it; but in the following instance I can see no object in making the entry: Voucher No. 26, March quarter, 1857, J. Bowes and Sons bill, for printing 50 schedules and 100 bills of work to be let, is charged to contract No. 9 in place of being charged to printing and advertising account. There are also numerous cases of salaries paid to inspectors, time-keepers, &c., being charged to particular sections or contracts—but not on contractors account,—and being afterwards charged to construction, do not appear in the books either against salaries or engineering.

The accounts would be much simplified, and entries in the book largely reduced, by adopting monthly, in place of weekly, pay rolls, for the employees. I believe there would be found to be no hardship or inconvenience in this, judging from experience on other roads.

By having separate pay rolls and returns for the different departments of construction and repairs, upholding, locomotive charges, traffic charges, &c., would also greatly simplify the accounts and reduce the number of entries. These pay rolls and returns should be made on printed forms, being the only way by which simplicity and uniformity can be obtained. For the numerous small payments which are made on account of labor, wood, and materials—not entering into the regular pay rolls or returns—printed blanks also should be used, and all vouchers should not only specify, when for labor, the nature of the services performed, and when for materials, the

weight, quantity, or the amount of each item, with the price, but designate on their face the distribution, or account to which the same has been charged. Many bills are now made out for salaries and labor without specifying the nature of the services or labor performed.

I have in preparation a number of blank forms, more especially with reference to the working department of the road, which will be submitted at an early day.

Every facility and assistance has been afforded me by the Chief Engineer, in obtaining the data as relates to the characteristics of the road, and otherwise, when the information was in his power; but as he keeps no general account of the expenditures or cost of the railway, mostly all the information of this kind has been derived from the books kept in the Commissioners office, and from the quarterly accounts and vouchers rendered to the Financial Secretary. In fact, I have relied mainly on the vouchers,—the numerous transfers and cross entries rendering it tedious and difficult to make out the cost under any head of expenditure from the books, and even after arriving at a result there is no certainty that the whole is embraced.

It may be proper to state, that I consider the Engineer Department of the road as having been organised on too limited a scale, originating, no doubt, in the laudable desire of economy, but in this it is quite possible to go too far. The force employed has not been sufficient to give the requisite levels and stakes during the progress of the work, and we consequently find, at several places, the grading out of line, excavations and embankments too wide, and at others not wide enough, improper ballasting used, and other matters of detail imperfectly executed. Some of the bogs and lakes which have swallowed up such large quantities of material, could have been partially or wholly avoided, and no doubt would have been, had proper soundings been taken to determine their depths on the original surveys. The services of one or two well qualified assistant Engineers in addition to those who have been employed on the road, to have given a personal superintendence to the work, would have saved large expenditures at many points—expenditures which, although nominally borne by the contractors, have generally in the end to be made up to them in the shape of allowances or otherwise. The duties of Chief Engineer are such, in the office, as prevents his spending much of his time upon the line during the construction of a road.

Table No. 8 in the appendix is a list of the present officers and employees, their duties and compensation. Table No. 9 is a comparative statement of the average cost per mile of the Nova Scotia railway, and of the Railways of the State of New York.

Accompanying this report are profiles of the Main line from the Junction to Truro, and of the Windsor branch, which were furnished by the Chief Engineer. I have had marked on them the grades in feet per mile, also the position of the several viaducts and bridges. On the portion of the Main Line under construction, the cuttings and fillings are coloured, so as to exhibit the progress made in the work.

In making up Schedule A., it was found convenient to defer entering some of the Invoices of iron, until such time as the distribution of rails, chairs, &c., had been made in the accounts. This makes an apparent difference in the expenditure for some quarters from that shown on the books, but I have appended the check balances which show the items carried forward. They are of no value, however, further than as shewing that the schedule agrees with the accounts rendered to the Financial Secretary. This schedule has been compiled at no inconsiderable expense of labor, being the result of a careful examination of each separate voucher or evidence of payment from the commencement of the work, and it is believed that when taken in connection with this report, will furnish all the information as to the expenditures

which can be reasonably expected. To Messrs. James G. Boggs, Adam C. Fife, and Charles M. Nutting, who have assisted in making it up, I am indebted for the perseverance with which they have devoted themselves to the work.

I have the honor to be,

Sir,

Your most obedient Servant,

JAMES LAURIE,

Civil Engineer.

NOTE.—Since submitting the foregoing report, I have been informed by the Hon. the Receiver General, that the vouchers referred to as missing or mislaid have been found. I am also informed, that of the sleepers of which I could get no account, the larger portion are on section 5 on the margin of Long Lake, north of the Windsor junction.

J. L.

APPENDIX.—(TABLE No. 1.)  
TABLE OF GRADIENTS ON MAIN LINE FROM HALIFAX TO TRURO.

Distance from Halifax in Miles		Length of Grade in Miles.		Inclination of Grade 1 in.	Grade in feet per Mile.	Ascent of Grade in Feet.	Descent of Grade in Feet.	Elevation abv'e Tide Water.	LOCALITY.
Ms.	CHS.	Ms.	CHS.		FEET.	FEET.	FEET.	FEET.	
								10.4	Halifax.
	38		38	943	5.6	2.7		13.0	
	78		40	264	20.0	9.8		22.8	
2	0	1	2	366	14.4		14.9	7.9	
2	34		34	Level.				7.9	
3	26		72	1650	3.2		2.9	5.0	
4	26	1	0	413	12.8	12.7		17.7	
4	73		47	330	16.0		9.7	8.1	
5	40		67	550	9.6	8.0		16.1	
6	45		65	412	12.8		10.5	5.6	
6	70		25	Level.				5.6	
7	65		75	150	35.2	32.9		38.5	
8	0		15	Level.				38.5	
9	40	1	40	81.48	64.8	97.0		135.5	
10	11		51	Level.				135.5	
10	53		42	440	12.0		6.3	129.2	
11	21		48	Level.				129.2	
11	70		49	500	10.6	6.4		135.6	
14	26	2	36	660	8.0		19.6	116.0	
15	41	1	15	250	21.1		25.0	91.0	
17	56	2	15	Level.				91.0	
18	21		45	660	8.0	4.5		95.5	
19	56	1	35	330	16.0		23.0	72.5	
20	3		27	Level.				72.5	
20	43		40	440	12.0	6.0		78.5	
21	3		40	440	12.0		6.0	72.5	
21	31		28	Level.				72.5	
22	13		62	264	20.0		15.5	57.0	
22	21		8	Level.				57.0	
22	60		39	330	16.0		7.8	49.2	
22	68		8	Level.				49.2	
23	61		73	388.2	13.5	12.4		61.6	
24	32		51	351	15.0		9.6	52.0	
25	22		70	253.9	20.8	18.2		70.2	
25	47		25	Level.				70.2	
26	31		64	220	24.0		19.2	51.0	
26	73		42	330	16.0	8.3		59.3	
28	55	1	62	471.43	11.2		19.9	39.4	
29	43		68	550	9.6	8.2		47.6	
30	3		40	330	16.0	8.0		55.6	
30	53		50	1320	4.0		2.5	53.1	
31	23		50	600	8.8	5.5		58.6	
32	21		78	550	9.6		9.3	49.3	
33	33	1	12	126.92	41.6	47.9		97.2	
34	3		50	137.5	38.4		24.0	73.2	
34	43		40	330	16.0		8.0	65.2	
		34	43			288.5	233.7		

Bedford Station.  
Lily Lake.  
Windsor Junction.  
Fletcher's Station.  
Grand lake Station.  
Shubenacadie river  
[Upper.  
Nine Mile River  
[Road.  
Barney's Brook.

Distance from Halifax in Miles		Length of Grade in Miles.		Inclination of Grade 1 in.	Grade in feet per Mile.	Ascent of Grade in Feet.	Descent of Grade in Feet.	Elevation above Tide Water.	LOCALITY.
Ms.	CHS.	Ms.	CHS.		FEET.	FEET.	FEET.	FEET.	
34	43					288.5	233.7		
35	28		65	200	26.4		21.5	43.7	
36	0		52	330	16	10.3		54	
37	13	1	13	275	19.2		22.5	31.5	
37	30		17	Level.				31.5	Holdsworth's mead'w
38	65	1	35	173.68	30.4	43.7		75.2	
39	52		67	169.23	31.2		26.1	49.1	Truro road at Nelson's
40	0		28	170	31.1		11	38.1	Shubenacadie River,
42	34	2	34	Level.				38.1	[Lower.
43	48	1	14	132	40	47		85.1	
44	13		45	264	20		11.3	73.8	Stewiacke Road.
44	26		13	Level.				73.8	
44	58		32	132	40		15.8	58	
44	73		15	258	20.4	3.8		61.8	
45	42		49	165	32		22	39.8	Stewiacke Bridge.
46	60	1	18	Level.				39.8	
47	49		69	165	32	27.6		67.4	
47	63		14	330	16	2.8		70.2	
48	39		56	146.6	36.1	25.2		95.4	
48	65		26	146.6	36.1	11.8		107.2	
49	8		23	Level.				107.2	
49	53		45	146.6	36.1	20		127.2	Pollis's Bog.
49	66		13	165	32		5.2	122	
50	1		15	202.4	26.1		4.6	117.4	
50	79		78	412.5	12.8		12.4	104.9	Brinton's Road.
51	11		12	281	18.7	2.8		107.7	
51	41		30	220	24		9	98.7	
51	67		26	220	24	7.8		106.5	
52	27		40	660	8	4		110.5	
52	71		44	165	32		17.6	92.9	
53	19		28	375	14.8	4.9		97.8	Brookfield Road.
54	39	1	20	100	52.8	66		163.8	
54	45		6	Level.				163.8	
55	6		41	165	32	16.5		180.4	Summit.
55	16		10	Level.				180.4	
55	66		50	150	35.2		22	158.4	
56	5		19	Level.				158.4	
56	46		41	132	40		20.5	137.9	
56	74		28	1320	4		1.4	136.5	
57	31		37	220	24		11.1	125.4	
57	64		33	660	8	3.3		128.7	
58	16		32	220	24		9.7	119	
58	42		26	165	32	10.4		129.4	
58	56		14	236	22.4		3.9	125.5	
59	16		40	330	16	8		133.5	
60	57	1	41	110	48		72.6	60.9	
60	79		22	330	16		4.4	56.5	
61	16		17	1100	4.8	1		57.5	Truro.
		61	16			605.4	558.3		



ABSTRACT OF GRADIENTS.

	ASCENDING.		DESCENDING.		TOTAL.	
	Miles.	Chains	Miles.	Chains	Miles.	Chains
Level .....					10	24
From 0 to 20 feet per mile .....	10	68	17	27	28	15
From 20 to 40 feet per mile .....	8	18	8	36	16	54
From 40 to 60 feet per mile .....	3	2	1	41	4	43
From 60 to 64.8 ft. per mile .....	1	40	.....	.....	1	40
	23	48	27	24	61	16

TABLE No. 2.  
TABLE OF GRADIENTS ON THE WINDSOR BRANCH.

Distance from Halifax in Miles		Length of Grade in Miles.		Inclination of Grade 1 in.	Grade in feet per Mile.	Ascent of Grade in Feet.	Descent of Grade in Feet.	Elevation above Tide Water.	LOCALITY.
MS.	CHS.	MS.	CHS.		FEET.	FEET.	FEET.	FEET.	
13	7							126	Windsor Junction.
13	30		23	Level.				126	
14	12		62	183	28.8	22.3		148.3	Beaver Bank road.
14	57		45	117.86	44.7	25.2		173.5	
15	72	1	15	110	48	57		230.5	
16	9		17	Level.				230.5	
17	11	1	2	150	35.3	35.9		266.4	Long Lake.
18	1		70	Level.				266.4	
18	35		34	146.67	36		15.4	251	Beaver Pond.
18	69		34	88	60	25		276	
19	14		25	75	70.4	22.6		298.6	Mitchell's Road.
19	33		19	73.82	71.5	17		315.6	
21	16	1	63	75	70.4	124.5		440.1	Sackville River.
21	27		11	Level.				440.1	
21	68		41	146.67	36	18.5		458.6	SUMMIT. Uniacke Station.
22	32		44	376	11.1		7.7	450.9	
22	77		45	Level.				450.9	Uniacke's 2nd lake
23	42		45	660	8	4.5		455.4	
24	11		49	127	41.5	25.2		480.6	Third Lake.
25	3		72	220	24	21.9		502.5	
25	53		50	253.84	20.8	12.9		515.4	
25	65		12	253.84	20.8	3.3		518.7	
26	11		26	146.6	36		11.9	506.8	
26	50		39	1466.6	3.6		1.7	505.1	
26	77		27	400	13.2		4.5	500.6	
27	27		30	1466.6	3.6		1.3	499.3	
27	70		43	412.5	10.4	6.8		506.1	
27	79		9	733.3	7.2		0.8	505.3	
28	39		40	Level.				505.3	
29	5		46	103.1	51		29.4	475.9	
29	18		13	244.4	21.6		3.5	472.4	
29	18	16	11			422.6	76.2	472.4	

Distance from Halifax in Miles		Length of Grade in Miles.		Inclination of Grade 1 in.	Grade in feet per Mile.	Ascent of Grade in Feet.	Descent of Grade in Feet.	Elevation above Tide Water.	LOCALITY.
Ms.	Chs.	Ms.	Chs.						
29	18					422.6	76.2	472.4	
29	48		30	825	64		24	448.4	
29	74		26	103.1	51.2		16.7	431.7	
30	23		29	200	26.4	9.6		441.3	
30	53		30	Level.				441.3	
31	12		39	137.5	36.2	18.7		460	
31	48		36	275	19.2		8.6	451.4	End of Section 3.
32	21		53	440	12	8		459.4	
32	47		26	101.51	52		16.9	442.5	
32	63		16	138.9	38		7.6	434.9	
33	13		30	88	60		22.5	412.4	
34	43	1	30	91.67	57.6		79	333.4	
34	75		32	212.9	24.8		10.1	323.3	Big Bog Brook.
35	49		54	111.11	47.5		32.1	291.2	
36	31		62	814.8	64.8		50.2	241	
36	40		9	Level.				241	
37	36		76	88	60		57	184	
37	43		7	Level.				184	End of Section 4.
37	44		1	Level.				184	St. Croix River.
38	14		50	94.3	56		35	149	
38	43		29	3084.1	1.1		0.6	148.4	
39	48	1	5	93.48	56.4		60.0	88.4	
40	8		40	3300	1.3		0.8	87.6	
40	49		41	220	24		12.2	75.4	Ponhook Road.
42	4	1	35	2538.46	2	3		78.4	
43	28	1	24	120.5	43.8		56.2	22.2	
43	72		44	Level.				22.2	Wickworth Road.
44	56		64	Level.				22.2	Windsor.
44	56	31	49			461.9	565.7	22.2	

ABSTRACT OF GRADIENTS.

	ASCENDING.		DESCENDING.		TOTAL.	
	Miles.	Chains	Miles.	Chains	Miles.	Chains
Level . . . . .					4	41
From 0 to 20 feet per mile . . . . .	3	16	3	14	6	30
From 20 to 40 feet per mile . . . . .	4	67	2	2	6	69
From 40 to 60 feet per mile . . . . .	2	63	7	47	10	30
From 60 to 71½ ft. per mile . . . . .	2	27	1	12	3	39
	13	13	13	75	31	49

TABLE No. 3.  
TABLE OF CURVES ON MAIN LINE FROM HALIFAX TO TRURO.

Distance from Halifax.	Length of Straight Line.	LENGTH OF EACH CLASS OF CURVE.						Whole No. of Degrees of Curve.	LOCALITY.
		80 chs. radius and upwr'd.	60 chs. to 60 chs. radius	40 chs. to 40 chs. radius	30 chs. to 30 chs. radius	20 chs. to 20 chs. radius	12 chs. to 12 chs. radius		
Ms.	Chs.	Chains	Chains	Chains	Chains	Chains	Chains		
	10						10	41	Halifax Station.
	29						19	53	
	36	7						28	
	46						10	21	
	53						7		
	69	16						49	
1	6						17		
1	11	5						30	
1	22						11		
1	30	8						23	
1	38						8		
1	54	16						49	
1	71						17		
1	78	7						34	
2	10						12		
2	17	7						46	
2	33						16		
2	47	14						4	
2	57		10						
3	31	54						3	
3	36					5			
3	54	17							
3	73						19	54	
3	77	4							
4	6						9	26	
4	14						8	24	
4	40							26	
4	58						18	52	
4	72	14							
4	74		2					1	
5	10	17							
5	16						6	16	
5	40	24							
5	45						5	14	
5	55	11							
5	61						5	14	
5	66	5							
5	68						2	6	
5	74	6							
6	2						8	24	
6	6	4							
6	24						18	52	
6	45	21							
6	76						31	46	
7	39	43							
7	54					15		28	
7	66			12				11	
7	75	9							
8	23				28			20	
8	62			39				37	
									Bedford Station.

Distance from Halifax.	Length of Straight Line.	LENGTH OF EACH CLASS OF CURVE.						Whole No. of Degrees of Curve.	LOCALITY.	
		80 chs. radius and upwr'd.	80 chs. to 60 chs. radius	60 chs. to 40 chs. radius	40 chs. to 30 chs. radius	30 chs. to 20 chs. radius	20 chs. to 12 chs. radius			
Ms.	Chs.	Chains	Chains	Chains	Chains	Chains	Chains	Chains		
9	33	..51..	.....	7..	.....	.....	.....	.....	3..	Lily Lake.
9	40	.....	.....	7..	.....	.....	.....	.....	3..	
10	41	..81..	.....	.....	.....	.....	.....	.....	61..	
10	73	.....	.....	.....	.....	32..	.....	.....	.....	
11	12	..19..	.....	.....	.....	.....	.....	.....	17..	
11	24	.....	.....	.....	12..	.....	.....	.....	.....	
11	42	..18..	.....	.....	.....	.....	.....	.....	.....	
11	58	.....	.....	16..	.....	.....	.....	.....	15..	
11	61	..3..	.....	.....	.....	.....	.....	.....	8..	
11	70	.....	.....	9..	.....	.....	.....	.....	.....	
12	5	..15..	.....	.....	.....	.....	.....	.....	35..	
12	59	.....	54..	.....	.....	.....	.....	.....	.....	
13	15	..36..	.....	.....	.....	.....	.....	.....	57..	
13	55	.....	.....	.....	40..	.....	.....	.....	.....	
14	1	..26..	.....	.....	.....	.....	.....	.....	.....	
14	31	.....	.....	.....	30..	.....	.....	.....	43..	
14	51	..20..	.....	.....	.....	.....	.....	.....	9..	
14	61	.....	.....	10..	.....	.....	.....	.....	.....	
14	75	..14..	.....	.....	.....	.....	.....	.....	10..	
15	6	.....	.....	11..	.....	.....	.....	.....	17..	
15	27	..21..	.....	.....	.....	.....	.....	.....	.....	
15	50	.....	23..	.....	.....	.....	.....	.....	.....	
16	12	..42..	.....	.....	.....	.....	.....	.....	.....	
16	41	.....	.....	.....	29..	.....	.....	.....	43..	
16	46	..5..	.....	.....	.....	.....	.....	.....	17..	
16	58	.....	.....	.....	12..	.....	.....	.....	.....	
16	72	..14..	.....	.....	.....	.....	.....	.....	15..	
17	8	.....	.....	16..	.....	.....	.....	.....	.....	
17	42	..34..	.....	.....	.....	.....	.....	.....	68..	
17	78	.....	.....	.....	.....	36..	.....	.....	.....	
19	.....	..82..	.....	.....	.....	.....	.....	.....	21..	Fletcher's Station.
19	11	.....	.....	.....	.....	11..	.....	.....	.....	
19	57	..46..	.....	.....	.....	.....	.....	.....	61..	
20	20	.....	.....	.....	43..	.....	.....	.....	21..	
20	50	.....	30..	.....	.....	.....	.....	.....	.....	
20	59	..9..	.....	.....	.....	.....	.....	.....	34..	
21	3	.....	.....	.....	24..	.....	.....	.....	59..	
21	34	.....	.....	.....	.....	31..	.....	.....	14..	
21	44	.....	.....	.....	10..	.....	.....	.....	.....	
21	59	..15..	.....	.....	.....	.....	.....	.....	59..	
22	10	.....	.....	.....	.....	31..	.....	.....	15..	
22	21	.....	.....	.....	11..	.....	.....	.....	.....	
22	26	..5..	.....	.....	.....	.....	.....	.....	36..	Grand Lake Station.
22	45	.....	.....	.....	.....	19..	.....	.....	.....	
22	56	..11..	.....	.....	.....	.....	.....	.....	21..	
22	67	.....	.....	.....	.....	11..	.....	.....	.....	
23	15	..28..	.....	.....	.....	.....	.....	.....	15..	
23	26	.....	.....	.....	11..	.....	.....	.....	.....	
23	59	..33..	.....	.....	.....	.....	.....	.....	42..	
24	1	.....	.....	.....	.....	22..	.....	.....	8..	
24	32	..31..	.....	.....	.....	.....	.....	.....	.....	
24	38	.....	.....	6..	.....	.....	.....	.....	.....	

Distance from Halifax.	Length of Straight Line.	LENGTH OF EACH CLASS OF CURVE.						Whole No. of Degrees of Curve.	LOCALITY.	
		80 chs. radius and upwr'd.	80 chs. to 60 chs. radius	60 chs. to 40 chs. radius	40 chs. to 30 chs. radius	30 chs. to 20 chs. radius	20 chs. to 12 chs. radius			
Ms.	Chs.	Chains	Chains	Chains	Chains	Chains	Chains			
25	25	67						8		
25	49	24								
25	62	13						31		
26	4			22					Shubenacadie River.	
26	30	26						14		
26	49	19								
26	67	18						31		
27	8			21						
28	51	123						13	Elmsdale.	
28	69	18								
32	69	320						31		
33	11			22						
34	40	109						5		
34	48	8								
35	56	88						72		
36	13				37					
36	18	5						76		
36	58				40					
36	78	20						21		
37	13			15						
38	72	139						13	Shubenacadie River.	
39	11	19								
41	13	162						7		
41	25	12								
42	71	126						14		
43	30	39								
44	10	60						3		
44	30	20								
44	71	41						15		
45	39	48							Stewiacke River.	
46	36	77						44		
46	67			31						
47	62	75						40		
48	10			28						
48	53	43						60	Pollis's Bog.	
49	15			42						
49	16	1			53			75		
49	67									
49	72	5						29		
50	12			20						
51	12	80						15		
51	23			11						
51	41	18						55	Brookfield Road.	
52				39						
53	54	134						19		
54	1	27								
54	11	10						14		
54	28	17								
55	65	117						7		
56	11	26								
59	36	265						71		
61	2	126							Truro.	
61	16	14								
		3122	522	120	560	290	246	36	2536	

Length of Straight Line . . . . . 39 miles 2 chains.  
 Length of Curved Line . . . . . 22 " 14 "  
 61 miles 16 chains.

Total curvature, 2536 degrees. Average curvature per mile, 41 degrees.

TABLE No. 4.  
TABLE OF CURVES ON WINDSOR BRANCH.

Distance from Halifax.		Length of Straight Line.	LENGTH OF EACH CLASS OF CURVE.						Whole No. of Degrees of Curve.	LOCALITY.
			80 chs. radius and upwr'd.	80 chs. to radius	60 chs. to radius	40 chs. to radius	30 chs. to radius	20 chs. to radius		
Ms.	Chs.	Chains.	Chains	Chains	Chains	Chains	Chains	Chains		
13	7	.....	.....	.....	.....	.....	.....	.....	.....	Junction with Main [line.
13	38	.....	.....	.....	.....	.....	31..	.....	90..	
13	45	..7.	.....	.....	.....	.....	.....	.....	68..	
13	69	.....	.....	.....	.....	.....	24..	.....	.....	
14	75	..86.	.....	.....	.....	.....	.....	.....	.....	
15	13	.....	.....	.....	18..	.....	.....	.....	25..	
15	41	..28.	.....	.....	.....	.....	.....	.....	.....	
15	73	.....	.....	.....	.....	.....	32..	.....	69..	Beaver Bank Road.
16	63	..70.	.....	.....	.....	.....	.....	.....	.....	
16	78	.....	.....	.....	15..	.....	.....	.....	21..	
17	14	..16.	.....	.....	.....	.....	.....	.....	17..	
17	26	.....	.....	.....	12..	.....	.....	.....	.....	
18	4	..58.	.....	.....	.....	.....	.....	.....	.....	
18	17	.....	.....	.....	.....	.....	13..	.....	29..	
18	45	..28.	.....	.....	.....	.....	.....	.....	.....	
18	61	.....	.....	.....	.....	.....	16..	.....	36..	
18	64	..3.	.....	.....	.....	.....	.....	.....	.....	
18	79	.....	.....	.....	.....	.....	15..	.....	32..	Long Lake.
19	33	..34.	.....	.....	.....	.....	.....	.....	.....	
19	52	.....	.....	.....	.....	.....	19..	.....	37..	
20	6	..34.	.....	.....	.....	.....	.....	.....	.....	
20	24	.....	.....	.....	18..	.....	.....	.....	25..	
20	43	..19.	.....	.....	.....	.....	.....	.....	.....	
20	72	.....	..29.	.....	.....	.....	.....	.....	14..	
22	10	..98.	.....	.....	.....	.....	.....	.....	.....	
22	46	.....	..36.	.....	.....	.....	.....	.....	25..	
22	54	..8.	.....	.....	.....	.....	.....	.....	.....	
22	68	.....	.....	.....	14..	.....	.....	.....	20..	
23	50	..62.	.....	.....	.....	.....	.....	.....	.....	Sackville River.
23	61	.....	.....	.....	11..	.....	.....	.....	15..	
24	35	..54.	.....	.....	.....	.....	.....	.....	.....	
24	58	.....	.....	.....	23..	.....	.....	.....	33..	
24	75	..17.	.....	.....	.....	.....	.....	.....	.....	
25	5	.....	.....	.....	10..	.....	.....	.....	15..	
25	51	..46.	.....	.....	.....	.....	.....	.....	.....	
25	65	.....	..14.	.....	.....	.....	.....	.....	10..	near Uniacke Station.
26	32	..47.	.....	.....	.....	.....	.....	.....	.....	
26	44	.....	.....	.....	12..	.....	.....	.....	17..	
26	53	..9.	.....	.....	.....	.....	.....	.....	.....	
27	27	.....	.....	.....	54..	.....	.....	.....	62..	
27	47	.....	.....	.....	.....	.....	20..	.....	46..	
27	69	..22.	.....	.....	.....	.....	.....	.....	.....	near Third Lake.
28	9	.....	.....	.....	20..	.....	.....	.....	14..	
28	25	..16.	.....	.....	.....	.....	.....	.....	.....	
28	37	.....	..12.	.....	.....	.....	.....	.....	8..	
29	18	..61.	.....	.....	.....	.....	.....	.....	.....	
29	45	.....	..27.	.....	.....	.....	.....	.....	19..	
29	63	.....	.....	.....	18..	.....	.....	.....	26..	

Distance from Halifax.		Length of Straight Line.	LENGTH OF EACH CLASS OF CURVE.					Whole No. of Degrees of Curve.	LOCALITY.	
			80 chs. radius and upwrd.	80 chs. to 60 chs. radius	60 chs. to 40 chs. radius	40 chs. to 30 chs. radius	30 chs. to 20 chs. radius			20 chs. to 12 chs. radius
Ms.	Chs.	Chains.	Chains	Chains	Chains	Chains	Chains	Chains		
30	23	..40..	.....	.....	.....	.....	.....	.....	.....	
30	29	.....	.6.	.....	.....	.....	.....	.....	.....	
30	54	..25..	.....	.....	.....	.....	.....	.....	.....	
31	1	.....	27.	.....	.....	.....	.....	.....	.....	
31	2	..1.	.....	.....	.....	.....	.....	.....	.....	
31	36	.....	.....	.....	34.	.....	.....	.....	.....	
32	21	..65..	.....	.....	.....	.....	.....	.....	.....	
32	54	.....	.....	.....	33.	.....	.....	.....	.....	
33	4	..30..	.....	.....	.....	.....	.....	.....	.....	
33	17	.....	.....	.....	13.	.....	.....	.....	.....	
33	50	.....	.....	.....	33.	.....	.....	.....	.....	
33	78	..28..	.....	.....	.....	.....	.....	.....	.....	
34	12	.....	.....	.....	14.	.....	.....	.....	.....	
34	17	..5.	.....	.....	.....	.....	.....	.....	.....	
34	46	.....	.....	.....	.....	29.	.....	.....	.....	
34	56	..10..	.....	.....	.....	.....	.....	.....	.....	
34	84	.....	.....	.....	.....	.....	28.	.....	.....	
35	33	.....	.....	.....	.....	.....	29.	.....	.....	Big Bog Brook.
35	77	..44..	.....	.....	.....	.....	.....	.....	.....	
36	18	.....	.....	.....	.....	21.	.....	.....	.....	
36	47	..29..	.....	.....	.....	.....	.....	.....	.....	
36	79	.....	.....	.....	.....	32.	.....	.....	.....	
37	24	..25..	.....	.....	.....	.....	.....	.....	.....	
37	56	.....	.....	.....	.....	32.	.....	.....	.....	St. Croix River.
38	43	..67..	.....	.....	.....	.....	.....	.....	.....	
39	28	.....	65.	.....	.....	.....	.....	.....	.....	
40	5	..57..	.....	.....	.....	.....	.....	.....	.....	
40	20	.....	.....	15.	.....	.....	.....	.....	.....	
40	74	..54..	.....	.....	.....	.....	.....	.....	.....	
41	24	.....	.....	.....	30.	.....	.....	.....	.....	
41	46	..22..	.....	.....	.....	.....	.....	.....	.....	
41	60	.....	.....	14.	.....	.....	.....	.....	.....	
42	21	..41..	.....	.....	.....	.....	.....	.....	.....	
42	50	.....	.....	.....	.....	.....	29.	.....	.....	
43	8	.....	.....	.....	.....	.....	38.	.....	.....	
43	72	..64..	.....	.....	.....	.....	.....	.....	.....	
44	24	..32..	.....	.....	.....	.....	.....	.....	.....	
44	48	.....	.....	.....	.....	.....	.....	24.	.....	
44	56	..8.	.....	.....	.....	.....	.....	.....	.....	Windsor.
		1470	216	29	382	114	294	24	1635	

Length of Straight Line ..... 18 miles 30 chains.  
 Length of Curved Line ..... 13 " 19 "  
 31 miles 49 chains.

Total Curvature, 1635 degrees.  
 Average Curvature per mile, 51½ degrees.

TABLE No. 5.

STATEMENT SHOWING THE LOCATION, DIMENSIONS, AND OTHER PARTICULARS, RELATIVE TO THE STATION BUILDINGS AND FIXTURES ALREADY BUILT OR UNDER CONTRACT.

Location.	Character.	Materials.	Dimensions	Remarks.
Richmond . . . . .	Station House.	Wood.	ft. 185 x 32	
"	" "projections	"	3 x 30 x 20	
"	Store House.	"	70 x 33	
"	Engine House.	Stone.	204 x 48	Contract price £1574.
"	do.	Wood.	50 x 20	Temporary.
"	Work Shop.	"	75 x 46	
"	Stable.	"	55 x 17	
"	Turntable.	"	42 ft. dia.	
"	Two Dwelling houses	"		
Bedford . . . . .	Passenger House.	"	40 x 14	
"	Freight House.	"	65 x 20	
"	Dwelling House.	"	30 x 25	
Fletcher's . . . . .	Station House.	"	30 x 20	
Grand Lake . . . . .	Station House.	"	60 x 22	
Elmsdale . . . . .	Station House.	"	40 x 25	Contract price £265.
Windsor . . . . .	Station House.	"	200 x 84	
"	Engine House.	"	150 x 20	
"	Turntable.	Iron & w'd	50 ft. dia.	
Mount Uniacke . . .	Station House.	Wood.	40 x 25	Contract price £249.

## MACHINERY AND FIXTURES AT RICHMOND STATION.

Two Turntables 50 feet diameter.

One 16 horse horizontal high pressure Engine.

" 5 horse do. do. do.

" small high pressure Engine, for pumping water.

" large Turning Lathe, for turning locomotive wheels.

" pair wheel Turning Lathes 24 inch head.

" Planing Machine to plane 15 ft. or cy. faces.

" Shaping Machine.

" Radial Drilling Machine, radius from 20 inch to 4 feet.

" Screw cutting Lathe.

" Vertical do.

" Circular Saw Machine.

" Patent Brick Machine.

TABLE No. 6.

## STATEMENT OF CONTRACTS FOR FENCING.

Section of Road.	Contractor's Name.	Length of Fencing contracted for.		Price. per Rod.	Amount of Contract.			Amount Paid.
		Rods.	FEET.		£	s.	d.	
1	William Turnbull . . . . .	165	4	7s.	£ 57	16	9	£57 16 9
1	Daniel McPherson,	38	5	16s. 6d.	40	7	4	40 7 4
&	£3 10s. for extra work }				25	3	9	25 3 9
2	Andrew Hifler . . . . .	71	15	7s.	698	12	0	678 12 0
	William Turnbull . . . . .	1996		7s.	177	18	8	177 18 8
	Johnston & Dimock . . . . .	628		5s. 8d.	28	12	4	28 12 4
	Thomas Woodworth . . . . .	101		5s. 8d.				



Section of Road.	Contractor's Name.	Length of Fencing contracted for.		Price per Rod.	Amount of Contract.			Amount Paid.		
		Rods.	FEET.							
3	James Fraser .....	1086		6s. 6d.	352	19	0	352	19	0
	Forbes Black .....	213		5s.	53	5	0	53	5	0
5	Black, McDonald, & Irons ...	2560		5s.	640	0	0	144	0	0
6	Herbert Harris .....	1458		6s. 3d.	455	12	6	422	15	0
	Ditto .....	91		13s. 9d.	62	11	3	62	11	3
7	John and Edward Fisher....	160		5s. 8½d.	45	13	4	45	13	4
	Ditto .....	176		5s. 8½d.	50	4	8	50	4	8
	James Fraser. .... about	1936		6s. 3d.	407	10	0	176	0	0
	S. Sutherland & Sons .....	1518		5s. 11½d.	451	17	6	260	0	0
8	Thomas H. Gibbs..... about	4664		6s. 6d.	1515	16	0	1022	0	0
9	S. Sutherland & Sons.....	2887	5	5s. 11½d.	860	3	4	150	0	0
10	S. Sutherland & Sons.....	5584		5s. 11½d.	1663	11	4	20	0	0
11	Walker & Co. ....	5320		6s. 5d.	1706	16	8	60	0	0
<b>Windsor Branch.</b>										
1	John J. Turnbull .....	2000		5s. 6d.	577	10	0	88	0	0
5	Johnston, O'Brien & Creighton	4720		6s. 3d.	1475	0	0	1065	0	0
	Sundry small charges. ....				63	11	4	63	11	4
		36756	5		£ 11410	12	9	5044	10	5

TABLE No. 7.

STATEMENT OF THE NUMBER OF LOCOMOTIVES IN USE ON THE NOVA SCOTIA RAILWAY.

Giving the weight of each, the capacity of the tender, diameter and stroke of the cylinder, connection, number and diameter of drivers, with the names of the builders.

No. and Name of Engine.	Use.	Weights with Wood and Water.			Capacity of Tenders.	Cylinders.		Connections.	Drivers.		Name of Builder.
		En- gine	on Drivers	Ten- ders.		Gals.	Dia.		Stroke	No.	
1. Mayflower ..	Pas. & F	19	12	13	1500	15	20	inside.	4	5	Matfield Manf. Co. }
2. Sir Gaspard.	do.	15½	7	0	461	12	18	outside	2	5	Neilson & Co., Glas- gow.
3. Joseph Howe	do.	15½	7	0	461	12	18	"	2	5	do.
4. Tank Engine	Ballast	.9	9	0	410	10	16	"	4	3½	do.
5. " " ...	& repr's	.9	9	0	410	10	16	"	4	3½	do.
6. New .....	Pas. & F	25	15	14	1600	16	21	"	4	5	do.
7. " .....	do.	25	15	14	1600	16	21	"	4	5	do.

