

DEBENTURES FOR WATER SUPPLY.

The following Debentures for Water Supply being part of the original cost of the Water Works have yet to be replaced under the Consolidation Act of 1880.

When issued.	For what purpose.	Amount in N. S. currency.	Amount in Dominion currency.	Rate of interest.	Y's to run	Amount of interest.	When due.	Act of Legislature.
July 1, 1869	Construction	\$44,000 00	.....	6	25	\$2640 00	July, 1894.	May, 1868.
do.	do.	2,000 00	.....	5½	25	110 00	" 1894.	June, 1869..
July 1, 1870	do.	25,000 00	.....	5½	27	1375 00	" 1895.	.....
July 1, 1871	do.	500 00	.....	6	26	30 00	" 1896.	.....
do.	do.	10,000 00	.....	5¾	26	575 00	" 1896.	.....
do.	do.	8,500 00	.....	6	26	510 00	" 1896.	.....
do.	do.	6,000 00	.....	5½	26	330 00	" 1896	.....
		\$96,000 00	\$93,440 00			N.S.\$5570 00		
						D.C. 5421 43		
July 1, 1872	do. High Service.....	.....	10,000 00	6	26	600 00	July, 1898.	.....
July 1, 1873	do. do. ....	.....	3,000 00	6	25	180 00	" 1898.	.....
do.	do. ....	.....	2,000 00	5½	25	110 00	" 1898.	.....
July 1, 1874	do. do. ....	.....	8,000 00	6	26	480 00	" 1900.	.....
July 1, 1875	do. do. ....	.....	30,000 00	6	25	1800 00	" 1900.	May, 1875..
July 1, 1878	do. do. ....	.....	30,000 00	6	25	1800 00	" 1903.	.....
			\$176,44000			\$10,391 43		

J. A. BELL, *City Auditor.*

The following statement shews the amount of the City Funded Debt made up to 31st December, 1894:—

Total amount of Stock and Debentures outstanding at date, and memo. of yearly interest on the same.

OLD WATER DEBENTURES.

Halifax Currency, \$50,000.....	48,666 67	
Dominion "	83,000 00	
		<u>131,666 67</u>
Old Sewerage Loan		70,000 00
Public Gardens Loan		15,000 00
Exhibition Building Loan		20,000 00
City Hall Loan.....		50,000 00
Consolidated Fund (\$858,600 for Water)		2,216,100 00
Total.....		<u>\$2,502,766 67</u>

MEMO. OF INTEREST.

On Old Water Debentures, 5½ to 6 per cent.....	7,714 80
" Old Sewerage Loan, 6 per cent	4,200 00
" Public Gardens Loan, 6 per cent	900 00
" Exhibition Building Loan, 6 per cent.....	1,200 00
" City Hall Loan, 4½ per cent.....	2,125 00

CONSOLIDATED FUND.

Permanent Stock.	Debentures.	Total.	
\$166,900	\$100,500	\$267,400 at 4 p. c.....	\$10,696 00
386,200	757,500	1,143,700 at 4½ p. c.....	41,466 50
588,700	216,300	805,000 at 5 p. c.....	40,250 00
			<u>102,412 50</u>
		Total Interest.....	<u>\$118,552 30</u>

Total Funded Debt, \$2,502,766.67, of which \$990,266.67 is for water.

Total Interest, \$118,552.30, of which \$46,986.80 is paid by water.

The above memorandum does not include the City's liability for Public School Buildings, etc., \$253,400.

Schedule of City Property.

LANDS DEEDED TO THE CITY.

PAGE.	SITUATION OR DESCRIPTION.	FROM WHOM CON-VEYED.	SIZE OF AREA.	AMOUNT.
149	Engine House, George St. . . .	William Evans . . . . .	.057 Acres.	1600 00
137	" Islesville	Exrs. Hon. H. Bell..	.057 "	600 00
155	" Maynard St.	Wm. T. Woodill. . . .	.048 "	1400 00
206	" Queen St.	Thomas Brown . . . .	.091 "	1600 00
202	Horticultural Gardens	N. S. Horticult. Soc.	7,721 "	15000 00
116	Land north of Rockhead	Sarah Jacobs	15,000 "	800 00
138	Limekiln Lot	John Trider. . . . .	.028 "	1600 00
106	Lot near foot Bates' Lane. . . .	Charles Cogswell . . . .	.372 "	240 00
132	Lot on Tower Road	Wm. M. Richardson. . .	.113 "	1 00
190	Lot foot of Inglis Street	Assignee T. Mitchell	1,239 "	9500 00
31	Magazine Lot	F. W. Veith . . . . .	.344 "	400 00
75	Rockhead	Hon. Hugh Bell.	16,000 "	800 00
225	Sewerage Lot on Argyle St. . . .	Crowe & Fulton . . . .	.096 "	615 00
176	Pt. Pleas. Park, leas'd 999 ys.	War Department	196,000 "	.....
Totals			227,156 Acres.	\$34153 00

LANDS GRANTED TO THE CITY.

PAGE.	SITUATION OR DESCRIPTION.	FROM WHOM CON-VEYED.	SIZE OF AREA.	AMOUNT.
194	Acadia Square	Com. Public Works.	.823 Acres.	1 00
22	City Court House	George III. . . . .	.079 "	.....
1	Common	"	235,000 "	.....
16	Dock foot of Salter Street. . . .	" . . . . .	.172 "	.....
41	Dock north Hurd's Lane. . . . .	" . . . . .	.138 "	.....
16	Dock foot Morris Street . . . . .	" . . . . .	.114 "	.....
9	Fish Market . . . . .	" . . . . .	.461 "	.....
7	Grand Parade	"	1,000 "	.....
9	Green Market . . . . .	" . . . . .	.236 "	.....
83	Lot adjoining Freshwater Lot.	Victoria . . . . .	.533 "	43 75
9	Mkt. Slip, Wharf & Landing. . . .	George III. . . . .	.660 "	.....
184	Market Square, Richmond.	Com. Public Works.	.470 "	1 00
494	Mulgrave Park	"	3,099 "	1 00
79	Water Lots, Bedford Basin. . . .	Victoria	5,460 "	87 50
216	" Fish Market. . . . .	" . . . . .	.462 "	60 00
71	" Freshwater. . . . .	" . . . . .	.996 "	43 75
216	" ft. of Prince St. . . . .	" . . . . .	.078 "	60 00
203	" near Bauld's. . . . .	" . . . . .	.171 "	30 00
238	Old Poor House Brl. Ground. . . .	"	1,806 "	1 00
Totals			250,596 Acres.	\$329 00

Recapitulation of City Property.

