

REPORT
OF THE
Board of Trustees of the Public
Archives of Nova Scotia

For the Year ending 30 November, 1947



HALIFAX, N. S.
KING'S PRINTER
1948

Report of Board of Trustees of the Public Archives of Nova Scotia

For the Year 1947

To His Honour

The Honourable J. A. D. McCurdy, M.B.E.

Lieutenant Governor of Nova Scotia

May it please Your Honour:

I have the honour to submit herewith the report of the Provincial Archivist to the Board of Trustees of the Public Archives of Nova Scotia, for the year 1947, together with a statement of receipts and expenditures for that period.

Respectfully submitted,

ANGUS L. MACDONALD,

Premier.

Board of Trustees

OF PUBLIC ARCHIVES OF NOVA SCOTIA

His Honour, the Honourable J. A. D. McCurdy, M.B.E.

Lieutenant Governor of Nova Scotia

The Honourable Sir Joseph Chisholm, Kt.,

Chief Justice of the Supreme Court of Nova Scotia

The Honourable Angus L. Macdonald, B.A., LL.B., S.J.D., LL. D.

Premier of Nova Scotia

Russell Cunningham, M.L.A.

Leader of the Opposition in the House of Assembly

J. C. Webster, C.M.G., M.D., D.Sc., LL. D., F.R.S.C.

Shediac, N. B.

Alexander E. Kerr, B.A., B.D., D.D.

President of Dalhousie University

Hon. Mr. Justice John Doull,

President of the Nova Scotia Historical Society

Professor D. C. Harvey, M.A., LL.D., F.R.S.C.

Archivist

Miss Winifred McFatridge

Secretary

Report of the Public Archives of Nova Scotia

FOR THE YEAR 1947

To the Board of Trustees of the Public Archives of Nova Scotia
Gentlemen:

I have the honour to present my seventeenth report as
Archivist of Nova Scotia.

As for previous years this report can be only a progress report on the never-ending task of collecting, sorting and cataloguing the miscellaneous material which is already in the Archives, or continues to come into it, and of making it available to those who make enquiries in person, by mail or by telephone. We have not kept a record of enquiries by mail or telephone; but the following statistics compiled for the library and manuscript room will show that the number of personal researches is continually increasing—the figures for 1946 being shown in brackets:

number of books used 3661 (2501)
volumes of manuscripts consulted 1839 (1651)
number consulting the photograph collection 338 (92)
number consulting the map collection 232.

Among the official papers that are being sorted and filed are the Crown Land Papers, which have been re-arranged by counties; and the reports, resolutions, bills and acts of the Assembly, which have been separated and classified for ready reference. Progress has also been made with collections of family papers, which are being placed more regularly in our custody.

The largest single undertaking of the year was the transfer of all the material in the attic of Province House to the Archives, and its organization in this building. It consisted chiefly of the publications of the Nova Scotia Historical Society, newspapers, pamphlets and reports collected by that society, and historical magazines obtained in exchange by it. The Collections of the Society comprised 4280 volumes, copies of twenty-two of the

twenty-six volumes that had been issued to that date, numbers 1, 3, 5 and 6 being out of print—the lowest number of any other volume being 25, the highest 490, and the average 190. In addition there were 1063 copies of Nova Scotia Archives, Volumes II and III. Of the newspapers there were 240 bound volumes; 313 volumes unbound, folded, and tied up in parcels. Besides this material, which lent itself more or less readily to chronological arrangement, there were 1294 miscellaneous items, pamphlets, reports, odd numbers of various historical publications, which required careful sorting and listing to be of any value; and a bundle of Church's county maps and three or four pictures that were badly in need of repair. All this material has been vacuum cleaned, sorted and listed, and is now available for use.

An alphabetical list of the contributors of material to the Archives during the year will be found in Appendix A.