TABLE No. 8.  
OFFICERS AND EMPLOYEES OF THE NOVA SCOTIA RAILWAY.

NAMES.	OFFICE.	COMPEN- SATION.	
<i>Commissioners.</i>			
James McNab . . . . .	Chairman . . . . .	£700	per annum.
William Pryor, Jr. . . . .	Commissioner . . . . .	£200	" "
John H. Anderson . . . . .	" . . . . .	£200	" "
John Morrow . . . . .	Accountant . . . . .	£300	" "
Thomas Foote . . . . .	Clerk . . . . .	£150	" "
William Buckley . . . . .	Office keeper and Messenger.	£60	" "
<i>Engineers.</i>			
James R. Forman . . . . .	Chief Engineer . . . . .	£750	Stg. per annum.
J. R. Mosse . . . . .	Engineer . . . . .	£450	Cy. " "
William Smellie . . . . .	" . . . . .	£250	" " "
Five Pupils . . . . .	" . . . . . in all	£260 or £52 ea.	per annum, and
	5s. per day when employed measuring work, &c., on the road.		
<i>Superintendents and Foremen on Road.</i>			
William Marshall . . . . .	" . . . . .	14s.	per day.
C. E. Hewitt . . . . .	" . . . . .	12s.	" "
John Adams . . . . .	" . . . . .	10s.	" "
E. Lemont . . . . .	" . . . . .	10s.	" "
J. Hanright . . . . .	" . . . . .	10s.	" "
Charles Creed . . . . .	" . . . . .	10s.	" "
F. W. Fishwick . . . . .	Time Keeper . . . . .	10s.	" "
J. Alexander . . . . .	" . . . . .	7s. 6d.	" "
A. Moir . . . . .	Supertnt. of Locomotives, &c.	£320	per annum.
J. Johnston . . . . .	" . . . . .	11s. 3d.	per day.
John Murray . . . . .	Guard & Conductor . . . . .	10s.	" "
James Hunt . . . . .	" . . . . .	7s. 6d.	" "
<i>Station Agents.</i>			
William Coghill . . . . .	Halifax . . . . .	£120	per annum.
Thomas O'Connor . . . . .	Bedford . . . . .	5s.	per day, and House.
G. P. Boggs . . . . .	Grand Lake . . . . .	7s. 6d.	per day.
W. Shea . . . . .	Elmsdale . . . . .	£100	per annum.
William Boyd . . . . .	Engine Driver . . . . .	10s.	per day.
George Cleland . . . . .	" . . . . .	10s.	" "
J. McLellan . . . . .	" . . . . .	10s.	" "
George Malcolm . . . . .	" . . . . .	8s. 9d.	" "
Daniel Ferguson . . . . .	" . . . . .	10s.	" "
A. Cameron . . . . .	Fireman . . . . .	6s. 3d.	" "
S. Cameron . . . . .	" . . . . .	5s. 6d.	" "
A. Deal . . . . .	" . . . . .	5s. 6d.	" "
William Stocks . . . . .	" . . . . .	6s. 3d.	" "
James Cochran . . . . .	" . . . . .	5s.	" "
John McFarlane . . . . .	" . . . . .	5s.	" "
Peter McCarron . . . . .	Breaksman . . . . .	6s. 3d.	" "
M. McDonald . . . . .	" . . . . .	5s. 6d.	" "
D. Jacobs . . . . .	" . . . . .	5s.	" "
William Davis . . . . .	Machinist . . . . .	10s.	" "
F. Creamer . . . . .	" . . . . .	7s.	" "
J. Hopgood . . . . .	" . . . . .	6s. 6d.	" "

NAMES.	OFFICE.	COMPENSA-TION.	
R. Dunn.....	Machinest .....	6s.	per day.
George Clark.....	".....	8s.	" "
S. Smedley.....	".....	5s. 6d.	" "
R. Ritchie.....	".....	7s. 6d.	" "
John Gower.....	".....	8s.	" "
A. McAlpin.....	".....	7s.	" "
D. Day.....	".....	6s.	" "
W. Moir, (Boy).....	".....	2s.	" "
William Malcolm.....	Blacksmith .....	7s. 6d.	" "
J. Hurshman.....	".....	7s.	" "
C. Pollard.....	".....	7s.	" "
R. Rutherford.....	".....	7s.	" "
E. Barrey.....	".....	5s.	" "
W. Sinclair.....	".....	4s. 6d.	" "
E. Tobin.....	".....	4s. 6d.	" "
M. Tobin.....	".....	4s. 6d.	" "
J. Ward.....	Carpenter .....	7s. 6d.	" "
D. Ward.....	".....	5s. 6d.	" "
James Ham.....	".....	5s. 6d.	" "
John McCarron.....	Watchman.....	5s.	" "
A. Kennedy.....	Laborer .....	6s. 3d.	" " Employed wooding and watering on the road.
4 Laborers.....	".....	5s.	" " " "
M. Diggins.....	".....	6s. 3d.	" " Employ'd at Richmond
6 Men.....	"..... average	4s. 8d. ea.	loading and unloading Cars, &c.
Abraham Feetham.....	Upholding .....	10s.	per day.
10 Men.....	"..... each	6s. 3d.	" "
16 do.....	"..... "	5s.	" "
3 do.....	"..... "	4s. 6d.	" "

There are also Twelve Laborers temporarily employed about the Depôt at Richmond at various works.

The Cars are built by contract—the Board furnishing all materials. Some of the Blacksmiths are employed in making the iron work for them.

TABLE No. 9.

COMPARATIVE STATEMENT SHOWING THE AVERAGE COST PER MILE OF THE NOVA SCOTIA RAILWAY, AND OF THE RAILWAYS OF THE STATE OF NEW YORK.

	AVERAGE COST PER MILE.					
	NOVA SCOTIA RAILWAY 92 <sup>8</sup> / <sub>10</sub> miles, including 5 <sup>9</sup> / <sub>10</sub> miles of Double Track and Sidings.			NEW YORK RAILWAYS, 2617 miles, including 570 miles of Double Track and Sidings.		
Grading, Masonry, and Bridging.....	£5086	8	3	....	£3614	15 4
Superstructure, including Iron.....	2898	1	8	....	3299	5 0
Station Buildings and Fixtures.....	435	2	2	....	557	7 6
Locomotive Engines and Cars.....	1113	1	1	....	1521	6 6
Land, Land Damages, and Fences .....	167	17	8	....	1106	15 0
Engineering and Salaries.....	356	11	11	....	409	10 0
Other items not included in the above.....	986	13	7	....	2189	5 0
	£11,043	16	4	....	£12,698	4 4

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**LEGISLATIVE ACTS.**


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(COPY.)

No. 4.

*Downing-Street, 12th February, 1858.*

My LORD,—

I have received and have had under my consideration seventy-two Acts, passed by the Legislature of Nova Scotia, in the months of March, April, and May last, and transmitted to me in Sir G. LeMarchant's Despatch, No. 65, of the 22d October, 1857.

I have reported to Her Majesty in Council my opinion that the said Acts should be left to their operation—and I have the honor to transmit to you herewith an Order of Her Majesty in Council, dated the 3rd instant, approving that Report.

I have the honor to be, my Lord,

Your obedient servant,

H. LABOUCHERE.

THE RIGHT HON. THE EARL OF MULGRAVE, &amp;c., &amp;c., &amp;c.

*At the Court of Buckingham Palace, the 3rd day of February, 1858.*

PRESENT :

The Queen's Most Excellent Majesty,  
&c. &c. &c.

Whereas, the Governor of Her Majesty's Province of Nova Scotia, with the Council and Assembly of the said Province, did, in the months of March, April, and May, 1857, pass seventy-two Acts, which have been transmitted, entitled as follows, viz. :

- No. 3463. An Act to continue and amend the Laws imposing Customs Duties.
- No. 3464. An Act to continue the Law imposing Light House Duties.
- No. 3465. An Act to continue the License Laws.
- No. 3466. An Act to continue the Law to Regulate Distilleries.
- No. 3467. An Act to amend the Jury Law.
- No. 3468. An Act to revive and continue and amend the Laws relative to the Militia.
- No. 3469. An Act for transferring to Her Majesty's Secretary of State for the War Department the powers and estates vested in the Principal Officers of Her Majesty's Ordnance Department.
- No. 3470. An Act to alter and amend Chapter 126 of the Revised Statutes, "Of the Supreme Court and its Officers."
- No. 3471. An Act to amend the New Practice Act.
- No. 3474. An Act to authorize a Provincial Loan.
- No. 3475. An Act to authorize Assessments for Railway Damages.
- No. 3476. An Act to extend the provisions of the Act concerning the Registry of Ships.
- No. 3477. An Act to prevent the Destruction of Oysters.
- No. 3478. An Act to amend the Act to establish a more equal and just System of Assessment.
- No. 3479. An Act to amend and render perpetual the Act to authorize Special Sitings of the Supreme Court for the Trial of Criminals.
- No. 3480. An Act to regulate the practice of Physic and Surgery.

- No. 3481. An Act to authorize Assessments to procure Fire Engines.
- No. 3482. An Act to amend the Act for the Municipal Government of Counties.
- No. 3483. An Act to amend the Act to establish a Normal School.
- No. 3484. An Act to continue and amend the Laws relating to Education.
- No. 3485. An Act for the Destruction of Weeds injurious to Agriculture.
- No. 3486. An Act to amend Chapter 130 of the Revised Statutes, "Of the Probate Court," and the Acts in amendment thereof.
- No. 3487. An Act to amend Chapter 118 of the Revised Statutes, "Of the Sale of Lands to satisfy Execution Debts."
- No. 3488. An Act to amend Chapter 122 of the Revised Statutes, "Of Marriages and the Solemnization thereof."
- No. 3489. An Act to amend Chapter 1 of the Acts of 1854, entitled, "An Act to authorize the construction of Railways within this Province."
- No. 3490. An Act to postpone the ensuing Easter Term of the Supreme Court at Halifax and the Sittings thereafter.
- No. 3491. An Act for applying certain Monies therein mentioned for the service of the year One Thousand Eight Hundred and Fifty-seven, and for other purposes.
- No. 3492. An Act to alter and amend the Act concerning the city of Halifax.
- No. 3493. An Act to alter the time of holding the Sessions for the County of Guysborough.
- No. 3494. An Act to amend an Act entitled, "An Act for the repair and maintenance of Streets in the City of Halifax."
- No. 3495. An Act to amend Chapter 44 of the Acts of 1856, entitled, "An Act for the repair and maintenance of Streets in the City of Halifax."
- No. 3496. An Act to amend the Act respecting Fire Engines at Dartmouth.
- No. 3497. An Act to limit the erection of Wooden Buildings within the City of Halifax.
- No. 3498. An Act to amend the Act to limit the erection of Wooden Buildings in the City of Halifax.
- No. 3499. An Act to amend the Act for Regulating the Marking of Logs in the County of Queens.
- No. 3500. An Act to provide for Repairing the Cornwallis Bridge.
- No. 3501. An Act to alter the time of holding the Sessions for the County of Victoria.
- No. 3502. An Act to provide for Building a Bridge over Five Mile River, in the County of Hants.
- No. 3503. An Act to provide for Building a Bridge at Baddeck River, in the County of Victoria.
- No. 3504. An Act relating to Electoral District Number Eight, in the Settlement of New Annan.
- No. 3505. An Act to provide for improving the Road from Crow Harbor to Canso.
- No. 3506. An Act relating to the width of certain Roads in the County of Digby.
- No. 3507. An Act to authorize the Sale of the School House at Bridgewater.
- No. 3508. An Act to provide for Building a Bridge at Cape Sable Island, in the County of Shelburne.
- No. 3509. An Act to continue the Acts relating to the Steamboat Ferry across the Harbor of Pictou.
- No. 3510. An Act to settle and confirm the limits of the Town of Yarmouth.
- No. 3511. An Act to authorize an Assessment on the County of Cape Breton for the erection of a Lock-up House at North Sydney.
- No. 3512. An Act to change a Polling Place in the County of Pictou.
- No. 3513. An Act to authorize the Sale of the Gairloch and New Lairg Meeting House.

No. 3514. An Act to incorporate the Trustees of the Free Church at Great Bras d'Or, in the Island of Boulardrie.

No. 3515. An Act to incorporate the Halifax Corresponding Committee of the Colonial Church and School Societies.

No. 3516. An Act to incorporate the Trustees of Knox's Free Church at Baddeck, in the County of Victoria.

No. 3517. An Act to amend the Act to incorporate the Trustees of St. Matthew's Church in Halifax.

No. 3518. An Act to incorporate the Trustees of the first Baptist Church at Horton.

No. 3519. An Act to incorporate the Trustees of the Free Church Congregation at Broad Cove Intervale, in the County of Inverness.

No. 3520. An Act to authorize the Sale of the old Baptist Meeting House in Windsor.

No. 3521. An Act in further amendment of the Act to incorporate the Inland Navigation Company.

No. 3522. An Act to incorporate the Minas Hall Company.

No. 3523. An Act to incorporate the Musquodoboit River Navigation Company.

No. 3524. An Act to incorporate the Union Iron Mining Company of Digby County.

No. 3525. An Act to incorporate the Trustees of the Baptist Parsonage at Chester.

No. 3526. An Act to incorporate the Digby and Bridgetown Steamboat Company.

No. 3527. An Act to incorporate the Port Medway Ship Building and Fishery Company.

No. 3528. An Act to incorporate the Safe Harbor Pier Company.

No. 3529. An Act to incorporate the Margaretville Fishing Company.

No. 3530. An Act to incorporate the Trout Cove Pier Company.

No. 3531. An Act to continue the Act to incorporate the Avon Marine Insurance Company.

No. 3532. An Act to repeal the Act to enable the Halifax Water Company to construct a Reservoir on the Common of Halifax, and the Act in amendment thereof.

No. 3533. An Act to increase the Capital Stock of the Halifax Gas Light Company.

No. 3534. An Act to enable Henry Bessemer to obtain Letters Patent.

No. 3535. An Act to enable Eliakem E. Tupper to obtain Letters Patent for the invention of a Machine for the Manufacturing of Shingles.

No. 3536. An Act to Naturalize Seth Kimbal, Charles Lewis, John Schulte, and Frederick G. d'Utassy, James Farnham, and Henry Hesslein.

And, whereas, the said Acts have been laid before Her Majesty in Council, together with Letters from the Right Honorable Henry Labouchere, one of Her Majesty's principal Secretaries of State, to the Lord President of the Council, recommending 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 recommendation—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.

WM. L. BATHURST.

# RAILWAY.

*Railway Office, Halifax, 5th February, 1858.*

SIR,—

We have the honor to submit to you for the information of His Excellency the Lieutenant-Governor, and both branches of the Legislature, the following Report:

A Balance Sheet, showing the amount received and expended by the Commissioners to 31st December, 1857, together with the accounts and vouchers, have been lodged with the Financial Secretary, as the law directs.

On reference to the accounts it will appear that there has been expended—

To 31st December, 1857.....	£732,024	8	4
Cash on hand.....	671	12	7
	£732,696	0	11

Of this amount there was received—

From the Receiver General to 31st Dec., 1857..	£695,100	0	9
From the revenue of the Road.....	2,855	14	4½
Due on Sundry accounts.....	34,740	5	9½
	£732,696	0	11

There will still be required to pay the Contractors for work yet to be done, including all extra work for drainage, &c., as far as can be ascertained....	£78,750	0	0
For stations and sidings.....	15,000	0	0
“ probable cost of iron, &c., for contracts Nos. 10 and 11.....	25,500	0	0
“ additional rolling stock.....	32,000	0	0
	£151,250	0	0

In all.....£151,250 0 0

For this sum, we are of opinion that the road from Halifax to Windsor and Truro, including the siding accommodation already executed, or likely to be required for some time, may be completed.

The expenditure of the past year covers a large importation of machinery for a machine shop, also wheels, axles, and fittings for new cars, and different qualities of iron for forge work.

The statement marked A. exhibits the whole expenditure to 31st December, 1857, arranged under distinctive heads.

During the last year a considerable amount was expended in providing the necessary accommodation for the traffic anticipated on opening the road to Windsor, and including a stone Engine House at Richmond, buildings and Engine Shed at Windsor, platforms, watering places, depots, and way stations, at various places along the Windsor Branch and Main Line as far as Elmsdale.

The Rolling Stock has been largely increased during the past year,—a detailed statement of which will be found marked B, and in which your attention is respectfully called to the number of Cars built at the Halifax Depot during the year, which the Board find equally good, and as cheap, as those imported from the United States.

The accompanying Report of the Chief Engineer explains the present condition of the works. The Board regret, that notwithstanding every exertion was made to open the Windsor Branch and Main Line to the Road crossing one mile beyond Elmsdale, before the close of the year, they were unable to accomplish this object. The main line to Elmsdale has since been opened, and they feel sanguine that the expectations, expressed in the Engineer's Report of the whole distance to Truro being ready for traffic this year, will be realized.

The result of the working of the Line during the past year is shown by statement C. In referring to this department it is highly satisfactory to be able to state that no accident has occurred during the year, through any negligence on the part of the servants of the Board, and the time bills exhibit as great regularity as could be expected.

The number of passengers carried has been.....				64,835
The total receipts for passengers has been.....	£4,437	2	3	
Do. freight ".....	4,189	4	7	
	£8,626	6	10	
The total expenses.....	5,646	2	3	
	£2,980	4	7	

As will appear in the detailed statement referred to.

The interruption to the running of the Trains to Grand Lake in early spring, has lessened the receipts for the past year.

The charge of hire of Engines and Ballast Cars to the Contractors may appear to have swelled the nett receipts, but this is not, in reality, the case, as the cost attending their repairs and working, has equally increased the expenses.

Judging from their present experience, and taking into consideration the reduction in the cost of working which it is reasonable to anticipate when the whole road to Windsor and Truro is finished, and the facilities which will then be afforded for the transit of both passengers and freight, the Board believe that a large and profitable trade can be secured.

For many years to come the costly arrangements of older and wealthier countries ought not to be attempted. The rates of travelling should be moderate, with the view of securing the greatest possible accomodation to the public at the minimum cost of working. With these precautions, due economy in the working department, and a tariff suited to the traffic, we think there need be little apprehension as to the ultimate result.

We have the honor to be,

Sir,

Your obedient servants,

JAMES McNAB, Chairman.

WILLIAM PRYOR, JR.

JOHN H. ANDERSON.

(A.)

### NOVA SCOTIA RAILWAY.

*Statement exhibiting Amount Expended to 31st December, 1857, referred to in Report.*

Construction.....	£497,999	1	11	
Permanent Way.....	149,554	5	8½	
Rolling Stock.....	40,166	2	3	
Stations.....	16,305	17	8½	
Engineering.....	11,790	1	4	
Salaries.....	7,140	8	1	
Machine Shop.....	6,447	18	8½	
Miscellaneous.....	2,620	12	7½	
Cash on hand and in Bank.....	671	12	7	
	£732,696	0	11	



Construction includes earth work, drainage, ballasting, fencing, bridging, sleepers, and all other works connected therewith.

Permanent Way includes rails, chairs, spikes, and side keys.

Rolling Stock includes engines, and carriages of all descriptions.

Stations includes buildings, wharves, platforms, loading ground, &c.

Machine Shop includes buildings, machinery, tools, &c.

(B.)

## NOVA SCOTIA RAILWAY.

*Schedule of Locomotives and Cars, 31st December, 1857.*

## LOCOMOTIVES.

NAME.	Tons Weight.	Diameter of Driver.	Number of Drivers.	Diameter of Cylinder.	Length of Stroke.
No. 1, MAYFLOWER, . . . . .	19	5 feet.	4	15 inch.	20 inch.
" 2, SIR GASPARD LEMARCHANT,	15½	5 "	2	12 "	18 "
" 3, JOSEPH HOWE, . . . . .	15½	5 "	2	12 "	18 "
" 4, Ballast Engines. . . . .	9	3½ "	4	10 "	18 "
" 5, Do. . . . .	9	3½ "	4	10 "	18 "
" 6, New Locomotive . . . . .	25	5 "	4	16 "	21 "
" 7, Do. . . . .	25	5 "	4	16 "	21 "

*Passenger Cars.*—6 First Class with 8 wheels; 2 Second Class with 8 wheels.

*Baggage Cars.*—1 with 8 wheels; 1 fitted for Second Class Passengers.

*Freight Cars.*—4 Covered 8 wheel Cars; 31 Platform Cars, with 8 wheels; 1 small do- with 4 wheels; 5 Horse Cars, with 8 wheels; 2 Cattle Cars, 8 wheels; 1 Sheep Car.

*Gravel and other Cars.*—2 Single Dumpers; 2 Hand do.; 2 Hand Cars.

Of the above 2 Second Class Passenger Cars, 3 Horse Cars and 28 Platform Cars, have been constructed at the Depot; and 3 Platform Cars, 2 Freight Cars, and 2 Horse Cars, are in process of construction.

(C.)

## NOVA SCOTIA RAILWAY.

*Statement of Working for the year ending 31st December, 1857.*

Miles open—Halifax to Grand Lake. . . . .	22½
Trains run . . . . .	835
Miles run. . . . .	32,647
Passengers carried. . . . .	64,835

RECEIPTS.	PASSENGERS.	FREIGHT.	TOTAL.
January .....	£198 6 8½	£89 6 5	£287 13 1½
February .....	248 3 8	103 18 6	352 2 2
March .....	331 16 5½	140 0 2	471 16 7½
April .....	201 3 2	50 3 8	251 6 10
May .....	166 12 1½	85 5 5	251 17 6½
June .....	608 8 0	133 5 6	741 13 6
July .....	573 13 3½	284 5 1½	857 18 5
August .....	517 5 8½	189 3 10½	706 9 7
September .....	452 16 4	262 17 10½	715 14 2½
October .....	455 17 10	210 12 3½	666 10 1½
November .....	366 18 6½	171 7 4½	538 5 11
December .....	316 0 5	831 6 11½	1147 7 4½
Totals....	£4437 2 3	£2551 13 2	
For Hire of Locomotives.....		1624 0 0	
Storage.....		13 11 5	
	£4437 2 3	£4189 4 7	£8626 6 10

*Charges.*

Firewood.....	£878 3 0		
Coal .....	32 6 7½		
Salaries .....	294 12 6		
Locomotive charges.....	1321 14 9		
Traffic charges.....	1049 10 4½		
Repairs of stock .....	685 16 10		
Upholding .....	1057 11 7½		
Miscellaneous .....	74 2 10½		
Oil Tallow and Waste.....	245 17 1		
Expenses of Sawing Machine..	6 6 7	5646 2 3	
Nett.....	£2980 4 7		

## FREIGHT CARRIED.

Mail Coaches .....	786
Mail Coach Horses.....	2900
Single Horses.....	8431
Empty Waggons.....	3030
Loaded Waggons.....	3102
Hogsheads and Puncheons.....	239
Barrels .....	7436
Boxes .....	1233
Quintals Fish .....	338
Bags .....	2642
Oxen.....	1205
Sheep, Calves, and Pigs.....	2617
Cords of Wood.....	22
Timber .....	Tons, 17
Masts, Wharf Logs, and Spars .....	168
Lumber .....	Feet, 39895

Shingles . . . . .	Bundles,	64
Bricks . . . . .		500
Building stone . . . . .	Tons,	832
Lathes . . . . .	Bundles,	31
Sundry Packages . . . . .		5785

## NOVA SCOTIA RAILWAY.

*Engineer's Office, 30th January, 1858.*

SIR,—

I have to submit the following report upon the progress of the works during the year ending the 31st December, 1857.

Since the date of my last report, seventeen miles, terminating at the village of Truro, have been let at a cost of £51,576 5s. 3d., to be completed by the 1st of August, 1858.

The expectations held out that the Main line to Stewiacke and the whole of the Windsor Branch would be opened by this date have not been realized, though every exertion has been made to secure this result. At the present moment the Branch to Windsor is so far advanced as to require but a few weeks of suitable weather to make it ready for the trains, in a few days nine additional miles of the main line will be opened, and I confidently anticipate that Truro will be reached before the close of the year.

The sudden thaws which occur during the winter and in the spring, accompanied as they often are with heavy rains, are very trying to the earth works; on this account it has been found advisable, in many instances, to flatten the slopes; for the same reason, and in the absence of sufficient data to ascertain with accuracy the greatest volume of water in streams intersecting districts of country not previously opened up, and in many instances unprovided with roads or bridges of any kind, drainage beyond what was at first anticipated had to be provided; these extra operations, it is estimated, cost on an average about £600 per mile. The fencing, understood and treated heretofore as a County charge, is now included in the contracts, and costs about £200 per mile.

In reference to the works constructed, I have to state that every care has been taken to economize to the utmost, compatible with the stability of the road. All the large bridges with the exception of those for the Shubenacadie and the Stewiacke rivers are completed, and there is no indication of want of permanency in any of the works.

Of the 22½ miles opened for traffic the first 11½ miles have been maintained by workmen employed by the Board; the total outlay under this head, charged to traffic, is £1,057 11s. 7½d., being an average of £94 per mile; the remaining 11½ miles have been maintained by the Contractors under the terms of the specifications. The permanent way is in fair order for the season of the year.

An assortment of machines and tools sufficient for extensive workshops have been ordered. In a new country it is absolutely necessary to provide for all the repairs that may be required on the rolling stock, including the manufacture and replacement of every part of a locomotive.

The rolling stock on hand consists of two ballast engines, two small engines for light traffic, three large engines for general purposes, six first-class passenger carriages, two second-class passenger carriages, five covered cars, five horse cars, two cattle cars, one sheep car, thirty-two platform cars, and six gravel and other cars.

I have the honor to be, Sir,

Your obedient Servant,

J. R. FORMAN, Engineer.

HON. JAMES McNAB, Chairman, &amp;c. &amp;c.

COAL RETURNS.

ABSTRACT OF RETURNS of the Quantities of Coal raised, sold, and exported, at Her Majesty's Coal Mines in the year ending 31st Dec., 1856.

	TOTAL QUANTITY OF COAL, RAISED AND SOLD, IN CHALDRONS, NEWCASTLE MEASURE.				NUMBER OF CHALDRONS SOLD FOR HOME CONSUMPTION.				NUMBER OF CHALDRONS EXPORTED TO THE UNITED STATES.				NUMBER OF CHALDRONS EXPORTED TO THE NEIGHBORING COLONIES.			
	Large Coal.		Siftings or Slack.		Large Coal.		Siftings or Slack.		Large Coal.		Siftings or Slack.		Large Coal.		Siftings or Slack.	
	Chaldrons.	Bushels.	Chaldrons.	Bushels.	Chaldrons.	Bushels.	Chaldrons.	Bushels.	Chaldrons.	Bushels.	Chaldrons.	Bushels.	Chaldrons.	Bushels.	Chaldrons.	Bushels.
Albion Mines, Pictou . . . . .	39674.	24.	4962.	48.	2987.	24.	1848.	48.	35194.	1475.	1493.	1639				
Sydney . . . . .	33849.	20½.	2398.	3.	15712.	20½.	830.	3.	3516.	1503.	14621.	65				
Lingan . . . . .	3143.	18.	181.	30.	566.	18.	181.	30.	2577.							
Point Aconi . . . . .	35.	33.	56.	26.	35.	33.	56.	26.								
Joggins . . . . .	2686.	63.	202.	54.	295.	27.	58.	9.	873.	100.	1518.	44.	18			
<b>Total . . . . .</b>	<b>79389.</b>	<b>21½.</b>	<b>7781.</b>	<b>17.</b>	<b>19596.</b>	<b>57½.</b>	<b>2974.</b>	<b>44.</b>	<b>42160.</b>	<b>3078.</b>	<b>17632.</b>	<b>9.</b>	<b>1748.</b>	<b>18</b>		

Provincial Secretary's Office, Halifax, 12th February, 1858.

*ABSTRACT OF RETURNS of the Quantities of Coal raised, sold, and exported, at Her Majesty's Coal Mines in Nova Scotia, in the year ending 31st December, 1857.*

	TOTAL QUANTITY OF COAL, RAISED AND SOLD, IN CHALDRONS, NEWCASTLE MEASURE.			NUMBER OF CHALDRONS SOLD FOR HOME CONSUMPTION.			NUMBER OF CHALDRONS EXPORTED TO THE UNITED STATES.			NUMBER OF CHALDRONS EXPORTED TO THE NEIGHBORING COLONIES.						
	Large Coal.		Siftings or Slack.	Large Coal.		Siftings or Slack.	Large Coal.		Siftings or Slack.	Large Coal.		Siftings or Slack.				
	Chaldrons.	Bushels.	Chaldrons.	Bushels.	Chaldrons.	Bushels.	Chaldrons.	Bushels.	Chaldrons.	Bushels.	Chaldrons.	Bushels.				
Albion Mines.....	45913.	.....	7382.	48.	2613.	.....	2032.	48.	42538.	.....	3634.	.....	762.	.....	1716	
Sydney .....	38368.	3.	3086.	3.	13815.	3.	764.	3.	3983.	.....	2246.	.....	20570.	.....	76	
Lingan.....	3406.	28½.	122.	13½.	600.	10½.	77.	13½.	2786.	.....	45.	.....	20.	18.		
Point Aconi.....	161.	12.	53.	.....	110.	30.	53.	.....	.....	.....	.....	.....	50.	18.		
Joggins .....	2387.	49.	199.	55.	134.	13.	89.	19.	372.	18.	7.	18.	1881.	18.	103.	18
<b>Total ..</b> .....	<b>90236.</b>	<b>20½.</b>	<b>10843.</b>	<b>47.</b>	<b>17272.</b>	<b>56.</b>	<b>3016.</b>	<b>11.</b>	<b>49679.</b>	<b>18.</b>	<b>5932.</b>	<b>18.</b>	<b>23283.</b>	<b>54.</b>	<b>1895.</b>	<b>18</b>

*Provincial Secretary's Office, Halifax, 11th February, 1858.*

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**SWORD TO SIR W. F. WILLIAMS.**


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(COPY.)

No. 29.—Executive.

*Government House, Halifax, N. S., 21st May, 1856.*

SIR,—

I have the honor to transmit to you the enclosed copy of a Resolution, passed by the House of Assembly of this Province, and concurred in by the Legislative Council, in the last Session, placing at my disposal One hundred and fifty Guineas to be expended in the purchase of a Sword to be presented to General Williams.

London artists have been employed to prepare the Sword from a design that I have approved.

The blade of it will be composed of Nova Scotia steel.

As soon as I have learned that it is finished, I shall decide upon the mode of presentation to the gallant Major-General of this well merited tribute from the Legislature of his native Country.

I shall then do myself the honor to apprise you of my decision in that respect, and I feel assured that I shall be permitted to communicate through you with Sir William Williams, in order to the accomplishment of the pleasing duty which has thus devolved upon me.

I have, &amp;c.,

(Signed) J. GASPARD LEMARCHANT,  
Major-General.

The Right Honorable H. LABOUCHERE, &amp;c. &amp;c.

*Government House, Halifax, N. S., 3d Sept., 1856.*

SIR,—

As the Queen's Representative in Nova Scotia, the gratifying duty has devolved on me of announcing the designed presentation at an early day, and in a manner of which you will be informed, of a "Sword of Honor," voted to you by both Houses of the Colonial Parliament in the last Session, as a mark of the high estimation in which your distinguished services in the East, and especially in the memorable and brilliant defence of Kars, are held by all Her Majesty's subjects in this Province.

They indulge an honest pride in claiming you as a countryman. With their native land they proudly associate your name,—your justly acquired honor,—and your high position in the British army.

Permit me to assure you how fully I enter into their feelings, and to say that it would afford me, as an old soldier, both pride and pleasure to make the personal acquaintance of one in whom the people of this Province are so deeply interested, and who has added lustre to the military renown of the great Empire to which he belongs.

I have, &amp;c.,

(Signed) J. GASPARD LEMARCHANT,  
Lieut. Governor and Major-General.

Major-General SIR WILLIAM F. WILLIAMS, K. C. B., Commandant of Woolwich.

No. 86.—Executive.

*Government House, Halifax, N. S., 4th Sept. 1856.*

SIR,—

The Legislature of Nova Scotia, having, in the last Session, voted a "Sword of Honor" to Major-General Sir Fenwick Williams of Kars, I have, in my capacity as

Lieut. Governor of this Colony, addressed to him the accompanying letter, communicating such honorable notice.

As my Council have no means of carrying out the wishes of the Legislature except through the medium of Messrs. Hunt & Rosskill, they have particularly requested me to beg that you would have the kindness to permit this mark of honorable distinction to be forwarded through the Colonial Department.

Such mode of presentation would not only enhance its value, but at the same time be highly gratifying to the feelings of all parties in this Province.

I have, &c.,

(Signed)

J. GASPARD LEMARCHANT,  
Major-General.

The Right Honorable HENRY LABOUCHERE, &c. &c.

*Woolwich, September 24, 1857.*

SIR,—

On a former occasion I had the honor of receiving, through Your Excellency, an intimation of the honor intended to be conferred upon me by the presentation of a Sword by the Legislative body of my native Province.

This Sword, of exquisite workmanship, I received several months ago from the Colonial Office, accompanied by a very kind note from Mr. Labouchere, the Secretary of State for the Colonies, to whom I acknowledged having received the same.

From the conversation I have recently had with the Honorable James Johnston, now in England, and one of my oldest friends, I feel that I have committed a great error in not addressing Your Excellency on the occasion of the reception of the Sword, and hasten to do so, with a hope that you will accept my unfeigned thanks for the interest Your Excellency evinced on the occasion, and further to do me the favor of conveying to the Colonial Parliament my warmest thanks for the great honor it has conferred upon me, assuring my countrymen that I shall endeavor, on all future occasions where my service may be called for, to render myself worthy of a continuance of that favorable opinion which my efforts in the defence of Kars induced them to form of me.

The Sword has been exhibited at Manchester, at the request of the Committee of the Arts Treasures, and has thus led to a wide extension of the knowledge that such an honor has been conferred upon me.

Again begging Your Excellency personally to accept my warmest thanks on this gratifying occasion,

I remain, &c.,

(Signed)

W. F. WILLIAMS,  
Major-General.

To His Excellency SIR GASPARD LEMARCHANT.

*Woolwich, 2d October, 1856.*

SIR,—

I have the honor to acknowledge the receipt of Your Excellency's Despatch dated 3d September, announcing to me the designed presentation of a Sword, voted to me by both Houses of the Colonial Parliament of Nova Scotia, as a mark of their estimation of my services in the East, and especially for the defence of Kars.

I need not assure Your Excellency that the pride and satisfaction I must feel on this occasion is materially heightened by the very flattering manner in which you have conveyed this intelligence to me, because I received those expressions not only

from Her Majesty's Representative in the Colony in which I was born, and of which my great grand father Sir Jeffery Amherst was Governor, but also from a General Officer who owes his own advancement to distinguished services in the field, and who therefore can and does express feelings so acceptable to an old soldier who has endeavoured to do his duty.

In returning Your Excellency my sincere thanks, I beg to assure you that the desire expressed by Your Excellency to make my personal acquaintance is most fully responded to by me, with regard to yourself.

When I shall have the honor of receiving the Sword voted to me, I hope that I may not fail in my endeavor to express myself towards my fellow subjects and countrymen of Nova Scotia in terms suitable to the occasion and consonant with my appreciation of so high an honor.

I have, &c.,

(Signed)

W. F. WILLIAMS,  
Major-General.

To His Excellency Major-General SIR GASPARD LEMARCHANT.