LIST.	DESCRIPTION.	ACREAGE.	AMOUNT.
1	Lands deeded to the City	117.15 Acres.	34,156 00
2	Lands granted to the City	250.59 "	329 00
3	City Water Work's Property.....	1082.65 "	226,998 44
Total.....		1560.39 Acres.	\$261,483 44

The foregoing does not include school properties, or streets deeded to the City in different localities. Some other properties for purposes of the Fire Department, &c., have been acquired lately.

Valuations for Assessment.

AS RETURNED BY THE CITY ASSESSORS.

1850.	Total valuation of Property, —personal and real—Mortgages not included. Real estate valued at 10 times yearly rental	10,564,970
1854.	Total valuation prop—personal and real. Mort. not included...	10,360,740
1857.	“ “ Mort. included.....	14,660,232
1859.	“ “ “ “	14,909,884
1862.	“ “ Mort. omitted	12,147,304
1863.	“ “ “ “	14,066,020
1865.	“ “ “ “	16,248,752
1868-69.	“ “ “ Rate, 92 c.	16,765,976
1870-71.	“ “ “ 1.05 c.	16,856,788
1871-72.	“ “ “ 1.09 c.	17,487,286
1872-73.	“ “ “ 1.03 c.	18,261,000
1873-74.	“ “ “ 1.01 c.	19,772,543
1874-75.	“ “ “ 1.05 c.	19,889,522
1875-76.	“ “ “ 1.15 c.	19,781,240
1876-77.	“ “ “ 1.25 c.	18,533,768
1877-78.	“ “ “ 1.33 c.	16,695,794
1878-79.	“ “ “ 1.36 c.	17,256,247
1879-80.	Real Estate (valued at 10 times rental).....	11,222,494
	Personal Estate, Banks, etc.....	4,281,084
	Rate per cent., \$1.53.....	15,603,578
1880-81.	Real Estate	10,884,250
	Personal Estates, Banks, etc.....	3,584,270
	Rate per cent., \$1.37.....	14,468,250
1881-82.	Real Estate	11,037,150
	Personal Estate, Banks, etc.....	3,476,592
	Rate per cent., \$1.51.....	14,513,742
1882-83.	Real Estate	10,863.03
	Personal Estate, Banks, etc.....	3,692.65
	Rate per cent., \$1.62.....	15,555,688
1883-84.	Real Estate	11,674,195
	Personal Estate, Banks, etc.....	5,480,510
	Rate per cent., \$1.44.....	17,154,705
Assessment under amended Act of 19th April, 1883, valuations of Real Estate being made irrespective of rental, in accordance with judgment of Assessors, and Banks and Companies rated at three-eighths of one per cent on paid up capital.		
1884-85.	Real Estate	14,976,540
	Personal Estate ..	4,999,430
	Banks and Companies	1,469,272
	Rate per cent., \$1.10.....	\$21,445,242

1885-86.	Real Estate.....	15,134,130
	Personal Estate.....	4,707,645
	Banks and Companies.....	1,469,275
	Rate per cent, \$1.23.....	21,211,050
1886-87.	Real Estate.....	14,577,930
	Personal Estate.....	5,044,335
	Banks and Companies.....	1,469,225
	Rate per cent, \$1.28.....	21,092,400
1887-88.	Real Estate.....	15,091,000
	Personal Estate.....	4,434,210
	Banks and Companies.....	1,370,544
	Rate per cent, \$1.17.....	20,895,754
1888-89.	Real Estate.....	15,334,693
	Personal Estate.....	4,240,900
	Banks and Companies.....	1,987,900
	Rate per cent, \$1.33.....	21,562,600
1889-90.	Real Estate.....	15,122,495
	Personal Estate.....	4,539,913
	Banks and Companies.....	2,132,201
	Rate per cent, \$1.24.....	21,694,660
1890-91.	Real Estate.....	14,871,565
	Personal Estate.....	4,547,500
	Banks and Companies.....	2,330,827
	Rate per cent, \$1.33.....	21,749,892
1891-92.	Real Estate.....	15,086,890
	Personal Estate.....	4,617,000
	Banks and Companies.....	2,137,931
	Rate per cent, \$1.45.....	21,841,821
1892-93.	Real Estate.....	15,212,150
	Personal Estate.....	4,909,000
	Banks and Companies.....	2,073,423
	Rates per cent, \$1.49.....	22,194,573
1893-94.	Real Estate.....	15,485,685
	Personal Estate.....	4,922,300
	Banks and Companies.....	1,956,522
	Rate per cent, \$1.61.....	22,364,507
1894-95.	Real Estate.....	15,795,810
	Personal Estate.....	5,003,650
	Banks and Companies.....	2,152,777
	Rate per cent, \$1.44.....	\$22,952,237

Estimates For 1894-95.

The Committee of Public Accounts herewith submit, for consideration of the City Council, the Estimate of Expenditures for the Civic year ending 30th April, 1895.

SALARIES.	PROPOSED EXPENDITURE.	
His Worship the Mayor	1000 00	
His Honor the Recorder	1200 00	
The City Treasurer	1800 00	
The City Clerk	1200 00	
Assistant Clerk	700 00	
2nd do. "	600 00	
3rd do. "	350 00	
Retiring allowance Mr. Rhind	550 00	
Clerk of Licenses	550 00	
Stipendiary Magistrate	2000 00	
City Engineer	2000 00	
City Auditor	1500 00	
Collectors of City Taxes, and 4 sub-Collectors	3400 00	
Chief Assessor	1200 00	
Assistants, 2, @ \$1000 each	2000 00	
Registrar of Voters	200 00	
Janitor City Hall	800 00	
	21050 00	
POLICE DEPARTMENT.		
(Details to be arranged.)		26000 00
ROCKHEAD PRISON.		
Governor and Matron	1200 00	
Underkeepers and Officials	2144 00	
Maintenance	2506 00	
Required for Repairs	300 00	
Fire Escapes, &c.	500 00	
	6650 00	
Less Probable Income for 1894-95	1200 00	
	5450 00	
BOARD OF CITY WORKS.		
Streets for Work and Material	18000 00	
Internal Health	13000 00	
Horses and Drivers	1500 00	

Caretaker City Property.....	1200 00	
" Exhibition Building.....	364 00	
Fuel.....	850 00	
Telephones.....	300 00	
Lighting City Hall.....	1000 00	
Street Lighting.....	16000 00	
Insurance.....	1500 00	
City Property.....	1500 00	
Allowance to Commissioners.....	1000 00	
		56214 00

FIRE DEPARTMENT.

Electrician.....	500 00	
Maintenance Fire Alarm.....	800 00	
5 Engineers for Steam Fire Engines.....	2000 00	
1 " " Chemical Engine.....	600 00	
Grant to Engine Companies.....	1400 00	
Lighting and Fuel.....	1000 00	
Rent of Division Rooms.....	300 00	
Incidental Expenses.....	1500 00	
Keepers of Engine Houses.....	650 00	
Repairs to Engine Houses.....	1000 00	
Maintenance 24 Horses.....	3700 00	
Drivers' Wages.....	7500 00	
Bedford Row Engine House.....	340 00	
		21290 00

MISCELLANEOUS.