All members of the staff have given freely of their time and knowledge to those who are writing books or articles or broadcasting information in anticipation of the Bicentenary of Halifax; and at the same time they have been cooperating in the organization of material for a series of papers or articles on the history of Halifax from 1749 to the present day. In February Mr. Fergusson read a paper before the Nova Scotia Historical Society on "Halifax, Outpost of Empire, 1749-85" and published an article on "Montezuma's Successor: Andrew Downs of Halifax" in the **Dalhousie Review** for October; and during the year Miss Blakeley compiled a history of Halifax from 1867 to 1900, the first section of which appears in the January issue of the **Dalhousie Review**. When all gaps in the narrative have been filled we may publish the whole in one volume.

As a further contribution to the history of Halifax we have revised, edited and completed with appendices, bibliography and index "The Evolution of the Halifax Fortress, 1749-1928," by the late Harry Piers, which work will appear in January, as **Publication No. 7** of the Archives, and should be invaluable as a source of information for guides and guide-books, or individual citizens and tourists who wish to view these historic structures or their remains.

Bulletin number 9, "A Documentary Study of the Origin

and Distribution of the Arms Fund", which I published during the summer, and "A Friendly Scot Looks at Nova Scotia in 1853," which appeared in volume 27 of the **Collections of the Nova Scotia Historical Society**, throw some light on the general history of Nova Scotia between 1808 and 1853, although they were but by-products of a more intensive study that I have been making on the background and achievement of responsible government, the centenary of which is to be celebrated this year.

As the representative of Nova Scotia on the Historic Sites and Monuments Board of Canada, I am glad to be able to report that a standard tablet is being placed by that Board in the Assembly chamber of Province House to mark the centenary of the "First Responsible Government in the British Empire Overseas"; and that by next year the Board will in all probability resume its full-scale pre-war activity in commemorating historical events or personages.

Though no memorials have been erected in Nova Scotia since 1940, the Board has held several meetings in the interval, and has approved a lengthy list of historic sites, or distinguished Canadians who were born in Nova Scotia, to be marked in the near future.

The following historic sites have been declared of national importance and will be marked as soon as possible:

The Martello Tower, Point Pleasant Park, Halifax
Fort Chedabouctou, Guysborough
First Exchange of Radio Messages across the Atlantic,
Table Head
Isgonish-French River Portage, near Truro
River Hebert Portage, near Parrsborough
Captain Savalet, near Tor Bay
Captain James Cook, in Halifax
Port Royal Habitation, Granville
First Flour Mill north of Mexico, near Annapolis Royal.

More than a score of distinguished Canadians, born in this province, have already been selected for commemoration, and in most instances inscriptions have been prepared for the tablets to be erected. Their names in alphabetical order are as follows:—

Akins, Thomas B., Liverpool; Belcher, Sir Edward, Halifax; Brown, George, Herring Cove; Cameron, George Frederick, New Glasgow; Christie, Robert, Windsor; Cosby, Philipps, Annapolis Royal; Cunard, Sir Samuel, Halifax; Dawson, Sir William, Pictou; Fielding, Hon. W. S., Halifax; Grant, George Munro, Albion Mines; Haliburton, Sir Arthur Lawrence, Windsor; McKay, Donald, Jordan River; Murdoch, Beamish, Halifax; Newton, Gilbert Stuart, Halifax; Rand, Theodore Harding, Canard; Robinson, Morris, Wilmot; Saunders, Marshall, Milton; Thompson, Sir John S. D., Halifax; Uniacke, James Boyle, Halifax; Wallis, Sir Provo, Halifax; Watts, George Edward, Halifax; Westphal, Sir George, Preston; Westphal, Philip, Preston; and Wolseley, William, Annapolis Royal.

In preparation for the commemoration of the achievement of responsible government, I have published the following articles in periodicals which have a more than local reading public: "Education for Responsible Government", **The Dalhousie Review**, October 1947; "Centenary of Responsible Government in Nova Scotia", **The Canadian Geographical Journal**, December 1947; "The Civil List and Responsible Government in Nova Scotia", **The Canadian Historical Review**, December, 1947; and "Nova Scotia's Great Centenary", **The Dalhousie Review**, January, 1948.