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## SIGNAL ESTABLISHMENT.

(COPY.)

*Assistant Quarter Master General's Office, Halifax, 1st Feb'y., 1858.*

SIR,—

Referring to a Despatch No. 2, dated Downing Street, 12th Jan'y., 1858, in answer to a memorial from the Merchants of Halifax, on the subject of the discontinuance of the Signal Station at Fort George Citadel, I am directed to communicate to you, that the decision being adverse to the prayer of the memorial and in conformity with the instructions already received from the War Department, the parties at the several stations will be withdrawn, and the Signal Stations cease all operations from about the 11th inst., or immediately after the arrival of Lord Mulgrave.

I have, &c.,

C. F. FORDYCE,  
Lt.-Col. and Asst. Qu. M. General.

THE HON. CHARLES TUPPER, M. D., Provincial Secretary.

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*Provincial Secretary's Office, Halifax, Feb'y. 19, 1858.*

SIR,—

I have it in command from His Excellency the Lieutenant Governor to request that you will state to the officer commanding Her Majesty's Forces in this Garrison, the desire of the Local Government to be informed whether the Secretary at War will sanction the continuance of the Signal Establishment by competent officers, appointed and directed by the military authorities, on condition that the annual expense incidental to its maintenance is defrayed by the Colony, and in that case I am instructed to request that a statement of the amount required to be provided by this Province may be furnished for the information of the Legislature now in Session.

I have, &c.,

(Sig'd.)

CHARLES TUPPER.

LT.-COL. LEMARCHANT, Asst. Military Secretary.



*Assist. Qr. Master Gen'l's. Office, Halifax, 20th Feb'y., 1858.*

SIR,—

I am directed by the Major General Commanding to acquaint you, for information of His Excellency the Lieutenant Governor, that the application of the Local Government, in connection with the service of the Signal Establishment at Halifax, shall be forwarded by the earliest mail, together with a letter from himself recommending it to the favorable consideration of the Secretary of State for War.

I am further directed to state that an approximate estimate of the amount required to be provided for the maintenance of that establishment shall, as soon as possible, be furnished, as requested in your letter of yesterday, for information of the Legislature now in Session.

I have, &c.

C. E. FORDYCE,  
Lt.-Col. and Q. M. G.

The PROVINCIAL SECRETARY, &c., &c., Halifax.

## BARRISTERS AND ATTORNIES.

(COPY.)

*Downing Street, 5th September, 1857.*

SIR,—

I send you herewith a copy of "An Act to regulate the admission of Attornies and Solicitors of Colonial Courts in Her Majesty's Superior Courts of Law and Equity in England in certain cases," which has recently received the Royal assent. (20 & 21 Vic. Cap. 39.)  
(Page 207 of Statutes of 1857.)

Should the Colony under your Government desire to avail itself of the provisions of this Act, the duties which devolve on yourself in that behalf are expressed in the last Section of the Act. An Order in Council, to the necessary effect, will be issued, on a report from yourself, certifying that the provisions of that Section apply to the Colony.

I have, &c.

(Signed)

H. LABOUCHERE.

Lieut. Governor SIR G. LEMARCHANT, &c., &c., Nova Scotia.

## SUBMARINE TELEGRAPH.

No. 4.

(COPY.)

*Downing Street, 18th January, 1858.*

SIR,—

1. Her Majesty's Government have had under their consideration an Act passed by the Legislature of Nova Scotia in the month of May last, entitled, "An Act to encourage the establishment of Telegraphic Communication between this Province and the United Kingdom of Great Britain and Ireland," transmitted to me, with other Acts of the Session of 1857, by your despatch No. 65 of the 22d October last.

2. This Act purports to give to the New York, Newfoundland, and London Telegraph Company, (subject to their performance of certain conditions and to the conclusion of the agreement specified in Section 6,) the exclusive right to furnish the Province with the means of Telegraphic Communication for a period of twenty-five years.

3. I wish to refer you to the Despatch addressed to you by Sir George Grey, when holding the seals of this Department, on this subject, under date of the 22d March, 1855. Her Majesty's Government see no reason to modify the views expressed in that Despatch and its enclosures, which have on the contrary gained additional force by later experience; they consider that the grant of such exclusive privileges is highly inexpedient, not only for the interests of the Province, but of the Empire in general.

4. They are fully aware that it was urged that similar privileges have been conceded by the Legislatures of Newfoundland and of Prince Edward Island, without the disallowance of the Crown; but they must reply that the implied sanction of these Acts, given without fully adverting to considerations, the magnitude of which has been ever since acquiring a greater development, does not bind them to a continuance in a course of policy, which, they are satisfied, cannot but prove exceedingly injurious, and this beyond the limits of the Colony immediately concerned.

5. An order for the disallowance of this Act will accordingly be submitted to Her Majesty, to be passed in Council and shortly transmitted to you, but I wish to give notice of the intention of Her Majesty's Government beforehand, because the Act contains a provision repealing certain clauses of a former Act (that to incorporate the Nova Scotia Telegraph Company, 1851,) and I cannot be certain whether inconvenience might not be occasioned by disallowing the repealing provision and bringing those clauses again into operation, before the Legislature has had time to provide against such a contingency.

I have, &c.,

(Signed)

H. LABOUCHERE.

Lieut. Governor SIR GASPARD LE MARCHANT, Nova Scotia.

## EDUCATIONAL REPORT FOR 1857.

CONTENTS :—Preface. 1. School Sections. 2. Monies expended. 3. Number of Children receiving Instruction. 4. School Houses, &c. 5. Duration of Schools. 6. Text Books. 7. School Libraries. 8. Grammar Schools. 9. Colleges, Academies. 10. Normal and Model Schools. 11. Teachers. 12. Teachers Institutes. General Observations: School Inspectors, Journal of Education, Experimental Garden and Farm.

(COPY.)

MAY IT PLEASE YOUR EXCELLENCY,—

In presenting to Your Excellency my report of the Common, Grammar, Normal and Model Schools of Nova Scotia, for the past year, it affords me much satisfaction to be able to state that, on the whole, the cause of the General Education of the Province, is advancing, and in some respects, at least, beginning to assume that position in the public estimation which its importance demands.

In my last report, I stated it to be my intention, as the Normal and Model Schools, which had engaged so much of my time, were now organized and in full operation,

to devote more attention to the general interests of education throughout the Province, and expressed the hope of being able to collect such a body of statistics as would give something like a fair representation of its real condition, both in its more elementary and advanced stages.

In pursuance of this intention, during the course of the season, I addressed a Circular to the Clerks of the various Boards of School Commissioners, containing queries regarding School sections, population, children receiving instruction, teachers, &c.—To these queries I have received answers more or less full, of which I have availed myself to a certain extent, in drawing up my statistical report.

To the Grammar Schools I have devoted a separate table, that the character of these institutions may be at once perceived. In some of the general returns there is no report given of the Grammar Schools. The deficiency has, however, been supplied by the direct Grammar School Returns that have been forwarded to me.

Including Goreham College, Liverpool, there are seven Collegiate Institutions in the Province, under the direction and control of the denominations of professing Christians to which they respectively belong. Independently of Mount Allison Wesleyan Methodist Academy at Sackville, New Brunswick, which, in part, may be fairly considered as belonging to Nova Scotia, there are six Academies in the Province, viz., Collegiate School Windsor, Horton Academy, Dalhousie College High School, Free Church Academy, Pictou Academy, and Arichat Academy. To these institutions, along with a number of private Schools scattered up and down the Province, I have allotted a separate table, embodying as much information as I could gather regarding them.

Among the statistical tables will also be found one relating to the Normal School, shewing the attendance of pupil-teachers during the different Sessions, the Counties whence they came, their religious persuasion, and the Counties where they are now laboring in the discharge of the duties of their vocation; which, I hope, may be of some service in furthering the objects of that department of our Educational machinery.

Notwithstanding all my efforts, I regret to say that these tables are not nearly so complete as I would like to see them; that in fact they can be considered in no other light than as an approximation to the truth. This state of things is nothing more than was to be expected, seeing that this is the first attempt to present a statistical report of the whole of our Educational institutions; and still more, seeing that there are no officers in the shape of local inspectors, whose business it is to furnish all the information that may be required by the Superintendent for the above mentioned purpose. I take leave here to tender my best thanks to the Clerks of the Boards, and to the Commissioners themselves for the assistance they have kindly rendered me on all occasions. Still there are many points beyond the sphere of their observation, and which none but local inspectors could be supposed to investigate, and indeed, I despair of ever being able to make out an accurate and full Tabular Statement of Educational Statistics, without the appointment of a well equipped staff of such officers.

Though the tables, as far as they go, speak for themselves, it may not be improper that I direct the attention of Your Excellency to some of the more prominent points, offering, as I go along, such suggestions thereon as may appear best fitted, at once to increase the quantity, and to elevate the quality of the Education of the Province.

## I.

## SCHOOL DISTRICTS OR SECTIONS.

TABLE A.

From the above table it will be seen, that, whilst there are twenty-two returns in which the Sections are marked, there are not less than ten in which they are not; and from which we may safely conclude, either that there are no School Sections within the bounds of these Boards, or that they are so indistinctly defined as scarcely to be worthy of the name.

But even in these returns where these sections are given, there is too much reason to fear that, in not a few, the boundaries are not very accurately delineated; at all events there does not seem to be any general principle established for regulating the division of Counties, or the Districts assigned the different Boards of School Commissioners, into School Sections. Since 1826, the time when the present system of School Boards came into existence, there does not appear to have been any authoritative revision or re-appropriation. The Commissioners, it is true, under successive enactments, have been charged with a supervision of these sections, and in several instances, have undergone no small amount of labor, and of personal inconvenience to adjust matters in certain localities. But they have naturally felt a delicacy in interfering, unless when the initiation was taken by the people of the Sections themselves, and thus their instrumentality has been mainly directed to particular cases, to meet some pressing emergency or to settle some local differences. In these circumstances need we wonder that so much confusion and irregularity should prevail respecting the whole matter of School Sections; that there should exist so many Boards of School Commissioners without any clearly defined School Sections; and what is worse, that in not a few instances where the Settlements are more densely peopled, or where Villages may have recently sprung up or largely increased, there should be found two or three bodies of Trustees, sometimes self-elected, and sometime without any specific boundaries assigned them, all carrying on their operations quite irrespective of one another, and that too in what properly and legally constitutes but one section. This last mentioned irregularity has placed a complete arrestment on the whole progress of education wherever it has existed. It has broken down and frittered away into mere fragmentary Schools what might have formed one or two largely attended and efficient educational establishments. It has encouraged an inferior class of teachers because of the inadequate remuneration afforded. And what has been the result? In those very localities, where, from the abundance of materials, education should have been in the most efficient and flourishing condition, both in point of quantity and quality, and shedding its benign influence over the whole surrounding country, there is it most sickly and languishing.

This matter demands from the Legislature the most grave and earnest consideration, as little or no progress can be made in the common education of the country without some remedy being applied thereto. A careful and formal revision and re-adjustment of the School sections of each County ought to be effected, under the auspices and direction of some special Local Commission, and provision made for a repetition of the same every ten years.

Who ever may be charged with this duty, whatever the discretionary powers given, ought to have certain instructions for their general guidance and direction. The following are a few of the points to which, in my opinion, they ought to pay due regard:

1. That, if possible, the section shall contain such a number of families as shall, generally speaking, furnish between fifty and sixty children capable of receiving instruction.

2. That the capabilities of the section to support, in point of means, an efficient school, be taken into account and well weighed.

3. That in the allocation of any section, the minimum ought to be three miles square, so that, if the School House is placed pretty near the centre, the children will have about a mile and half to travel. Horace Mann and Dr. Ryerson, the two greatest educational authorities on this side the Atlantic, both deprecate the too great splitting up, territorially, of the School sections, and state as the uniform result of their observation that the children living at the greatest distance from the School House make the greatest progress.

4. That where the population of a section extends to upwards of seventy-five and less than one hundred and fifty children capable of attending school, arrangements ought to be made for providing two teachers,—a primary and a more advanced. If the population is densely located, these two teachers ought to carry on their operations under the same roof; if not, the School Houses may be situated at a proper and convenient distance, and still be under the same trustees, the same system, and the same mode of management. By this means the education would be much cheaper and vastly more efficient.

5. That in towns and villages, with a population of school-attending children exceeding 200, these towns or villages should be divided into sections, containing that number of children, and provision made for the erection of Model Schools in each, with three or more teachers, all carrying on their operations under the same roof and under the same head.

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 II.

## MONIES EXPENDED IN PAYMENT OF THE SALARIES OF TEACHERS OF COMMON AND GRAMMAR SCHOOLS.—(SEE TABLE A.)

The Legislative grant apportioned to the teachers of Common and Grammar Schools amounted to £13,377 16s. 4½d.

In this sum there is only the half yearly proportion of the additional grant made to Common Schools at last Session of the Legislature. The sum raised by the people for the same purpose amounted to £32,055 11s. 1½d., making in all £45,435 7s. 6d., being an increase of £6,491 8s. 11½d. over that of the preceding year. Considering the difference of population, this state of things contrasts very favorably with the sum raised in Upper Canada and the State of New York for the same object.

It is gratifying to notice that the sum raised by the people is considerably more than double the amount granted by the Province; the former contributing £2 5s. 2½d. for every pound of the latter.

It will be seen by comparing the above table with table B, that the average cost of each child receiving instructions at the Common and Grammar Schools of the Province is 12s. 10½, being for the people 8s. 7½d., and for the Province 4s. 3d. This sum, though abundantly low, might be still further reduced were a better adjustment of the School Sections, and a more thorough classification of the schools effected.

The above aggregate amount makes the average salary of each teacher £45 per annum, being an increase of about £9, within the last five or six years. This is an encouraging state of things, and indicates decided progress in this department of our educational machinery.

It is to me alike matter of regret and satisfaction that the addition made last year by the Legislature to the Common School fund has not realized my anticipations.—I urged the propriety of such an addition being made mainly on the ground that, in the poorer districts of the Province, it would add considerably to the income of the teachers.

Instead, however, of this being the result, the average salary of teachers is one pound less during the summer half year than it was during the preceding or the winter half, i. e., that the teachers, since the addition was made, have a pound less than

they had before. And what is the cause of this? It is not because there is any falling off in the sum raised by the people. That is proportionally increased. Neither is it owing to any diminution in the number of children receiving instruction. That too has received an accession of upwards of 5000. It is owing entirely to the circumstance that in summer there were nearly 200 more teachers than in winter, and about 300 more than in the preceding summer.

This state of things discloses many important facts respecting the real condition of our educational affairs. It argues no small deficiency in the matter of quantity. It conveys much important instruction as to the condition of things with respect to our teachers, that there is about a third of them following teaching, not as a profession but as a mere matter of convenience; and presses thereby upon the Legislature the indispensable necessity of instituting a thorough investigation into the literary and professional qualifications of our teachers, and, founded thereon, a new and formal classification of the same.

Without going further into the details of this table, I may here take the liberty of expressing as briefly as I can my views on the subject of the support of education. And need I say that this is a subject which has been warmly and elaborately discussed, though not one whit beyond what its importance demands. Not that I at all sympathise with those who seem to imagine that this constitutes the very essence or life blood of success in any system of popular education, or that it is altogether hopeless to use any means for the furtherance of education, unless a certain plan be pursued of raising the adequate amount for its sustentation. I admit that the method adopted for this purpose is a main and a very important one for giving effect to any system of popular instruction. But it is nothing more. Whatever is the plan pursued, whether it be by funds or by direct assessment, or by the combination of both, that will never of itself awaken in the public mind correct views on the subject matter of education, or leaven that mind with a due appreciation of its importance. Other means must be called into operation for this purpose; such as the diffusion of sound information by Lectures, by the distribution of tracts, by local educational journals, &c., &c.

And here the question presents itself, "What is the best method of providing for the support of Education, so that the end to be aimed at in all systems of popular education may be most extensively secured and perpetuated, viz., that every child in the State or Province shall receive a sound wholesome education?"

We unhesitatingly reply, direct Assessment,—the practical recognition of the principle "that the property of the State should educate the children of the State," and the right of the majority to levy a direct tax for the whole population, so that every child shall be provided with the means of education, the poor having the same right as the rich. There may or may not be funds either vested or granted periodically out of the general revenues of the country; but if the method provided for the support of education is to serve as a means for keeping alive and extending correct views on the whole subject of education, there must, in addition, be something in the shape of a direct school tax; and the sum thus raised must be amply sufficient for furnishing a free education to every child in the land.

Without any illustration I shall now enumerate a few of the more prominent reasons that have shut me up to the above view, on the matter of the support of education.

1st, Because it appears to me to be the view most fully accordant with the principle of justice and equity.

2nd, Because it breathes the spirit of purest philanthropy and patriotism.

3rd, Because it is strikingly in accordance with the true principles and ends of civil government.

4th, Because it is the most economical.

5th, Because it generates in those educated under its auspices a spirit of self-reliance and industry.

6th, Because it is best fitted to keep alive and extend the deepest interest in the whole matter of education.

7th, Because it is most advantageous to the teacher, and cannot fail to impart dignity and importance to his office.

8th, Because it makes the best provision and furnishes the strongest inducement for the education of every youth in every school section of the land.

9th, Because it will elevate the quality, as well as most effectually secure the adequate quantity.

10th, Because it is in perfect keeping with the greatest practical principles of our common Christianity.

11th, Because it has been proved for 200 years and nobly stood the test.

12th, Because, wherever it has been faithfully and honestly tried, it has received the cordial support of the most enlightened and benevolent of the community. And the people themselves have courted its continuance rather than its removal.

### III.

#### NUMBER OF CHILDREN RECEIVING INSTRUCTION.

TABLE B.

This is a most important table, as it is the one from which we obtain anything like correct information as to the number of school-attending children, actually receiving instruction. This is a point that comes under the special cognizance of every government. It may not be able to regulate or control the quality of the education given, but it can and ought to see after the matter of quantity, that is, that all the children capable of attending school are actually receiving instruction. And all this on the ground of the principle that prevention is better than cure; that it is in this way, and in this way alone, the evils of ignorance will be dissipated, the productiveness of human labor augmented, pauperism and crime diminished, and the prosperity and happiness of the whole community increased and perpetuated.

And here I must express my regret that the column in the table for the insertion of the number of children between 4 and 15 years is so meagre and defective. There are upwards of 200 school sections that have made no returns at all on the point, and it is much to be feared that a goodly number of those that have can be looked at in no other light than the merest approximation to the truth. Nevertheless the number of children actually in attendance at school seems carefully and correctly given; and from this we may obtain pretty accurate information on the matter of quantity, if not of the proportion of the children of a school attending age, actually receiving instruction, at least of the proportion of the population.

It appears then that last summer there were in attendance at all the Common and Grammar Schools of the Province for a longer or lesser period, 37,087. The attendance in winter was 31,626, making a difference of 5461. This difference is mainly owing to the female sex, there being upwards of 5000 more of that sex attending school in summer than in winter. In the attendance of the male sex there is little or no difference. Taking the summer attendance as the criterion—and this is the most favorable view—and adding 600 for Private Schools, and 500 for Academies and Colleges, there are as nearly as possible, 38,187 receiving instruction, which, according to the last census, will give 1 to every  $6\frac{1}{2}$  of the population, or according to the common increase of the population since that time, will give 1 to every 7. This—and we have received all in the most favorable aspect—indicates considerable deficiency in point of amount of quantity. In the New England States, where the free system, as it is called has been in operation for upwards of 200 years, the average proportion of the children attending School is one to four of the population. In the States of Maine, New Hampshire, and New York, the average is one to three.

On the continent of Europe, in those Nations where more attention has been paid, and that for a lengthened period, to the cause of National Education, the proportion is one to six; and, in other less enlightened nations, it is considerably less. In England where there is no national system it is 1 to 10; in Ireland, where there is, it is 1 to 7; In Scotland, where the population has far outgrown the national system, it is 1 to 8; and yet in all these countries—whether on the continent of Europe or in the British Isles, loud complaints are being made by all true patriots and philanthropists of the deficiency in point of quantity.

I know of no remedy for all this but the awakening of the public mind to a due sense of the vast importance of a sound education, by every possible appliance, by a healthful agitation, by direct though limited assessment, &c.

## IV.

## SCHOOL HOUSES, FURNITURE, &amp;c.

TABLE C.

One of the most decided evidences of progression in the education of any country, is the gradual improvement in School Houses, with all the necessary appurtenances. If education be undervalued or unappreciated by any community, little or no interest will be taken in the erection of suitable School fabrics, or in providing the necessary apparatus for carrying it on. If, on the contrary, it is regarded as one of the necessities of life, if the work to be done in the School be looked upon as not even second in importance to the work performed in the Halls of Legislation, nay as even paramount to all—then no expense will be spared to procure such accommodation, and such machinery as shall seem best calculated to do justice to the work itself.

It is gratifying to notice that within the last eight or ten years the School premises of Nova Scotia have undergone considerable improvement in external structure, in internal fitting up, and in furniture.

From the above table it will be seen that there are reported 186 Log School Houses, and these are principally to be found in Cape Breton, the most recently settled part of the Province. Those reported as good and comfortable amount to 589, and as bad to 171. The furniture in a goodly number has also undergone some improvement. There are about 100 School Houses, principally in the Western parts of the Province, where the furniture is moulded after the American fashion. The Normal and Model Schools are, I believe, doing good service in the furtherance of this object. There is scarcely a School I have visited taught by a student of the Normal School where there is not the most marked improvement in this respect, if not in the architectural beauty, at least in the furniture and internal arrangements. I was not a little gratified last summer in visiting a School of this description in the very heart of Cape Breton. There was nothing very attractive in the external appearance, being built of the logs of the forest with which it was surrounded. But it was far otherwise within. There the seats and desks, though rude and unchiselled, were graded according to the age of the pupils, and arranged in parallel lines. There too were to be seen the teacher's platform and desk, the black board and the arithmeticon—homely enough in manufacture it is true, and yet serving the purpose as well as the most ornate and polished.

But although there are evident symptoms of improvement in all that pertains to School accommodation and furniture, there is abundant room for yet greater.

The first thing to be alluded to in the erection of a School House is the site. This should be in a dry, airy and pleasant situation, detached, if possible, from other buildings, in towns or villages, and a few feet back from the street or road. Instead of being in a low, swampy, gloomy situation, surrounded by woods or houses, it should be on a small eminence, with southern aspect, and a pleasant prospect, as to give a



favorable impression to the young mind, and associate with the School what is pleasant and agreeable. The next thing is the size of the building, and this should be proportioned to the number of children intended to occupy it; six feet square is considered by all experienced educationists to be indispensably necessary for each pupil—this, with a ceiling of 10 or 12 feet in height would secure a sufficient supply of atmospheric air for one diet. Provision should also be made for having all the apartments thoroughly ventilated, for the egress of the foul and the ingress of the pure air. For this purpose ventilators should be fixed in the ceiling, and the windows, which should be cross, made to let down their upper sash. Both in winter and in summer, at every intermission, care should be taken to see that the end for which these were constructed is subserved. Whatever is the character of the furniture it should be so arranged that the teacher shall see every face from the platform, and every scholar see his. The seats should be graduated, rising a few inches the one above the other and arranged two and two in parallel rows, not in squares or semi-circles. If the attendance exceed fifty scholars, a gallery ought to be constructed at the end of the School opposite the teachers platform, and sufficiently large to accommodate all the children. It is also of the greatest consequence, if the moral nature of the scholars is to be cultivated and developed, that a play-ground, with all the necessary appendages, be provided. If these simple directions are attended to—and they can be carried out without almost any additional expense—they will go far to render the School premises subservient to the accomplishment of the work for which they are intended.

## V.

## DURATION OF SCHOOLS—BRANCHES TAUGHT.

TABLE C.

The number of children attending School, in the course of the year, does not determine the real amount of instruction given, and far less the character of that instruction. To ascertain these points other elements must be taken into consideration—such as the duration of time in which the Schools have been in session in the course of the year, the branches taught, and the mode of communicating these branches of knowledge. In table C some of these points are referred to. The average time, in weeks, in which the Schools were held, was, in winter 18½, and in summer 21½, making as near as may be, 10 months in the year.

Looking at this state of things it presents the amount of education in rather an encouraging light. In the report of the Superintendent of Upper Canada for 1855, it is stated that the average time during which the Schools were kept was 9 months and 20 days, and in the State of New York it was much less, only 8 months. But there may and there ought to be some abatement made here, in so far as Nova Scotia is concerned. There is, for example, the great disparity between the attendance in summer and in winter. There is, too, the vast difference between the number enrolled and the actual daily average attendance. There is also no small amount of irregularity, some of the members of the family attending for one quarter, or it may be, even a shorter period, and others for another; a practice almost inseparable from the mode in which education is supported in this country; a practice which, however much it may suit the convenience of parents, neither does justice to the children nor to the teachers, nor to the system they are pursuing. There is another practice which operates very powerfully against the advancement of education, and which seems to prevail to a great extent all over this continent—I refer to the removal of the children from School, at too early a period, at the very time when their minds are beginning to expand, and when, with ordinary attention, as much progress might be made in one year as during the whole of their previous attendance. Neither can I omit

noticing here the nomadic habits of the teachers themselves. It is comparatively a rare occurrence to find a teacher occupying the same field for more than twelve months—matters may be going on very satisfactorily, and his constituents may evince no desire for a separation, but he wishes to see a little more of his native country or of the land of his adoption, and he takes his departure. Thus, at the very time when his instrumentality is likely to be most effectual, when he has become acquainted with the peculiar phase and character of the intellect and of the temper of his scholars, and when they have acquired familiarity with his method of teaching, if method he has, does he repair to some other situation, leaving, it may be, 40 or 50 fine children, without any apparent compunctions, to the next teacher who may pass along, and that may not be for months to come. It might go far for the removal of these and similar obstacles in the way of progress in education, were a code of regulations made and authoritative instruction given as to the time of the commencement of the quarterly terms, the number of hours in which the Schools should be in session daily, the time and duration of the general holidays, and still more, were the Commissioners empowered to give a kind of bonus or encouragement to all teachers who shall remain longer than two years in the same place.

In the same table will be found some important facts touching the various branches taught. There are 273 Schools in which neither geography nor grammar is taught. There are 13 of the Common Schools in which classics are taught. And for carrying on the most improved methods of teaching, by visible representations, there are 56 globes, 2521 wall maps, and 640 black boards. In the two last mentioned there is the greatest increase, which would seem to indicate some advancement in the general style of teaching, in the organization and management and classification of Schools. But whatever be the amount or variety of the branches of learning taught, whatever be the symptoms of improvement in the general character of the school rooms, these furnish but imperfect data as to the real quality of the education imparted. The best and most valuable instruction ought to be administered. But this may be done and the education after all be very incomplete. The grand end to be aimed at in all education is the cultivation and development of the various powers and energies which the Creator has bestowed on His rational offspring. Knowledge is necessary for this purpose, but it is so merely as a means. It is the instrument by which this end is effected, and in very proportion to the importance of the end so is the instrument. But is it not much to be feared that with too many, knowledge constitutes the *summum bonum* of all education, and hence the all but universal cry is "Give us quantity or variety," and hence too the prevalence of the notion, that if the mind is stored with facts, and the memory duly cultivated, it is all that is requisite to constitute an accomplished scholar. Such attainments may fit or qualify for a creditable discharge of the duties of a particular vocation or profession, but it will never elevate man to that nobility of position which his nature and his destiny alike entitle him to claim.

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 VI.

## TEXT BOOKS AND APPARATUS.

From the returns of the different Boards of School Commissioners it is manifest that there exists no small diversity in the School books used. In some districts the Scottish Association series preponderates; in others Chambers' series; and in others Lennie's Grammar, Grey's Arithmetic, and Morse's Geography. It is to be hoped, however, that this state of things will not continue much longer, and that, from arrangements already made, in less than a year greater uniformity will prevail. In previous reports I dwelt at length on the great desirableness of having the same books in all our Schools, and stated my reasons for the preference of the Irish National series. These reasons may be reduced to two—its being the series used by all de-

nominations of Christians in Ireland and in Upper Canada, and its extreme cheapness. I do not say that the books of this series are out and out the best, as in every other series there are some superior to the others, owing to the greater capabilities of the parties who compiled or edited them. Still, upon the whole, the series is an excellent one, and having the imprimatur of the different denominations of professing Christians in those Countries, Roman Catholic as well as Protestant, none can bring any reasonable objection to its general circulation. Two years ago I brought the matter under the special notice of the Educational Committee of the House of Assembly, and obtained their approbation and sanction. It was deemed advisable, however, not to make any sudden change, and to introduce the series gradually. Accordingly, the first year I only ordered as many as would furnish something like a specimen to the different Boards of School Commissioners. This year, nearly half the sum placed at my disposal has been expended in purchasing those books of the series in more frequent use. And, next year, the greater portion of the £600, granted by the Legislature for the purchase of books, for the poorer districts, will be expended in this way. At all the meetings I have held with the Commissioners during the past year, I have pressed this matter on their attention, and I look forward with satisfaction to their co-operation in their general introduction. Besides, I am in hopes that the firm of A. & W. McKinlay, to which the Province is already so much indebted for their cheap editions of Lennie's Grammar, Grey's Arithmetic, Murray's Spelling Book, &c., may be induced to get the most important of the series stereotyped. By this means we shall not only be encouraging home manufacture, but procuring them at a lower rate than they could be imported from Dublin, Canada, or New York.

But there should be uniformity of books, not only in our Common Schools, but in our High Schools, Academies, Colleges, &c. Though greater latitude may be taken here, in consequence of a greater sameness among classical and scientific works, yet it were also of the greatest importance both to scholar and teacher, were the same grammars of the Greek, Latin, and French languages, the same editions of the classics, in general use.

It is equally necessary that more decided steps be taken with the view of introducing into all our Educational Institutions a better equipped apparatus, that, in fact, no School should be without black board, wall maps, globes, and a small museum.

All these things would not only vastly cheapen the general expenditure of the educational service, but operate powerfully in bringing about uniformity in the whole organization and government of Schools, and still more in introducing one system of education, even that system which most closely accords with our physical, intellectual, and moral nature. For the accomplishment of these and similar objects, it would be of the greatest benefit to the general cause of education were some responsible standing committee or some authoritative council instituted, whose province it would be, along with the Superintendent of Education, not only to exercise a constant supervision over this department of his public service, but be prepared to reduce to practical detail great and important principles, as the opportunity presented itself, and which can not be provided for in the best concocted educational measure.

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## VII.

### SCHOOL LIBRARIES.

It may here be proper to state for the information of all, that the sum of £500, voted by the Legislature to be applied every year in the purchase of books for School Libraries, has not been expended for the past two years. This is, I believe, in some measure owing to the views I expressed to the then leader of the Government anent these Libraries, and since repeated to the present Provincial Secretary; and it is right that I now briefly state these views.

Feeling a deep interest in the success of those Libraries, as calculated, when properly managed, to elevate in no ordinary degree the intellectual and moral conditions of the whole community, on my first tour throughout the Province, as Superintendent of Education, I made diligent enquiry regarding the working of these institutions. I was gratified to find that in some localities they were highly appreciated, and that the books selected by the Hon. Mr. Howe, and my predecessor Mr. Dawson, were diligently perused. I was equally grieved on the other hand to find that, in as many cases, perhaps in more, few of the people had heard anything about these Libraries, and still fewer had profited by them. I endeavored, to the best of my ability, to meet these two classes of individuals. I encouraged the former to persevere, and obtained from them much valuable information as to the kind of books they most prized.

There seemed to prevail a pretty general feeling that many of the books were not sufficiently elementary, and still more that there were few, if any, suited for Sabbath reading,—the day when the working man, for whom these books were mainly intended, could devote to such employment. In the latter case I exerted myself to arouse them from supineness, pointed out the boon conferred on them by the Legislature, for their mental improvement, and by expostulating with influential individuals in the locality, I believe I succeeded, in some instances, in putting the books into circulation.

That year I was requested by the Government to make the selection most suitable according to the information I had gathered. It happened that about that time Mr. McKinlay was making arrangements to visit the States, and after consultation with him as to the books most likely to prove of most extensive usefulness, he kindly undertook to order them at as reasonable a cost as they could be procured. The books arrived in due time and were distributed in the usual way. Some of the Boards expressed their highest approbation of the selection, and others objected to them in no measured terms. In these circumstances I was led *de novo* to canvass all matters connected with these Libraries, and after due deliberation the conclusion forced upon me was, that it was scarcely possible even for the most judicious to make such a selection as would meet the views of all; at all events I felt disinclined to undertake the responsibility of ordering more, and recommended the adoption of the plan pursued with much success in Upper Canada, viz.: to draw out a descriptive catalogue of the books most likely to be profitable; and, after obtaining the sanction of the Legislature to the same, to allow each section to choose from that catalogue the books most agreeable. And should the section spontaneously contribute any portion of funds with a view to the formation of a Library, that that section be entitled to a large allowance, according to a certain understood scale. The longer I reflect on the matter, I am the more thoroughly satisfied, that the above or some similar plan is the only one that will enlist the sympathies of the people, ensure a diligent perusal of the books, and render the boon of real service to the Province.

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VIII.

GRAMMAR SCHOOLS.

TABLE D.

It will be seen from the above table that, according to the returns I have received, there are 44 of these seminaries in operation during the course of the past year—being an increase of 10 since the last report in 1851. The support derived from the people amounted to £2,453 10s. 5d., and that from the Province to £818 14s. 9d. The whole number of pupils in attendance in winter was 1,476, and in summer 1,738. Those studying the higher branches, viz., mathematics and classics, were 1074, and that number, I have reason to believe, is considerably above the reality.

From the above statistics it will be seen that a comparatively small proportion of

the pupils attending those Schools are pursuing the studies which constitute their distinguishing characteristic, thereby involving a considerable expenditure of means without any adequate compensation. The fact of so many other pupils attending these Seminaries only renders them the more inefficient, and less likely to accomplish the end for which they were established.

Upon the whole I am strongly inclined to believe that just as the Province was found incompetent to support one Academy in each County, so neither is it ripe to support the class of Schools contemplated under this head, and that the funds would be much more advantageously expended in some other way.

The character of the education given in the Common Schools is not yet sufficiently far advanced to require the institution of Grammar Schools; and the population, in many places at least where they are sought to be established, is not yet dense enough to provide the necessary support, or to furnish anything like an adequate supply of pupils in the more advanced stages of learning.

What then, it may be asked, would I propose to substitute in their place. It appears to me that something like the following plan would be more in into the present condition of the Province, and more likely to further the general interests of education. In the more rural districts that the Commissioners be empowered to give remuneration to any first class teacher of a Common School, who has pupils studying the higher branches of learning, either mathematics or classics; and that that remuneration be proportioned to the number and stage of advancement of the pupils thus employed. In the more densely peopled settlements, or villages, or towns, that every possible encouragement ought to be given to a regular system of consecutive Schools, consisting of three classes or grades, viz., Primary, Intermediate, and High; the Primary carrying on those branches usually taught in a second class Common School, the Intermediate those of a first class, and the High those of Grammar Schools or Academies, all of course of a high order. These Schools may be all carried on under the same roof, or apart, if need be, provided the same system is thoroughly followed out in all, and the one made to feed, or pave the way for the other, from the lowest to the highest. No pupils should be allowed to pass from the one to the other without a certain fixed amount of qualification, certified by the teachers they last attended.

Were this plan judiciously prosecuted it would produce an entire revolution in the more advanced branches of learning throughout the Province. It would save a large outlay, and at the same time secure a far more efficient style of education.

The carrying into detail of this or some other such plan is another matter that should be committed to the Standing Board or Council of Public Instruction already referred to.