Printing and Stationery.....	2000 00	
Interest on Commutation Fund.....	400 00	
Contingent Account.....	2000 00	
		4400 00
		\$134,404 00

LESS PROBABLE INCOME.

Liquor Licenses.....	11000 00	
Hack, Truck and other licenses.....	2250 00	
Fines and Fees Police and City Courts.....	5250 00	
City Marshal's Fees.....	800 00	
Rent's City Property.....	1400 00	
Dog Tax.....	500 00	
Balance of Interest.....	4000 00	
		25200 00
		\$109204 00

EXTRA ASSESSMENTS UNDER SPECIAL ACTS.

County of Halifax.....	10000 00
Public Schools.....	85600 00
Poors' Asylum.....	22000 00
Public Gardens and Common.....	4000 00
Point Pleasant Park.....	2000 00
Citizens' Library.....	1600 00

Halifax Dispensary and Morgue.....	750 00	
“ School for Blind.....	375 00	
“ “ “ Deaf and Dumb.....	300 00	
“ Industrial School for Boys.....	1600 00	
“ St. Patrick's Reformatory.....	1600 00	
Infants' Home, Tower Road.....	300 00	
“ “ Brunswick St.....	300 00	
Truants under Compulsory Act.....	500 00	
Dalhousie College.....	500 00	
School of Art and Design.....	500 00	
County Rifle Association.....	1 00	
Board of Health.....	4000 00	
Board of Appeals.....	300 00	
One fifth Loan to Gardens (\$5,000), 5th year.....	1000 00	
Interest on \$1,000 1 year, at 4 p. c.....	40 00	
One half Subsidy to Dry Dock.....	5000 00	
One fifth Loan for Fire purposes (\$12,000, Act 15th April, 1890)		
4th year.....	2400 00	
Interest 1 year on Balance, \$4,800 at 4 p. c.....	192 00	
One fifth Exhibition Loan Act, 1891 (\$15,695), 3rd year.....	3140 00	
Interest one year on \$9,420 @ 5 p. c.....	471 00	
One fifteenth Loan to County (\$15,000), 2nd year.....	1000 00	
Interest one year on \$14,000 at 4½ p. c.....	630 00	
One fifth Loan for New Engine, &c. (\$15,000).....	3000 00	
Interest one year on \$12,000, at 5 p. c., 2nd year.....	600 00	
One third Loan for repairs to City Property (\$5,000) 1st year.....	1667 00	
Interest on whole amt., 1 yr. and 10 mos., at 4½ p. c.....	413 00	
		155779 00

OLD FUNDED DEBT.

Interest on old Funded Debt, including \$1,168 Gardiner Fund		
(\$24,528) at 5½ and 6 p. c.....	1355 59	
Old Sewerage Debentures \$70,000, at 6 p. c.....	4200 00	
Public Gardens \$15,000 at 6 p. c.....	900 00	
Exhibition Building, \$20,000 at 6 p. c.....	1200 00	
City Hall, \$50,000 at 4½ p. c.....	2125 00	
		9780 59

CONSOLIDATED STOCK.

\$705,000, at 5 p. c.....	35250 00
799,700, at 4½ p. c.....	35987 00
266,800, at 4 p. c.....	10672 00
	81909 00

Less

This amount charged to Water Department, \$800,000 at different rates.....	36765 00	
		45144 00

Special Loan 1882, \$100,000 at 5. p. c.	5000 00
Sinking Fund.....	3000 00
Interest on New Loans, broken time, \$192,000; after May 1893, and up to May 1895.....	12683 00
	<u>340590 59</u>
Deduct this amount taken from Unexpended Balance Account....	15000 00
	<u>\$325590 59</u>

Respectfully submitted,

WILLIAM DENNIS, *Chairman.*
J. A. BELL, *City Auditor.*

As passed in the City Council 26th December, 1893.

HENRY TRENAMAN, *City Clerk.*

**List of the Mayors of the City of Halifax since the
City was incorporated in 1840.**

Oct. 1841—Stephen Binney.	Oct. 1866—M. H. Richey.
Mar. 1842—Edward Kenny, elected to serve out remainder of Mr. Binney's time, until Oct. 1842.	" 1867—Stephen Tobin.
Oct. 1842—Thomas Williamson.	" 1868—Stephen Tobin.
" 1843—Alex. Keith.	" 1869—Stephen Tobin.
" 1844—Hon. Hugh Bell.	" 1870—Hon. W. A. Henry.
" 1845—Andrew McKinlay.	" 1871—William Dunbar.
" 1846—Joseph Jennings.	" 1872—James Duggan.
" 1847—William Stairs.	" 1873—John A. Sinclair.
" 1848—Adam Hemeon.	" 1874—John A. Sinclair.
" 1849—Henry Pryor.	" 1875—M. H. Richey.
" 1850—William Caldwell.	" 1876—M. H. Richey.
" 1851—Andrew McKinlay.	" 1877—M. H. Richey.
" 1852—Hon. A. Keith.	" 1878—Stephen Tobin.
" 1853—Henry Pryor.	" 1879—Stephen Tobin.
" 1854—Henry Pryor.	" 1880—Stephen Tobin.
" 1855—Archibald Scott.	" 1881—George Fraser.
" 1856—Archibald Scott.	" 1882—George Fraser.
" 1857—Henry Pryor.	May 1883—George Fraser.
" 1858—Henry Pryor.	" 1884—James C. Mackintosh.
" 1859—Samuel R. Caldwell.	" 1885—James C. Mackintosh.
" 1860—Samuel R. Caldwell.	" 1886—James C. Mackintosh.
" 1861—P. C. Hill.	" 1887—Patrick O'Mullin.
" 1862—P. C. Hill.	" 1888—Patrick O'Mullin.
" 1863—P. C. Hill.	" 1889—David McPherson.
" 1864—M. H. Richey.	" 1890—David McPherson.
" 1865—M. H. Richey.	" 1891—David McPherson.
	" 1892—Michael E. Keefe.
	" 1893—Michael E. Keefe.
	" 1894—Michael E. Keefe.

When the City was first incorporated, and for several years thereafter, the Corporation consisted of the Mayor, six Aldermen, and twelve Common Councillors. W. Caldwell was the first Mayor elected by the citizens. About the same time the office of Common Councillor was abolished, since which the Council has consisted of the Mayor and eighteen Aldermen.

Clerk of License Report.

HALIFAX, July 1st, 1894.