Last year I published in Appendix B a number of documents illustrating the final stages in the achievement of responsible government. This year Appendix B consists of a very comprehensive report of Sir John Harvey on the condition of Nova Scotia in 1848, which report, together with the articles on various aspects of responsible government referred to above, should assist those who are interested in our political heritage to appreciate its significance.

Appendix C, which contains a rather severe criticism of the condition of the Nova Scotian post-roads, should also contribute to that end, as it illustrates one of the difficulties of remote control and demonstrates the need of having local responsibility defined in regard to communications as well as to other more obvious functions of government. Incidentally, it vindicates the constant desire of the Assembly to have a larger share of the annual revenue appropriated for roads and bridges.

A statement of the receipts and expenditures for the financial year ended November 30, 1947, will be found below.

Respectfully submitted

D. C. HARVEY,

Archivist

Statement of Receipts and Expenditures

Year ended November 30, 1947

RECEIPTS

Balance on hand November 30, 1946	450.66
Government of Nova Scotia	21,000.00
City of Halifax for 1946	500.00
City of Halifax on account 1947	375.00
Interest Savings bank	2.46
Sales of publications and miscellaneous items	66.80

EXPENDITURES

Maintenance and Expenses of Building....	1,675.41
Furnishings and Equipment	344.71
Salaries	18,297.42
Temporary Salaries	1,134.50
Office Sundries	117.18
Transfer and Express	71.76
Library and Manuscript Room	215.11
Bindery Materials	11.27
Purchases, Archival Material	1.00
Printing Publications	153.00
Sundry Expenses	36.70

22,058.06

Balance on hand November 30, 1947 336.86

22,394.92 22,394.92

For and on behalf of

Board of Trustees of the Public Archives of Nova Scotia

D. C. HARVEY, Archivist

WINIFRED McFATRIDGE, Secretary

I have audited the records of receipts and disbursements of the Board of Trustees of the Public Archives of Nova Scotia for the year ended November 30, 1947, and certify that the within statement is true and correct, and that the balance shown as on hand and in the bank has been verified.

G. Wallace Dickson, Chartered Accountant
Halifax, N. S., December 8, 1947.

APPENDIX A

Gifts of Books, Pamphlets, Periodicals or Pictures were received from the following individuals and public bodies:

Almon, Albert, Louisburg, N. S.
American Antiquarian Society, Worcester, Mass.
Anthony, Rev. S. W., Brighton, Mass.
Archives of the Province of Quebec, Quebec.
Archives Board of Saskatchewan, Saskatoon, Sask.
Birks, Henry and Sons, Halifax.
Board of School Commissioners, Halifax.
British Columbia Historical Association, Victoria, B. C.
Bureau of Statistics, Ottawa.
Business Historical Society, Inc., Boston, Mass.
Carriere, Prof. J. M., University, Virginia.
Chisholm, Sir Joseph, Halifax.
Cogswells', Halifax.
Connecticut Historical Society, Hartford, Conn.
Dakin, Mrs. R. B., Windsor, N. S.
Dalhousie University, Halifax.
Davidson, W. H., Newcastle, N.B.
Department of Education, Halifax.
Doane, Frank A., Esq., Truro, N. S.
Dominion Bureau of Statistics, Ottawa.
Doull, Hon. Mr. Justice John, Halifax.
Dowden, C. E., Esq., Halifax.
Duffus, the late Col. A. W., Halifax.
Dwyer, Capt. J. P., Halifax.
Ellis, Russel, Esq., Sydney, N. S.
Fergusson, C. B., Esq., Halifax.
Gammon, Donald B., Esq., Fredericton, N. B.
Government of Nova Scotia, Halifax.
Halifax Shipyards Ltd., Halifax.
Hall, Mrs. James, Halifax.
Harrington, E. F., Esq., Halifax.
Harvey, C. H., Esq., Halifax.
Harvey, D. C., Prof., Halifax.
Hattie, R. M., Esq., Halifax.
Henderson, Dr. G. H., Halifax.
Hiltz, Miss Kate, Truro.
Historical and Scientific Society of Manitoba, Winnipeg.
Institute of Historical Research, London, England.
Johnson, Rev. C. H., Bridgewater, N. S.