## IX.

## COLLEGES, ACADEMIES, AND OTHER SEMINARIES.

## TABLE E.

It will be seen from the above table that, including Goreham College, Liverpool, there are seven Collegiate Institutions in the Province, all denominational. Three of these are partly supported by the Province, and partly by the religious persuasions to which they belong. The other four are entirely supported by the latter.

Besides Mount Allison Institution at Sackville, N. B., there are six Academies all receiving more or less aid from the Province. These are all under the supervision of the different bodies of professing Christians to which they respectively belong, with the exception of the High School in Dalhousie College, and Pictou Academy.

The other Seminaries and private Schools are not numerous. Whatever information I could gather regarding them is contained in the table.

## X.

## NORMAL AND MODEL SCHOOLS.

TABLE F.

In this table will be found an abstract of all the information that can be given in this form regarding this Educational Institute; the number of Students enrolled each Session, the Counties whence they came, their religious persuasion, number who obtained diplomas and scholarships, and, as far as I can ascertain, the Counties in which they are now discharging the duties of their vocation. The attendance of pupil teachers exclusive of paying pupils has averaged 52, which, in proportion to the population of the Province, is fully equal to any similar institution on this or the other side of the Atlantic, with whose history I am acquainted. And at this the fifth session of its existence, the attendance of regular pupil teachers is considerably larger than it has ever been. It will be seen from the table that the greater proportion of the Students is from the Eastern Counties, and especially from the one in which the Institute is located.

This is, generally speaking, the case with all similar Provincial or National undertakings. It is so with the Normal School at Toronto, Upper Canada, It is so with almost all the Normal Schools in the neighbouring States; and it is on the strength of this very circumstance that the State of Massachusetts has considered it advisable to establish four Normal Schools instead of one.

Though the Students generally return to the bounds of the School Boards whence they came, in accordance with my own recommendation, still it is gratifying to observe that there are now comparatively few Counties in which there are not laboring two or more Normal trained teachers, and if this is the case at the end of the second year of the existence of the Normal School, what may not reasonably be expected at the end of five or ten years.

The leading event connected with this establishment since the drawing up of my last report, is the opening of the Model Schools, which took place in June last. The teachers are four in number, two males and two females. One of the females presides over the Primary, and the other over the Industrial Department. One of the males takes charge of the Intermediate, and the other of the High School Department, who is also Head Master of the whole Institution, and whose province it is to give harmony to all the parts, — to see that one system reigns throughout, — that the one prepares or paves the way for the other.

These teachers were selected from amongst the pupils of the Normal School, and were, of course, well acquainted with my views on the theory and practice of education, and I have yet seen no reason to regret the selection made.

The attendance of children at the Model Schools has fully averaged 160, a sufficiently large number for all the purposes of experimentalizing.

The main difficulty to be encountered here, and which is seriously felt in almost all the Schools of the province, is the irregularity of attendance. When changes are taking place every quarter, it is almost impossible to do justice to any system, however excellent, or even to make manifest its adaptation to the end intended. Nevertheless there is little ground for discouragement even here. As the benefits of a popular and thorough education take a firmer hold of the public mind, all these obstacles in the way of progressive advancement will disappear.

As the system of Education unfolded in its principles to the pupils of the Normal School and now reduced to practice in the Model Schools, has never yet been referred to in any of my previous reports, it may not be improper that I should present to your Excellency a brief outline of the same.

Taking the term Education in its true and legitimate acceptation, as the drawing out, the developing and the strengthening of all the energies and powers and sensibilities of our complex being, it has been my aim to adopt and carry out a system

the most entirely accordant with this its genuine import,—instructing or teaching or imparting knowledge; and the more valuable that knowledge the more is it to be prized. All this is necessary, indispensably necessary, but, as already hinted, it is so entirely as a means—a means for the cultivating and disciplining of the various powers of our nature. This, too, is the grand end to be aimed at in the whole education of the young. If the child is the father of the man, and the duty of the man is to go on in endless progression, in the expansion of every power, and in the acquisition of every virtue, that that character may be formed which will best fit and qualify him for the higher destinies of his being, then it is clear and palpable that this ought to be the grand aim of all the educators efforts in reference to the child, even to put him in that position in which he shall be able to educate himself.

That this end be served, it is manifest that the young must be treated or educated just as they are presented to us, in all the complexity of their nature as physical, intellectual, and moral beings. We may separate these in our consideration, and we may talk of educating the body, or the intellect, or the conscience, but it is evident that if justice is to be done to them all, they must be regarded conjunctly and educated simultaneously, according to their intrinsic worth of relative importance. It were the veriest perversion of our nature to attempt to educate the intellect without having regard to the body, or the body and intellect without having regard to the conscience or moral nature. In one word, we are presuming to be wiser than the Creator,—we are violating the very law of the nature of those we profess to educate, unless we are blending all their powers into one harmonious whole, unless we are rendering them subservient the one to the other according to the relationship established by infinite wisdom and goodness.

And now it may be asked, How is this high and important end to be secured?

I know no other specific but exercise or use. As to the physical and moral part of our nature, this is plain: If we wish to strengthen any bone or muscle, we must use it; If we wish to render conscience increasingly tender and sensitive, we must hearken to its dictates and obey its requirements. And so must it be with the intellectual faculties, though the using or exercising of these is somewhat more complicated and difficult. The proper food must be administered to each faculty, and administered in such a way as that it shall be digested. In other words, the subject most congenial to the nature of the particular intellectual power intended to be strengthened must be presented, and so presented, as that the power itself shall be exercised.

This can alone be done by proceeding from the known to the unknown, involving the use of figures or similes or illustrations with which the children are perfectly familiar, and which, by a process of questioning and ellipses, gives full play or exercise to the faculty in question, and thereby contributes to its development and strength.

And this exercise, this process of questioning and ellipses, being carried on simultaneously with the whole class, not only adapts itself to the diversified phase of intellectual endowment, but, by the sympathy of numbers operates powerfully in stimulating all. And more still, this exercise adapts itself to the various ages or epochs of development or attainments of the pupils, even by presenting an outline of the subject, giving to the youngest a mere skeleton, and going on, step by step, until it stands forth in all its varied affections and relations.

Now these views and principles have been reduced to practice in the Model Schools. All the arrangements and adjustments of that establishment have for their object the unfolding, the expanding, and the enlarging, not of a part, but of the whole complex nature of the children, so that the mode of teaching the alphabet is substantially the same as that pursued in teaching Mathematics or Classics.

Physical exercises within doors and without, are given in every variety and form; and these not merely for the health of the body, but for arresting the attention and securing a larger amount of intellectual effort; and as the cultivation of habits of

order and physical obedience, for strengthening and assisting the moral training; and the younger the children the more frequent and diversified must these physical exercises be. The intellect is exercised by a variety of subjects of the most important character, presented at different intervals, and in regular succession, alike in the more initiatory and advanced stages. Every means is employed to stimulate the children to work out the subject for themselves, and the difficulties only are solved when they seem to them to be insurmountable. As the various intellectual endowments are all there in a state of embryo — though some are more prominently developed than others — so is a portion of meat administered, suited to their various powers and capacities. Instead of rules and principles being given and committed to memory, and then the examples, the examples or particulars are presented first, and then the principles, the laws or rules; that is the process of generalization is made to succeed that of individualizing. The objective principle, founded as that is, on the nature of man as a sensible being, is largely called in, and that not merely by the exhibition of objects whether natural or artificial; but by the picturing out of words — every word representing some object, or action, or relation; and all in the shape of oral lessons through the living voice of the Educator, who is at once the text-book and the Trainer.

The conscience too is strengthened by the exercise of its various parts, — the discriminative, the impulsive, and the emotional. In the one or the other of these parts, the children are required to repeat the act until it has been woven into their moral constitution, until, in fact, they cannot act otherwise.

Whatever is the evil they are required to abandon, they must just continue in the practice of the opposite virtue, until it has gained the triumph, and asserted its supremacy. For the accomplishment of all this, they are habitually brought in contact with the Bible, as the only sufficient and infallible enlightener and director of the moral faculty. The precepts of the Divine Word are not taught merely or deposited in the memory, but every opportunity is taken to reduce them to practice in the daily intercourse between Master and Scholar, between Scholar and Scholar. And all this not merely with reference to the conduct of the children within, but also without doors. Indeed the grand object of a commodious play-ground, with which every School ought to be furnished, is to present an arena, on which the children, away from the restraints and confinements of the School room, may give full vent to their natural tempers and dispositions; and, which being observed by their teachers, may be afterwards improved for the benefit of all, in the shape of oral lessons on moral duty,—and all is blended together and carried on simultaneously. It is not physical exercises at one time, and intellectual at another, and moral training at another, but these are all mingled and intermingled, the one with the other; and these are so, simply because they are all found in the same living being; and, by the law of nature, so act and re-act, the one upon the other, that due justice cannot be done to the exercise of the one without the exercise of the whole.

Such, in its leading features, is an outline of the system of education pursued in the Model Schools, the philosophy of which we endeavor to unfold to the pupil-teachers at the Normal School, and train them to the practice of. And what, it may be asked, is the ground on which we proceed in embracing such a range,—what is the warrant of the teacher in the discharge of these functions,—what impose on him such a weight of responsibility? It is simply the fact, that, for the time being, the teacher is in *loco parentis*, stands as the proxy or representative of the parents. They, the parents, are not only the natural protectors and guardians, but the educators of their offspring;—the educators not merely of their bodies, but of their minds and consciences. This is the law of nature ratified and sealed by the law of revelation. The teachers authority then is entirely delegated. His is to coöperate with the parents in the education of their children, to lend his aid in the accomplishment of those high and important purposes which they have neither the time nor, it may



be, the ability, nor, in fact, are placed in circumstances, to carry out ; both, however, being amenable to the same authority, subject to the same law, and liable to the same responsibilities.

And all this seems well and wisely provided for in the present educational arrangements of the Province. The majority of the inhabitants of a School section have the right of electing the trustees of the section. These trustees select the teacher who has been professionally licensed by the School guardians of the County or District and make with him all the necessary conditions. And yet, after all, what is this but the State giving expression to the will of the parents, in the matter of the education of their children ?

But there is still another point to which I must briefly advert,—I mean the nature of the connection subsisting between the Normal and the Model Schools. The very object of these Model Schools is to inoculate the minds of the future teachers of the Province with a thorough acquaintance with this system, both theoretically and practically.

And this is done in the following manner : For the first six weeks of the term of the Normal School, the pupil-teachers are instructed in the principles or philosophy of the system. Then the advanced section is drafted off, and repairs to the Model Schools for the purpose of seeing these principles reduced to practice, and then engaging in the practice themselves. English reading, in all its stages, is the first branch to which their attention is called. For a week or more they are mere spectators, and it is so arranged, that during this time they see all the English exercises gone through in all the departments, beginning with the Primary and finishing with the High School. After they have become familiar with the manner of the teachers and their mode of conducting this branch of Education, they are then required to conduct the class in rotation in the presence of the Principal of the Normal School and the Master of the Department, having accurately prepared the lesson beforehand. When the exercise is over they generally repair to a private room, when the whole appearance of the pupil-teachers who practiced is criticised by the Principal, — the defects and excellence commented on. After they have acquired some measure of proficiency in one branch of Education, another is taken up, and then another, until the whole has been gone over. Then the second section is admitted ; and so onwards till the whole of the pupil-teachers have had a due share of the practicing process, — their own advancement in scholarship going on at the same time, spending about two hours every day in the Model Schools, and the rest of their time in the Normal.

It is in this way that the Normal and Model Schools mutually assist one another, and impart to the pupil-teachers their science and the art of their future vocation. When these pupil-teachers are respectable in their scholarship, when they enter and remain two terms or a period of ten months, they, generally speaking, turn out competent teachers, understand pretty thoroughly the practical working of the system,

We do not say that all holding Diplomas from the Normal School will turn out equally good teachers, just because all have not originally the same gifts, — all have not the same measure of attainment when they commence their professional preparations. But what we do say and unflinchingly maintain is, that all who obtain Diplomas at the Normal School will make vastly better teachers than they would if they had never attended the Institution. This is all that is practicable, — it is all we aspire to ; and I believe that, generally speaking, the Normal trained teachers throughout the Province will stand this test.

I take this opportunity of thanking the Legislature for the provision made last winter for the encouragement of meritorious students. In the expenditures will be found a list of students who graduated and obtained scholarships at the end of last term, amounting to £50. At the end of the present term, which takes place the last

week of March, there is every probability that the whole sum will then be expended. As I believe this boon is of great utility, and promotes extensively the interests of the Institution, it will, I hope, be renewed by the Legislature.

## XI.

## TEACHERS.

TABLE G.

From this Table, it will be seen that the number of teachers employed in winter were—of males, 655, and of females, 250; and in the summer, of males, 579, and of females, 520; making in all, in winter, 905; and in summer, 1099, being 194 more in summer than in winter, and 305 more than in the summer preceding. As I have already referred to the lessons taught by this statement, there is no need for resuming the subject. The facts speak for themselves.

From the table it will also be seen that last summer the number of male and female teachers was nearly equal.

Though in many districts there exists no small amount of prejudice against female teaching, altogether, to me there is not a more favorable or propitious symptom in the whole of our Educational prospects than the point just noticed. When the females are thoroughly trained, we have not the slightest hesitation in giving them the preference in all the Primary Departments, and, in some cases, even in the more advanced. And this, just because they ply the affections of their scholars as well as their understandings, or rather through the influence of the affections they reach their understandings. But there is another reason for congratulation in the above-mentioned circumstance. The active and intelligent young men throughout the Province have so many advantageous openings presented to them, that it can scarcely be expected they will devote their time and energies to an employment that is still so little respected, and, in too many instances, so poorly remunerated. The young females of the Province are not exposed to the same temptations, and therefore, when thoroughly enlisted, more likely to dedicate their time and their talents to the cause of Education to realize teaching as a permanent calling or profession. And thus to bring to the discharge of its duties not only a high measure of attainment and a painstaking preparation, but engage in them with the zeal and enthusiasm of those who are determined to arrive at eminence in their calling, — one of the surest harbingers of success.

As in former Reports I have dwelt at length on the vast importance of elevating the standard of teaching qualifications, it is unnecessary that I say more here. I may be allowed, however, simply to enumerate a few things which appear to me well fitted for the promotion of this most desirable object.

1. That steps be forthwith taken for effecting a general classification of all the teachers of the Province, according to an uniform standard of qualification both as respects scholarship and professional knowledge.

2. That provision be made for securing to the same class of teachers an equal amount of provincial endowment.

3. That arrangements be entered into for holding regular diets of examination in the more central localities, to give industrious teachers the opportunity of rising from a lower to a higher class.

4. That the Boards of School Commissioners, Trustees of Schools, Parents, and others interested in the cause of Education, present every possible encouragement to teachers to improve themselves, not merely for their own comfort and usefulness, but for the elevation of the profession generally.

5. That the most promising and talented of the young men and women in the various districts who may evince any aptness to teach, be urged and aided to attend

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5. That the most promising and talented of the young men and women in the various districts who may evince any aptness to teach, be urged and aided to attend

the Normal School, and that Commissioners be empowered to grant a certain bonus to all holding a first class certificate from that Institution.

6. That the Legislature give every encouragement to the formation of Teachers' Associations and the holding of Teachers' Institutes.

7. That a fund be originated and contributed to by the teachers themselves for granting a retiring allowance to superannuated teachers.

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XII.

TEACHERS' INSTITUTES.

The high value I attach to Teachers' Institutes has already been recorded. I introduce the subject here for the purpose of stating that I have now held Institutes with the teachers of every board within the bounds of the Province. Last autumn I met with the Teachers of the following boards: Amherst, Parrsboro', Northern and Southern Pictou, Guysboro', St. Mary's, Halifax City, Halifax West, Stirling, and in Cape Breton, South and North Inverness, Victoria, Cape Breton, Richmond. At these meetings about three-fourths of the teachers attended. Many important matters were discussed relative to the subject matter of Education, as well as to the most improved methods of teaching the most important requisites of a Common School Education. These Institutes, were, generally speaking, exceedingly interesting, very spiritedly sustained, and, judging from oft-repeated declarations of the teachers themselves, productive of no small amount of good. I also met with the boards of School Commissioners of the above districts, and addressed public meetings at the following places: Amherst, Parrsboro', Tatamagouche, Pictou, New Glasgow, Antigonishe, St. Mary's, Halifax, Dartmouth, and in Cape Breton, River Dennis, Whycomoh, Port Hood, Margaree, Baddeck, Middle River, Boularderie Island, Sydney Mines, Sydney, Grand River, Arichat, Straits of Canso. The whole of these meetings were better attended than on the occasion of my former visit, and, in not a few places, a very lively interest seemed to be felt in the cause of Education. I am persuaded that it only requires a thorough staff of local inspectors to arouse every settlement and hamlet to a due appreciation of the vast importance of Education.

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GENERAL OBSERVATIONS.

Having called the attention of your Excellency to some of the more prominent points contained in the various statistical reports, as well as to a brief statement of what has been done in my own more immediate field of operation, I would now take leave to offer a few observations on matters that appear to me deeply to affect the general interests of Education and its welfare throughout the Province. And the first point to which I would advert is the appointment of Local Inspectors of Schools.

When Mr. Dawson proposed and carried his plan of separating the office of Superintendent of Education from that of Inspector of Schools, and combining it with the Principalship of the Normal School, it was with the distinct understanding that Local Inspectors would straightway be appointed. This was my expectation when I undertook the duties of my present office, but it is well known that these officers have not yet been appointed, thereby largely diminishing the amount of my usefulness as Superintendent of Education, and entailing on me an accumulation of labor beyond what my physical and mental energies are much longer able to sustain.

These officers are deemed indispensably necessary in old countries, and of course must be much more so in countries like Nova Scotia where the means of transit are so much more limited, and the opportunities of diffusing information so much more scanty. The duty of the Inspectors are two fold: first, to carry into practical detail throughout the remotest regions of the land the various Legislative enactments on

the subject of education, and the instructions that may from time to time be issued by the Superintendent of Education; and, secondly, to stimulate the School districts committed to them in all that appertains to the general interests and prosperity of education. A more minute detail of these duties might easily be given, but as these have been expatiated on so often already, it is here altogether unnecessary.

It is earnestly hoped that the Legislature in its wisdom will, ere long, see meet to take steps with a view to the appointment of this class of officers.

The next topic to which I would allude is that of a Journal of Education for the Province.

The real prosperity of education in any country depends entirely on the tone of public sentiment that may obtain regarding it,—on the due appreciation of its blessings by the community at large; and, if this be an end of incalculable moment, the means by which it is reached must be not less so. These means are not one or two, as some seem to suppose, but many. We have just referred to one, and a Local Journal of Education is another. The vivâ voce utterance of the Inspectors of Schools or of the Superintendent of Education are of great service in arousing attention and exciting an interest on any subject connected with education, but to render these impressions abiding the subject must be presented in some more permanent shape, and nothing meets the case so completely as a Local Journal of Education.

By such a vehicle all official information is diffused amongst Commissioners and Trustees and Local Inspectors; the doings of one locality is related that the supineness of another in similar or even in more favorable circumstances may be aroused; the most enlightened views on the subject matter of education and on the particular method pursued and practised in the Model Schools are propagated, as well as instructive information on the past history and present condition and future prospects of education throughout the world.

Provision should be made for the circulation of such a periodical gratuitously amongst the Teachers, Inspectors and School Commissioners.

This would be an acknowledgment on the part of the Province of the value attached to the services of these gentlemen, and prove a capital means of having them thoroughly instructed in all that is going on, both within and without the Province, on the general subject.

The other and the only other subject to which I would refer is the Experimental Garden and Farm.

It is well known that a considerable quantity of land surrounding the Normal School buildings was purchased by the Province for the above mentioned purpose, and that £100 were granted last year that the grounds might be brought into some order and partially stocked. I presume that a full account of the expenditure of this sum will be given by the Secretary of the Normal School Commissioners.

It appears to me that as the purely educational affairs of the Normal School establishment are fairly organized and in full equipment, the time has now arrived for more decided steps being taken for the furtherance of this object, and for rendering the grounds referred to subservient to the end intended.

That end may be regarded in a two fold light: 1st, To impart to the pupil teachers an acquaintance with the theory and practice of horticulture and agriculture—that through them a knowledge of the same may be spread all over the Province, and especially among the young. It is well known that the present educational bill provides for instruction being given in the more advanced Seminaries in the science of agricultural chemistry. I have little doubt that, in some instances, this provision has been productive of good to the cause of agriculture. Still something more is necessary. If Practising Schools are considered an indispensable requisite for a Normal School, not less so is an Experimental Garden and Farm for showing the practical application of chemical science to the cultivation of the soil. The teachers may be very good chemists, and they may be able to work a few interesting experiments, but

if they have never had an opportunity of seeing the application of its principles in the garden or in the field, its real substantial benefit in the large additional produce, and they cannot be supposed to feel the same lively interest in the diffusion of this branch of knowledge; and this is just what is proposed to be done through the medium of the experimental garden and farm. At present the students of the Normal School have their attention specially called to the various branches of Natural Science, Chemistry, Mineralogy, Botany, Zoology, and Geology. Lectures are delivered, experiments made; and specimens shewn in all these departments, and a searching examination instituted; and all this is done not merely to impart a knowledge of these sciences, and that, especially, as connected with Agriculture, but still more to give them the command of illustrations borrowed from the field of nature, in the exposition both of secular and religious subjects. I feel confident that it will be of vast advantage if, in addition to all this, actual experiments be shown them of the effects of different kinds of soil, the rotation of crops, the various processes of propagation, &c., &c. This will be worth a dozen lectures on Chemistry, and will tend largely not only to exalt the views of the whole subject, but also to imbue them with a right spirit in reference to these pursuits, and to give a powerful impulse to them, in their dissemination throughout the Province.

The benefits arising from such a course to the cause of Agriculture, and by consequence to the industrial resources of the Province can scarcely be estimated.

The other object to which this garden and farm might be advantageously devoted is the qualifying of 15 or 20 of the young men of the Province every year for a more skilful style of farming.

There is, I believe, a goodly number of the young men of the Province intending to follow the pursuits of Agriculture, who are exceedingly desirous to become acquainted with the real science of farming, were the opportunity presented to them. Now it appears to me that 15 or 20 of such young men might be admitted every Summer term of the Normal School for the above purpose, on the recommendation of the various Agricultural Associations throughout the Province. These individuals would attend the lectures on Natural Science, and especially the branches of Organic Chemistry and Vegetable Physiology, or any other general class that their necessities may require. Three hours of the day they would spend in the garden or farm, acquiring a knowledge of the names and properties of the various soils and manures, of the best way of handling the implements employed, the proportion of the quantity of the different kinds of seed for a certain given space, the different methods of engrafting, of propagating by roots, and otherwise. Were these individuals to pay each a fee of £3 or so for the term, it would aid considerably in supporting this department. Indeed I believe that were the Legislature to grant the amount of £100 per annum for 3 or 4 years, until it were stocked and put into good working order, the whole would become thereafter self-sustaining. I can see no injury arising to the Normal School from the admission of these young men any more than there was from the admission of paying pupils before the Model Schools were erected. The Summer term is generally more thinly attended, and this is the term when the garden and farm would be turned to any profitable account, in so far as the promotion of these purposes is concerned. The £100 granted by the Province with the £60 or so arising from the fees of these students, would, I think, be sufficient to procure the services of an experienced Horticulturalist, as well as gradually stock the grounds. Besides there are other ways in which these grounds, if judiciously applied, might be rendered eminently serviceable to the cause of Agriculture. They might, for example, be used as a touchstone for proving new kinds of grain, roots, plants, trees, their suitableness to the climate, their growth, mode of management, &c. Publicity might be given as to the result of these experiments, and much valuable practical information might thus be disseminated.

The seeds or the roots too of those grains or esculents that prove their adaptation to the climate, might, through the Agricultural Societies, be distributed over the Province, and so be the means of advancing largely the cause of Agriculture.

If the Legislature see meet to give its approbation and sanction to this proposal, and allow the necessary steps to be taken for its being carried into effect, then will the Provincial Normal School be second to none in its completeness and general usefulness and occupy the exalted position of spreading the most inestimable blessings throughout the length and breadth of the land.

I have the honor, &c.,

(Signed,)

ALEX. FORRESTER.

A.  
NUMBER OF SCHOOLS AND DISTRICT - SUPPORT OF SCHOOLS.

SCHOOL BOARDS.	NUMBER OF SCHOOLS.		No. OF Dis's.	SUPPORT FROM DISTRICT.				SUPPORT FROM PROVINCE.				
	W.	S.		SUPPORT IN WINTER.	SUPPORT IN SUMMER.	TOTAL SUPPORT.	SUPPORT IN WINTER.	SUPPORT IN SUMMER.	TOTAL SUPPORT.	AM. FROM EVERY £1 FROM PROVINCE.	COST PER PUPIL TO PEOPLE.	COST PER PUPIL TO PROVINCE.
1 Halifax, City.	15	15	15	£ 406 11 4½	462 15 0½	£ 869 6 5	314 10 0	380 0 0	£ 694 10 0	1 5 0	0 5 7½	0 4 5½
2 Do., East.	16	14	..	555 6 6	546 13 4	1101 19 10	120 11 9	155 16 0	276 7 9	3 13 3	0 17 5½	0 4 9
3 Do., West	24	26	41	524 9 11	528 12 1	1053 2 0	205 15 0	243 10 4	449 5 4	2 6 10½	0 8 0½	0 3 5½
4 Do., Shore	14	16	32	217 5 0	104 12 0	321 17 0	80 12 0	104 15 0	193 7 0	1 13 3½	0 7 10½	0 4 8½
5 Chester .....	16	13	22	198 14 3	129 0 0	327 14 3	89 6 0	106 10 0	195 16 0	1 14 2½	0 7 6	0 4 5½
6 New Dublin..	..	21	18	.....	257 6 10	257 6 10	.....	123 16 0	123 16 0	2 1 7	0 10 5½	0 5 0½
7 Luncenburg ..	32	29	..	397 12 8	422 9 7	820 2 3	166 14 6	214 10 7	381 5 1	2 3 9½	0 8 2	0 3 11½
8 Queens .....	26	34	30	494 2 5	447 3 5	941 5 10	195 0 0	255 12 6	450 12 6	1 19 6½	0 10 9½	0 5 5½
9 Shelburne ...	13	8	..	160 4 11	270 4 6	430 9 5	173 10 0	163 5 0	336 15 0	1 15 6½	0 10 10½	0 8 6½
10 Barrington ..	13	..	28	130 3 3½	233 18 10	364 2 1½	92 5 0	146 12 6	238 17 6	1 10 6½	0 7 4½	0 4 9½
11 Argyle.....	17	23	27	180 10 8	200 3 0	380 13 8	137 10 3	162 9 0	299 19 3	1 5 5½	0 8 6½	0 6 8½
12 Yarmouth ...	18	27	37	625 12 8	542 15 2	1168 7 10	160 11 0	222 19 5	383 10 5	3 0 10½	0 10 1½	0 3 8½
13 Clare .....	14	18	..	148 14 6	199 5 5	347 19 11	81 1 0	106 18 0	187 19 0	1 17 0½	0 7 11½	0 4 3½
14 Digby .....	31	41	31	670 5 0	755 2 9	1425 7 9	219 6 8	260 16 8	480 3 4	2 13 4½	0 11 5	0 4 3½
15 Annapolis, W.	20	28	..	325 2 6	468 2 5	793 4 11	130 2 0	187 4 8	317 6 8	2 9 11½	0 10 10½	0 4 4½
16 Do. E..	24	36	35	442 2 10	687 2 3	1129 5 1	178 10 0	234 6 3	412 16 3	2 13 2½	0 11 4	0 4 4
17 Kings.....	55	73	69	1433 3 10	1644 6 10	3077 10 8	331 3 4	422 10 0	753 13 4	4 7 10½	0 12 11	0 2 11½
18 Hants, West..	28	37	..	684 12 6	873 2 5	1557 14 11	214 6 10	277 10 0	491 16 10	3 3 4	0 12 11½	0 4 1
19 Do. East..	20	36	36	520 8 4	502 1 6	1022 9 10	108 16 6	145 11 6	254 8 0	4 0 4½	0 12 0	0 2 11½



A. — (CONTINUED.)

SCHOOL BOARDS.	NUMBER OF SCHOOLS.			SUPPORT FROM DISTRICT.			SUPPORT FROM PROVINCE.			AM. FROM PEOPLE FOR EVERY £1 FROM PROVINCE.			COST PER PUPIL TO PROVINCE.			COST PER PUPIL TO PEOPLE.		
	W.	S.	No. OF Dis's.	SUPPORT IN WINTER.	SUPPORT IN SUMMER.	TOTAL SUPPORT.	SUPPORT IN WINTER.	SUPPORT IN SUMMER.	TOTAL SUPPORT.	£	s.	d.	£	s.	d.	£	s.	d.
20 Colchester...	40	68	71	792 13 0	1072 11 7	1865 4 7	223 18 6½	290 1 6	514 0 0½	1 19 9½	0 5 5	0 2 9						
21 Stirling.....	15	19	19	238 10 10	284 11 9	523 2 7	71 0 0	88 19 5	159 19 5	2 5 4½	0 7 2¾	0 2 2½						
22 Cumberland..	45	64	55	959 14 7	1142 16 6	2102 11 1	231 3 6	311 16 9	543 0 3	3 17 5½	0 10 11	0 2 9¾						
23 Parrsboro'...	9	11	..	90 11 0	163 8 0	253 19 0	54 0 0	72 0 0	126 0 0	1 9 2½	0 8 5¼	0 2 9½						
24 Pictou, North	57	67	61	889 6 6	1039 11 11	1928 18 5	297 3 4	389 5 7	686 8 11	2 16 2½	0 7 8¼	0 2 8¾						
25 Do., South	47	54	..	727 5 10	737 19 11	1465 5 9	277 18 4	367 3 0	645 1 4	2 4 9¾	0 6 1	0 2 8½						
26 Sydney.....	54	54	..	695 11 6	714 8 0½	1408 4 6½	630 0 6	443 4 2	773 4 8	1 16 5	0 7 8¼	0 4 2½						
27 St. Mary's...	8	6	17	97 4 11	151 9 2	248 14 1	60 0 0	96 13 4	156 13 4	1 11 1¼	0 7 10¼	0 4 11¼						
28 Guysboro'...	23	30	39	248 18 10½	388 18 5	637 17 3½	141 10 0	181 10 0	322 0 0	1 19 5¼	0 8 5¼	0 4 3½						
29 Inverness, S.	41	43	58	372 10 6	416 16 6	789 7 0	257 10 2	363 12 10	621 3 0	1 5 4¼	0 6 1½	0 4 9¼						
30 Do., N.	26	25	37	252 17 0½	273 18 10½	526 15 11	122 12 6	163 11 6	286 4 0	1 16 9½	0 6 8	0 3 7½						
31 Victoria.....	36	25	..	376 18 0	313 15 0	690 13 0	194 7 6	210 8 0	404 15 6	1 14 1½	0 7 8½	0 4 5½						
32 Cape Breton..	52	56	..	784 17 0½	770 9 4½	1555 6 5	356 13 10	378 10 0	735 3 10	2 2 3½	0 7 9¼	0 3 8¼						
33 Richmond...	31	35	35	313 11 11	354 5 0	667 16 11	205 12 10½	275 3 11½	480 16 10	1 9 7½	0 6 6½	0 4 6½						
Total.....	879	1074	785	14955 14 8½	17099 17 5	32055 11 1½	5833 2 11	7546 13 5½	13379 16 4½	2 5 2¾	0 8 7¾	0 4 3						

Total Average Cost of each Pupil.....£0 12 10½.

Total Average Salary each Teacher.....£45 0 0.