To His Worship the Mayor and City Council.

GENTLEMEN,—I beg to submit for your information the following statement of License Fees and other monies collected in this Department for the year ending April 30th, 1894:—

KIND OF LICENSE.	FEES.
Truck and Express Licenses	894 00
Hack, Cab and Omnibus Licenses	431 00
Marine and Junk Stores "	177 50
Auctioneers' "	880 00
Sanitary (Night Carts) "	114 00
Hawkers and Pedlars "	775 00
Chimney Sweepers "	44 00
Total License Fees	3315 50
Rents of Common Lots	445 75
" City Property	1324 00
	1769 75
	\$5085 25

Respectfully submitted,

HENRY RHIND,

Clerk of License.

APPENDIX.

The following communication, which appeared in the *Morning Chronicle* newspaper of 3rd, 4th and 5th April, 1895, is here reprinted at the suggestion of His Worship Mayor Keefe, and with the approval of Alderman Mosher, Chairman of Committee of Public Accounts:—

A CHAPTER IN THE HISTORY OF NOVA SCOTIA RAILWAYS.

BY JOHN A. BELL, CITY AUDITOR.

To the Editor of the Morning Chronicle :

The topic for the discussion of which I venture to ask some space in the columns of your widely-circulated journal is one which, to the greater part of the present generation, if not entirely new, is known only by tradition. There are many, doubtless, still living in the city of Halifax who have a more or less distinct recollection of the transactions about to be narrated, more especially because these transactions have reference to the city rather than to the province in general; but few, I suspect, have taken the trouble to preserve any trustworthy data.

As you are probably aware, there is an impression abroad, but of course chiefly outside of the city, that the city council, with the sanction of the citizens many years ago, deliberately contracted an obligation with the local government to the extent of one hundred thousand pounds United States currency (\$400,000) and afterwards as deliberately repudiated the said obligation and refused payment. I have seen this charge made against the city in the newspapers more than once, and sometimes in places not far away; I have even known it to be made on the floor of the house of commons at Ottawa, where in the course of some debate on railway extension at Halifax it was remarked—by a member from Nova Scotia, I regret to say—that Halifax had already taken \$400,000 from the province

and was quite willing and ready to do it again. I take it for granted the speaker was under the impression that his statement was borne out by the facts.

Now, if this charge of repudiation of a just debt be really true, it is a very serious charge; a stigma upon the fair fame of Halifax, which, if not met or explained satisfactorily, must remain a blot on her history forever. When, perhaps two or three years ago, I saw the report of the speech which contained the allusion referred to, I felt very like answering it myself, and for that purpose had some old books of the city brought into my office. I may say here that the proceedings of our city council are kept with great minuteness and accuracy, and have been so kept since the town was incorporated. At present the minutes are printed, but in former times they were taken, copied and preserved in huge folio volumes, to wade through which in search of any transactions scattered over a number of years requires both time and patience. I began the work, but was so much occupied with my regular duties and had so many interruptions that I made but slow progress; indeed, for some time the books lay untouched.

I felt, however, for various reasons, that the task should not be laid aside. In the first place, I reflected that while many citizens are living now who were living forty years ago, yet the number of those who took any active part in civic affairs in past times was sadly diminished, and it further occurred to me that of those who happened to take such part I was the only one surviving, who, from the accident of my official position, had ready access to the civic records. In short, it seemed to me a clear duty, both to the city council and to my fellow-citizens, to collect the facts of the case and lay them before the public, being assured, at the same time, that if not done now, and by myself, it would in all probability never be done at all.

To begin at the beginning it will be necessary to go a long way back. The idea of a railroad from Halifax to Quebec is generally believed to have been first broached by Lord Durham in his celebrated report upon the condition of the Canadas; but this is not strictly correct. Upper and Lower Canada, as they were then styled, having been for years in a chronic condition of hostility, culminating, as will be remembered, in the armed rebellion of 1837, Lord Durham was despatched shortly after the outbreak on a special mission to the Canadas as lord high commissioner. Towards the close of Lord Durham's elaborate and most able report, and after

his return to England, the commissioner states his regret that a communication from the secretary of state had not reached him before he left Canada, the communication being to the effect that the imperial government had just concluded a contract (with Mr. Cunard) for the carrying of the mails by fast steamships between Liverpool and Halifax; that the government was impressed with the idea that a railroad between Halifax and Quebec was a necessary complement to the line of steamships, and asking him (Lord Durham) to make some enquiries relative to the practicability of such a railway. Lord Durham in reply warmly approved of the project, said that he believed it to be quite practicable, and with sagacious foresight predicted that the construction of such a railway would inevitably lead to a consolidation of the British provinces. The first suggestion of a railroad from Halifax to Quebec came therefore from the imperial government itself.

As might have been expected, the probability of a railroad from Halifax to Quebec, as foreshadowed in the high commissioner's report, was everywhere received with the greatest satisfaction; in no city more so than in Halifax where the announcement was hailed with unbounded enthusiasm. From the interest evinced in the matter by the imperial authorities, it was at first hoped and confidently expected that the British government would itself undertake the construction of the railway. But the imperial government had no such intention. The British government did, however, shortly afterwards order a survey of the proposed route to be made, which survey was executed and the result published by two officers of the royal engineers, Majors Henderson and Robinson, and a most interesting document it was. If my recollection serves me, at least a portion of the cost of this survey was borne by the provinces, but if so, it was a provincial charge not mentioned in the civic records and is not material to the present enquiry. The publication of the official survey tended, of course to intensify the prevailing excitement, but the ardor of public expectation was somewhat cooled when an application was made by the provincial government to the colonial office for a loan or guarantee of a loan for eight hundred thousand pounds sterling to enable the province of Nova Scotia to build its share of the railway, and politely declined.

Meanwhile, between the publication of Lord Durham's report and 1850, some ten years or more had slipped away, and the Halifax and Quebec railway was still but a matter of talk and speculation. It was not, however, by any means forgotten. Towards the close of

the year 1850, Mr Howe, at that time provincial secretary, was delegated by the house of assembly to cross the Atlantic for the purpose of laying the railway question before the British government and people. Mr. Howe visited London early in 1851, and immediately addressed two vigorous letters to Earl Grey, at that time secretary for the colonies. Mr. Howe also gave one of his great orations before the people of Southampton, showing in vivid style and with characteristic illustrations the great advantages of British America as a field for emigration. Some reminiscences of Howe and his mission upon this occasion may be pardoned in this perhaps tedious narrative. Mr. Howe told his admiring listeners, among many other wonderful things, that the climate of his native land was so mild that it was seldom necessary for him, even in the depth of winter, to wear an overcoat, and that some of the lakes in Canada were so vast that the British isles might be dropped into them without raising the tide. Some one joking with him afterwards upon the exuberance of his rhetoric, "Yes," said Mr. H., "that is my habit when I am away from home. I always make it a point to brag up my native country. When I can think of nothing else, I tell them about the tides in the Bay of Fundy." While in England Mr. Howe somewhere met with Richard Cobden, at that time in the height of his fame, who, by the way, had the credit of being not over partial to the colonies. "Pray, Mr. Howe," said Cobden, "what does your country produce?" "What does my country produce," said the ever-ready Joseph—no doubt striking his favorite attitude and knitting his brows, while his keen eyes twinkled beneath them; "my country produces men and women."