Kaulbach, R. C. S., K. C., Lunenburg, N. S.
Kendrick, Mrs. Mary F., Springfield, Annapolis Co., N. S.
Langille, D. R., Esq., Halifax.
Lawson Memorial Library, University of Western Ontario,
London, Ont.
Lindsay, N. G., Esq., Victoria, B. C.
MacLaren, George E. G., Esq., Armdale, N. S.
McHale, John J., Esq., Halifax.
Marsters, John F., Esq., Dartmouth, N. S.
Martin, J. P., Esq., Dartmouth, N. S.
Medical Society of Nova Scotia, Halifax.
Morris, Miss Miriam, Halifax.
Morrison, Dr. Mabel, for estate of the late Dr. M. D. Morrison, Halifax.
Morse, Dr. William Inglis, Cambridge, Mass.
Murphy, Mrs. A. L., Halifax.
Murray and MacKinnon, Halifax.
National Archives, Washington, D. C.
New Brunswick Museum, Saint John, N. B.
Nova Scotian Institute of Science, Halifax.
Ontario Historical Society, Toronto.
Page, Miss Madeleine, Halifax.
Page, Mrs. W. W., Halifax.
Patterson, Judge George, New Glasgow, N.S.
Public Archives of Canada, Ottawa.
Quaritch, Bernard Ltd., London, England.
Reid, M. I., Esq., Victoria, B.C.
Robinson, Harold B., Esq., Windsor, N. S.
Roy, Antoine, Dr., Quebec, P. Q.
Saxton, D. F., Esq., Halifax.
Smith, A. D., Esq., Halifax.
Smith, Mr. and Mrs. C. B., Halifax.
Smith, H. E., Esq., Halifax.
Smith, Norman E., Esq., Malden, Mass.
St. George's Society, Halifax.
St. Joseph's University, Memramcook, N. B.
State Historical Society, Madison, Wis.
Story, the late H. P., Halifax.
Taylor, Rear Admiral C. R. H., Halifax.
Theakston, G. W., Esq., Halifax.
University of New Brunswick, Fredericton, N.B.
University of Washington, Seattle, Wash.
Webb, A. H., Esq., Halifax.

Wetmore, E. G. L., Esq., Halifax.
Woodbury, Miss Gwladys, Halifax.
Yeomans, C. V., Esq., Halifax.
Y. M. C. A., Halifax,

APPENDIX B

General Description of Nova Scotia in 1848
by Sir John Harvey

Government House Halifax

October 18th 1848

My Lord

Introduction 1. In transmitting last year, the annual Blue Book, I apprized your Lordship of my inability from the very limited period of my residence in Nova Scotia, to forward with it a general Report that would be satisfactory to Your Lordship or that would convey to Her Majesty's Government a faithful picture of its condition and resources. I proceed now to perform that task and referring to the volume just completed for minute details, will endeavour to furnish such general information as may be acceptable to the Imperial Authorities and useful to those who may desire to immigrate or to seek in the commerce or varied industry of this Colony an investment for their Capital.

Territorial Extent 2. The province of Nova Scotia, though the smallest of the North American group, except the Island of Prince Edward, possesses so many advantages peculiar to itself, stands to the surrounding colonies in so many interesting relations, is so thoroughly British, in all its social aspects, occupies a position so important as a Naval Station, and a medium of communication between the old World and the new, that its value is not to be estimated by mere territorial extent. Its length from East to West (including Cape Breton divided into three Counties) is 350 miles, its breadth from 50 to 80 miles. The area upwards of 16,000 square miles, of which perhaps 3,000 are covered with water.