B.  
NUMBER, AGE, AND SEX OF SCHOLARS - NUMBER OF SCHOLARS.

SCHOOL BOARDS.	PAID PUPILS.		FREE PUPILS.		TOTAL NO. OF PUPILS.				AGE OF PUPILS.				SEX OF PUPILS.				NO. OF PUPILS, 4 TO 16.	
	W.	S.	*W.	S.	W.	S.	UNDER 8.		OVER 8.		MALE.		FEMALE.					
							W.	S.	W.	S.	W.	S.	W.	S.				
	W.	S.	W.	S.	W.	S.	W.	S.	W.	S.	W.	S.	W.	S.				
1 Halifax City	970	755	668	709	1638	1464	331	336	1208	1228	782	829	804	635	846			
2 Do. East	586	539	10	24	596	569	122	160	474	403	331	305	265	258	3113			
3 Do. West	1129	1244	198	116	1308	1360	256	358	1052	992	755	742	554	618	1328			
4 Do. Shore	334	367	45	69	379	436	118	141	273	267	209	203	168	218	834			
5 Chester	429	349	42	52	471	401	128	148	323	252	251	201	199	199	563			
6 New Dublin	...	433	...	40	...	473	143	...	338	338	...	260	...	241	11	Returned.		
7 Lunenburg	851	703	136	128	987	825	143	186	844	639	617	452	370	373	3	Do.		
8 Queens	659	812	76	109	734	921	132	311	602	610	451	444	223	474	9	Do.		
9 Shelburne	310	382	41	56	351	438	46	123	305	309	218	210	133	228	1309			
10 Barrington	514	346	37	75	401	589	46	207	335	382	284	260	117	329	2203			
11 Argyle	374	384	67	97	414	481	82	81	302	300	296	239	120	272	4090			
12 Yarmouth	887	1001	178	242	1065	1243	100	163	965	880	793	590	272	653	1819			
13 Clare	268	426	77	106	345	532	41	88	304	444	188	241	157	291	30	Returned.		
14 Digby	779	993	154	202	933	1195	101	301	832	894	655	563	278	390	18	Do.		
15 Annapolis, West.	534	640	123	158	657	798	108	153	499	494	384	358	232	390	1536	And 21 not returned.		
16 Do. East	715	1034	63	122	778	1156	81	317	697	839	524	508	632	270	2354			
17 Kings	1776	1969	279	390	2055	2359	284	733	1771	1626	1404	1046	651	1313	2805			
18 Hants, West	909	1103	116	152	1025	1380	157	374	868	1026	641	677	384	713	749			
19 Do. East	765	875	33	40	798	916	144	230	643	612	420	390	388	486	1887			
20 Colchester	1387	1995	139	207	1526	2241	245	575	1281	1625	883	1144	643	1097	1113	Nearly half returned.		
21 Stirling	621	755	21	50	642	805	92	233	550	572	368	446	274	359	1164			
22 Cumberland	1532	1904	187	223	1719	2027	286	547	1483	1580	987	1077	734	1050	28	And 50 not returned.		
23 Parrsboro'	162	233	7	23	179	255	44	109	132	148	101	126	75	141	431	And 13 Do.		
24 Pictou, North	2235	2486	106	168	2341	2654	424	700	1905	1954	1320	1409	1028	1245	3205	Wanting.		
25 Do. South	2280	2369	103	151	2393	2520	395	643	1998	1877	1353	1292	1040	1228	1826			
26 Sydney	1628	1625	176	209	1804	1834	221	295	1583	1539	1107	1094	697	780	28	And 5 not returned.		
27 St. Mary's	219	316	32	63	251	378	47	107	204	274	142	214	109	664	546			
28 Guysboro'	499	685	130	188	629	873	134	257	495	636	381	456	248	417	1370			
29 Inverness, South	1006	1246	154	168	1166	1414	130	222	1050	1192	958	893	402	521	1799			
30 Do. North	630	782	79	85	709	867	88	179	621	688	465	538	244	329	1386			
31 Victoria	902	712	98	80	1000	792	114	137	886	655	587	458	413	334	982	And 9 not returned.		
32 Cape Breton	1717	1794	209	265	1926	2059	298	435	1628	1624	1175	1152	751	907	202	And 7 Do.		
33 Richmond	684	829	291	312	974	1141	165	250	810	891	488	548	487	593	1136	And 15 Do.		
	28291	32083	4065	5079	31626	37087	5103	9222	25923	27790	19519	19365	12852	18258				

C. DURATION OF SCHOOLS - SEX OF TEACHERS - CHARACTER OF SCHOOLS - SCHOOL HOUSES.

SCHOOL BOARDS.	SCHOOL IN WEEKS.		SEX OF TEACHER.		COMMON SCHOOLS TEACH'G CLASSICS.	NOT TEACHING GRAN. & GEO.	REGISTERS KEPT.	SCHOOL HOUSES.		LIBRARY BOOKS.		SCHOOL BOOKS.		APPARATUS.		OTHER APPARATUS.		
	W.	S.	W.	S.				Frame.	Log.	Good.	Bad.	W.	S.	W.	S.		Globes.	Maps.
1 Halifax City.	21	20½	9	8	1	..	5	All	..	1	900	703	243	..	2	70	15	
2 Do. E.	16½	15½	15	9	None	All	None	Do.	..	2	183	1187	207	195	3	147	12	
3 Do. W.	24	25½	20	19	None	All	8	30	None	5	180	157	292	128	..	129	14	
4 Do. Shore	21½	19½	10	11	None	5	..	17	All	..	120	120	134	48	1	132	6	
5 Chester	23½	25½	11	6	None	7	3	All	Rest good	2	103	82	52	66	..	28	7	
6 New Dublin.	..	21½	..	10	..	7	7	20	17	2	..	54	..	103	..	24	9	
7 Lunenburg	23	24	24	15	..	27	None	All	All	..	119	None	257	199	..	17	12	
8 Queen's	18½	22½	15	10	..	6	6	All	All	..	198	168	139	45	3	55	12	
9 Shelburne	21	22	9	4	None	8	4	All	All	..	191	163	18	6	1	15	7	
10 Barrington	13½	18½	10	1	None	8	1	All	All	..	258	277	68	88	4	81	15	
11 Argyle	14½	21½	15	7	None	7	None	All	All	..	..	35	352	278	..	48	29	
12 Yarmouth	24½	26	20	7	..	6	14	All	16	17	282	237	355	112	4	126	56	
13 Clare	17	24	5	3	None	19	4	All	16	4	..	..	252	176	..	..	..	
14 Digby	22½	24½	23	16	None	9	8	All	2	3	82	..	14	..	4	36	9	
15 Annapolis, W.	22	20½	16	15	None	3	4	All	15	6	77	58	104	27	1	43	17	
16 Do. E.	22½	23	17	15	None	3	7	All	31	4	87	102	33	140	4	36	13	
17 Kings	25	23½	42	29	1	All	12	70	1	4	135	255	297	188	4	163	61	
18 Hants, W.	23½	25½	19	19	None	3	1	All	24	2	313	408	40	219	2	90	27	
19 Do. E.	19½	20	10	7	1	2	5	All	2	3	129	66	92	15	3	81	13	
20 Colchester	18½	20	26	29	2	11	..	..	3	15	96	71	53	97	1	152	45	
21 Stirling	21	22	9	10	..	3	..	14	8	17	162	160	167	79	3	57	18	
22 Cumberland.	24	24½	33	30	..	11	4	64	2	All	190	45	13	9	1	79	32	
23 Parrsboro'	15	21	5	3	..	4	2	9	1	9	13	24	..	..	..	2	..	
24 Pictou, N.	24½	23½	44	46	3	3	1	62	5	59	244	275	435	344	5	206	65	
25 Do. S.	21½	20½	33	35	3	11	8	45	9	42	85	128	240	191	..	88	34	
26 Sydney	18½	20	39	37	2	16	2	47	7	51	190	140	562	212	1	155	17	
27 St. Mary's	21	19½	6	5	..	1	1	11	1	10	39	133	202	100	1	41	8	
28 Guysboro'	20½	20½	15	17	..	16	4	24	2	22	160	174	202	158	2	73	12	
29 Inverness, S.	23½	21½	38	41	None	20	1	6	35	8	87	157	411	305	3	85	9	
30 Do. N.	23	23½	23	22	None	11	12	11	15	All	114	124	90	305	2	56	11	
31 Victoria	19	17	33	33	None	3	6	2	33	18	12	271	492	176	..	64	12	
32 Cape Breton	20	24	42	37	None	19	9	30	26	51	136	206	593	74	1	108	119	
33 Richmond	24½	25	20	23	None	18	3	12	14	17	271	864	194	361	..	44	23	
	667½	725	655	579	13	273	127	469	186	598	1715	2076	6360	4592	56	2521	640	2

Average duration of each School. .... 10 months, 2 weeks, 1 day.



D.—(CONTINUED.)

	TEACHERS.	NUMBER OF PUPILS.	AVERAGE ATTENDANCE	NO. OF PUPILS IN HIGHER BRANCHES.	SUPPORT FROM DISTRICT.	SUPPORT FROM PROVINCE.	GLOBES.	MAPS.	Bk. Boards.	BRANCHES TAUGHT.	
					£ s. d.	£ s. d.					
22	Cumberland	72	33.40	32	33	75 0 0	0	5	5	Latin, French, and Mathematics.	
..	Donald McKay	40	32.22	19	17	97 0 0	0	8	10	Latin and Mathematics.	
..	Donald McAuley	78	40	13	..	40 0 0	0	3	1	.....Do.	
..	J. Patterson	22	26.16	17	15	75 0 0	0	..	5	Classics and Mathematics.	
23	Parrsboro'	60	66.20	32	10	45 0 0	0	12	1	.....Do.	
24	Pictou, N.	78	62.47	48	10	35 11 0	0	11	1	.....Do.	
25	Do. South.	85	30	11	..	4 3 4	4	..	2	.....Do.	
..	{ Thos. Curaming	..	..	..	..	20 0 0	0	..	..	.....Do.	
..	{ David McLean	..	..	..	..	40 0 0	0	..	..	.....Do.	
..	{ Alex. Frazer	..	..	..	..	40 0 0	0	..	..	.....Do.	
26	Sydney	80	40	21	13	49 0 0	0	11	1	Latin and Mathematics.	
..	J. Willoughby	50	35.26	27	14	38 10 0	0	9	..	Classics and Mathematics.	
..	D. McGilvray	62	..	13	..	20 0 0	0	2	1	Latin and Mathematics.	
..	D. McDonald	..	..	..	..	9 13 4	4	14	1	.....Do.	
..	J. McDonald	51	30	13	..	20 0 0	0	10	1	Latin, French, and Mathematics.	
27	St. Mary's	..	..	..	..	10 0 0	0	10	1	Classics and Mathematics.	
..	{ Robt. Kennedy	..	..	..	..	22 9 0	0	9	1	French, Ag. Chem. and Mathematics.	
..	{ M. G. Henry	..	..	..	..	20 0 0	0	16	..	.....Do.	
28	Gruysboro'	38	25.24	20	15	26 16 0	0	6	1	Classics and Mathematics.	
29	Inverness, N.	..	..	..	..	23 0 0	0	12	2	.....Do.	
30	“ S.	..	..	..	..	10 0 0	0	16	1	.....Do.	
..	T. A. Taylor	..	..	..	..	8 8 6	6	16	1	.....Do.	
31	Victoria	25	37	10	14	40 0 0	0	..	1	Ag. Chem., Mathematics, and Latin.	
32	Cape Breton	19	20.16	17	9	150 0 0	0	..	1	.....Do.	
..	W. H. Waddle	46	..	21	..	20 5 0	0	..	..	Mathematics.	
..	John Forbes	..	..	..	..	..	..	..	..	..	
33	Richmond	1476	1738.677	1074	387	2453	10 5	18	277	64	..

Total number in Higher Branches in Winter and Summer.....948

E.

COLLEGES.

DESIGNATION.	PROFESSORS.	NO. OF STUDENTS.	PROVINCIAL AID.			OTHER SUPPORT.
			£	s.	d.	
St. Mary's, Halifax.....	4	....	250	0	0	
Free Church, Halifax.....	3	26				
St. Francis Xavier, Antigonishe ...	5	....	250	0	0	
Kings, Windsor.....	5	....	250	0	0	
Acadian, Wolfville.....	4	24				
Theological Seminary, Pres. Ch., N. Goreham, Liverpool.	4	29				

ACADEMIES.

NAMES.	TEACHERS.	NO. OF PUPILS.	PROVINCIAL AID.			OTHER SUPPORT.
			£	s.	d.	
High School, Dalhousie Col.....	3	68				
Free Church Academy, Hx.....	4	....	250	0	0	
Horton Academy, Wolfville.....	3	....	250	0	0	
Collegiate School, Windsor.....	2					
Pictou Academy, Pictou.....	5	156	250	0	0	136 0 0
Arichat Acad., Arichat.....	2		100	0	0	
Sackville Academy.....	10	*63	250	0	0	

\* This is the proportion of Pupils reported as belonging to Nova Scotia. The attendance at both departments is upwards of 200.

PRIVATE SCHOOLS.

NUMBER.	NO. OF SCHOLARS.	SUPPORT FROM FEES OR OTHERWISE.	TOTAL NO. OF COLLEGES, ACADEMIES, AND PRIVATE SCHOOLS.	TOTAL NO. OF PUPILS.	TOTAL AMOUNT FROM PROVINCE AND OTHER SOURCES.
20	550				

N. B.—The Superintendent of Education has given the above Table with the view of shewing what ought to be furnished, so as to present a complete view of the Educational Institutions of the Province. Only two reports of Academies received.

# F. NORMAL SCHOOL.

COUNTIES FROM WHENCE CAME.

LESSONS.	STUDENTS.																						
	Total Number.	Males.	Females.	Paying Pupils.	Halifax.	Lunenburg.	Queen's.	Shelburne.	Yarmouth.	Digby.	Annapolis.	Kings.	Hants.	Colchester.	Cumberland.	Pictou.	Sydney.	GuySBorough.	Inverness.	Victoria.	Cape Breton.	Richmond.	
1855-56	54	23	31	10	3	2	1	1	1	1	1	6	3	17	1	5	4	5	3	2	6	1	1
1856	58	34	24	20	4	2	1	2	2	1	1	5	3	22	1	3	2	3	1	1	3	1	1
1856-57	44	18	26	20	3	1	1	1	1	1	1	2	1	17	1	3	1	3	1	2	2	1	1
1857	40	15	25	1	2	1	1	1	1	1	1	1	3	19	2	3	1	3	1	2	2	1	1
1857-58	64	23	41	1	3	2	1	1	1	1	1	1	3	32	1	6	1	3	10	2	1	1	1

DIPLOMAS AND SCHOLARSHIP.

LESSONS.	Rec'd Diploma.	Gram'r School.	1st Class.		2nd Class.		Scholarship.	Halifax.	Lunenburg.	Queen's.	Shelburne.	Yarmouth.	Digby.	Annapolis.	Kings.	Hants.	Colchester.	Cumberland.	Pictou.	Sydney.	GuySBorough.	Inverness.	Victoria.	Cape Breton.	Richmond.
			4	15	32	11																			
1855-56	19	...	4	15	4	11	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1856	44	...	12	32	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1856-57	33	...	18	15	6	2	6	...	3	1	6	7	20	10	6	4	3	4	4	4	4	3	5	4	1
1857	25	1	12	13	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1857-58	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

RELIGIOUS PERSUASION.

LESSONS.	Episcopalians.	Presbyterians, N.S.		Free Church.	Kirk of Scot.	Baptist.	Methodist.	Covenanters.	Other Denom.
		24	12						
1855-56	4	24	12	...	...	9	5	...	...
1856	6	25	12	...	...	8	6	1	...
1856-57	4	20	6	1	...	6	7	...	...
1857	4	15	5	2	...	7	6	1	...
1857-58	4	27	15	2	...	11	5	...	...
TEACHERS IN MODEL & NORMAL SCHOOLS...	3	1	1	0	1	1	1	1	...

N. B. — Receipts and Expenditures of Normal and Model Schools to be given in to Educational Model Schools — No. enrolled, 195; Average attendance, 165.

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**INTERCOLONIAL RAILWAY.**


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(COPY.)

*Government House, Toronto, 22nd February, 1858.*

SIR,—

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

18th Feb., 1858.

I have the honor to be, Sir,

Your Excellency's obedient servant,

(Signed) EDMUND HEAD.

His Excellency Lieut. Governor Sir J. G. LEMARCHANT, &amp;c., &amp;c., &amp;c.

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

The Committee have had under consideration a Communication, dated 23rd November, 1857, from the Provincial Secretary of Nova Scotia, enclosing Copy of the Letter from the Delegates of that Province to the Right Honorable the Secretary of State for the Colonies, when urging upon the British Government, in conjunction with the Honorable Mr. MacDonald, the Delegate from Canada, the consideration of the important project of completing an Inter-Colonial line of Railway between Halifax and Quebec, and stating that His Excellency Sir Gaspard LeMarchant thinks it very desirable that a mutual understanding on this subject should be had between the three Provinces so deeply interested, and has instructed him to invite the Communication of the sentiments of Governments of Canada and New Brunswick, respectively, and solicit their suggestions as to the mode most acceptable to them, by which such an interchange of opinions may be obtained.

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

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

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

Certified,

(Signed,) WM. H. LEE.

C. E. C.



## RAILWAY ACCOUNT.

THE PROVINCIAL RAILWAY IN ACCOUNT WITH THE RECEIVER GENERAL,  
TO 31st DECEMBER, 1857.

DR.

1857.				
Jan. 29.	To Cash paid T. & E. Kenny, (No. 13),	£5000	0	0
Mar. 31.	“ “ the Commissioners from 1st Jan. to this date	£36000	0	0
June 30.	“ “ the Commissioners from 1st April to this date	35000	0	0
Sept. 30.	“ “ the Commissioners from 1st July to this date	65000	0	0
Dec. 31.	“ “ the Commissioners from 1st Oct'r. to this date, No. 1	52000	0	0
			188000	0
Aug. 14.	“ “ the Commissioners by transfer from Baring Brothers	25000	0	0
Oct. 22.	“ “ the Commissioners by transfer from Baring Brothers	25000	0	0
			50000	0
Dec. 31.	“ “ Interest per Statement No. 3, from 1st Jan. to this date	23936	16	6
Oct. 3.	“ “ Salaries Chief Engineer and Commissioners, (No. 2,) to 30th Sept.	1724	15	7
Dec. 31.	“ “ Expense Account from 1st Jan. to this date, (No. 4,)	130	8	11
“	“ “ Discount on Bills of Exchange, £24,787 12, sold under par	383	3	0
			£269,175	4

CR.

1857.				
Dec. 31.	By Cash received from Provincial Funds in payment of Interest from 1st Jan. to date, (No. 8,)	£27131	6	5
“	“ “ for Debentures sold in Nova Scotia between 1st Jan. and this date, (No. 6,)	7500	0	0
“	“ “ Premium on Exchange and Bonds sold in Nova Scotia from 1st Jan. to date, (No. 9,)	415	15	6
“	“ “ from Baring, Bros. & Co. for Bills drawn on account of Bonds sold from 1st Jan. to this date	166097	0	0
“	“ transferred to credit of Railway Commissioners received from Barings	50000	0	0
“	“ from Barings & Co. in payment of Interest to 1st July, 1857	16421	8	0
“	“ from Barings & Co. in payment Advertising, Postage, &c., (No. 7)	5	5	8
			232523	13

## RAILWAY ACCOUNT.

171

Dec. 31.	By Cash from the Bank of Nova Scotia, Balance of payments made and received between 1st Jan. and this date, (No. 12) .....	£1544	8	5
"	" for interest due Bond holders in Nova Scotia, Coupons unpaid, (No. 11).....	60	0	0
				<u>£269175 4 0</u>

STAYLEY BROWN, *Receiver General.**Receiver General's Office, Halifax, 31st December, 1857.*

No. 1.  
PROVINCIAL RAILWAY.

1856.				
Dec. 31.	To amount advanced to this date.....	£455375	5	2
1857.				
Dec. 31.	To amount paid the Commissioners from 1st Jan. to date.....	£188000	0	0
"	" paid Baring, Bros. & Co., transferred to credit of Commissioners .....	50,000	0	0
				<u>238000 0 0</u>
"	" paid Salaries, per Statement.....	1724	15	7
				<u>£695100 0 9</u>

No. 2.  
SALARIES, 1857.

1857.				
Mar. 31.	To paid the Chairman of Board of Commissioners to date...	£175	0	0
"	" " Chief Engineer to date.....	234	7	6
"	" " five Commissioners.....	250	0	0
June 30.	" " Chairman to date.....	175	0	0
"	" " Chief Engineer.....	234	7	6
"	" " Commissioners.....	141	2	0
July 10.	" Paid Hon. J. McCully, Commissioner, Balance.....	5	11	1
Oct'r 3.	" Paid the Chairman to 30th Sept.....	175	0	0
"	" " Chief Engineer.....	234	7	6
"	" " Commissioners .....	100	0	0
				<u>£1724 15 7</u>

No. 3.  
INTEREST ACCOUNT.

1856.				
Dec. 31.	To Balance at this date.....	£8874	16	11
1857.				
Jan'y. 1.	To paid Bond holders in Nova Scotia.....	£1248	15	0
"	" " Baring, Bros. & Co., for interest payable in London .....	7275	3	9
"	" " the Bishop of Nova Scotia.....	318	15	0
" 3.	" " T. & E. Kenny, to 28th Jany, 1857... 64 2 2			
" 29.	" " Bank of Nova Scotia.....	334	16	8
" 31.	" " M. B. Almon, to 31st Jan., 1857.....	259	1	7
Feb'y. 3.				

July 3.	To paid Bond holders in Nova Scotia . . . .	£1267	10	0	
" "	" the Bishop of Nova Scotia . . . . .	318	15	0	
" 5.	" M. B. Almon . . . . .	495	0	0	
Sept. 5.	" the Bank of Nova Scotia . . . . .	1403	3	6	
" 1.	" Baring, Bros. & Co., for Interest payable in London . . . . .	9146	4	3	
Dec. 31.	" the Bank of Nova Scotia to date . . . . .	1392	19	7	
" "	" M. B. Almon . . . . .	412	10	0	
					23936 16 6
					<u>£32811 13 5</u>

1857.

Jan'y. 1.	By Baring, Brothers & Co., for balance of interest in Account, 1856 . . . . .	1371	13	1	
					<u>£31440 0 4</u>

## No. 4.

## EXPENSE ACCOUNT.

1856.					
Dec. 31.	To Balance due at this date . . . . .	£278	8	6	
1857.					
Feb. 20.	" paid Joseph Austen, filling up Bonds . . . . .	£100	0	0	
" 21.	" " Dechezeau & Crowe and Thompson & Esson, 10s. 3d. and 5s. 6d . . . . .	0	15	9	
" "	" " Baring, Brothers, & Co., for Advertising, Postages, &c., 1856 . . . . .	5	5	8	
Sep. 11.	" " Jas. Bowes & Sons, Printing and numbering Book of Debentures . . . . .	8	0	0	
Nov. 7.	" " Austen & Blanchard, for filling up Bonds . . . . .	16	7	6	
					£130 8 11
					<u>£408 17 5</u>

## No. 5.

## ACCOUNT OF BONDS SOLD IN LONDON.

1856.					
Dec. 31.	Amount sold at this date . . . . .	£250625	0	0	
1857.					
Feb. 28.	Amount sold from 1st January, 1857, to date . . . . .	£11625	0	0	
Dec. 31.	Amount sold between 28th Feb. and 31st Dec., 1857 . . . . .	169750	0	0	
					181375 0 0
					<u>£432000 0 0</u>

## No. 6.

## ACCOUNT OF BONDS SOLD IN NOVA SCOTIA.

1856.				
Dec. 31.	Amount sold at this date.....	£41625	0	0
1857.				
Dec. 31.	Amount sold between the 1st Jan. and this date.....	7500	0	0
		<u>£49125</u>	<u>0</u>	<u>0</u>

## No. 7.

## BARING, BROTHERS &amp; Co. IN ACCOUNT WITH THE RECEIVER GENERAL.

1856.				
Dec. 31.	To Balance due at this date.....	£5896	10	3
1857.				
Jan. 1.	“ Interest on account to 31st Dec., 1856... 1371	13	1	
Feb. 28.	“ Debenture Bonds sold between 1st Jan. and this date.....	11625	0	0
“	“ Premium on these Bonds, deducting charges.....	206	5	0
Dec. 31.	“ Debenture Bonds sold between 28th Feb. and this date.....	169750	0	0
“	“ Premium on these Bonds, deducting charges.....	2782	6	4
“	“ Balance carried to new account.....	40891	19	0
1857.				
Jan'y. 1.	By Interest due on £200,500 Stg., Bonds in London, Commission, &c.....	7275	3	9
“	“ Advertisements, Postages, &c.....	5	5	8
July 1.	“ Interest due on £249,000, Stg., Bonds in London, Commission, &c.....	9146	4	3
Aug. 14.	“ Transfer to Railway Commissioners.....	25000	0	0
Oct. 22.	“ Transfer to Railway Commissioners.....	25000	0	0
Dec. 31.	“ Cash for Bills drawn between 1st Jan. and 31st Dec., 1857.....	166097	0	0
		<u>£232523</u>	<u>13</u>	<u>8</u>
		<u>£232523</u>	<u>13</u>	<u>8</u>
1857.				
Dec. 31.	By Balance brought down.....	£40891	19	0

## No. 8.

## RAILWAY IN ACCOUNT WITH GENERAL REVENUE.

1856.				
Dec. 31.	By amount received to this date.....	£106645	0	0
1857.				
Feb'y. 3.	“ Cash on account of Interest.....	£5355	0	0
“ 18.	“ “ in full for Interest to 31st Dec., 1856.	4145	14	2
Ap'l. 17.	“ “ on Account of Interest.....	5000	0	0
Sep. 15.	“ “ “.....	7630	12	3
Oct. 29.	“ “ “.....	2000	0	0
Nov. 2.	“ “ “.....	3000	0	0
		<u>27131</u>	<u>6</u>	<u>5</u>
		<u>£133776</u>	<u>6</u>	<u>5</u>

## No. 9.

## PREMIUM AND DISCOUNT ACCOUNT

		DR.	CR.	
1856.				
Dec. 31.	By amount received to date.....		£3865	11 9
1857.				
Oct. 22.	To paid discount on £8200 Stg., Exchange..	£220	0	2
Nov. 5.	“ “ “ £2887 12, Stg. ....	59	4	9
“ 19.	“ “ “ £13700 Stg., ....	103	18	1
“ “	“ Balance carried down.....	6886	15	7
1857.				
Dec. 31.	By Cash for premium on bonds sold in Nova Scotia to date from 1st Jan. ....		124	1 3
“	“ Cash for premium on exchange from 1st Jan., 1857.....		291	14 3
“	“ Cash received from Baring, Bros. & Co. for premium on £145100 Stg. bonds sold between 1st January and 31st December, 1857 .....		2988	11 4
			<u>£7269</u>	<u>18 7</u>
			£7269	18 7
	By Balance brought down.....		£6886	15 7

## No. 11.

## STATEMENT OF COUPONS DUE IN NOVA SCOTIA, 31ST DEC., 1857.

1857.				
Dec. 31.	By Bond holders for 11 Coupons of £3 Stg., Nos. 53, 54, 55, 56, 57, 58 59, 60, 78, 79, 80.....	£41	5	0
“	“ Bond holders for 1 Coupons of £15 Stg., 348.....	18	15	0
			<u>£60</u>	<u>0 0</u>

## No. 12.

## BANK OF NOVA SCOTIA IN ACCOUNT WITH THE RECEIVER GENERAL FOR RAILWAY.

1856.				
Dec. 31.	By Balance at this date .....	£45262	10	10
“	“ Cash received, balance of payments in 1857.....	1544	8	5
			<u>£46806</u>	<u>19 3</u>

## No. 13.

## T. &amp; E. KENNY IN ACCOUNT WITH THE RECEIVER GENERAL FOR RAILWAY.

1856.				
Dec. 31.	By Balance at this date.....	£5000	0	0
1857.				
Jan. 29.	To Cash paid .....	£5000	0	0
		<u>£5000</u>	<u>0 0</u>	<u>£5000 0 0</u>

No. 10.

BALANCE, 31ST DECEMBER, 1857.

1857.			
Dec. 31.	To Railway .....	£695100	0 9
"	" Interest account .....	31440	0 4
"	" Expense account .....	408	17 5
1857.			
Dec. 31.	By Bonds sold in London, £345600 Stg .....	£432000	0 0
"	" Bonds sold in Nova Scotia .....	49125	0 0
"	" General Revenue .....	133776	6 5
"	" Bank of Nova Scotia .....	46806	19 3
"	" M. B. Almon .....	16500	0 0
"	" Baring, Brothers & Co. ....	40891	19 0
"	" Premium Account .....	6886	15 7
"	" Working Account in 1855 .....	901	18 3
"	" Bond holders, (unpaid coupons) .....	60	0 0
		£726948	18 6
		£726948	18 6

## PUBLIC ACCOUNTS.

## STATEMENT OF RECEIVER GENERAL'S MONTHLY BALANCES WITH BANK OF NOVA SCOTIA IN 1857.

## RAILWAY ACCOUNT.

Jan'y. 1.	By balance at this date .....	£45262	10 10
Feb'y. 1.	..... Do. ....	57114	4 7
March 1.	..... Do. ....	50141	6 2
April 1.	..... Do. ....	47887	15 5
May 1.	..... Do. ....	50307	4 4
June 4.	..... Do. ....	38417	11 4
July 1.	..... Do. ....	43587	0 3
Aug. 1.	..... Do. ....	47326	16 8
Sept. 1.	..... Do. ....	39594	12 3
Oct. 1.	..... Do. ....	46700	8 2
Nov. 1.	..... Do. ....	61437	0 3
Dec. 1.	..... Do. ....	54882	0 3
" 31.	..... Do. ....	46806	18 9
N. B. The Balance, 1st Feb., 1858, was .....		£33768	19 9
1st March, " .....		26870	1 0

## ON PROVINCIAL GENERAL ACCOUNT.

		DR.	CR.
Jan'y. 1.	To Balance due at this date.....	£13380 10	0
Feb. 1.	..... Do.....	9352 2	8
Mar. 2.	..... Do.....	11249 9	5
April 1.	..... Do.....	14863 3	3
May 1.	..... Do.....	16252 3	2
June 1.	..... Do.....	9342 19	8
July 1.	..... Do.....	12688 19	5
Aug. 1.	..... Do.....	3160 2	3
Sept. 1.	..... Do.....	3445 17	3
Oct. 1.	..... Do.....	3673 2	11
Nov. 1.	..... Do.....	11182 4	11
Dec. 1.	..... Do.....	1937 13	6
" 31.	..... Do.....	3993 7	9
N. B.	The Balance, 1st Feb., 1858, stood at the credit side, £831	15	0
	And on the 1st March it was on the same side . . . . .	893 5	2

STAYLEY BROWN, *Receiver General.*

*Receiver General's Office, Halifax, 10th March, 1858.*

THE PROVINCE OF NOVA SCOTIA IN ACCOUNT CURRENT WITH THE RECEIVER  
GENERAL FROM 1ST JANUARY TO 31ST DECEMBER, 1858.

DR.

1857.				
December 31.	To Cash paid Advances, per Abstract.....	£2938	7	11
"	" Chairman Board of Works, do.....	28932	5	4
"	" Criminal Prosecutions, do.....	259	8	8
"	" Coroners' Inquests, do.....	300	0	0
"	" Drawback of Duties, do.....	3263	4	3
"	" Erection of Oat Mills, do.....	0	0	0
"	" General Education, do.....	19528	8	1
"	" Judiciary Expenses, do.....	344	3	4
"	" Legislative Expenses, do.....	10666	7	4
"	" Miscellaneous Expenses, do.....	4485	3	7
"	" Militia Expenses, do.....	540	9	11
"	" Piers and Breakwaters.....	2690	10	3
"	" Post Communication, do.....	6886	11	2
"	" Poor Asylum, do.....	2788	16	9
"	" Provincial Railway, do.....	27131	6	5
"	" Public Printing, do.....	1689	19	7
"	" Revenue Expenses.....	9471	17	5
"	" Rations to Troops, do.....	34	4	0
"	" Support of Indians, do.....	324	8	0
"	" Support of Agriculture, do.....	983	6	8
"	" Support of Transient Poor, do.....	417	12	4
"	" Support of Packets, Steam Boats and Ferries, do.....	1346	0	0
"	" Salaries to Officers of Government, do.....	15130	8	4
"	" Copy Right.....	68	15	9
"	" Interest.....	4440	9	5
"	" Casual Revenue.....	0	0	0
"	" St. Peter's Canal.....	142	12	6
"	" Wrecks.....	2595	14	3
"	" Copper Coin.....	0	0	0

December 31.	To Cash paid Savings Bank.....	£6500	0	0
"	" Prothonotaries.....	28	14	4
"	" Crown Land Department.....	1837	19	7
"	" New Court House.....	100	17	6
			<u>£155868</u>	<u>2 8</u>

ROAD SERVICE:				
December 31.	To paid for Road Advances .....	£2184	13	7
"	" Road Compensation.....	387	8	3
"	" Old Road Votes.....	1196	17	3
"	" Annapolis .....	1835	0	0
"	" Colchester .....	2436	3	1
"	" Cumberland .....	2301	16	7
"	" Cape Breton .....	2222	2	4
"	" Digby .....	1799	9	7
"	" Guysborough .....	1579	17	7
"	" Halifax .....	3360	11	3
"	" Hants .....	2578	2	3
"	" Inverness.....	2322	18	7
"	" Kings.....	1703	3	10
"	" Lunenburg .....	2926	8	0
"	" Pictou .....	2802	0	2
"	" Queens.....	1824	0	0
"	" Richmond .....	1822	6	11
"	" Sydney .....	1781	19	10
"	" Shelburne .....	1975	0	3
"	" Victoria.....	1848	6	10
"	" Yarmouth .....	1695	19	9
			<u>£42584</u>	<u>6 4</u>

1857.				
December 31.	Balance.....	£6593	14	5
			<u>£205046</u>	<u>3 5</u>

CR.

1856.				
Dec. 31.	By Balance at this date .....	£22384	9	3
	Cash received for Colonial Duties, viz:			
	From Halifax .....	£110200	0	0
	Annapolis .....	741	11	9
	Amherst.....	1466	13	4
	Antigonishe .....	191	5	0
	Arichat .....	939	10	7
	Advocate Harbour .....	34	16	3
	Barrington.....	308	5	6
	Baddeck.....	8	10	0
	Beaver River.....	31	1	10
	Bridgeport.....	0	0	0
	Bridgetown .....	463	13	8
	Bear River.....	232	8	6
	Cornwallis .....	656	13	6
	Cape North .....	0	0	0
	Cape Canso .....	44	10	1
	Canada Creek .....	367	14	6



From Clementsport .....	£221	16	9
Church Point, Clare.....	248	5	1
Digby.....	1100	11	5
French Cross.....	84	18	7
Guysborough.....	19	7	1
Great Bras d'Or.....	75	14	4
Horton.....	260	0	0
Hantsport .....	130	7	3
Harbour Buchie.....	13	0	7
Ingonishe.....	0	0	0
Joggins .....	116	2	9
Lunenburg.....	43	10	2
Liverpool .....	1231	13	0
Londonderry .....	700	6	11
Little River.....	13	6	3
La Have.....	61	10	4
Maitland .....	244	15	11
McNair's Cove.....	176	9	11
Margaree.....	22	3	3
Margaree Island .....	0	11	0
North Sydney.....	1135	13	4
Pictou .....	5528	12	9
Pugwash .....	314	3	5
Port Hood.....	71	14	9
Parrsborough .....	30	0	0
Pubnico .....	90	1	2
Port Medway.....	40	0	0
Ragged Islands .....	228	16	11
Sydney, C. B. ....	200	12	9
Shelburne .....	88	14	3
St. Mary's River.....	80	3	1
Ship Harbor .....	30	8	1
Sheet Harbor.....	9	13	0
Sandy Cove.....	37	17	2
St. Ann's .....	6	15	9
Truro .....	704	5	11
Tatamagouche.....	94	3	8
Thorne's Cove.....	98	0	9
Tusket, (Argyle).....	131	15	0
Windsor.....	1318	18	3
Westport .....	277	4	0
Weymouth .....	172	3	9
Wilmot .....	772	4	3
Wallace .....	134	16	4
Walton.....	80	0	6
Yarmouth .....	3426	8	1
Strait of Canso...£691	17	3	
Little, or Cape Canso	359	8	9
Halifax Light Duty.	1828	9	10
		2879	15 10
Lingan .....	81	0	0

Dec. 31. By Cash received from—			
Canada, for their proportion of expense of St. Paul's and Scattarie Light Houses.....	£764	7	11
New Brunswick, for their proportion of expense of St. Paul's and Scattarie Light Houses.....	531	19	10
Prince Edward Island, for their proportion of expense of St. Paul's and Scattarie Light Houses.....	30	0	0
Distilleries, for Licenses granted.....	6354	0	0
Casual Revenue.....	10239	13	10
Crown Land Department for Land sold.....	5502	18	2
For Fees from the Secretary's Office.....	847	8	1
From Savings Bank.....	12800	0	0
Board of Revenue.....	0	0	0
The Lords of the Treasury, towards support of Sable Island.....	501	2	3
Sable Island, including wrecks.....	1729	17	11
Fines and Forfeitures.....	70	0	0
Treasury Notes.....	0	0	0
Miscellaneous.....	55	19	0
Wreck Money.....	2595	14	3
Copper Coinage.....	1500	0	0
Advances.....	0	0	0
To Cash paid Copy Right.....	49	0	6
“ Interest.....	493	12	6
“ Prothonotaries.....	43	16	4
“ Rations to Troops.....	2	15	6
“ Port Hood Harbour Dues.....	34	0	3
	£205046	3	5
Balance brought down.....	£6593	14	5

STAYLEY BROWN, *Receiver General.*

*Receiver General's Office, Halifax, 31st December, 1857.*

#### REPORT OF THE COMMITTEE OF PUBLIC ACCOUNTS.

The Joint Committee of the Legislative Council and House of Assembly appointed to examine the Public Accounts, beg leave to report as follows :

They have carefully examined the Accounts and Vouchers submitted to them, and found them correct.

By the Receiver General's Account, the balance in his hands at the close of 1857 was £6593 14 5. The balance at the close of the preceding year was £22,384 9 3, thus shewing a decrease in the amount in the Treasury at the close of the year of £15790 14 10.

Your Committee find that the Revenue arising from Excise Duties, including Distilleries, is £111,884 13 8 Sterling.

The Revenue of the year 1856 from the same sources amounted to £94,317 12 3 Sterling, shewing a difference in favor of the year 1857 of £17,567 1 5 Sterling, equal to £21,958 16 9 Currency.

The amount raised by the increase of the 6½ to 10 per cent., which did not come into effect until the 1st April, 1857, is £19,797 19 9 Sterling, equal to £24,747 9 7 Currency; (this includes the old 10 per cent. which would have been about £3000 Stg.)

There has likewise been an increase upon Gin, Rum, Wines, Leather, &c., and a decrease upon Brandy, Molasses, Sugar, Tea, &c., which leaves the balance as above

stated to general increase of the Revenue. The increase at the different Ports throughout the Province, including Halifax, during the past year, is £18,688 0 11 Sterling, and the decrease £1120 19 6 Sterling.

The Light Duties payable during the past year amount to £7285 15 2 Currency, against £7249 3 0 to 31st December, 1856, shewing a small balance in favor of 1857, say £36 12 2 Currency.

There appears to be due from Collectors of Excise and Light Duties, now deceased or removed from office, the sum of £542 6 9, and your Committee recommend that the proper steps be taken to ensure the payment of these accounts into the Treasury during the course of the present year.