But this is a digression. The result of Mr. Howe's mission was, that before the end of March he had received from Earl Grey a despatch giving the guarantee of the imperial government for a loan on the credit of the colonies sufficient to build a railroad from Halifax to Quebec, with permission, if it was thought desirable to do so, to build a branch to Portland in the United States.

It will be necessary here to explain what was meant by this last clause. Contemporaneous with the agitation respecting the Halifax and Quebec railway, another enterprise known as the European and North American railway had been projected by some influential men in Portland, headed by Hon. John A. Poor of that place, and had attracted large attention both in New Brunswick and Nova Scotia. Indeed, a delegation of which Hon. J. W. Johnston was one member and Hon. James B. Uniacke another, including also the

mayor at that time of Halifax, Henry Pryor, had visited Portland in the interests of Nova Scotia, to meet a convention held at that place early in August, 1850. At that convention, which appears to have been largely attended by representative men from various parts of the eastern states and the provinces, some seventeen or eighteen resolutions were passed, dealing with every phase of the question. Some of these resolutions—indeed the most of them—are couched in language which throws our provincial simplicity of style quite into the shade. For instance, the first resolution reads as follows:—

“Resolved, That this great railway, connected as it will be with ocean steam navigation and the railway systems of the whole of Europe and America, which traverse empires, kingdoms, colonies and states for the advantage of all, deserves to be regarded not by the commercial world alone, but by the statesman, the lawyer and the philanthropist, as one of the greatest links of that mighty chain which is fast encircling the whole earth, strengthening the bonds of brotherhood and Christian fellowship, multiplying the ties of lineage, and bidding fair to constitute of all mankind but one great commonwealth of nations.”

This fine burst is followed by another in a similar strain, declaring it is expedient that the European and North American railway should consist of an uninterrupted line of communication by land from the valley of the Kennebec eastward through New Brunswick to the eastern coast of Nova Scotia, whence the ocean may be crossed by steamships to the western coast of Ireland as the shortest ferry across the Atlantic.

The amusing part of this resolution is the coolness with which the claims of Portland as the Atlantic terminus are wiped out by her own leading citizens.

The mayor having reported the proceedings of the convention to the city council, it was resolved to call a public meeting of citizens to consider the matter, which meeting accordingly was held at Temperance hall on 24th August, 1850. Resolutions were here moved and spoken to by Honorables Joseph Howe, William Young, Hugh Bell and Mr. Thos. R. Grassie. The resolutions heartily endorsed the project under consideration and an address was prepared for presentation to the lieutenant-governor, Sir John Harvey, asking his excellency to recommend to the legislature the propriety of undertaking or assisting the work mentioned. His excellency's reply was cordial and happy. After paying the citizens some pretty

compliments—for Sir John was a finished courtier—the answer proceeds: “The address which you have just presented embodies what appears to me enlightened and sound views, suited to the age in which we live. The cost of constructing railroads is light compared with the cost of doing without them. Nova Scotia owes it to her own character to adopt as speedily as she may improved facilities for the transportation of her people with the products of their industry. She owes it to the civilized world to make her portion of the European and North American railway which must become the shortest highway between the great families of the Anglo-Saxon race.”

It was to secure aid for at least a portion of this railway, as well as for the Halifax and Quebec line, that Mr. Howe visited London in 1850-51, and for which he believed he had obtained the imperial guarantee on the necessary loan. When the provincial government consequently began the construction of railways in the province it was under the belief that the funds required for the greater part of the work would be obtained at a very low rate of interest; that is to say, for three and a half, possibly for three per cent., when the current rate was six. The general belief was clearly shown by the very first acts of the legislature in reference to railway construction. On 24th November, 1851, an act was passed to make provision for the construction of a Trunk railway through British America. This act begins with a preamble: “Whereas, Her Majesty’s government is prepared to advance the funds, &c.” The act is accompanied by another passed at the same time which enacts that the city of Halifax shall be considered as holding stock to the extent of one hundred thousand pounds sterling on said railway. These acts were closely followed by another passed on 8th April, 1852, but this act is only worthy of notice because there is no mention in it of the city as a partner, and by its last clause the previous acts are repealed. It may be mentioned in passing that at this time, with the exception of a few miles in Upper Canada so-called, and of five or six miles built by the General Mining Association at the Albion Mines, in Pictou, N. S. there were no railroads in British America.

It would be tiresome and it is quite unnecessary to give even a synopsis of the public meetings, the addresses, the resolutions and counter resolutions in the city council which occupied public attention at that time; the civic records are full of such matters, and railways are the absorbing topic. The act upon which the whole present discussion turns—so far as the city is concerned—passed

the legislature in March, 1854. The scheme therein proposed is a very comprehensive one, embracing lines to Digby on the west, to the border of New Brunswick on the north, and to the gulf shore on the east. The European and North American line is not mentioned, presumably because if that line were ever completed the trunk line from Halifax to the border of New Brunswick would form part of it. In this act the city with its own approval is required to take stock to the extent of one hundred thousand pounds cy. (\$400,000). The city authorities, however, in consenting to this measure, in spite of the prevailing excitement, displayed a most commendable caution. Indéed, while the bill was before the house a resolution was moved in the city council declaring that the city council had no power or right to embark in railway speculations, and that even the legislature itself had no right to encourage the city to engage in such enterprises without first amending the city charter. The objection, however, was overruled, and an amendment was passed affirming the principle of the bill before the house, 10 voting for it and 4 against it. As the names are recorded it cannot be otherwise than interesting to give them, as showing the ravages of time during the lapse of forty years. For the amendment—W. J. Coleman, H. Pugsley, I. Davey, B. W. Salter, P. Morrissey, T. Adams, J. King, B. O'Neil, P. Power, R. Nugent. Against it—H. Hartshorn, A. Primrose, John Longard, Wm. Evans.

The act of 1854 declares that the construction and maintenance of a trunk line of railway from the harbor of Halifax to the border of New Brunswick, with branch lines extending to the harbor of Pictou and to Victoria Beach (Digby), will greatly facilitate the internal trade of Nova Scotia, will develop her resources, and open more frequent and easier communication with the neighboring provinces and the United States. By section 2 of the act, the line to be first completed shall be that which, beginning at the harbor of Halifax, and extending therefrom in a northerly direction, will form a common trunk for all the lines to be thereafter made.