3. There are no Mountains of great magnitude, or remarkable elevation. Ranges of highlands, seldom exceeding 500 feet above the level of the sea, run

The Right Honorable
Earl Grey

through the country, generally from East to West; and, with less prominent hills and undulations, give a pleasing variety to the scenery. The land under tillage in 1838 comprised 400,000 acres. There is perhaps an equal amount chopped, used as pasturage or yielding, from the virgin soil by the rude process common to new countries a valuable portion of subsistence to recent settlers. A very large part of the whole perhaps 9,000,000 acres, is still covered with primeval forest, or has only changed its aspects for the worse, from the action of fires, which, in the heat of summer, often run over uncultivated portions of the country, deforming its surface and injuring its fertility.

Inland
Waters

4. Though Nova Scotia can boast of no very large lakes or rivers, few countries of its size present a greater variety or are more conveniently or abundantly watered. Lake Rosignol the largest in the province, situate in the county of Queens, is stated to be about 30 miles in length. The Shubenacadie River, is perhaps the most important, being about half a mile wide at its mouth, draining into the Bason of Mines an extensive chain of Lakes, and having a powerful ebb and flow of tide, for 25 miles. The Lahave, the Annapolis, the East River of Pictou, the Avon, the St. Croix and several others, navigable by small vessels for some distance from the sea, are valuable accessories to commerce, and furnish great facilities for the Shipment and exportation of the productions of the surrounding Agricultural or mineral districts. The smaller streams, tributary to these or draining the country by independent channels, are numerous, and furnish an amount of water power for mill sites and other manufacturing purposes, of which no general description can convey an adequate idea. This exhaustless resource, as yet but slightly called into profitable exercise will at no distant day as population and capital increase and a more liberal policy pervades the commercial legislation of this continent, powerfully stimulate the manufacturing industry of a people, in whose soil coal and Iron are most abundantly combined. The number of small Lakes in Nova Scotia, particularly on its Southern side, may be es-

Harbours
and
Basons

timated by the fact, that nearly one hundred are to be found between Halifax and St. Margaret's Bay, on a tract of country that neither in length nor breadth, exceeds 20 miles.

5. But even more important than its inland waters, may be ranked its noble Harbours, Estuaries and deep sea Basons, most of them open and navigable at all seasons of the year. The centre of Cape Breton, giving to its three counties, in nearly their whole extent, a double seacoast, is occupied by a Broad arm of the sea, navigable by vessels of any size, and affording facilities for the import and export of commodities, rarely, in any country surpassed. The Bason of Annapolis, into which flows the River of that name, though of less extent, is a noble estuary, sheltered by mountain ranges, opening to the Bay of Fundy through a narrow gorge, navigable by large vessels and accessible at all seasons of the year. Young as the country is, the shores of this Bason, for an extent of thirty miles are highly cultivated; They are overlooked by smiling cottages, that are surrounded by waving cornfields or embosomed in extensive orchards, and present, in the summer season, many features of which the people are justly proud. The Bason of Mines is still more remarkable. It is a continuation of the Bay of Fundy, the rushing tides of which, (rising and falling 60 feet) expand, after passing through the strait formed by Blomidon and Parrsborough, into a Broad Bason, which washes the shores of four of the most fertile of the midland counties, receiving into its bosom 19 Rivers and by its powerful ebb and flow for miles up and down many of them, affording for navigation singular facilities, which even adverse winds cannot control. Along the Southern coast of Nova Scotia, from Cape Sable to Cape North, noble harbours, open at all seasons of the year, are numerous. Some of these are of such depth and extent that their dimensions often contrast strangely with the limited commerce, which as yet floats upon their bosoms; Shelburne, Halifax, Sheet Harbour, are unsurpassed in any country, that I ever saw; and many others, with roadsteads and sheltered anchorages and Arms of the sea, innum-

able, invite, as it were the Commerce of the World; and afford to Her Majesty's Ships, employed in peace or war upon the Atlantic, ample accommodation. These Harbours, obviously were never intended by Providence solely for the use of the inhabitants however numerous they may become, of this small Province, the rugged shores of which they indent. Already the Nova Scotians are becoming to a large extent the carriers to Canada of tropical and foreign productions. It is confidently anticipated that vessels from the shores of the great Lakes, passing Quebec and Montreal will bring their Cargoes down the St Lawrence to this port—and it is daily becoming more apparent that, at no distant period, from the closed navigation of the Gulf and River St Lawrence throughout so many months of the year, even without a Railroad (and with it there can be no doubt of the fact), the fine Harbours of Nova Scotia must become entrepots for the extensive regions which lie beyond them.