To this report your Committee append a Statement of the amount due from the Collectors of Light Duties, Excise and Impost, to the end of 1857. By this it appears that there remained in the hands of these officers at the end of the year, £7233 5 5; of which sum they have since paid £6233 14 8, leaving still in their hands the sum of £999 10 9. By the Collector's account at the Strait of Canso, it appears that he has collected during the year in cash and orders and by the sale of a whale-boat, the sum of £1215 19 8, but there being no return except the gross amount, your Committee are unable to report the correctness of the account. In the return received from the Financial Secretary, it is stated that a balance remains unpaid by that officer on the 31st December of £690 9 4, which he sets off by orders amounting to £325 given him by masters of vessels passing through the Strait upon their owners for payment of Light Duties, of which sum, your Committee are informed, about £200 has been collected. There is likewise an account with vouchers of the same Collector against the Schooner "Lady Vivian," for supplies and wages during the summer, amounting to £244 7 3, which sum he claims to retain as an offset against duties collected by him. Your Committee are not aware of the authority under which these expenses have been incurred, nor are they able to judge of the correctness of this account; but they are of opinion that no officer employed in the collection of Duties should be allowed to retain in his hands monies actually received by him to await the adjustment of claims against the Government. It will be the duty of the Executive to see that a proper investigation is made in this matter.

(For Statement see Appendix A.)

The proceeds from the Casual and Territorial Revenue are as follows:

The amount paid into the Treasury was .....	£11087	1	11
Received from the Provincial Secretary's Office.....	£847	8	1
"    by Commissioner of Crown Lands before adoption of present system.....	1000	0	0
"    from Mining Association.....	9239	13	10
			<u>£11087 1 11</u>

(See Appendix B.)

The gross proceeds of land sold and applied for during 1857 amount to.. £7259 13 7

Monies returned to applicants, salaries, &c. :—

By Commissioner to 30th May .....	£775	8	7
"    Receiver General to 31st December, .....	1837	19	8
			<u>2613 8 3</u>
			<u>4646 5 4</u>
There is an error to be accounted for, of.....			2 16 0

Nett proceeds of Land sold in 1857.....	4649	1	4
Add to this balance in hands of Commissioner, 31st Dec., 1856.....	54	10	7

4703 11 11

Which has been accounted for and credited to the Province as follows:—

In Receiver General's Account.....	£5502	18	2
Casual Revenue.....	1000	0	0
There was due by Commissiонер, (since paid).....	37	7	4
Still due by Commissioner.....	1	6	1
	6541	11	7
Less paid or returned by Receiver General.....	1837	19	8
			<u>£4703 11 11</u>

By this statement it appears that there is an increase over 1856 of £1903 5 9  
Your Committee report on this branch an improvement over the former system.  
The whole Revenue for the year 1857 amounted to.....£161893 12 8

(See Appendix C.)

The Revenue for 1856, as reported last year, was.....138659 13 0

(See Appendix D.)

There was expended up to 31st December, 1856, on the St. Peter's  
Canal.....£3768 9 7

During the year 1857, the Commissioners' have paid sun-  
dry claims under Resolution of this House,  
amounting to.....£183 2 1

There has been paid by Receiver General for Surveys, &c...142 12 6

Making the whole amount chargeable against that service.....£6094 4 2

The Commissioners had in hand a balance remaining to their credit in  
the Bank on 31st day of December, 1856, of.....£279 10 5

They have drawn upon that account during 1857.....185 2 1

Leaving a balance still at their credit of.....£96 8 4

Which amount your Committee recommend should be repaid into the Treasury.

(For particulars of Account see Appendix E.)

The Railway Expenditure during the year 1857 was.....£265272 4 11

The same expenditure up to 31st December, 1856, was.....466752 3 5

Making the total expenditure to 31st December, 1857.....£732024 8 4

Cash in hand on 31st December, 1857.....671 12 7

£732696 0 11

There has been paid to Commissioner by Receiver

General.....£695100 0 9

From the receipts of the Road.....2855 14 4½

Due by the Commissioners' on sundry accounts.....34740 5 9½

£732696 0 11

Of this sum paid by the Receiver General on account of Railway, there has been supplied as reported in 1856 :—

From the new issue of Province Notes.....	£60000	0	0	
“ Savings’ Bank in 1856,.....	42000	0	0	
“ “ in 1857.....	6300	0	0	
	£48300	0	0	
“ General Revenue .....	25476	6	5	
	£133776	6	5	
Less Interest Account.....	31440	0	4	
				£102336 6 1
There has been obtained from Bond holders in				
England.....	£432000	0	0	
There has been obtained from Bond holders in N.Scotia	49125	0	0	
“ Premium .....	6686	15	7	
“ Working Account, 1855....	901	18	3	
“ Bank of Nova Scotia....	46806	19	3	
“ Mather B. Almon.....	16500	0	0	
“ Baring, Brothers & Co..	40891	19	0	
The Receiver General has in hands to pay Coupons.....	60	0	0	
				593172 12 1
				695508 18 2
The Receiver General has paid the Commissioners..	£695100	0	9	
Expense Account.....	408	17	5	
				£695508 18 2

Your Committee subjoin a balance sheet shewing the state of the Commissioners’ books to the 31st December, 1857.

(See Appendix F.)

Your Committee report a list of undrawn monies, exclusive of Road Grant to 31st December, 1857, in which it appears that there remained in the Treasury the sum of £16,903 9 4; of this sum they find that £4932 3 0 consists of amounts which, from year to year, have been carried forward for Breakwaters and other services recommended from time to time by the Committee on Navigation Securities.

Your Committee are of opinion that a large portion of these Grants may be considered as never likely to be called for, and would recommend that this House should pass a Resolution limiting the right hereafter to apply for monies under any such Grants to a period of two years from the passing of the Appropriation Act in which they were contained; and also that a retrospective clause should be inserted in the Appropriation Act of the present year limiting applications for Grants already passed to the same period.

(See Appendix G.)

Your Committee report a list of undrawn monies for Roads to 31st December, 1857, by which it appears that in the Treasury there is a balance due to that service of £2728 8 3.

(See Appendix H.)

Your Committee report a list of undrawn Grammar School monies to 31st December, 1857, by which it appears that there is due to that service the sum of 311 6 1.

(See Appendix I.)

The monies for the relief of the Colored Population have been drawn, with the exception of the Counties of Hants and Yarmouth.

(See Appendix J.)

The sum of £7000 in torn and defaced notes has been handed to your Committee by the Provincial Secretary, and they have been destroyed by your Committee. The whole amount of the issue, as reported before, is £119,682.

Your Committee annex the Annual Abstract of the Savings Bank for the year 1857, shewing a balance in the hands of the Cashier of £319 12 10. To this Institution there has been added during the past year £6300 0 0, making the whole amount for which interest has to be provided £112,300.

(See Appendix K.)

The whole amount of the Provincial indebtedness appears to your Committee to be as follows :

DR.				
Amount of Province Notes, (old issue)	.....	£59682	0	0
“ “ (new issue)	.....	60000	0	0
Savings Bank	.....	112300	0	0
Undrawn for Roads and Bridges	.....	2783	18	6
“ other services	.....	16903	9	4
Due Board of Works	.....	109	19	4
				£251779 7 2
CR.				
By balance in the hands of the Receiver General	....	£6593	14	5
By amount due from Collectors of Excise	.....	7233	5	5
“ “ “ Casual Revenue	.....	8749	19	6
“ “ “ Canada, New Brunswick, and Prince Edward Island	.....	1324	5	0
“ “ “ Dalhousie College	.....	5000	0	0
“ “ “ Inland Navigation Company	....	5000	0	0
By amount advanced to Railway	...£133776	6	5	
Less for interest	.....	31440	0	4
				102336 6 1
Due by Counties for advances to Roads	.....	1488	3	6
				£137725 13 11
				£114053 13 3
There is due by the Railway to the ordinary funds of the Province, as stated above :				
Saving Bank and Province Notes	.....	£108300	0	0
General Revenues	.....	25476	6	5
				£133776 6 5

Of which £31440 0 4 was for interest on Bonds, &c.

There has been expended by the different Departments under the control of the Board of Works during the past year the sum of £34,460 1s. 4d. There is a balance due the Board of £109 19s. 4d. to the 31st December. They have received from the Treasury during the year 1857, £28,932 5s. 4d, and from other sources £5,527 16s., and there are remaining unpaid for several services £2663 6s. 4½d., as per statement annexed.

(See Appendix L.)

In reference to the letter of the Honorable Mr. Bell, your Committee have to report that in the accounts of the Board of Works inaccuracies have arisen in some manner to the extent of £200 or thereabouts.

On looking at the Account Books of the office, your Committee observe that they are kept by single entry, and were never regularly balanced from time to time; but all the accounts of the Board from the time of Mr. Bell's appointment to his resignation have been entered as if they were one continued transaction.

The accounts include the expenditures on and the receipts for several different and distinct Departments; all the sums appropriated to the Light House service, Sable Island, the Revenue Cutters, the Lunatic Asylum, the Penitentiary, and Public Buildings, and all the receipts arising from these several Departments go into the Accounts of the Board; sometimes the credits for one service are distributable among different Departments. In matters of this complicated nature, when the accounts run over a period of years, and involve the expenditure of some £150,000, it is impossible to insure entire accuracy upon any other system of accounts than that of double entry. What adds to the difficulty of detecting the error is, that the accounts are year by year grouped together to be submitted to the Legislature in a form different from what they appear in the Books.

Under these circumstances your Committee are not surprised that some inaccuracies should exist, but as they could be corrected only by a laborious investigation of many thousand entries and vouchers, it is quite impossible for your Committee to undertake a task so much beyond the time at their disposal.

They have, however, had Mr. Bell before them, and have heard his explanations; they have also examined the book kept by him for his own guidance, in which has been entered every sum received and every sum paid out by him during the whole period of his incumbency; and your Committee would not do justice to their own convictions if they did not report that they are entirely satisfied of Mr. Bell's integrity, and that all the monies that have come into his hands have been fairly and honestly applied to the purposes for which they were intended, and that the error has arisen entirely from the imperfect system of accounting which has been adopted and followed by this Department.

Your Committee would recommend that in future all monies accruing for the various Departments under the charge of the Board, should be paid directly into the Receiver General's office; so that the accounts of the Board of Works should be made up entirely of disbursements, the credits to the Departments appearing in the account of the Receiver General.

Your Committee report the Estimate furnished by the Financial Secretary of the probable assets and expenditure of the Province during the present year.

(See Appendix M.)

All of which is respectfully submitted.

JOHN E. FAIRBANKS, <i>Chairman</i> ,	}	<i>Committee of the Council.</i>
ALFRED WHITMAN,		
J. McCULLY,		
JOHN ESSON, <i>Chairman</i> ,	}	<i>Committee of the House of Assembly.</i>
EDW. L. BROWN,		
NATHAN MOSES,		
ADAMS G. ARCHIBALD,		
CORNELIUS WHITE,		

Committee Room, 30th March, 1858.

A.

*Balance due by Collectors of Light, Impost, and Excise Duties, 31st December, 1857.*

SINCE PAID.						
£332	8	1.	..... Annapolis .....	£332	12	1
366	5	1.	..... Amherst .....	365	13	4

£ 40	1	6	Antigonishe	£42	15	7
148	8	5	Arichat	148	3	1
27	5	0	Advocate Harbor	35	17	2
53	0	10	Barrington	94	0	10
			Do. Former Collector	£24	16	10
10	0	0	Beaver River	9	18	6
267	17	6	Bridgetown	267	16	11
10	18	4	Bridgeport	10	16	4
79	10	0	Bear River	80	8	0
123	2	7	Canada Creek	123	2	7
109	8	5	Church Point	109	3	4
47	17	6	Clementsport	47	17	6
365	6	11	Cornwallis	364	5	10
78	7	6	Cape Canso	78	11	1
			Do. Bigelow	277	8	4
571	7	3	Canso Strait	690	9	4
425	18	8	Digby	425	19	0
24	14	10	French Cross	24	12	8
			Great Bras d'Or	28	4	6
1	3	3	Guysboro'	1	3	4
			Halifax	23	10	1
96	4	5	Do. Light	96	4	5
10	11	4	Harbor au Bouche	12	18	8
84	3	10	Hantsport	83	14	8
210	2	11	Horton	306	15	6
43	17	3	Joggins Mines	43	17	3
			Little River	16	9	5
412	19	4	Liverpool	413	0	2
45	2	5	LaHave	56	15	8
			Do. Former Collector	17	5	3
232	13	8	Londonderry	232	13	8
11	13	6	Lunenburg	12	0	10
112	4	7	Maitland	112	4	7
61	7	6	McNair's Cove	61	7	6
358	9	3	North Sydney	365	2	3
174	10	1	Pictou	174	2	0
			Parrsboro', Former Collector	399	2	0
38	16	7	Pugwash	39	0	3
10	1	6	Port Hood	20	2	0
50	8	8	Port Medway	77	16	1
			Do. Former Collector	101	2	8
21	16	6	Pubnico	21	16	6
42	15	5	Ragged Islands	42	15	5
59	7	0	Sydney, C. B.	173	13	3
20	10	0	Ship Harbor	37	16	6
20	0	0	St. Mary's	34	13	2
7	11	3	Sheet Harbor	8	0	0
2	1	7	St. Ann's	3	18	0
11	10	0	Sandy Cove	19	0	2
16	16	6	Tatamagouche	25	6	6
37	5	0	Thorne's Cove	39	3	10
282	11	11	Truro	321	4	6
19	0	0	Tusket	19	3	11
8	9	8	Walton	8	5	6



£275	10	0	.....	Wilmot	.....	£380	13	6
51	2	0	.....	Wallace	.....	51	18	3
60	8	9	.....	Westport	.....	59	15	8
73	14	8	.....	Weymouth	.....	92	13	9
187	5	11	.....	Yarmouth	.....	186	12	9
<hr/>						£542	6	9
£6233	14	8				£7233	5	5

## B.

*Abstract of Monies received by the Receiver General on account of Casual Revenue, between 1st January and 31st December, 1857.*

1857.

Jan'y.	15.	Received from the Secretary's Office, on account of fees collected	.....	£200	0	0		
"	20.	" Mining Association, for rent of Mines to 31st December, 1856	.....	1875	0	0		
Feb.	17.	" Cunard, Boggs & Cunard, on account of Coal raised and sold	.....	5488	8	10		
Mar.	23.	" the Secretary's Office, on account of fees collected	.....	97	8	1		
April	3.	" Commissioner of Crown Lands	.....	1000	0	0		
May	21.	" Secretary's Office, on acct. of fees collected	.....	200	0	0		
July	8.	" Do.	.....	150	0	0		
Oct.	16.	" Cunard, Boggs & Cunard, on account of rent of Coal Mines, to 30th June, 1857	.....	1875	0	0		
"	"	" Do., for one year's rent underlease to the late Duke of York	.....	1	5	0		
"	24.	" the Secretary's Office, on account of fees collected	.....	200	0	0		
						<hr/>		
						£11087	1	11

*Abstract by Committee :*

Secretary's Office	.....	£847	8	1
Crown Lands, received by Commissioner before adoption of new system	.....	1000	0	0
Mines	.....	9239	13	10
<hr/>				
£11087 1 11				

*Receiver General's Office, Halifax, 31st December, 1857.*

## C.

*Statement of the Provincial Revenue for the year 1857.*

Impost and Excise Duties, including Licenses to Distilleries	.....	£139855	17	1
Light Duties	.....	7285	15	2
Due from Provincial Secretary's Office for fees	.....	847	8	1
" Crown Land Department	.....	£6502	18	2
" Deduct Monies returned to Applicants	.....	1837	19	8
<hr/>				
" Mining Association	.....	4664	18	6
<hr/>				
9239 13 10				
<hr/>				
£161893 12 8				

*Financial Secretary's Office, 10th March, 1858.*

D.

*Statement of the Provincial Revenue for the year 1856.*

Impost and Excise Duties, including Licences to Distilleries.....	£117897	0	3
Light Duties.....	7249	3	0
Due from Provincial Secretary's Office for Fees.....	897	8	1
“ Crown Land Department.....	2745	15	8
“ Mining Association.....	9870	6	0
		<u>£138659</u>	<u>13 0</u>

E.

*The Province of Nova Scotia in account with Commissioners of St. Peter's Canal.*

DR.

1857.

To paid James McKenzie's Bill, as charged in former account, not carried out.....	£1	16	0
“ Amount paid Labourer, as per account annexed, pursuant to Report of Committee in 1857.....	168	12	2
“ David Landry, Ferryman, amount of his account for Ferriage.....	1	10	0
“ W. T. Annand's Bill.....	1	8	9
“ Commission on £173 6 11.....	8	13	3
Dec. 31. Balance in hands of Commissioners.....	1	1	11½
		<u>£183</u>	<u>2 1½</u>
“ “ remaining in Bank of Nova Scotia to credit of Com'rs.	96	8	4
		<u>£279</u>	<u>10 5½</u>

CR.

1856.

Dec. 31. By balance remaining in Bank of Nova Scotia to credit of Commissioners.....	£279	10	5½
“ “ Do Do Do.....	96	8	4

[Errors and omissions excepted.]

THOMAS H. FULLER,  
H. MUNRO,  
HENRY MARTELL. } Commissioners.

December 31st, 1857.

F.

*Construction Balance to 31st December, 1857.*

DR.

1. Cash.....	£184	14	1
6. Bank.....	486	18	6
19. Johnston & Blackie, Contract No. 3, West Branch.....	28704	18	4
20. Construction.....	100053	8	6½
32. Iron Rails.....	100382	12	11
34. Office Expenses.....	200	0	0
40. Terminus at Richmond.....	6237	14	8½
42. Spikes.....	4275	6	5
44. Iron Chairs.....	38108	1	6

46.	Switches and Crossings.....	£2492	2	4½
48.	Keys .....	3060	12	0
50.	Rolling Stock.....	29857	8	0
53.	War Department.....	20	2	6
54.	Omnibuses .....	260	10	6
55.	Timothy Lane.....	10	10	0
56.	Thomas Shey.....	53	10	0
57.	Black, McDonald and Irons's Contract No. 5, M. L.....	49704	17	11
64.	Station at Bedford.....	998	15	2½
67.	Property at African Village.....	193	16	3
72.	Lumber and Timber .....	783	13	8
73.	T. & L. Piers .....	500	0	0
75.	Machine Shop .....	6447	18	8½
78.	McDonald & Simpson's general account.....	8108	13	5½
83.	Cameron, Cameron and McDonald's Contract 4, W. B.....	48032	5	0
84.	Big Bog Brook Bridge.....	2231	6	4
85.	Bridge at St. Croix.....	1326	19	5
86.	Cameron, Cameron & McDonald, Contract 3, W. B.....	14007	0	0
87.	McDonald & Simpson, Contract No. 5, W. B.....	29776	0	0
88.	Contract No. 3, M. L.....	1144	10	1
89.	Johnston & Blackie, Contract No. 1, W. B.....	16596	5	4½
91.	Cameron Cameron & McDonald, Contract 1, W. B.....	14554	0	0
92.	McDonald & Simpson, Contract No. 2, W. B.....	28998	2	0
94.	Alexander Moir .....	23	6	8
96.	S. Sutherland & Sons, Contract No. 7, M. L.....	34162	16	1
97.	Johnston & Blackie, Contract No. 8, M. L.....	37019	17	7½
98.	Land at Terminus, (Marshalls).....	175	18	6
100.	Contract No. 1, W. B.....	41	19	0
102.	“ No. 8, M. L.....	62	0	0
103.	Platform Car Building.....	3006	10	7½
104.	Bridge at Shubenacadie .....	1799	18	5½
105.	S. Sutherland & Sons, Richmond Station .....	3967	7	9
107.	Terminus and Wharf at Windsor .....	4535	1	5½
109.	Johnston, O'Brien, and John Creighton.....	1284	0	0
113.	Grand Lake Station.....	1223	12	2½
119.	Engineering .....	11790	1	4
122.	Contract No. 9.....	17	1	6
123.	Miscellaneous account .....	729	18	2½
134.	P. H. Brown .....	6	0	0
144.	S. Sutherland & Sons, Contract No. 9, M. L.....	10230	0	0
145.	Johnston & Blackie, general Account .....	20460	10	6
150.	Contract No. 5.....	89	15	0
151.	Salaries .....	7140	8	1
154.	Station at Fletcher's .....	72	0	0
155.	Contract No. 10.....	3	0	0
156.	Contract No. 4, W. B.....	39	0	0
158.	Fuel for Machine Shop.....	27	7	6
159.	Contract No. 5, W. B.....	64	12	6
160.	S. Sutherland & Son's Contract, No. 10, M. L.....	9032	0	0
161.	Walker & Co., Contract No. 11, Main Line.....	7165	0	0
162.	James Fraser.....	176	0	0
163.	Contract No. 7, M. L.....	44	7	9
164.	Pier at Parrsboro'.....	27	10	0
166.	Engine House at Richmond.....	52	15	0

167.	Contract No. 6, M. L. ....	£17032	2	0
168.	Portland Cement. ....	17	14	10
169.	Iron and Steel per "Florence" ....	1235	10	6
170.	Shipment per "Thomas" from Glasgow. ....	4934	5	0
173.	Forbes Black. ....	197	5	0
174.	S. Sutherland & Sons, general account. ....	8727	5	9
175.	Contract No. 2., W. B. ....	54	0	0
176.	John Turnbull, Fencing. ....	220	0	0
179.	Wheels and Axles. ....	2032	14	7
180.	Wagon Mounting. ....	3335	14	8
182.	Contract No. 3, W. B. ....	33	15	0
183.	Station at Elmsdale. ....	3	10	0
184.	Shubenacadie Bridge, No. 2. ....	2610	3	0½
		£732696	0	11

## CR.

11.	Receiver General. ....	£695100	0	9
16.	Baring, Bros. & Co. ....	34279	17	8
36.	Thomas Gibbs. ....	77	0	0
52.	Wm. McCully. ....	190	17	7
93.	Donald Fraser. ....	125	0	0
114.	Revenue. ....	1077	7	4½
129.	P. M. Allan. ....	36	0	0
136.	Revenue Ledger. ....	1778	7	0
140.	John Stairs. ....	31	10	6½
		£732696	0	11

## G.

*Undrawn Monies, 31st December, 1857.*

Steamboats, Packets and Ferries. ....	£1367	0	0
Bahama Grant. ....	17	7	5
Salaries. ....	3948	15	0
Education. ....	1197	6	0
Revenue Expenses. ....	4254	11	7
Agriculture. ....	183	6	8
Navigation Securities. ....	4922	3	0
Post Communication. ....	125	9	8
River Fisheries. ....	450	0	0
Public Printing. ....	7	10	0
Miscellaneous. ....	430	0	0
		£16903	9 4

*Financial Secretary's Office, 26th February, 1858.*

## H.

*Undrawn Road Monies, 31st December, 1857.*

## ANNAPOLIS.

174.	William Crosscup. ....	1856. ....	£7	18	9
3.	James Slane. ....	1857. ....	5	0	0
8.	Abner Foster. ....	"	0	6	0

21.	Walter Willet.....	1857.....	£0	2	0	
54.	George Troop.....	".....	10	0	0	
92.	.....	".....	112	0	0	
97.	Josiah T. Harris.....	".....	50	0	0	
105.	Unappropriated.....	".....	84	0	0	
117.	James E. Whitman.....	".....	25	0	0	
118.	William Dargin, Jr.....	".....	2	0	0	
124.	Benjamin Scolfield.....	".....	5	0	0	
138.	Peter Morse.....	".....	7	0	0	
						£308 6 9

## COLCHESTER.

123.	James Seaton.....	1854.....	£3	0	0	
47.	James Desmore.....	1855.....	3	0	0	
50.	Robert Asken.....	".....	3	0	0	
73.	Timpson.....	".....	3	0	0	
92.	Joshua Corbet.....	".....	4	0	0	
96.	Ferguson McNutt.....	".....	0	0	2	
122.	.....	".....	6	0	0	
83.	.....	1856.....	3	0	0	
93.	Charles Faulkner.....	".....	4	0	0	
105.	Thomas Morrison.....	".....	3	0	0	
110.	Samuel Morrison.....	".....	4	0	0	
119.	J. A. Spencis.....	".....	3	0	0	
135.	.....	".....	5	0	0	
203.	.....	".....	0	13	2	
39.	A. Longille.....	1857.....	4	0	0	
56.	D. Ross, Jr.....	".....	7	0	0	
68.	John McLaughlin.....	".....	5	0	0	
74.	Donald Urquhart, &c.....	".....	13	0	0	
75.	Parker Smith.....	".....	9	0	0	
83.	Henry Sterritt.....	".....	3	0	0	
90.	Thomas Fletcher.....	".....	4	9	0	
94.	W. Lightbody.....	".....	4	0	0	
99.	G. W. Davison.....	".....	4	0	0	
122.	Alexander Sanderson.....	".....	10	0	0	
175.	David Dickey.....	".....	0	0	3	
	Unappropriated.....	".....	3	0	2	
						£110 13 9

## CUMBERLAND.

149.	.....	.....	1	13	3	
4.	Keiver Hunter.....	1857.....	0	5	0	
6.	George Fleming.....	".....	0	10	0	
20.	Atkinson Fountain.....	".....	5	0	0	
50.	Alexander McFarlain.....	".....	10	0	0	
53.	Julius Frome.....	".....	5	0	0	
71.	Elijah Fountain.....	".....	6	0	0	
111.	Alexander Cook.....	".....	0	4	0	
114.	William Fullerton.....	".....	5	0	0	
132.	Cyprian Davison.....	".....	7	10	0	
142.	Jacob Spicer.....	".....	26	6	0	
170.	Unappropriated.....	".....	2	1	10	
						£69 10 1

PUBLIC ACCOUNTS.

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CAPE BRETON.

9.	Ryan & Carroll.....	1856.....	£7	10	0
	Hector McLeod.....	".....	5	0	0
78.	John Ferguson.....	".....	4	0	0
83.	.....	".....	35	12	6
142.	Unappropriated.....	".....	10	0	0
8.	John McLeod and J. Campbell.....	1857.....	50	0	0
38.	Dennis Kennedy.....	".....	10	0	0
49.	.....	".....	13	0	0
56.	.....	".....	87	0	0
57.	.....	".....	1	19	1
66.	.....	".....	2	15	0
90.	.....	".....	0	15	6
96.	.....	".....	10	0	0
99.	.....	".....	66	6	2
103.	.....	".....	0	8	9
121.	Hector McLeod.....	".....	10	0	0
	Unappropriated.....	".....	11	9	8
<hr/>					
£325 16 8					

DIGBY.

108.	J. Mallett.....	1855.....	9	0	0
7.	George Torrid.....	1856.....	0	7	6
8.	Archibald Devoux.....	".....	0	10	0
113.	.....	".....	8	0	0
4.	.....	1857.....	0	6	0
7.	.....	".....	0	2	10
10.	Stephen Young.....	".....	0	11	9
11.	Francis Mallett.....	".....	10	0	0
21.	Jacob Roop.....	".....	0	6	6
49.	Joseph Sturk.....	".....	0	2	0
59.	.....	".....	0	4	8
65.	James Ray.....	".....	10	0	0
76.	John White.....	".....	0	3	8
82.	David Rice.....	".....	0	8	0
88.	John Y. Purdy.....	".....	3	10	0
91.	Stephen Marshall.....	".....	0	17	0
99.	Daniel Ross.....	".....	10	0	0
108.	William Hains.....	".....	14	0	0
126.	Nicholas Leblanc.....	".....	6	0	0
157.	Charles F. Comeau.....	".....	9	0	0
<hr/>					
£83 9 11					

GUYSBORO'.

13.	.....	1857.....	30	13	11
40.	John Honson, Jr.....	".....	0	1	0
47.	Henry Archibald.....	".....	0	8	9
49.	John W. McKeen.....	".....	1	0	9
60.	Andrew Flick.....	".....	0	8	0
<hr/>					
£32 12 5					

HALIFAX.

18.	Patrick Murphy.....	1857.....	0	15	6
28.	John Drysdale.....	".....	3	0	0
44.	Richard Deal.....	".....	15	0	0

52.	Alexander Kuhn.....	"	£0	3	11
59.	Joseph Smith.....	"	5	0	0
74.	William Day.....	"	5	0	0
79.	William Anderson.....	"	5	0	0
114.	.....Sheridan.....	"	5	0	0
119.	John Parker.....	"	0	4	8
126.	J. L. Sweet.....	"	25	0	0
127.	.....	"	4	10	7

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 £68 14 8

## HANTS.

2.	William Wickwire.....	1857.	0	11	1
3.	Lochart Sweet.....	"	37	19	3
4.	.....	"	50	0	0
10.	James King.....	"	5	0	0
57.	George Stephens.....	"	5	0	0
60.	.....	"	10	0	0
67.	John McMillan.....	"	0	1	3
80.	.....	"	10	0	0
82.	John Faulkner.....	"	0	1	0
88.	Joseph Thompson.....	"	3	0	0
90.	Sloan.....	"	5	0	0
108.	Thomas Laidlaw.....	"	5	0	0

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 £131 12 7

## INVERNESS.

134.	Campbell & Miller.....	1852.	1	0	0
148.	P. Godet.....	"	3	0	0
156.	McDonald & McKeen.....	"	7	10	0
157.	John McGregor.....	"	7	0	0
123.	Malcolm McKay.....	1853.	4	16	0
	Sundries.....	"	0	16	10
78 <sup>1</sup>	Donald Campbell.....	1854.	7	0	0
	Sundries.....	"	0	10	11
55.	John Murray.....	1855.	15	0	0
	Sundries.....	"	0	8	7
107.	M. McMullan.....	1856.	0	2	6
4.	Alexander McDonald.....	1857.	8	0	0
9.	Angus McKay.....	"	7	0	0
15.	Alexander McDonell.....	"	0	6	6
19.	.....	"	50	0	0
23.	Samuel McLean.....	"	10	0	0
34.	Neal McLean.....	"	15	0	0
40.	Roderick McLean.....	"	20	0	0
49.	John Murray.....	"	10	0	0
76.	G. C. Lawrence.....	"	8	0	0
91.	Angus Beaton.....	"	10	0	0
96.	Benjamin Smith.....	"	7	0	0
141.	.....	"	12	0	0
145.	G. C. Lawrence.....	"	76	13	4
156.	Do.....	"	1	3	0

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 £282 7 8

## KINGS.

185.	.....	1853.	£5	0	0
	Balance from 95, 193 and 199.....		1	12	9

18.	Nathan Flint	1854.	£1	0	0
23.	A. Beckwith	"	6	0	0
60.	Joseph Kinsman	"	5	0	0
66.	William Thomas	"	10	0	0
94.	W. A. Frost	"	4	0	0
118.	.....	"	0	10	0
168.	George Harvey	"	10	0	0
200.	Unappropriated	"	0	1	6
22.	2s.—130, 4s.	"	0	6	0
147.	A.—Unappropriated	"	0	2	8
152.	W. McKittrich	"	0	10	0
187.	W. Patterson	"	0	1	9
18.	John McMullan	1856.	5	0	0
35.	Charles Burbridge	"	5	0	0
36.	Hains Newcomb	"	7	0	0
58.	William Baxter	"	5	0	0
59.	E. Kinsman	"	4	10	0
65.	Joseph Lyons	"	5	0	0
78.	Philip Weaver	"	6	0	0
183.	.....	"	1	7	2
191.	William Reid	"	0	2	10
203.	William Thomas	"	5	0	0
215.	.....	"	46	11	3
1.	.....	1857.	400	0	0
17.	Ephraim Patterson	"	20	0	0
23.	William West	"	5	0	0
34.	Leonard Ilsley	"	0	4	0
44.	Joseph Bowles	"	5	0	0
51.	William Jordan	"	1	10	3
74.	William Borden	"	4	0	0
92.	Wellington Clark	"	0	0	6
110.	Elias Bishop	"	5	0	0
125.	A	"	50	0	0
149.	John L. Petton	"	5	0	0
176.	Unappropriated	"	0	1	5
182.	Do.	"	5	0	0

£635 12 1

LUNENBURG.

42.	.....	1854.	£1	10	0
88.	John Trethewey	1857.	8	0	0
116.	George Bailey	"	15	0	0
155.	.....	"	0	0	6
156.	.....	"	0	10	0
157.	.....	"	2	8	0
158.	.....	"	1	9	9
160.	William Oaks	"	0	0	4
170.	Philip Wile	"	10	0	0
172.	John Krouse	"	0	3	3
204.	John Rynard	"	5	0	0
207.	Unappropriated	"	1	7	10½
208.	Special grant	"	1	18	9

£47 8 5½



## PICTOU.

59.	John McLean.....	1856....	£0	1	3	
83 and 119.	.....	"	1	2	4	
3.	John McCara.....	1857....	1	7	6	
28.	Robert Murray.....	"	0	0	1½	
38.	John McLeod.....	"	0	8	0	
54.	.....	"	0	0	6	
56.	Alexander Fraser.....	"	0	4	0	
72.	William Dunbar.....	"	2	18	7	
75.	John McP. Fraser.....	"	0	11	0	
77.	.....	"	30	0	0	
102.	.....	"	0	0	5	
103.	.....	"	15	0	0	
	Unappropriated.....	"	0	3	0	
						£51 16 8½

## QUEENS.

4.	Lewis Gardner.....	1856....	£1	2	6	
92.	Miles Carrigan.....	1857....	5	0	0	
						£6 2 6

## RICHMOND.

	Sundries.....	1853....	£0	7	6	
15.	.....	1854....	0	2	0	
	Murdoch Smith.....	"	0	8	11	
20.	.....	1855....	0	12	6	
57.	.....	"	0	8	3	
58.	Donald Ferguson.....	"	0	1	0	
113.	.....	"	32	0	0	
121.	.....	"	32	14	9	
11.	Josiah Hooper.....	1857....	30	0	0	
14.	Unappropriated.....	"	22	13	8	
17.	William Wynn.....	"	10	0	0	
62.	.....	"	5	0	0	
94.	Unappropriated.....	"	4	0	1	
103.	.....	"	6	7	2	
107.	.....	"	2	18	5	
111.	.....	"	30	0	0	
112.	.....	"	2	4	9	
127.	.....	"	8	0	0	
131.	.....	"	20	0	0	
						£207 19 0

## SYDNEY.

	Frazer and McKenzie.....	1851....	2	12	0	
	Sundries.....	1853....	0	7	6	
48.	.....	1854....	3	7	4	
102.	John Brown.....	"	5	0	0	
	Sundries.....	"	2	5	2	
21.	Angus McDonald.....	1855....	4	0	0	
42.	William McDonald.....	"	5	0	0	
63.	C.....	"	0	0	6	
39.	.....	1856....	1	6	0	
70.	George Levender.....	"	5	0	0	

73.	Angus McNeil.....	1857.....	£5	0	0	
54.	Andrew McNeil.....	".....	5	0	0	
62.	Alexander McGregor.....	".....	0	3	6	
68.	George Levender.....	".....	5	0	0	
69.	Hugh McGilvery.....	".....	5	0	0	
73.	John Brian.....	".....	5	0	0	
76.	Robt. A. Henry.....	".....	6	0	0	
91.	Andrew McKenzie.....	".....	153	6	8	
						£213 8 8

SHELBURNE.

15.	John Harris, Jr.....	1857.....	£0	2	0	
62.	William McMillan.....	".....	8	0	0	
76.	George Cook.....	".....	0	9	2	
77.	Howes Smith.....	".....	0	1	6	
87.	Thomas Coffin.....	".....	6	0	0	
93.	John Sargent.....	".....	9	4	7	
96.	John Stoddart.....	".....	0	1	8	
134.	William Doane.....	".....	0	9	3	
						£24 8 2

VICTORIA.