In the railway thus outlined the city council by resolution of 6th March, 1854, affirming the principle of the bill before the house agreed to take stock to the extent of one hundred thousand pounds, N. S. cy. (\$400,000), provided always that the terminus of said railways should be within the city of Halifax. The scheme was now fairly launched, and the bill was pushed through the house, Mr. Howe advocating the matter with even more than his usual energy.

Work was actually begun at Richmond shortly afterwards and the railway was completed as far as Bedford.

And now, about this time, a very important event happened; something that verifies the assertion that the unexpected generally does happen. In the course of some correspondence with the home government in reference to financial matters, Mr. Howe being still provincial secretary, a despatch was received from Earl Grey to the effect that his meaning with regard to the imperial guarantee had been misunderstood; that while Her Majesty's government had no objection to the building of the branch lines to Portland or elsewhere, yet it was always the intention that the guarantee should be strictly confined to the main trunk line from Halifax to Quebec. The shot fell like a thunderbolt from a clear sky. Mr. Howe could not conceal his mortification and chagrin, and on the floor of the house, though restrained by his position, gave vent to his disappointment in strong words. It was most strange, he said, that such an interpretation should now be put upon a despatch which all the world had so long understood to mean something else. Nor was this all; something was still wanting to fill the cup of vexation to the brim. Earl Grey having gone out of the colonial office a despatch was soon afterward received from the new secretary, Lord Derby being now prime minister, intimating that the military authorities having decided that the proposed line from Halifax to Quebec ran too near the border line of the United States in case of war, the imperial guarantee for the cost of that work had been withdrawn.

The disappointment through town and county was of course universal. It was felt on all sides that the resources of the province unaided were not equal to the works projected in the act of 1854, and in the city particularly the conviction was general that the scheme in which it had embarked and in which it was so deeply interested was practically killed. The little railroad running from Richmond to Bedford, always regarded with some jealousy by Mr. Howe's political opponents, was now a subject of merriment in the opposition camp, where it was commonly spoken of as the great provincial railway which began and ended nowhere.

But Mr. Howe was not so easily baffled. He had set his heart on a railway to Windsor at all events, and he was determined to have it. He now retired from the office of provincial secretary and became chairman of the railway board composed of himself, Honorable Jonathan McCully and John H. Anderson, William Pryor,

Thos. S. Tobin and Perez M. Cunningham. The government was reconstructed, Mr. Young becoming the head and Lewis M. Wilkins, provincial secretary. Mr. Howe remained in the legislature as a private member. The railroad was now pushed forward and a contract taken to complete it to Windsor. Three or more years elapsed when the city council was informed by the mayor, Archibald Scott, that a bill was before the legislature relating to the liability of the city in reference to railways, and some changes having in the meantime occurred in the membership of the city council it was resolved to appoint a special committee to search the records and report exactly how matters stood. On 29th March, 1858, the committee reported. It recites what steps ~~has~~ *had* been taken in connection with the construction of railways under the act of 1854 and under what circumstances the city had pledged itself to the extent of \$400,000. The proceedings of the city council on this occasion are so important that it will be proper to give them entire.

At a special meeting of the city council, held this day (29th March, 1858), present—His worship the mayor, Aldermen S. Noble, H. Pugsley, P. Thompson, C. Twining, S. Caldwell, M. Lownds, P. Morrissey, John Wills, Thos. Ring, W. C. Moir, J. Conway, J. L. Barry, P. Forrestall, John Longard, Jos. Jennings, J. A. Bell—the council being summoned to take into consideration the bill now before the legislature relative to the railway, Alderman Twining, chairman of the special committee, submitted the following report to the city of Halifax:

The committee to whom the resolution relative to the assessment on the city of Halifax for a portion of the interest on the expenditures made on the railway has been submitted report that they have had the matter before them and that the committee have come to the following resolution:

Whereas, the memorial of the city relative to bills before the legislature in 1854, passed at a meeting of the city council on 6th March, 1854, and sent to the honorable house of assembly and the honorable the legislative council, sets out that this council, affirming the principles embodied in certain resolutions previously adopted by the corporation, and considering that the interest of the city imperatively demand the immediate construction of the lines of railway contemplated by the bill now before the legislature, in order to retain the business of the western counties, the gulf shore and Prince Edward Island, which otherwise, it is feared, will be diverted into

other channels, and viewing with much satisfaction the proposition set fourth in the said railway bills, reserving to the city of Halifax stock in said railway to the extent of one hundred thousand pounds cy: In accordance with a resolution of the city council, held on the 6th day of March inst, your petitioners respectfully request that the house will make such provision as to them may seem expedient in order to enable the city to issue a certain amount of debentures not exceeding the sum of one hundred thousand pounds cy., under such regulations and in such manner as may be hereafter agreed upon, for the purpose of defraying the cost of their interest or stock in said undertaking, but always provided that the terminus of said railway shall be within the city of Halifax.

And whereas, the railways contemplated by the bills then before the legislature have been commenced, but have not yet been completed.

Therefore resolved, that it is the opinion of this committee that the amount for which the city is liable is only in proportion to the amount that one hundred thousand pounds cy. will bear to the total cost of constructing the railway to Victoria Beach, to the border of New Brunswick and to the port of Pictou, as set forth in the act of 17 Vic., chap. 1.

When it is moved by Alderman Caldwell, and seconded by Alderman Conway, that said report be adopted, which, on being put, is passed unanimously. It was moved and passed also at the same time, that a memorial embodying the views expressed in the report be prepared by the same committee, in connection with the recorder (B. Murdoch), for transmission to the hon. the legislative council. The memorial was substantially the same in wording as the report, with the addition: That while your petitioners admit there may be some question whether the city council, which passed the memorial of 1854, had any authority to pledge the city for the sum of one hundred thousand pounds, yet your petitioners are willing to carry out in good faith what they believe was the feeling of the majority of the citizens. Your petitioners therefore respectfully ask that your honorable house will be pleased to amend the act of 1854 so as to make it conformable to the terms of the memorial, and that such assessment be made in the proportion to the amount that one hundred thousand pounds cy. will bear to the total cost of the railways contemplated by the act of 17 Victoria.

It may be remarked, in passing, that Alderman Twining, chairman of the committee who prepared the report, was Mr. Charles Twining,

who was reputed to be a sound lawyer and was the partner in business of Hon. J. W. Johnston, under the well known firm of Johnston & Twining. On 19th April (same year) a committee was appointed to prepare a memorial to Her Majesty the Queen, remonstrating against the passage of the bill, and an address was forwarded to his excellency the lieutenant governor (Lord Mulgrave) on the same subject. These documents pointed out that the scheme entered into by the city contemplated the construction of about 350 miles of railway—that not much more than one-fourth of this distance had been completed or was even under contract, and that the legislature had intimated its intention of not proceeding any further at present—in other words that the work had been indefinitely postponed. In the meantime an assessment for the city's proportion of railway damages, amounting to \$3,324, having been levied upon the city the amount was paid.