Soils

6. The soils of Nova Scotia, are various: along the Southern shore, washed by the Atlantic a belt of granite rock forms the basis, extending, in many places, twenty miles into the interior. This region is the least fertile, and, being the first which strangers coming from Europe or the United States, see, naturally creates an unfavorable impression. But even this has its resources. A valuable Fishery, inferior only to that of Newfoundland, extends along its whole front, the fruitful nursery of an active coasting and foreign trade. All the best Harbours are situated in this region, that of the capital forming a central station and basis of commercial operations. The chief towns, Yarmouth, Liverpool, Halifax are also on this side, main roads connecting them in various directions with the rich lands of the interior. Nor is this tract of country entirely destitute of agricultural resources. Except along some of the headlands, from the bald rocks of which the ceaseless surge of the Atlantic has swept every trace of soil or vegetation, there is a covering of earth, generally a stiff clay, often, as on the front lands of the counties of Lunenburg Halifax and Yarmouth—and on the “hard-

wood hills" everywhere scattered through the barrens, of great depth and proved fertility—The labour of clearing lands on this side of the province is very severe, from the prevalence of surface stone, but when cleared it is valuable, from its proximity to the open Harbours, the Fisheries and the growing commercial towns. The Granite disappears altogether, except in one or two places, at an average distance of twenty miles from the sea. Slate forming the basis of the upland in the immediate rear, particularly in the centre of the province. Beyond this is the region of fertility, the soil being excellent and stone (except quarries of Grindstone and Freestone in the counties of Pictou and Cumberland) rarely to be seen. This for agricultural purposes, by far the most important portion of the province, presents, to the Husbandman, three kinds of country, the upland, the Intervale and the Marsh—The upland in the counties of Inverness, Pictou, Colchester, Cumberland, Hants, Kings, Annapolis and Digby, is generally fertile and free from stone. Along the banks of many rivers, draining these extensive tracts, are found the Intervales, being narrow strips of light alluvial soil, above the head of the tide and skirting the streams, until near their head waters the mountains close in and make the descent too rapid to admit of deposits being formed. These Intervales are not more fertile than good upland, but are generally preferred—some of them, overflowed by the freshets, which bring down rich particles of soil from higher elevations, will produce hay without manure—others secure from flowage and requiring no expence to dyke them from the sea, make excellent tillage land—easily worked from their presenting level surfaces and a light yet fertile soil. Such of these intervales as are cultivated bear grain and green crops well, perhaps with less manure than upland usually requires, but they do not retain it so tenaciously, and, besides are earlier struck with frost.

Marshes

7. The dyked marshes of Nova Scotia, formed along the banks of all the rivers flowing into the Bay of Fundy and Bason of Mines, are the real wealth of the province and redeem her from the lower level, which,

but for them, she must have occupied as an agricultural country. I have said, that the tides of the Bay Fundy rise and fall about sixty feet. The tide wave, pressed on by the mass of waters in the rear, rushes with resistless velocity up the beds of the streams, meeting and controlling the waters, descending towards the bason, and overflowing with a rich deposit the flat lands which extend on either side. The receding tide leaves these covered with rich mud, successive layers of which, deposited in the lapse of years, and gradually overgrown with wild grasses (which, as they rise, intercept and bind together fresh particles of soil) form the marsh lands of Nova Scotia, which have been cropped without manure for 150 years. The cost of protecting these lands is not very heavy compared with their intrinsic value, which is hardly yet sufficiently estimated by those who own them— but their comparative worth may be judged by the fact that while the best upland in Nova Scotia, in favorable situations, except on the peninsula of Halifax, rarely sells higher than £10 an acre, from £20 to £50 is perhaps the average price of Dyke, while woodland or pasturage, on the hill sides, but a few miles in the rear, will scarcely command £1.