14.	.....	1853.....	£2	5	0	
15.	F. W. McKenzie.....	1857.....	2	0	0	
20.	Duncan McRae.....	".....	10	0	0	
21.	F. W. McKenzie.....	".....	0	0	2	
24.	Do.....	".....	0	1	0	
28.	Do.....	".....	10	0	0	
29.	.....	".....	30	0	0	
32.	.....	".....	0	4	0	
34.	F. W. McKenzie.....	".....	40	0	0	
35.	.....	".....	2	3	0	
37.	Duncan McRae.....	".....	5	0	0	
39.	Do.....	".....	3	0	0	
55.	.....	".....	0	1	6	
56.	.....	".....	0	3	0	
58.	.....	".....	10	0	0	
61.	.....	".....	0	0	6	
73.	F. W. McKenzie.....	".....	7	10	0	
						£122 8 2

YARMOUTH.

37.	Municipality.....	1857.....	1	0	0	
	.....	".....	5	0	0	
						£6 0 0
						2728 8 3

I.

*Undrawn Grammar School Monies, 1857.*

Annapolis County, Western District.....	£12	10	0
Colchester " South ".....	50	0	0
Cumberland " Western ".....	4	16	3
Digby " Clare ".....	33	6	8

Guysboro	"	Guysboro'	"	£16	13	4		
		St. Mary's	"	16	13	4		
							£33	6 8
Halifax	"	Rural	"		5	15	5	
Hants	"	Rawdon	"		16	13	4	
Inverness	"	South	"		33	6	8	
Pictou	"	North	"	£1	7	9		
"	"	South	"	10	4	8		
							11	12 5
Queens	"				18	5	4	
Shelburne	"				25	0	0	
Victoria	"				50	0	0	
Yarmouth	"	Argyle District			16	13	4	
							£311	6 1

## J.

*General Statement of the Funds of the Halifax Savings Bank for the Year 1857.*

DR.

1857.								
December 31.	To	Depositors, being amount due to 1723 Depositors with interest due thereon.....	£112	113	14	10		
"	"	This sum borrowed from the Province at different periods in the year 1857.....	6500	0	0			
"	"	Balance.....	505	18	0			
							£119	119 12 10

CR.

1856.								
December 31.	By	this sum paid into the Treasury, £106000	0	0				
1857.								
December 31.	This	sum paid between 1st January and date.....	12802	0	0			
							118800	0 0
"	"	By Balance of Cash on hand 31st December, 1857.....	319	12	10			
							£119	119 12 10

E. DUCKETT, CASHIER.

*Savings Bank Office, Halifax, 31st December, 1857.*

## K.

*Annual Abstract of the Accounts of the Halifax Savings Bank for the Year 1857.*

DR.

1856.								
December 31.	To	Balance.....	£200	15	8			
1857.								
	This	sum received from Depositors between the 1st Janu- ary and 31st December 1857.....	43481	15	3			
	To	One Years interest on £106,000 at 4 per cent. to 31st December, 1857.....	4240	0	0			

To interest on £12,800, paid in the year ending 31st December, 1857, on broken periods.....	200	9	5
This sum received from the Treasury.....	6500	0	0
	<u>£54623</u>	<u>0</u>	<u>4</u>

CR.

1857. By this sum repaid Depositors between 1st January and 31st December, 1857.....	£41209	11	0
By interest paid thereon.....	280	16	8
By this sum paid into the Treasury in the year 1857.....	12800	0	0
“ “ for expenses of Management.....	12	19	10
	<u>£54303</u>	<u>7</u>	<u>6</u>
Dec'r. 31. By Balance.....	319	12	10
	<u>£54623</u>	<u>0</u>	<u>4</u>

E. DUCKETT, CASHIER.

*Savings Bank Office, Halifax, 31st December, 1857.*

L.

*Recapitulation of Balances remaining unpaid by the Board of Works, 31st December, 1857, with Credits :*

	DR.	CR.
Government House.....	£126 19 10	
Province Building.....	21 2 0	
Penitentiary.....	8 4 8	£28 15 7½
Hospital of Insane.....	1398 9 3½	1 13 6
Sable Island.....	145 4 0	81 2 5
Acadienne.....	6 6 0	
Lady Vivian.....	0 6 3	
Light House Service.....	1091 2 5½	
Board of Works.....	4 12 6	
	<u>£2802 7 0</u>	<u>£139 0 7½</u>
	139 0 7½	
Amount due.....	<u>£2663 6 4½</u>	

M.

*Statement of the Probable Assets of the Province of Nova Scotia for the Year 1858.*

Balance in the hands of the Receiver General 31st December, 1857....	£6602	14	5
Due from Collectors of Colonial Duties.....	6542	15	1
Casual Revenue.....	8749	19	6
Canada, New Brunswick and P. E. Island for Lights.....	1324	5	0
Counties for advances for Road service.....	1574	18	7
	<u>£24,794</u>	<u>12</u>	<u>7</u>

PROBABLE RECEIPTS.

From Collector of Excise at Halifax.....	£106000	0	0
Collectors at Outposts.....	28000	0	0

Collectors of Light Duty . . . . .	£6000	0	0	
Casual Revenue . . . . .	10000	0	0	
Distilleries . . . . .	6500	0	0	
				£156500 0 0
				£181294 12 7
Deduct undrawn monies for Roads and Bridges . . . . .	2783	18	6	
Ditto for other services . . . . .	16903	9	4	
interest due 31st December, 1857 . . . . .	11294	0	0	
				30981 7 10
				£150,313 4 9
Deduct ordinary and Legislative appropriations, viz :—				
Salaries of Lieut. Governor and Public Officers, £15170	0	0		
Legislative expenses . . . . .	10000	0	0	
Revenue department at Halifax . . . . .	6000	0	0	
Salaries of Outpost Collectors and Commissioners . .	4000	0	0	
General Education . . . . .	21000	0	0	
Interest on Funded Debt . . . . .	4240	0	0	
Do. to be provided for Railway Bonds . . . . .	45000	0	0	
Support of Light Houses . . . . .	8000	0	0	
Do. Sable Island . . . . .	400	0	0	
Provincial Penitentiary £1000; Public Build- ings, £800 . . . . .	1800	0	0	
Rations to Troops . . . . .	50	0	0	
Poor Asylum . . . . .	2050	0	0	
Transient Paupers . . . . .	250	0	0	
Halifax Dispensary; Indians . . . . .	400	0	0	
Post Communication . . . . .	6000	0	0	
Packets and Ferries . . . . .	1300	0	0	
Road Compensation, £500; Casualties, £1000 . . .	1500	0	0	
Drawbacks . . . . .	3500	0	0	
Board of Works . . . . .	15650	0	0	
Miscellaneous . . . . .	4000	0	0	
Agriculture . . . . .	nil.			
Militia . . . . .	nil.			
Navigation Securities . . . . .	nil.			
River Fisheries . . . . .	nil.			
				150310 0 0
				£ 3 4 9

JOHN J. MARSHALL,  
Financial Secretary.

*Financial Secretary's Office, 6th March, 1858.*

## MARRIAGE OF THE PRINCESS ROYAL.

(COPY.)

*Downing Street, 20th Feb'y., 1858.*

Circular.

MY LORD.

I transmit to you herewith an account of the ceremonial of the Marriage which was solemnized on the 25th ultimo, between her Royal Highness the Princess Royal, and his Royal Highness Prince Frederick William of Prussia.

I have likewise the Queen's gracious commands to send to you a medal, struck in commemoration of an event which has afforded the most lively satisfaction to her Majesty, to the Royal family, and to all classes of the nation.

You will cause the memorials of the auspicious event to be preserved either among the archives of your Government, or preferably, perhaps, in some public Museum or Institution.

I have, &amp;c.,

(Signed)

H. LABOUCHERE.

Lieutenant-Governor LORD MULGRAVE, &c. &c.  
Nova Scotia.

### CEREMONIAL.

*St. James's Palace, January 25th, 1858.*

Upon this day, at half-past Twelve o'clock, P.M., was solemnized at the Chapel Royal, St. James's, the marriage of HER ROYAL HIGHNESS VICTORIA-ADELAIDE-MARY-LOUISA, Princess Royal of Great Britain and Ireland, eldest daughter of HER MAJESTY QUEEN VICTORIA and of HIS ROYAL HIGHNESS ALBERT PRINCE CONSORT, Duke of Saxony and Prince of Saxe-Coburg and Gotha, with HIS ROYAL HIGHNESS PRINCE FREDERIC-WILLIAM-NICOLAS-CHARLES, only son of HIS ROYAL HIGHNESS FREDERIC-WILLIAM-LOUIS, Prince of Prussia, brother of his Majesty the King of Prussia.

The following great officers of State, the Lord Chancellor, the Lord President of the Council, the Lord Privy Seal, the Earl Marshal, the Lord Steward, together with the Treasurer and Comptroller of the Household, the Vice Chamberlain, and others who did not proceed in carriages from Buckingham Palace, assembled in the Throne Room, in St. James's Palace, at eleven o'clock.

Her Royal Highness the Princess of Prussia and the Foreign Princes, not forming part of the processions of Her Majesty or of the Bride or Bridegroom, proceeded from Buckingham Palace to St. James's Palace at a quarter-past eleven o'clock, in the following order, with the members of their respective suites, attended by an escort of the 1st Regiment of Life Guards:—

#### PROCESSION OF ROYAL GUESTS FROM BUCKINGHAM PALACE TO ST. JAMES'S.

##### FIRST CARRIAGE.

Captain Burnell, A. D. C., in attendance on his Royal Highness the Count of Flanders.

Captain Von Massow, in attendance on his Royal Highness Prince Frederic Albert of Prussia.

Lieutenant Von Osten, in attendance on his Highness the Prince of Hohenzollern.

The Honourable Mortimer Sackville West, the Groom in Waiting to the Queen, in attendance on his Highness the Prince of Hohenzollern.

## SECOND CARRIAGE.

The Baron d'Overchie de Nerische, in attendance on his Royal Highness the Duke of Brabant.  
 Lieutenant Chüden, in attendance on his Royal Highness Prince Adalbert of Prussia.  
 Lieutenant Von Richthofen, in attendance on his Royal Highness Prince Adalbert of Prussia.  
 Captain the Honourable Dudley F. De Ros, Equerry to his Royal Highness the Prince Consort, in attendance on his Royal Highness Prince Frederic Charles of Prussia.

## THIRD CARRIAGE.

The Countess Hacke, in attendance on her Royal Highness the Princess of Prussia.  
 Hofmarschall von Meyerinck, in attendance on his Royal Highness the Prince Frederic Charles of Prussia.  
 Captain DeCosel, in attendance on his Royal Highness the Prince Frederic Charles of Prussia.  
 Captain DuPlat, Equerry to his Royal Highness the Prince Consort, in attendance on his Royal Highness the Prince Frederic Albert of Prussia.

## FOURTH CARRIAGE.

<p>The Countess Perponcher.          The Countess Wally von Hohenthal.          The Countess Marie Zu Lynar.          The Count Perponcher.</p>	}	<p>The future Household of Her Royal Highness the Princess Royal.</p>
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## FIFTH CARRIAGE.

The Baron d'Uckerman, in attendance on his Royal Highness the Duke of Saxe-Coburg and Gotha.  
 The Baron de Treskow, in attendance on his Royal Highness the Duke of Saxe-Coburg and Gotha.  
 M. Samwer, in attendance on his Royal Highness the Duke of Saxe-Coburg and Gotha.  
 Lieutenant-Colonel Cavendish, Groom in Waiting to the Queen, in attendance on his Royal Highness Prince Adalbert of Prussia.

## SIXTH CARRIAGE.

The Countess Oriolla, in attendance on her Royal Highness the Princess of Prussia.  
 The Baroness de Wangenheim, Grande Maîtresse of the Household of her Royal Highness the Duchess of Saxe-Coburg and Gotha.  
 The Count Boos Waldeck, in attendance on her Royal Highness the Princess of Prussia.

## SEVENTH CARRIAGE.

His Royal Highness the Prince Adalbert of Prussia.  
 His Royal Highness the Prince Frederic Albert of Prussia.  
 His Royal Highness the Count of Flanders.  
 His Highness the Prince of Hohenzollern.

## EIGHTH CARRIAGE.

Her Royal Highness the Princess of Prussia.  
 His Royal Highness the Duke of Saxe-Coburg and Gotha.  
 His Royal Highness the Duke of Brabant.  
 His Royal Highness the Prince Frederic Charles of Prussia.

Upon arriving at St. James's Palace the Royal Guests were received at the Garden entrance by the Master of the Ceremonies, Major-General the Honourable Sir Edward

Cust, and by two of her Majesty's Gentlemen Ushers, the Honourable Frederic Byng, and the Honourable Spencer Ponsonby, and were conducted in procession through the State Rooms to the Chapel Royal, where seats were prepared for them upon the Haut Pas. Their Serene Highnesses the Prince Edward of Saxe-Weimar, the Prince of Leiningen, and the Prince Victor of Hohenlohe, joined the procession. The attendants of all were shown to their seats in the chapel by her Majesty's Gentlemen Ushers.

Her Royal Highness the Duchess of Saxe-Coburg and his Royal Highness the Prince William of Baden, were prevented from attending by the death of their brother, his late Royal Highness the Grand Duke Louis of Baden.

At half-past eleven o'clock the Bridegroom, accompanied by his supporters, their Royal Highnesses the Prince of Prussia and Prince Albert of Prussia, with their respective suites, proceeded from Buckingham Palace in the following order, attended by an escort of the 2nd Regiment of Life Guards:—

PROCESSION OF THE BRIDEGROOM FROM BUCKINGHAM PALACE TO ST. JAMES'S.

FIRST CARRIAGE.

Captain Von Schulembourg, in attendance on his Royal Highness Prince Albert of Prussia.  
 Adjutant Von Büddenbrock, in attendance on his Royal Highness Prince Albert of Prussia.  
 Dr. Wegner, Gentleman of Honour to his Royal Highness the Bridegroom.  
 Colonel Francis Seymour, Groom of the Bedchamber to his Royal Highness the Prince Consort, in attendance on his Royal Highness Prince Albert of Prussia.

SECOND CARRIAGE.

Lieutenant Von Zastrow, Gentleman of Honour to his Royal Highness the Bridegroom.  
 M. Illaire, Gentleman in attendance on his Royal Highness the Prince of Prussia.  
 Captain Von Lindern, Aide-de-Camp to General Von Schreckenstein.  
 Sir Frederick Stovin, Groom in Waiting to the Queen, in attendance on his Royal Highness the Bridegroom.

THIRD CARRIAGE.

Major-General the Baron Von Moltke, Gentleman of Honour to His Royal Highness the Bridegroom.  
 Lieutenant-Colonel Von Boyen, Gentleman in attendance on His Royal Highness the Prince of Prussia.  
 Captain Von Schweinitz, Gentleman of Honour to his Royal Highness the Bridegroom.  
 The Count Pückler, Gentleman in attendance on his Royal Highness the Prince of Prussia.

FOURTH CARRIAGE.

The Baron d'Arnim, Gentleman in attendance on his Royal Highness the Prince of Prussia.  
 Major the Count von der Goltz, Gentleman in attendance on his Royal Highness the Prince of Prussia.  
 Colonel Von Alvensleben, Gentleman in attendance on his Royal Highness the Prince of Prussia.

FIFTH CARRIAGE.

His Serene Highness the Prince Julius of Holstein Glücksburg, in attendance on his Royal Highness the Prince of Prussia.



General Von Schreckenstein, Gentleman of Honour to His Royal Highness the Bridegroom.

Major-General the Honourable C. Grey, Equerry to the Queen, and Private Secretary to His Royal Highness the Prince Consort, in attendance on His Royal Highness the Prince of Prussia.

## SIXTH CARRIAGE.

## THE BRIDEGROOM.

His Royal Highness The Prince of Prussia,  
His Royal Highness the Prince Albert of Prussia, } Supporters of the Bridegroom.

The Bridegroom, with his Supporters, upon their arrival at St. James's Palace, were received at the Garden Entrance by the Vice-Chamberlain, and conducted to a room set apart for their Royal Highnesses. The Gentlemen in attendance upon The Bridegroom and upon his Supporters, proceeded to the Presence Chamber, where the Prussian Minister and the Members of his Legation had already assembled.

At a quarter before 12 o'clock, Her Majesty the Queen, with the Bride, his Royal Highness the Prince Consort, and his Majesty the King of the Belgians, together with their Royal Highnesses the Prince of Wales, Prince Alfred, Prince Arthur, Prince Leopold, Princess Alice, Princess Helena, and Princess Louisa, with their respective suites, proceeded from Buckingham Palace in the following order, attended by a Field Officer's Escort of the 1st Regiment of Life Guards.

## THE QUEEN'S PROCESSION FROM BUCKINGHAM PALACE TO ST. JAMES'S.

## FIRST CARRIAGE.

Mr. Farquharson, }  
Mr. Macpherson, } Two Pages of Honour,  
Colonel Seymour, the Groom of the Robes.  
Major-General Wylde, the Groom of the Bedchamber in Waiting to his Royal Highness the Prince Consort.

## SECOND CARRIAGE.

Dr. Koepl, Gentleman in attendance on his Majesty the King of the Belgians.  
Major-General Buckley, the Equerry in Waiting to the Queen.  
Colonel the Hon. A. N. Hood, the Groom in Waiting to the Queen.  
Lieutenant-Colonel Ponsonby, the Equerry in Waiting to his Royal Highness the Prince Consort.

## THIRD CARRIAGE.

Colonel the Count de Moerkerke, Gentleman in attendance on his Majesty the King of the Belgians.  
The Baron Ernest Stockmar, Treasurer and Private Secretary to her Royal Highness the Bride.  
Lieutenant-Colonel Howard Vyse, the Silver Stick in Waiting.  
The Lord Fred. Paulet, the Field Officer in Waiting.

## FOURTH CARRIAGE.

The Honourable Miss Cavendish, }  
The Honourable Miss Macdonald, } Two Maids of Honour.  
Field-Marshal Viscount Combermere, the Gold Stick in Waiting.  
The Lord Alfred Paget, the Clerk Marshal.

## FIFTH CARRIAGE.

The Marquis of Abercorn, the Groom of the Stole to his Royal Highness the Prince Consort.

The Lord Camoys, the Lord in Waiting to the Queen.  
The Viscount Torrington, the Lord of the Bedchamber to his Royal Highness the Prince Consort.

## SIXTH CARRIAGE.

His Royal Highness the Prince Arthur.  
His Royal Highness the Prince Leopold.  
The Lady Caroline Barrington, the Lady Superintendent.  
The Lady Charlotte Copley, the Bedchamber Woman in Waiting.

## SEVENTH CARRIAGE.

Her Royal Highness the Princess Helena.  
Her Royal Highness the Princess Louisa.  
The Viscountess Jocelyn, the Lady in Waiting.

## EIGHTH CARRIAGE.

Her Royal Highness the Princess Alice.  
The Duchess of Sutherland, the Mistress of the Robes.  
The Duke of Wellington, the Master of the Horse.  
The Marquess of Breadalbane, the Lord Chamberlain.

## NINTH CARRIAGE.

His Majesty the King of the Belgians.  
His Royal Highness the Prince Consort.  
His Royal Highness the Prince of Wales.  
His Royal Highness the Prince Alfred.

## TENTH CARRIAGE.

## THE QUEEN. THE BRIDE.

Upon arriving at St. James's Palace, Her Majesty the Queen, Her Royal Highness the Bride, and the supporters of Her Royal Highness were conducted to the Royal Closet, where their Royal Highnesses the Duchesses of Kent, the Duchess of Cambridge, the Duke of Cambridge, and the Princess Mary of Cambridge, had already arrived. The Ladies and Gentlemen in attendance proceeded to the Throne Room.

Her Majesty's Procession having been marshalled in the Throne Room by Garter, Principal King of Arms, moved through the State Apartments, and down the State Staircase, to the Chapel Royal, in the following order:—

## HER MAJESTY'S PROCESSION.

Drums and Trumpets.

Deputy Serjeant Trumpeter.

The Knight Marshal, Sir Charles Lamb, Bart.

Pursuivants of Arms in their Tabards.

Rouge Croix,

James Robinson Planché, Esq.

Blue Mantle,

Henry Murray Lane, Esq.

Portcullis,

George William Collen, Esq.

Heralds in their Tabards and Collars of SS.

Surrey Herald Extraordinary.

Edward Stephen Dendy, Esq.

Somerset,

William Courthope, Esq.

Windsor,

George H. R. Harrison, Esq.

York, Thomas William King, Esq.	Richmond, Mathew Charles Howard Gibbon, Esq.	
Lancaster, Albert William Woods, Esq.	Chester, Walter Aston Blount, Esq.	
The Equerry in Waiting to the Queen, Major-General Buckley.	The Clerk Marshal, Lord Alfred Paget.	
The Comptroller of the Household, The Viscount Castlerosse.	The Treasurer of the Household, The Earl of Mulgrave.	
The Keeper of the Privy Purse, Colonel the Honourable Charles B. Phipps, K.C.B.		
The Groom in Waiting to the Queen, Colonel the Honourable Alexander Nelson Hood.	The Lord in Waiting to the Queen, Lord Camoys.	
The Lord Steward, The Earl of St. Germans, G.C.B.		
Norroy King of Arms, Robert Laurie, Esq.	Clarenceux King of Arms, James Pulman, Esq.	
The Lord Privy Seal, The Marquess of Clanricarde, K.P.	The Lord President of the Council, The Earl Granville, K.G.	
Serjeant-at-Arms.	The Lord High Chancellor, The Lord Cranworth.	Serjeant-at-Arms.
Senior Gentleman Usher Quarterly Waiter, Henry Greville, Esq.	Garter, Principal King of Arms, carrying his Sceptre, Sir Charles George Young, Knt.	Gentleman Usher Daily Waiter and to the Sword of State, Sir William Martins, Knt.
The Earl Marshal, bearing his Baton, The Duke of Norfolk.		
Her Royal Highness the Princess Mary of Cambridge, her Train borne by The Lady Arabella Sackville West, and attended by Major Home Purves.		
His Royal Highness the Duke of Cambridge, attended by Colonel Charles Tyrwhitt.		
Her Royal Highness the Duchess of Cambridge, her Train borne by The Lady Geraldine Somerset, and attended by Baron Knesebeck.		
Her Royal Highness the Duchess of Kent, her Train borne by The Lady Anna Maria Dawson, and attended by Colonel Sir George Couper, Bart., C.B.		
The Vice Chamberlain, Lord Ernest Bruce.	The Sword of State, borne by Viscount Palmerston, K.G., First Lord of the Treasury.	The Lord Chamberlain, The Marquess of Breadalbane, K.T.
His Royal Highness The Prince Alfred.	His Royal Highness The Prince of Wales.	

## THE QUEEN,

His Royal Highness..... leading ..... His Royal Highness  
 Prince Leopold. Prince Arthur.

Her Majesty's Train borne by  
 The Groom of the Robes,  
 Colonel Francis Hugh Seymour,  
 and

Two Pages of Honour.  
 Mr. Farquharson and Mr. Macpherson.

Her Royal Highness  
 Princess Louisa.

Her Royal Highness  
 Princess Alice.

Her Royal Highness  
 Princess Helena.

The Master of the Horse,  
 The Duke of Wellington.

The Mistress of the Robes,  
 The Duchess of Sutherland.

The Lady of the Bedchamber in Waiting,  
 The Viscountess Jocelyn.

Two Maids of Honour in Waiting,  
 The Honourable Miss Macdonald, and the Honourable Miss Cavendish.

The Bedchamber Woman in Waiting,  
 The Lady Charlotte Copley.

The Lady Superintendent,  
 The Lady Caroline Barrington.

The Captain of the Yeomen  
 of the Guard,  
 The Viscount Sydney.

The Gold Stick,  
 Field Marshal Viscount  
 Combermere, G.C.B.

The Captain of  
 the Gentlemen-at-Arms,  
 The Lord Foley.

The Master of the Buckhounds,  
 The Earl of Bessborough.

The Master of the Household,  
 Colonel T. Middleton Biddulph.

The Silver Stick in Waiting,  
 Lieutenant-Colonel Howard Vyse.

The Field Officer in Brigade Waiting,  
 Colonel Lord Frederick Paulet, C.B.

The Tutors to their Royal Highnesses the Prince of Wales and Prince Alfred,  
 Mr. Gibbs and Lieutenant Cowell, R.E.

Six Gentleman-at-Arms.

Six Yeomen of the Guard closed the Procession.

Upon arriving at the entrance to the Chapel the Drums and Trumpets filed off, and continued playing until Her Majesty entered the Chapel, when a March from Handel's Occasional Oratorio was played by Her Majesty's Band. The Gentlemen-at-Arms remained in the ante-Chapel during the ceremony, and the Yeomen of the Guard at the foot of the Staircase, in the ante-Chapel.

Her Majesty was conducted by the Lord Chamberlain to her Chair of State, and the Royal Family to the seats prepared for them upon the Haut Pas. Viscount Palmerston who bore the Sword of State stood upon the Haut Pas, on the Queen's right hand, the Mistress of the Robes, the Groom of the Robes, and the two Pages of Honour stood near her Majesty, and the several persons composing the procession were conducted to the places appointed for them in the Chapel.

The Lord Chamberlain and the Vice Chamberlain, preceded by the Drums and Trumpets, then returned to the State Rooms and conducted the Bridegroom and his supporters to the Presence Chamber, and the procession of his Royal Highness having been there formed, moved to the Chapel Royal in the following order :

THE PROCESSION OF THE BRIDEGROOM.

Drums and Trumpets.

Deputy-Serjeant Trumpeter.

The Master of the Ceremonies,

Major-General the Honourable Sir Edward Cust, K.C.H.

Lancaster Herald, Albert W. Woods, Esq.	The Bridegroom's Gentlemen of Honour,	Chester Herald, Walter Aston Blount, Esq.
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Dr. Wegner.

Lieutenant von Zastrow.

Captain von Lindern.

Captain von Schweinitz.

Major General the Baron von Moltke,

General von Schreckenstein.

Lieutenant-General Sir Frederick Stovin, K.C.B., Groom in Waiting to the Queen, in attendance on his Royal Highness the Bridegroom.

The Members of the Prussian Legation.

The Baron de Langen.

His Serene Highness Prince Henry VII. of Reuss.

The Count de Brandenburg.

The Prussian Minister, the Count de Bernstorff.

The Vice Chamberlain of her Majesty's Household, The Lord Ernest Bruce,	The Lord Chamberlain of Her Majesty's Household, The Marquess of Breadalbane, K.T.
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THE BRIDEGROOM.

Supported by his Father, His Royal Highness the Prince of Prussia,  
and by His Royal Highness Prince Albert of Prussia,

followed by the

Attendants of His Royal Highness the Prince of Prussia.

His Serene Highness Prince Julius of Holstein Glücksburg.

The Count Pückler.

The Baron d'Arnim.

Colonel von Alvensleben.

Lieutenant-Colonel von Boyen.

Major the Count Von der Goltz.

Monsieur Illaire.

Major-General the Honourable Charles Grey, Equerry to the Queen, Private Secretary to His Royal Highness the Prince Consort, in attendance on His Royal Highness the Prince of Prussia.

And by the attendants of His Royal Highness Prince Albert of Prussia.

Captain Schulembourg.

Adjutant Von Buddenbrock.

Colonel Francis Seymour, C.B., Groom in Waiting to the Prince Consort, in attendance on His Royal Highness Prince Albert of Prussia.

On reaching the Chapel the Drums and Trumpets filed off; and, as the procession entered, a March from Handel's Oratorio of "Joseph," was performed by her Majesty's Band. The Bridegroom was conducted to the seat prepared for him on the Haut Pas leading to the Altar; and his supporters occupied seats upon the Haut Pas near His Royal Highness. His Serene Highness Prince Julius of Holstein Glücksburg was also seated on the Haut Pas. The officers of the Bridegroom stood in the Nave of the Chapel; and the other gentlemen in attendance were conducted to seats appointed for them.

The Lord Chamberlain and the Vice Chamberlain preceded, as before, by the Drums and Trumpets, then returned to the State Apartments to attend the Bride, whose procession having been formed in the Royal Closet, moved to the Chapel in the following order:

THE PROCESSION OF THE BRIDE.

Drums and Trumpets.

Deputy-Serjeant Trumpeter.

Norroy King of Arms,  
Robert Laurie, Esq.

Clarenceux King of Arms,  
James Pulman, Esq.

The Groom of the Stole  
to His Royal Highness the Prince Consort,  
The Marquess of Abercorn, K.G.

The Vice Chamberlain of Her  
Majesty's Household,  
The Lord Ernest Bruce,

The Lord Chamberlain of Her  
Majesty's Household,  
The Marquess of Breadalbane, K.T.

THE BRIDE,

Supported by Her Father, His Royal Highness the Prince Consort,  
and by

His Majesty the King of the Belgians.

The Train of Her Royal Highness borne by Eight unmarried Daughters of Dukes,  
Marquesses, and Earls.

The Lady Susan Pelham Clinton.  
The Lady Emma Stanley.  
The Lady Susan Murray.  
The Lady Victoria Noel.

The Lady Cecilia Gordon Lennox.  
The Lady Katherine Hamilton.  
The Lady Constance Villiers.  
The Lady Cecilia Molyneux.

Followed by

The Viscount Torrington.....	The Lord of the Bedchamber in Waiting	} To His Royal Highness the Prince Consort.
Major-General Wylde, C.B.....	The Groom of the Bedchamber in Waiting	
Lieutenant-Colonel H. F. Ponsonby,	The Equerry in Waiting	
Dr. Lyon Playfair, C.B.....	The Gentlemen Usher in Waiting	

The Baron Ernest Stockmar, the Treasurer and Private Secretary to Her Royal Highness the Bride.

Colonel the Count de Moerkerke }  
Dr. Koepl. .... } The Gentlemen in attendance on His Majesty  
the King of the Belgians.

(Major-General the Honourable Charles Grey Private Secretary to His Royal Highness the Prince Consort, was in attendance on His Royal Highness the Prince of Prussia.)

On arriving at the Chapel, the Drums and Trumpets filed off as before, and as the Bride entered the Chapel, a March, from Handel's Oratorio of "Judas Maccabeus," was played by Her Majesty's Band.

The Bride was conducted to her seat in the Chapel, on the left side off the Haut Pas leading to the Altar, near Her Majesty's Chair of State, and His Royal Highness the Prince Consort and His Majesty the King of the Belgians were conducted to their seats on the Haut Pas, near the Bride. The Bridesmaids stood behind Her Royal Highness, and the Lord Chamberlain and Vice-Chamberlain near Her Majesty.

When the Bride had taken her place near the altar, a Hymn, (Chorale of 1599) was sung, and the Service commenced.

His Grace the Lord Archbishop of Canterbury, the Lord Bishop of Oxford, Lord High Almoner, and the Lord Bishop of Chester, Clerk of the Closet, stood on the right hand of the Communion Table, within the rails of the Altar; on the left hand were the Lord Bishop of London, who assisted as Dean of the Chapels Royal, the Honourable and Very Reverend Gerald Valerian Wellesley, Dean of Windsor, Resident Chaplain to Her Majesty, and the Reverend Dr. Wesley, Sub-Dean of the Chapels Royal.

The Archbishop of Canterbury proceeded with the Service to the end of the First Blessing; the Choir then sang the 67th Psalm, the full Orchestra accompanying the "Gloria Patri;" the Archbishop continued the Service to the end of the Second Blessing. The Bishop of London then read the Exhortation, which was followed by Handel's Hallelujah Chorus, from the "Messiah," and the Ceremony was concluded by the Archbishop of Canterbury with the Blessing which terminates the Communion Service.

The Bride was given away by her Father the Prince Consort.

At the conclusion of the Service the Park and Tower Guns fired; and as the Procession left the Chapel, the Wedding March, from Mendelssohn's "Midsummer Night Dream," was played.

The Procession returned from the Chapel Royal to the Presence Chamber in the following Order:—

UNITED PROCESSION OF THE BRIDE AND BRIDEGROOM.

Drums and Trumpets.

The Knight Marshal.

Lancaster Herald.

Chester Herald.

Norroy King of Arms.

Clarenceux King of Arms.

The Master of the Ceremonies.

Gentlemen of Honour to the Bridegroom, as before.

Gentlemen in attendance on the Bride,

The Count Perponcher.

The Baron Ernest von Stockmar.

The Prussian Minister, and the Members of his Legation, as before.

The Groom of the Stole to His Royal Highness the Prince Consort.

THE BRIDE AND BRIDEGROOM.

The Supporters of their Royal Highnesses on either side.

The Train of the Bride borne as before.

The Ladies in attendance on the Bride,  
 The Countess Perponcher.  
 The Countess Marie zu Lynar.  
 The Countess Wally von Hohenthal.

The Countess de Bernstorff, Wife of the Prussian Minister.

The remainder of the Suite of His Royal Highness the Prince Consort and the Suites of His Majesty the King of the Belgians, of His Royal Highness the Prince of Prussia, and of His Royal Highness Prince Albert of Prussia, as before.

HER MAJESTY'S PROCESSION,

in the same order in which it entered the Chapel.

Her Royal Highness the Princess of Prussia, the Foreign Princes, and their Attendants, followed in the same order of procession as on entering the Chapel.

All the Royal Personages present entered the Throne Room, where they were joined by the Dignataries of the Church, and the Registry of the Marriage was then attested with the usual forms.

The following great Officers of State, and others, were also present at the Attestation of the Marriage.

The Lord Chancellor.  
 The Lord President of the Council.  
 The Lord Privy Seal.  
 The Earl Marshal.  
 The Lord Steward.  
 The Lord Chamberlain.  
 The Master of the Horse.  
 The Mistress of the Robes.  
 The Groom of the Stole to the Prince Consort.  
 The Treasurer of the Household.  
 The Comptroller of the Household.  
 The Vice-Chamberlain.  
 The Gold Stick.  
 The Bridesmaids.  
 The Groom of the Robes and two Pages of Honour.  
 The Prussian Minister and the Countess de Bernstorff.  
 The Ladies in Attendance on Her Royal Highness the Princess of Prussia.  
 The Ladies in Attendance on the Bride.  
 The Ladies in Attendance on their Royal Highnesses the Duchess of Kent, the Duchess of Cambridge, and the Princess Mary of Cambridge.

The following Signatures were attached as Attestations to the Marriage in the Registry Book of the Chapel Royal, in the undermentioned order :

The Archbishop of Canterbury.  
 Her Royal Highness the Princess Royal.  
 His Royal Highness the Prince Frederic William of Prussia.  
 Her Majesty the Queen.  
 His Royal Highness the Prince Consort.  
 His Royal Highness the Prince of Prussia.  
 Her Royal Highness the Princess of Prussia, Duchess of Saxony.  
 His Majesty the King of the Belgians.  
 Her Royal Highness the Duchess of Kent.



His Royal Highness the Prince of Wales.  
 His Royal Highness the Prince Alfred.  
 Her Royal Highness the Princess Alice.  
 Her Royal Highness the Duchess of Cambridge.  
 His Royal Highness the Duke of Cambridge,  
 Her Royal Highness the Princess Mary of Cambridge.  
 His Royal Highness the Prince Albert of Prussia.  
 His Royal Highness the Prince Frederic Charles of Prussia.  
 His Royal Highness the Prince Frederic Albert of Prussia.  
 His Royal Highness the Prince Adalbert of Prussia.  
 His Royal Highness the Prince of Hohenzollern Sigmaringen.  
 His Royal Highness the Duke of Saxe-Coburg and Gotha.  
 His Royal Highness the Duke of Brabant.  
 His Royal Highness the Count of Flanders.  
 His Serene Highness the Prince Edward of Saxe-Weimar.  
 His Serene Highness the Prince Julius of Holstein Glücksburg.  
 His Serene Highness the Prince of Leiningen.  
 His Serene Highness the Prince Victor of Hohenlohe.  
 His Highness the Maharajah Duleep Singh.  
 The Lord Cranworth.  
 The Earl Granville.  
 The Marquis of Clanricarde.  
 The Earl of Clarendon.  
 The Viscount Palmerston.  
 The Count de Bernstorff.  
 The Earl of St. Germans.  
 The Marquess of Breadalbane.  
 The Duke of Wellington.  
 The Marquis of Abercorn.  
 The Duke of Norfolk.  
 The Viscount Combermere.  
 The Bishop of London.  
 The Bishop of Oxford.  
 The Bishop of Chester.  
 The Dean of Windsor.  
 The Sub-Dean of the Chapels Royal.