Upon receipt of the resolutions forwarded to the legislature, a message was sent to the mayor by Mr. B. Wier, chairman of city bills, the purport of which was that after consultation with members of both houses it had been decided that if the city council would state what amount the city was prepared to pay, the committee would take the matter into consideration. But the city council having made what they deemed a definite and fair offer, and the legislature not having accepted it, did not appear disposed to go any further. At all events no other proposition appears on the minutes.

On the 29th March, 1859, the local government having meantime been changed and Mr. Johnston being now at the head of affairs, a letter is received by the mayor from Mr. John J. Marshall, financial secretary, stating that certain sums for interest and arrearages of interest on railway construction were now due by the city and requesting payment. The letter being referred to a special committee of the council, the committee reports that an act having been passed by the legislature in the session of 1858 overriding all previous acts and compelling the city to pay what was demanded, the committee, though fully endorsing the views heretofore held by the city council, consider that the council has no alternative and recommend payment. The report was adopted by a small majority 7 to 5. Some of the members, however, not being much acquainted with the matter, Alderman Mignowitz moved for a reconsideration. On the 13th June following the question came up again and a resolution is introduced reciting the terms of the act of 1854, and it is resolved

that, in the opinion of this council, the citizens of Halifax are not liable for any interest until the trunk line shall be completed as contemplated in said act. Moved by Alderman Mignowitz, seconded by Alderman Richey, which being put is passed, 10 voting for it and 2 against it. For the resolution—W. C. Moir, M. H. Richey, M. Lownds, J. B. Fay, P. Forrestall, P. Thompson, H. Mignowitz, Jos. Jennings, J. A. Bell, C. Cogswell. Against it—S. Caldwell, J. Conway.

On 4th July, three weeks after the foregoing, the city council is summoned to consider a letter received by the mayor from the attorney-general and leader of the administration, Hon. J. W. Johnston. The attorney-general addressed the city council in the most dignified and paternal style. He expressed his surprise and regret that a body of such importance as the city council should unhappily exhibit such an attitude of resistance to the existing law, a position which from a body of such authority could hardly fail to have a most injurious influence. He declines to enter into any of the enquiries which may have affected the subject at its inception, but reminds the council that an act had recently been passed which was clear and imperative. It was through forbearance, he contended, that the city council had not been sooner urged, but he trusted that under a sense of obedience to the law the council would take immediate measures for the collection and payment of the amount demanded. There was more to the same effect, but under this velvety softness there was a sharp claw; the attorney-general intimated that unless the demand were complied with, prompt means would be taken to enforce it.

The city council met to consider the attorney-general's letter on 1st July, when as a first step in reply a resolution is introduced by Alderman (Dr.) Cogswell to the effect that his worship the mayor be requested to enquire what had become of the memorial to the Queen which had been sent to the local government some time previous and nothing had been heard of it. But a more practical answer to the attorney-general's letter was submitted in the form of a resolution again moved and seconded by Aldermen Mignowitz and Richey, to the effect that whereas, the railways contemplated by the act of 1854 had not been constructed in accordance with the act this council regarded the act of 1858 empowering the supreme court to emerge the city and enforce payment as arbitrary and unconstitutional, and it is resolved, that this council will not be the means of enforcing upon the citizens the payment of a sum which they do not believe to be equitably due, while they are in doubt also if it can be legally enforced. The resolution passed 8 to 5.

Another year or so passed and the city council being again composed of many new members, and having been much occupied meantime with matters referring to the fire department, a lawsuit with General Trollope in reference to military rights on the common, the reception of the Prince of Wales and discussions relative to water supply, fondly hoped, no doubt, that the railway question was defunct. The illusion was dispelled when it became known in the winter of 1860-61 that a bill had been introduced into the legislature empowering the court of sessions, on the order of a single judge by summary process, to enforce the act of 1858, and in default of response by the city authorities to imprison the mayor or the city treasurer. This looked so much like business that some action had to be taken promptly, and of course excitement ran high. On 23rd March, 1861, there was a large public meeting of the most influential citizens held at Temperance hall, Mayor Caldwell presiding. A series of strong resolutions was submitted and passed unanimously, denouncing the conduct of the executive government, and declaring the determination of the citizens to resist payment of its demands by all constitutional means. The principal speakers were A. M. Uniacke, John Duffus, William Lawson, T. C. Kinnear, Jas. F. Avery and others, and a committee was appointed to cooperate with the city council, the committee consisting of A. M. Uniacke, John Duffus, James Cochran, Thos. E. Kenny, J. A. Bell, A. McKinlay and Peter Lynch. A strong memorial for presentation to the legislature was immediately prepared, and the house of assembly having refused to hear the city council at the bar of the house, and the legislative council having consented to hear argument, Mr. Uniacke and the recorder, Mr. W. Sutherland, were deputed to lay the matter before the upper house, a task which these gentlemen performed with great ability.

The points urged in these memorials and addresses may be thus summarized :

That the plain conditions of the act of 1853-1854 as set forth in those acts and in the preambles to them had not been fulfilled, as the Trunk line had not been extended to New Brunswick, but had stopped at Truro, while the branch line instead of extending to Victoria Beach had stopped at Windsor and the branch line to Pictou had not been touched.

That there was no indication of any design on the part of the legislature to extend the lines further in any direction.

That on the contrary, the chief engineer had been discharged for

over two years and the legislature had declared its inability in the present state of provincial revenues and without aid from abroad to proceed further.

That without such extension the railroad possessed no paying elements and that the attempt to enforce full payment for a work only partially completed was an infringement of the conditions which, in the first instance, ensured the passage of the act through the legislature.

That these conditions were so clear and explicit as to admit of no doubt or controversy.

That the threat to coerce the city under such circumstances was un-British, arbitrary and tyrannical.

In the meantime the matter had been referred to the committee of laws and privileges in the city council. The report of the committee is an admirable digest of the whole railway trouble. It traces the history of the affair during ten years of acts, resolutions, addresses, by all of which it declares that consistently construed the position taken by the city council and citizens is fully sustained beyond the reach of question or quibble; that the city council had never by word, act or intention offered to contribute the amount demanded for the construction of railways restricted to merely local traffic, nor to any that would stop short of connecting the city with the frontier of New Brunswick and the harbors of Pictou and Victoria Beach, while it was evident the grand stimulus by which they were originally induced to pledge the resources of the city was the hope of connection with the neighboring provinces and the United States. As Mr. Thos. R. Grassie had in the meantime removed to England the committee recommend the appointment of that gentleman as agent to take charge of the memorial intended for the home government. The committee of laws and privileges consisted at that time of the following aldermen: P. C. Hill, Wm Ackhurst, W. J. Coleman, John McCulloch, R. T. Roome, M. H. Richey. The report is signed by M. H. Richey, chairman.