Population

8. Ten years have elapsed since an official census of the population was taken. Though imperfect, it was recognized as an approximation to an accurate return. The numbers then were 200,000. A Bill was prepared at my suggestion, and introduced by the Secretary last session, providing for a renewed census, and for the collection of more extensive statistical returns, than at present exist in this province. The Bill was on reflection deferred, because had these returns been taken this year, they would not have furnished so faithful a picture of the country as was to have been desired. The failure of the potato and other crops, felt so severely in Europe, has also been experienced in Nova Scotia. In 1845 the potatoe rot made its appearance, and was in that year very destructive, sweeping away nearly the whole crop. In 1846 sparing the early potatoes, it destroyed those which had been planted later in the season. In 1847 there was immense loss, partly from the rot, and in

part from the potatoe not growing, in consequence of the unsoundness of the seed. In each of these years the Weevil or fly destroyed a very large proportion of the wheat. These failures were followed by effects similar to those produced, on a larger scale, in the mother country, within the same period. The sudden loss of so great a quantity of food, had, in some of the poorer countries to be supplied by the liberality of the Legislature, and as Bread Stuffs and seed had to be extensively imported, the drain of the precious metals produced, as in Europe, a corresponding depression of trade, followed, when the panic was at its height in England, by several commercial failures. From this depressed condition the country is slowly recovering. A few bountiful harvests will restore to the inhabitants their accustomed supplies. In the meantime it is consolatory to reflect, that in no part of the province even in those three years of scarcity, has life been lost for lack of food. It will be obvious to Your Lordship that a census taken at this time, when stock has been largely reduced, and many of the laboring population have been driven abroad in search of employment would be imperfect. I must therefore apologize for omitting much that would properly belong to this report, but hope to be able to supply the deficiency in some subsequent year. The numbers at the present time may be safely estimated at 300,000.

9. The population of Nova Scotia, is now chiefly composed of a native race, sprung directly or indirectly from the three great families of the United Kingdom; English, Irish and Scotchmen are numerous. The Irish are found, in large numbers, only in the capital—the Scotch chiefly in the eastern counties—the western and midland counties are principally occupied by the descendants of the Loyalists, whose blood is English. The county of Lunenburg is inhabited by a race, sprung from a body of German and Swiss Protestants, who emigrated from Rotterdam, in 1753. There are several settlements of French Acadians, the township of Clare, containing the largest and most important. There is no war of races here nor jealousies on account of origin—Men of different

lands cherish their national reminiscences and attachments, with mutual respect for each others feelings, and their descendants, form one race, and are known by but one name. The Indians are still a distinct people, but there are only a few hundreds of them, left in the province.

Religion

10. The religious divisions are those of the United Kingdom, and North America generally. The design of the original French adventurers was to establish the Roman Catholic Church, the leading men of the Loyalist emigration did establish the Church of England, but congregationalists and members of other Churches are numerous among their followers. Dissent increased, from various causes, and the Dissenters, reinforced by more recent emigration from the old country, chiefly of Presbyterians from North Britain and Catholics from Ireland form now a great majority of the population. The five largest Religious bodies are Churchmen, Presbyterians, Catholics, Methodists and Baptists, the proportions as shown by the census of 1827, were:

Churchmen	28,659
Presbyterians	37,225
Catholics	20,401
Methodists	9,408
Baptists	19,790
other denominations	8,365

These proportions are probably still preserved. Religious distinctions are attended with few inconveniences. The different Churches are sustained by those only who take an interest in them.