The attestation having been made, all those who had taken part in the processions were admitted to the Throne Room, and paid their compliments on the occasion, after which Her Majesty, the Bride and Bridegroom, and the Royal Personages present, with their respective suites, returned to Buckingham Palace, the Bride in the same carriage with the Bridegroom, and His Royal Highness the Prince Consort, His Majesty the King of the Belgians, and His Royal Highness the Prince of Prussia, in the same carriage with Her Majesty the Queen. In other respects the same order was observed with regard to the Carriage Processions as on arrival at St. James's Palace. They were attended by a Field Officer's Escort of the Second Regiment of Life Guards.

The Gentlemen at Arms were stationed in the Presence Chamber, in Queen Anne's Room, and in the Tapestry Room; the Yeomen of the Guard were in the Armoury Room, upon the Grand Staircase, and at the approaches from the State Rooms to the Colonnade. The space in the Colonnade from the entrance of the State Apartments to the Chapel Royal was lined by men of the Second Regiment of Life Guards.

Sir George Smart presided at the Organ. Mr. Anderson conducted the performance of Music in the Chapel.

The Ladies in the Processions wore Full Dress with Trains and Plumes, and those invited to the Chapel Full Dress with Plumes, but without Trains. The Gentlemen wore Full Dress or Uniform.

The Knights of the several Orders present at the Solemnity wore their respective Collars.

A Guard of Honour from the First Battalion of Grenadier Guards mounted in front of Buckingham Palace, and a Guard of Honour from the First Battalion of Coldstream Guards mounted in front of St. James's Palace; the Line of Procession was kept by a Detachment of the Second Regiment of Life Guards.

In the Evening, Her Majesty gave a State Concert at Buckingham Palace, at which other persons were present in addition to those invited to the Ceremony of the Marriage.

*A List of Royal Personages who were present at the Ceremony of the Marriage of Her Royal Highness the Princess Royal, at the Chapel Royal, St. James's, on the 25th January, 1858, and of all others who took part in the Processions, or who were invited to be present at the Ceremony.*

[Those marked in *Italics* were unable to attend.]

The QUEEN.

His Royal Highness the Prince Consort.

The BRIDE.—Her Royal Highness the Princess Royal.

His Royal Highness the Prince of Wales.

His Royal Highness the Prince Alfred.

His Royal Highness the Prince Arthur.

His Royal Highness the Prince Leopold.

Her Royal Highness the Princess Alice.

Her Royal Highness the Princess Helena.

Her Royal Highness the Princess Louisa.

Her Royal Highness the Duchess of Kent.

Her Royal Highness the Duchess of Cambridge.

His Royal Highness the Duke of Cambridge.

Her Royal Highness the Princess Mary of Cambridge.

The BRIDEGROOM.—His Royal Highness the Prince Frederick William of Prussia.

THE FAMILY OF THE BRIDEGROOM.

His Royal Highness the Prince of Prussia.

Her Royal Highness the Princess of Prussia.

His Royal Highness the Prince Frederic Charles of Prussia.

His Royal Highness the Prince Albert of Prussia.

His Royal Highness the Prince Frederic Albert of Prussia.

His Royal Highness the Prince Adalbert of Prussia.

His Highness the Prince of Hohenzollern Sigmaringen.

His Majesty the King of the Belgians.

His Royal Highness the Duke of Saxe-Coburg and Gotha.

*Her Royal Highness the Duchess of Saxe-Coburg and Gotha.*

His Royal Highness the Duke of Brabant.

His Royal Highness the Count of Flanders.

*His Royal Highness the Prince William of Baden.*

His Serene Highness the Prince Edward of Saxe-Weimar.

His Serene Highness the Prince Julius of Holstein Glücksburg.  
 His Serene Highness the Prince of Leiningen.  
 His Serene Highness the Prince Victor of Hohenlohe.

His Highness the Maharajah Duleep Singh.  
 The Princess Gourumma.

HER MAJESTY'S PROCESSION.

The Lord Chancellor.....	The Lord Cranworth.
The Lord President of the Council.....	The Earl Granville, K.G.
The Lord Privy Seal.....	The Marquess of Clanricarde, K.P.
The Earl Marshal.....	The Duke of Norfolk.
The First Lord of the Treasury (bearing the Sword of State.....)	The Viscount Palmerston, K.G.
The Lord Steward.....	The Earl of St. Germans, G.C.B.
The Lord Chamberlain.....	The Marquess of Breadalbane, K.T.
The Master of the Horse.....	The Duke of Wellington.
The Mistress of the Robes.....	The Duchess of Sutherland.
The Treasurer of the Household.....	The Earl of Mulgrave.
The Comptroller of the Household.....	The Viscount Castlerosse.
The Vice Chamberlain.....	The Lord Ernest Bruce.
The Captain of the Gentlemen at Arms.....	The Lord Foley.
The Captain of the Yeomen.....	The Viscount Sydney.
The Gold Stick in Waiting.....	The Viscount Combermere, G.C.B.
The Keeper of the Privy Purse.....	Colonel the Honorable C. B. Phipps, K.C.B.
The Master of the Buckhounds.....	The Earl of Bessborough.
The Lady of the Bedchamber in Waiting.....	The Viscountess Jocelyn.
The Maids of Honour in Waiting.....	{ The Honourable Miss Cavendish. The Honourable Miss Macdonald.
The Bedchamber Woman in Waiting.....	The Lady Charlotte Copley.
The Lady Superintendent.....	The Lady Caroline Barrington.
The Master of the Household.....	Colonel Thos. Middleton Biddulph.
The Lord in Waiting.....	The Lord Camoys.
The Groom in Waiting.....	Colonel the Hon. Alexr. Nelson Hood.
The Clerk Marshal.....	The Lord Alfred Paget.
The Equerry in Waiting.....	Major General Buckley.
The Silver Stick in Waiting.....	Lieutenant-Colonel Howard Vyse.
The Field Officer in Brigade Waiting.....	Colonel Lord Frederick Paulet, C.B.
The Groom of the Robes.....	Colonel Francis Hugh Seymour, C.B.
The Pages of Honour.....	{ Mr. Farquharson. Mr. Macpherson.
<i>The Gentleman Usher of the Black Rod.....</i>	<i>Absent on leave.</i>
The Gentleman Usher Daily Waiter and to the Sword of State.....	Sir William Martins.
The Senior Gentleman Usher Quarterly Waiter.....	Henry Greville, Esq.
The Knight Marshal.....	Sir Charles Lamb, Bart.
The Tutors to their Royal Highnesses the Prince of Wales and Prince Alfred.....	{ Mr. Gibbs. Lieutenant Cowell, R.E.
The Lady who will bear the Train of Her Royal Highness the Duchess of Kent.....	The Lady Anna Maria Dawson.

The Gentleman in attendance upon Her Royal Highness the Dnchess of Kent.	}	Sir George Couper, Bart., C.B.
The Lady who bore the Train of Her Royal Highness the Duchess of Cambridge.....		The Lady Geraldine Somerset.
The Gentleman in attendance upon Her Royal Highness the Duchess of Cambridge.....	}	Baron Knesebeck.
The Gentleman in Waiting upon His Royal Highness the Duke of Cambridge.....		Col. Charles Tyrwhitt.
The Lady who bore the Train of Her Royal Highness Princess Mary of Cambridge.....	}	The Lady Arabella Sackville West.
The Gentleman in attendance upon Her Royal Highness Princess Mary of Cambridge.....		Major Home Purves.

Garter Principal King of Arms.....	Sir Charles George Young, Knt.
Clarenceux King of Arms.....	James Pulman, Esq.
Norroy King of Arms.....	Robert Laurie, Esq.
Chester Herald.....	Walter A. Blount, Esq.
Lancaster Herald.....	Albert W. Woods, Esq.
Richmond Herald.....	Matthew C. H. Gibbon, Esq.
York Herald.....	Thomas W. King.
Windsor Herald.....	George H. Harrison.
Somerset Herald.....	William Courthope, Esq.
Surrey Herald Extraordinary.....	Edward S. Dendy, Esq.
Portcullis Pursuivant.....	George W. Collen, Esq.
Bluemantle Pursuivant.....	H. Murray Lane, Esq.
Rouge Croix Pursuivant.....	James R. Planché, Esq.

THE BRIDEGROOM'S PROCESSION.

The Master of the Ceremonies.....	}	Major-General the Hon. Sir Edward Cust, K.C.H.
		General Von Schreckenstein.
	}	Major-General The Baron Von Moltke.
		<i>The Hofmarshall Von Heinz.</i>
	}	Captain Von Schweinitz.
		Lieutenant Von Zastrow.
Gentlemen of Honour to His Royal Highness the Bridegroom.....	}	Dr. Wegner.
		Captain Von Lindern.
	}	Lieutenant-General Sir Frederick Stovin, K.C.B., Groom in Waiting to The Queen, also in attendance.
		The Count de Bernstorff, Minister.
	}	The Count de Brandenburg.
The Prussian Legation.....		His Serene Highness the Prince Henry VII. of Reuss.
		The Baron de Langen.

Gentlemen in attendance upon his Royal Highness the Prince of Prussia, Supporter of the Bridegroom.	} His Serene Highness the Prince Julius of Holstein Glücksburg. The Count Pückler. The Baron d'Arnim. Colonel Von Anleben. Lieutenant-Colonel Von Boyen. Major the Count von der Goltz. Monsieur Illaire. Major-General the Hon. Charles Grey, Equerry to the Queen, Private Secretary to His Royal Highness the Prince Consort, also in attendance.
The Gentlemen in attendance upon His Royal Highness Prince Albert of Prussia, Supporter of the Bridegroom. . . .	} Captain Schulembourg. Adjutant Von Buddenbrock. Colonel Francis Seymour, C.B., Groom of the Bedchamber to His Royal Highness the Prince Consort, also in attendance.

## THE BRIDE'S PROCESSION.

Groom of the Stole to His Royal Highness the Prince Consort. . . . .	} Marquess of Abercorn, K.G.
The Bridesmaids. . . . .	} The Lady Cecilia Gordon Lennox. The Lady Susan Pelham Clinton. The Lady Katherine Hamilton. The Lady Emma Stanley. The Lady Constance Villiers. The Lady Susan Murray. The Lady Cecilia Molyneux. The Lady Victoria Noel.
The Lord of the Bedchamber in Waiting to His Royal Highness the Prince Consort . . . . .	} The Viscount Torrington.
The Groom of the Bedchamber in wait- to His Royal Highness . . . . .	} Major-General Wylde, C.B.
The Equerry in Waiting to His Royal Highness . . . . .	} Lieutenant-Colonel H. F. Ponsonby.
The Gentleman Usher to His Royal Highness . . . . .	} Dr. Lyon Playfair, C.B.
The Treasurer and Private Secretary to Her Royal Highness the Princess Royal . . . . .	} The Baron Ernest Stockmar.
The Gentlemen in attendance upon His Majesty The King of the Belgians. . .	} Colonel the Count de Moerkerke. Dr. Koepl.

## OTHER ATTENDANTS UPON ROYAL PERSONAGES.

The Suite of Her Royal Highness the Princess of Prussia . . . . .	} The Countess Hacke. The Countess Oriolla. The Count Boos Waldeck.
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The Suite of Her Royal Highness the BRIDE .....	{ The Count Perponcher. The Countess Perponcher. The Countess Wally Von Hohenthal. The Countess Marie Zu Lynar.
The Suite of His Royal Highness the Prince Frederic Charles of Prussia..	{ The Hofmarshall Von Meyerinck. Captain de Cosel. Captain Hon. Dudley de Ros, Equerry to His Royal Highness the Prince Consort, also in attendance.
Suite of his Royal Highness the Prince Frederick Albert of Prussia.....	{ Captain Von Massow. Captain du Plat, Equerry to His Royal Highness, the Prince Consort, also in attendance.
The Suite of His Royal Highness the Prince Adalbert of Prussia.....	{ Lieutenant Chüden. Lieutenant Von Richthofen. Lieutenant-Colonel Cavendish, Groom in Waiting to the Queen, also in attendance.
The Suite of His Royal Highness the Duke of Saxe-Coburg and Gotha...	{ Baron d'Uckermann. Captain Von Treskow. M. Samwer.
The Grand Maître of the Household of Her Royal Highness the Duchess of Saxe-Coburg and Gotha .....	{ The Baroness de Wangenheim.
Gentleman in attendance upon His Royal Highness the Duke of Brabant	{ The Baron d'Overchie de Nerische.
Gentlemen in attendance upon his Royal Highness the Count of Flanders .....	{ Captain Burnell, A.D.C.
The Suite of His Highness the Prince of Hohenzollern.....	{ Lieutenant Von Osten. The Honorable Mortimer Sackville West, Groom in Waiting to the Queen, also in attendance.
Clergy Officiating.....	{ The Archbishop of Canterbury. The Bishop of London, Dean of the Chapels Royal. The Bishop of Oxford, Lord High Almoner. The Bishop of Chester, Clerk of the Closet. The Hon. and Very Rev. The Dean of Windsor, Resident Chaplain. The Rev. Charles Wesley, D.D., Sub-dean of the Chapels Royal.

OTHER INVITATIONS.  
 THE DIPLOMATIC CORPS.

<i>Ambassadors.</i>	
France .....	Their Excellencies The Count and Countess de Persigny.
Turkey .....	Their Excellencies Monsieur and Madame Musurus.
Siam .....	Their Excellencies The Three Ambassadors, attended by their Interpreter, and Captain Fowle.

*Ministers.*

Belgium .....	Monsieur and Madame Van der Weyer.
Bavaria .....	The Baron and Baroness de Cetto.
Hanover .....	The Count Kielmansegge.
Sardinia .....	The Marquis d'Azeglio.
Greece .....	Monsieur and Madame Tricoupi.
Netherlands .....	The Baron Bentinck.
Portugal .....	The Count and Countess Lavradio.
Prussia .....	The Countess de Bernstorff (the Count in the Bridgeroom's Procession.)
Brazil .....	The Commander Carvalho and Madame Moreira.
United States .....	Mr. George Dallas and Mrs. Dallas.
Austria .....	The Count and <i>Countess</i> Apponyi.
Guatemala .....	Don Francisco Martin.
Russia .....	The Count and Countess Chreptowitch.
Mexico .....	The General and Madame Almonte.
Saxony .....	The Count de Viltzthura.
Sweden and Norway .....	The Count and Countess Platen.

*Ministers Resident.*

Peru .....	<i>Monsieur and Madame de Rivero.</i>
Hans Towns .....	Monsieur Rucker.

*Chargés d'Affaires.*

Denmark .....	The Count Reventlow Criminil.
Tuscany .....	The Marquis Tanay de Nerli.
Argentine Confederation .....	<i>Don Juan de Alberdi.</i>
Equator .....	<i>Dr. Pedro Moncayo.</i>
Hayti .....	The Baron de Pradine.
Spain .....	The Chevalier Conte, and Madame Conte

*Secretaries of Embassy.*

France .....	<i>The Baron and Baroness de Malaret.</i>
Turkey .....	{ The Prince Vogorides. Khalil Effendi.

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The Baron and Baroness Nicolaij.  
Admiral Von Dockum.  
The Count Redern.  
The Count and Countess de Labedoyère.  
The Baron de Jasmond.  
The Rev. Adolphus Walbaum, Chaplain to  
the Prussian Legation.  
Monsieur Borck.  
Monsieur Noel.  
Monsieur Rath.

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## CABINET MINISTERS AND THEIR WIVES.

The Viscountess Palmerston. (The Viscount Palmerston in Procession.)  
The Right Honourable Sir G. C. and Lady Theresa Lewis.  
The Lady Cranworth. (The Lord Chancellor in Procession.)  
The Countess Granville. (The Earl Granville in Procession.)  
The Marchioness of Clanricarde. (The Marquess in Procession.)

The Earl and Countess of Clarendon.  
 The Lord Panmure and The Honorable Miss Maule.  
 The Right Hon. and *The Lady Mary* Labouchere.  
 The Right Hon. Sir George and Lady Grey.  
 The Right Hon. Sir Charles and the Lady Mary Wood.  
 The Right Hon. R. Vernon and Mrs. Smith.  
 The Duke and *Duchess* of Argyll.  
 The Right Hon. M. Talbot and Mrs. Baines.  
 The Lord and Lady Stanley of Alderley.  
 The Marquess of Lansdowne.

*The Lord Lieutenant of Ireland.*

*The Duchess of Norfolk.* (The Earl Marshall in Procession.)

HER MAJESTY'S HOUSEHOLD.

(With Husbands and Wives respectively.)

*The Duke of Sutherland.* (The Duchess of Sutherland in Procession.)  
 The Marchioness of Breadalbane. (The Marquess in Procession.)  
 The Countess of Bessborough. (The Earl in Procession.)  
 The Countess of Mulgrave. (The Earl in Procession.)  
 The Viscountess Sydney. (The Viscount Sydney in Procession.)  
 The Lady Alfred Paget. (The Lord Alfred Paget in Procession.)  
 The Lady Ernest Bruce. (The Lord Ernest Bruce in Procession.)  
 The Lady Foley. (The Lord Foley in Procession.)  
 The Hon. Mrs. C. B. Phipps. (Colonel Hon. C. B. Phipps in Procession.)  
 The Hon. Mrs. Wellesley. (The Dean of Windsor officiating in Chapel.)  
 Sir James and Lady Clark.  
 The Hon. Mrs. Biddulph. (Colonel Biddulph in Procession.)  
 Mr. Glover.

Ladies of the Bed-chamber and their Husbands.	{	The Duchess of Wellington.	(The Viscountess Jocelyn in the Procession, being in Waiting.)
		The Countess and <i>Earl</i> of Gainsborough.	
		The Countess and Earl of Desart.	
		Duchess and Duke of Athole.	
		The Lady and Lord Churchill.	
		<i>The Lady and Lord Macdonald.</i>	

Extra Ladies of the Bedchamber.	{	<i>The Dowager Duchess of Norfolk.</i>
		<i>The Lady and Lord Portman.</i>
		The Countess of Mount Edgumbe.

Redchamber. Women, and their Husbands.	{	The Viscountess Forbes.
		The Lady Gardiner and General Sir Robert.
		The Viscountess Chewton.
		The Hon. Mrs. A. Gordon and Colonel Hon. A. Lady Codrington and Lieut. General Sir W.
		Sir Joseph Copley. (The Lady Charlotte Copley in the Procession, being in Waiting.)



- Maids of Honour. { The Hon. Eleanor Stanley.  
The Hon. Lucy Kerr.  
The Hon. Beatrice Byng. (The Hon. Miss Cavendish and  
The Hon. Mary Bulteel. Hon. Miss Macdonald in the  
The Hon. Emily Cathcart. Procession, being in Waiting.)  
The Hon. Horatia Stopford.
- Lords in Waiting,  
and their Wives. { The Lord and Lady Byron.  
The Lord and Lady Rivers.  
The Lord and Lady Waterpark.  
The Lord and Lady de Tabley.  
The Earl and Countess of Caithness.  
The Lord Dufferin.  
The Lord and Lady Cremorne.  
The Lady Camoys. (Lord Camoys in the Procession, being in  
Waiting.)
- Grooms in Waiting  
and their Wives. { Mr. and Mrs. J. Ormsby Gore.  
The Lady Mary Hood. (Colonel the Hon. A. N. Hood in Pro-  
cession, being next in waiting.)  
(Lieut.-General Sir Frederick Stovin in Waiting on His Royal  
Highness Prince Frederick William of Prussia.)  
Major-General and Mrs. Berkeley Drummond.  
General Sir Edward and Lady Bowater.  
The Honourable Mrs. Sackville West. (The Honourable Mor-  
timer Sackville West in Waiting on His Highness the Prince  
of Hohenzollern.)  
*The Lady Emily Cavendish.* (Lieut.-Col. Cavendish in Waiting  
on His Royal Highness Prince Adalbert of Prussia.)  
Sir Henry Seton, Bart.
- Equerries and their  
Wives. { The Hon. Mrs. Charles Grey. (Major-General the Hon. C. Grey  
in attendance on His Royal Highness the Prince of Prussia.)  
The Lady Catherine Buckley. (Major-General Buckley being  
Equerry in Waiting.)  
*The Lord Charles Fitzroy.*  
*Major-General Bouverie.*
- Ceremonies. { Lady Cust. (Sir E. Cust in Procession.)  
Colonel Charles Bagot.  
The Hon. Spencer Lyttleton.  
The Viscountess Combermere. (The Viscount Combermere  
in Procession as Gold Stick.
- Pages of Honour. { Charles E. Phipps, Esq. (Henry Farquharson and George  
Viscount Castle-Cuffe. G. Macpherson, Esq., in the  
Procession, being in Waiting.)

The following Gentlemen Ushers were upon duty, in addition to those in the Queen's Procession :

The Honourable Frederick Byng.  
Major-General Sir Frederick Smith.  
Charles Heneage, Esq.  
Thomas Ramsden, Esq.  
Rear Admiral Courtenay Boyle.

Arthur Blackwood, Esq.  
 Alfred Montgomery, Esq.  
 Captain Bedford, R.N.  
 The Honourable Spencer Ponsonby.

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HIS ROYAL HIGHNESS THE PRINCE CONSORT'S HOUSEHOLD AND THEIR WIVES.

- The Marchioness of Abercorn. (The Marquess of Abercorn in Procession.)  
 The Lord and Lady George Lennox.  
 The Viscountess Torrington. (The Viscount Torrington in Procession as Lord of the Bedchamber to His Royal Highness.)  
 Colonel Francis Seymour. (In attendance on His Royal Highness Prince Albert of Prussia.)  
 The Lady Emily Seymour. (Colonel H. F. Seymour in Procession as Groom of the Robes.)  
 The Lady Elizabeth de Ros. (Captain Hon. Dudley de Ros in attendance on His Royal Highness Prince Frederick Charles of Prussia.)  
 Mrs. C. Du Plat. (Captain Du Plat in attendance on His Royal Highness Prince Frederic Albert of Prussia.)  
 Mr. Becker.
- The Ladies and Gentlemen of the Household of Her Royal Highness the Duchess of Kent, not in attendance on Her Royal Highness.  
*The Lady Augusta Bruce.*  
 The Lady Fanny Howard.  
*The Lord and Lady James Murray.*  
 Lady Couper. (Sir George Couper in Procession.)  
 Colonel Stephens.  
 Mrs. Stephens.
- The Household of Her Royal Highness the Duchess of Cambridge, not in attendance on Her Royal Highness.  
 Mrs. Home Purves. (Major Home Purves in the Procession.)
- Household of His Royal Highness the Duke of Cambridge, not in attendance on His Royal Highness.  
 Colonel the Lord Wm. Paulet.  
 Colonel Hon. James Macdonald.  
*Colonel Sir William Davison.*  
 Lieutenant-Colonel T. Clifton.

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PARENTS OF THE BRIDESMAIDS.

- The Duke and Duchess of Richmond.  
 The Marquess of Abercorn in the Procession. The Marchioness otherwise invited.
- The Duke of Newcastle.  
 The Earl and Countess of Derby.  
 The Earl and Countess of Clarendon invited under the head of Cabinet Ministers and their Wives.
- The Countess of Dunmore.  
 The Earl and Countess of Gainsborough invited under the head of Her Majesty's Household.
- The Countess of Sefton.

*The Lord and Lady Willoughby de Eresby.*  
The Speaker and Lady Charlotte Denison.

The Chancellor to His Royal Highness the Prince of Wales,  
The Right Hon. Thomas Pemberton Leigh.

The Chief Commissioner of Works,  
The Right Honourable Sir Benjamin Hall.  
Lady Hall.

The Queen's Law Officers :

The Attorney General—Sir Richard Bethell.  
The Solicitor General—Sir Henry S. Keating.

The Attorney General to His Royal Highness the Prince of Wales,  
W. J. Alexander, Esq.

The Military Secretary—Major-General Sir C. York, K.C.B.

The Adjutant General—Lieut.-General Sir G. Wetherall, K.C.B.

The Quartermaster-General—Major-General Sir Richard Airey, K.C.B.  
Captain the Hon. Joseph and Mrs. Denman.

The Governesses of their Royal Highnesses the Princesses :

Miss Hildyard.  
Madame Rollande de la Sauze.  
Miss Ilhardt.

#### SPECIAL INVITATIONS.

The Duke and Duchess of Buccleuch.  
The Duke of Rutland.  
The Duke and *Duchess* of Manchester.  
*The Duke and Duchess of Northumberland.*  
The Duchess of Inverness.  
The Marquess and *Marchioness* of Exeter.  
The Marquess and *Marchioness* of Westminster.  
The Earl and Countess of Westmoreland.  
The Earl of Aberdeen.  
The Earl and Countess of Hardwicke.  
The Earl and Countess of Fife.  
The Earl and Countess of Jersey.  
The Earl and Countess de la Warr.  
The Earl and *Countess* of Malmesbury.  
The Earl and Countess Grey.  
*The Earl and Countess of Harrowby.*  
The Countess of Dornburg.  
The Lord and Lady John Russell.  
The Bishop of Peterborough.  
The Lord and Lady Charles Wellesley.  
The Viscount and Viscountess Monck.  
The Viscount and Viscountess Stratford de Redcliffe.  
*The Dowager Viscountess Hardinge.*  
*The Dowager Lady Lyttelton and Hon. Miss Lyttelton.*  
The Lord and Lady Lyndhurst.  
The Lord Campbell and Lady Stratheden.  
The Lord and Lady Ebury.

The Honourable Charles Gore and *Countess of Kerry*.

Colonel and Lady Catherine Vernon Harcourt.

The Dowager Lady Peel.

The Honourable and Reverend Charles Leslie Courtenay and the Lady Caroline Courtenay.

Mr. and The Honourable Mrs. C. E. Boothby.

Lieutenant-General Sir George Bowles, K.C.B.

Rev. H. M. Birch.

Mrs. Tait.

Miss Sumner.

Miss Barrington.

*The Honourable Amelia Murray.*

The Honourable Matilda Paget.

The Ladies of Her late Royal Highness the Duchess of Gloucester's Household

The Lady Georgiana Bathurst.

The Lady Caroline Murray.

The Comptroller of Her late Royal Highness the Duchess of Gloucester's Household, Colonel the Honourable A. Liddell and the Honourable Mrs. Liddell.

In attendance on His Royal Highness The Maharajah Duleep Singh. . . . . } Sir John Login.

In attendance on The Princess Gourumma. . . . . Mrs. Drummond.

## ARREST BY COLONIAL LEGISLATURES.

(COPY.)

*Downing Street, 5th March, 1858.*

Circular.

MY LORD,—

As the annexed Judgment of their Lordships of the Judicial Committee of the Privy Council on the Appeal of Fenton and Fraser *versus* Hampton from the Supreme Court of Tasmania, relates to a point of general importance in Colonial Jurisprudence, whether immediately affecting the Colony under your Government or not, I transmit copy of it for your Lordship's information.

I have, &c.,

(Signed)

STANLEY.

Lieut.-Governor The EARL OF MULGRAVE, &c., &c., Nova Scotia.

*Judgment of the Lords of the Judicial Committee of the Privy Council, on the Appeal of Fenton and Fraser versus Hampton, from the Supreme Court of Tasmania, delivered February 17th, 1858.*

PRESENT: Lord Justice Knight Bruce.

Chancellor of the Duchy of Cornwall.

Lord Chief Baron of the Exchequer.

Lord Justice Turner.

This is an Appeal from a Judgment of the Supreme Court of Van Dieman's Land, given in favor of the Respondent (the Plaintiff below) who had brought an action

against the Appellants, Michael Fenton (the Speaker) and James Fraser (the Sergeant-at-Arms) of the Legislative Council of Van Dieman's Land.

The Colony is a part of Her Majesty's dominions, by occupation, and not by conquest.

The authority of the Legislative Council is derived from the British Parliament, under the 13th and 14th Vict., cap. 59. The Council consists of thirty-three members, one-third of whom are nominated by the Crown, the other two-thirds are elected by the inhabitants.

The Council, no doubt, possess a Legislative authority; they may make laws or ordinances, which, (on receiving the sanction required by law,) become binding within the Colony. In this sense they possess Supreme Legislative power.

The action brought by the Respondent in the Supreme Court arose out of the following circumstances:

During a Session of the Legislative Council in the year 1855, the Council appointed (in accordance with their rules and orders) a Committee of their own body, to inquire into certain alleged abuses in the Convict Department, and the Council resolved that the Committee should have leave to send for persons in order to prosecute the inquiry. The Respondent, John Stephen Hampton, was deemed a material and necessary witness in the prosecution of the inquiries. Thomas George Gregson (who had been duly elected Chairman of the Select Committee) issued a Summons to the Respondent to appear personally before the Select Committee at a certain time and place, to be examined as a witness on the subject of the inquiry. The Summons was duly served. The Respondent (it must be assumed for the present purpose) wilfully and without reasonable excuse refused, and neglected to appear, and, in consequence, the Select Committee was obstructed, (so far as this was an obstruction) in the inquiries, and the Council was prevented from obtaining their report; thereupon, the Legislative Council, being informed of these circumstances, resolved that the Respondent be desired to attend at the Bar at the Council's House at Hobart Town on a day and hour named.

The Respondent was duly served with a Summons to attend, but would not obey it, and wilfully and contemptuously, and without reasonable excuse, disregarded the Summons and order, and refused to attend. The Council then resolved that the Respondent was guilty of contempt in disobeying the Resolution of the Council and the Summons of the Speaker; and they further resolved, that the Speaker should issue his Warrant for the apprehension of the Respondent, to be held in the custody of the Sergeant-at-Arms during the pleasure of the Council.

In compliance with that Resolution, the Speaker did issue his Warrant, and the Sergeant-at-Arms executed it, and took the Respondent into custody, and this is the trespass complained of in the Court below.

The defence to the action was founded on the circumstance above stated, which were respectively pleaded by the Speaker and the Sergeant-at-Arms in due form, each of them professing to justify his interference by the authority of the Council to make the Resolutions and to enforce them by issuing the Speaker's Warrant, and apprehending the Respondent.

The plaintiff below demurred generally to these pleas, and the Supreme Court (probably acting on the authority of the case of Kelly vs. Carson, decided in this Court in 1842-4, Moore, page 63) gave Judgment for the Plaintiff, holding that the facts set forth in the pleas of Justification did not constitute a defence at law.

The question was argued before the Committee at considerable length, and many points were raised and discussed, upon which we think it unnecessary to form any opinion, in order to decide the present question.

The principle point is, undoubtedly, of great importance, involving, as it does, on the one hand, the constitutional rights and authority of the Legislative bodies in

various parts of Her Majesty's Colonial Territories; and, on the other, the right to personal liberty (unless deprived of it by law) which Her Majesty's subjects take with them as part of their birthright to every portion of Her dominions.

The subject is not new to this Court; it has been discussed before on more than one occasion. In the case of *Beaumont vs. Barratt* from Jamaica, (1st Moore, page 59, A. D. 1836,) it was decided that an Assembly, possessed of supreme Legislative authority, had the power of punishing contempts; that the power was inherent in such an Assembly, and incident to its Legislative functions; and, according to the judgment of that case, every Colonial Assembly or Council possessed the same authority to punish for contempts which the House of Commons has exercised in this Kingdom for a long series of years.

But, in the year 1842, the same question (in substance) came before this Committee on an Appeal from Newfoundland, and was twice argued; the second time before the Lord Chancellor. two noble members of the Committee, who had formerly held the Great Seal, the three Chiefs of the Common Law Courts in Westminster Hall, two out of the four members of the Court who were present at the decision of the case of *Beaumont vs. Barratt*, the Vice-Chancellor, and Dr. Lushington; and on that occasion (page 84 of 4th Moore), "Their Lordships were of opinion that the House of Assembly did not possess the power of arrest, with a view of adjudication on a complaint of contempt committed out of doors." They held that the power of the House of Commons in England was part of the "*lex et consuetudo Parliamenti*," and the existence of that power in the Commons of Great Britain did not warrant the ascribing it to every Supreme Legislative Council or Assembly in the Colonies. We think we are bound by the decision of the case of *Keilly vs. Carson*, the greater authority of which, as compared with *Beaumont vs. Barrett*, it is quite unnecessary to enlarge upon.

An attempt was made to distinguish the present case from those cited, the authority of the Legislative bodies in those cases being derived from the Crown; whereas, the Legislative Council of Van Dieman's Land derives its Legislative authority from a statute of the Imperial Parliament.

We think there is no foundation for this distinction, and that if the Legislative Council of Van Dieman's Land cannot claim the power they have exercised on the occasion before us, as inherently belonging to the Supreme Legislative authority which they undoubtedly possess, they cannot claim it under the statute as part of Common Law of England (including the "*lex et consuetudo Parliamenti*,") transferred to the Colony by the 9th Geo. IV., cap. 83, sec. 24. The "*lex et consuetudo Parliamenti*" apply exclusively to the Lords and Commons of this Country, and do not apply to the Supreme Legislature of a Colony by the introduction of the Common Law there.

It was argued, however, that as the Legislative Council had the power to make the inquiry out of which these proceedings arose, as inherently belonging to their supreme Legislative authority, the Supreme Court had no authority to examine into the validity of the warrant; but we are of opinion that it sufficiently appeared by the pleas that this was an arrest with a view to punish for an act alleged to be a contempt, but committed away from the House of Assembly. Their Lordships, therefore, are of opinion that it was not justified by the pleas, and that the Judgment below ought to be affirmed, with costs, and we shall advise Her Majesty accordingly.

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## PRINCESS ROYAL—MARRIAGE OF.

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(COPY.)

No. 10.

*Downing Street, 31st March, 1858.*

MY LORD,—

I have to acknowledge the receipt of your Despatch, No 13, of the 11th March, enclosing Addresses of congratulation to the Queen from the Legislative Council and House of Assembly of Nova Scotia, and from the Mayor and Aldermen of the City of Halifax, on the occasion of the Marriage of the Princess Royal.

I have to acquaint your Lordship that I have laid these Addresses before the Queen, and Her Majesty was pleased to receive them very graciously.

I have, &amp;c.,

(Signed)

STANLEY.

Lieut. Governor the Right Honble. The EARL OF MULGRAVE.

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## COLONIAL STEAM COMMUNICATION.

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(COPY.)

*Government House, Toronto, C. W., April 14th, 1858.*

MY LORD,—

I have the honor to enclose a copy of a Minute of the Executive Council of Canada, approved by myself, recommending an application to the Provincial Legislature for a vote of £2500 per annum for three years, to aid the establishment of a system of steam communication between Canada, Nova Scotia, Prince Edward Island, and New Brunswick.

I have, &amp;c.,

(Signed)

EDMUND HEAD.

His Excellency The EARL OF MULGRAVE.

*Copy of a Report of a Committee of the Honorable the Executive Council, dated 10th April, 1858, approved by His Excellency the Governor-General.*

On a Communication from the Lieutenant-Governor of the Province of New Brunswick, dated Fredericton, 5th March, 1858, transmitting a copy of a Memorandum of the Executive Council of that Province, respecting the establishment of a system of steam communication between Canada, Nova Scotia, Prince Edward Island, and New Brunswick.

The Committee recommend that the Provincial Legislature be asked for a vote of £2500 per annum towards the performance of the service, and with the view of its being continued for three years from the time the service shall have been entered on.

Certified.

(Signed)

Wm. H. LEE, C. E. C.

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