The papers were duly forwarded to London, and Mr. Grassie having cheerfully consented to take charge of them and do all in his power to advance the interests of his native city, he was empowered and requested to employ if necessary the best legal assistance to be had.

The citizens now awaited the result with impatience. The first letter from Mr. Grassie acknowledging the receipt of the papers, and accepting his appointment, was not assuring. He stated that he had employed legal assistance, as requested, but as the matter in

dispute was after all only a local affair he was afraid that her majesty's advisors would consider it contrary to the principles of responsible government to interfere. And so indeed it turned out. Looking back now, calmly, it does appear strange that the people of Halifax, a majority of whom had fought so persistently for responsible government not many years before, had not perceived the incongruity of their conduct in this matter of petitioning the home government. Before the introduction of responsible government the colonial office was besieged constantly from the provinces of British America, as no doubt it is still from some other places, with applications of every kind and description. One of the great advantages intended and expected by the adoption of responsible government was the transference of all questions purely local to the decision of the local legislatures, leaving the interference of the colonial office to such matters as were of imperial importance. In addition to this view of the case the time for sending a petition to England was unfortunately most inopportune. The civil war in the United States was then in full blast, and the British government, dreading above all things a war with a kindred people, and desirous of preserving the strictest neutrality, had no easy task on its hands. The southern states had expected sympathy from Great Britain, which was not forthcoming, at least in the way they wished. On the other hand, the northern states were angry that England had not sided with them, and were furious that British ports were open to blockade runners. The letters and despatches of Mr. Seward, the U. S. secretary of state, at this time were most irritating, and indeed insolent; so much so that he was given to understand that his despatches would receive proper attention when they were couched in diplomatic language.

One can imagine how a box full of papers all about railroads in Nova Scotia would be received at the colonial office at such a time. His Grace the Duke of Newcastle, the colonial secretary, would probably say to himself—perhaps to his colleagues—why should we bother ourselves about this matter; there is nothing in it that I can see but a local squabble; a mere disputed account; these people have a legislature of their own; let them settle it among themselves. Whether or not this was the line of argument that presented itself to the mind of his grace of Newcastle, the sequel certainly had that appearance. The duke's answer was not long delayed. Like the Widow Malone's song in one of Lever's novels, it was not very long but strong. His grace said that the legislature of Nova Scotia

having passed the law referring to the works in question, Her Majesty's government saw no reason for interfering. He did add, however, consolingly, that with fuller information the decision might possibly be modified.

Here, for the time, the matter dropped. It was a triumph for the legislature and the local government which had again changed, Mr. Young being leader once more. It may be mentioned that Mr. Young soon after this became chief justice, the last election having ended the long rivalry between himself and Mr. Johnston for the coveted prize. The obnoxious compulsory railway act was reaffirmed in the legislature on 15th April, 1861, but the new administration took at first no further action. It was probably felt that in the existing state of public opinion it would not be politic to do so. But other events destined soon to absorb people's thoughts were pressing forward and the railway question for another interval was allowed to sleep. The battle for confederation had begun and the province was agitated from centre to circumference. One of the prime conditions, and one of the most tempting, was that the confederacy would immediately undertake the completion of the long talked-of Intercolonial railway. By the terms of the British North America act the Dominion government was to assume all the liabilities of the province for the construction of railways or for any other purposes. By the same act the revenues, with some reservations, all public works of the province, and all assets or debts belonging to it or due to it, became the property of the Federal government. The liability of the city, whatever it might be, lay thenceforward, it is evident, not with the province of Nova Scotia, but with the Dominion of Canada.

But the matter was finally and permanently settled before the British North America Act which confederated the Provinces came into practical operation. The Local Government which succeeded the administration of Mr. Young, finally determined to revive the long disputed claim against the city, and with that end in view a suit was brought against the Mayor and corporation in the Supreme Court. The claim was of course resisted by the City Council and ably contested in the courts by the Recorder, Mr. W. Sutherland. The Act of confederation passed in July 1867. In September of that year, just as Mr. M. H. Richey was about to retire from the civic chair which he had ably occupied for three years, Mr. Richey, received an official communication from the Attorney General to the effect that upon the passing of a simple resolution by the City

Council relinquishing all claims in the Provincial railways the suit against the city would be entirely and permanently withdrawn.

The City Council, we may be well assured, lost no time in preparing the required resolution, which was passed in due form, unanimously, on 30th September, 1867, each party agreeing to pay its own costs. Thereupon an order-in-council, approved by the Lieut.-Governor, Sir Fenwick Williams, was transmitted to the Mayor. The order is as follows:

The Mayor of the city of Halifax having sent to the Government a resolution passed by the city council, of which the following is a copy:

Resolved, That in consideration that the Government of Nova Scotia shall release and discharge the city of Halifax from all present or future liability under the various Acts of the Province, respecting the Provincial railways, his Worship the Mayor or the Recorder of the city is authorized to discharge and release the said Province of Nova Scotia and the Dominion of Canada from all claims or right to any portion or share in said railway. * * *

It is resolved by His Excellency and Council that the Attorney-General be authorized to discontinue the suit against the city and that the costs on the part of the Government be paid.

It is not my intention to say anything more upon the question of civic liability in the matter of railway construction. In any case it must be evident to all candid persons that the charge against the ~~charge against the~~ city of Halifax of repudiating a just debt, whether such charge be made at home or abroad, is malicious and libellous and cannot be sustained.

The action of the Local Government in discontinuing the suit against the city, Mr. H. Blanchard being at that time Attorney-General and Sir F. Williams Lieut.-Governor, was a voluntary one, and was probably not taken without consultation with the Dominion authorities. In all likelihood the claim was felt, by both parties, to be untenable.

J. A. B.

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ERRATA.

In the City Auditor's Report, page 14, at the bottom of the page, \$2400 should be \$24,000. At the top of page 15, and in schedule page 302, \$50,000 Water Debentures said to be falling due July 1st, 1895, and 1st July, 1896, will not be due until 1st July, 1897. On page 288, in Sinking Fund. top of page, the figures are placed in wrong column. The total amount \$47,745.32 is correct. On page 306, Valuation for Real Estate, 1882-3, should be \$11,863,033 instead of \$10,863.03, and Personal Estate, Banks, etc., should be \$3,692,655 instead of \$3,692.65.