Education

11. Though the system of education hitherto adopted in Nova Scotia, has had its defects, still it has insensibly diffused over the country a fair share of intelligence. The settlers from New England and the adjoining States, brought with them their attachment for common Schools and a commendable ambition for the establishment of higher Seminaries. The Presbyterians from Scotland also introduced their familiar acquaintance with the Machinery and advantages of Education even in a comparatively poor country; and the active exertions of both bodies have given a stimulus to improvement which is now perceptibly operat-

ing over the whole mass. A common School act, that divides the province into districts, in which the people appoint their own Trustees, and manage their Schools on a popular basis, controled by Boards of Commissioners appointed by the Executive has been in operation in Nova Scotia since 1826. It comes up for revision by the Legislature every three of four years, when improvements, suggested by experience, are introduced. The number of Common Schools in operation in 1847 was 1025 in which 34,380 children were instructed. In addition to these a respectable High School or Academy is maintained in each county.

Colleges

12. Collegiate Education, owing to the rivalries and distrust which peculiar circumstances have generated, though it has cost the province much money, is still at a very low ebb. Unfortunately the college originally founded in 1802, at a time when it was supposed that unity of religious faith might be established in Nova Scotia, excluded from its Chairs and its honors all who did not subscribe certain tests similar to those which are required at Oxford and Cambridge. And although this exclusiveness was afterwards removed, it had produced jealousy, opposition and finally an almost total abandonment, by the bulk of the population of what was confessedly, considering the early period at which it was founded, a very respectable Institution. Others sprang up in different parts of the province and connected with different interests. In a country the combined resources of which would be required to maintain one efficient university each religious body has essayed to found its college, upon denominational principles. The Legislature was, at first, forced to countenance this system, but latterly as its absurdity became more apparent, has vainly endeavoured to remove the obstacles which sectarian rivalry and the personal interests of gentlemen, who from time to time became connected with these seminaries presented. These have, hitherto, opposed obstructions to a union of interests and an adequate provision for the liberal endowment of a University, that might give to the youth of Nova Scotia, the sound education and high-

er polish, which, from their natural endowments they are so well fitted to receive.

13. Lord Dalhousie and Sir James Kempt foreseeing the embarrassments likely to arise from the multiplication of colleges, laboured to effect a union, which was subsequently strongly recommended by Lord Stanley, Lord Glenelg and other Colonial Secretaries whether my Government will be in a condition to deal with this question effectually, I regard as extremely problematical, but it would afford me much satisfaction to give my assent to a measure, which would place the higher branches of education on a more respectable and permanent foundation.

Climate

14. The climate of Nova Scotia is affected by its almost insular position. In Canada and those portions of New Brunswick remote from the sea, Winter commences and breaks up with a certainty and endures with a steadfastness here unknown. In Nova Scotia, there is sometimes sledding and hard frost for weeks before Christmas; and perhaps in the following year the plough may be seen in the fields as late as the 10th of January. The north west winds generally blow for three or four days successively during which the air is clear and bracing; and are usually followed by gentler airs from the south or south east, when rain and sleet dissolve the snow and break up the Winter roads. The springs are tedious, "Winter" not only "lingering in the lap of May" but chilling the atmosphere of June. The summer heats, for a brief season, are excessive, vegetation is singularly rapid, and the Autumn, which includes the Indian Summer is delightful. The Thermometer ranges from 18 to 70 and the table below will convey an idea of the sudden rises and depressions.

METEOROLOGICAL TABLE FOR HALIFAX

Months	Thermometer		
	Max:	Med:	Min:
January	42	20	2
February	40	18	10
March	52	25	6
April	54	30	8
May	60	40	20
June	68	50	30
July	80	63	40
August	90	70	55
September	79	51	48
October	68	51	30
November	59	38	18
December	46	25	7

Nova Scotia is very healthy and the agues and bilious fevers of Western Canada are unknown.

Agricultural 15. In Agriculture this province (though to the eye of a skillful husbandman presenting many deficiencies, common perhaps to all new countries, and susceptible of vast improvement) has yet reached, compared with other Colonies, a very respectable status. Prince Edward's Island having no Fishing, manufacturing or mining population to support, and a soil unincumbered with stone, perhaps imports less bread and exports more oats and potatoes than Nova Scotia in proportion to its size and population but Newfoundland receives her chief supplies of fresh meat, poultry, vegetables and the coarser grains from this province, while New Brunswick, unable to compete in her own markets with the Nova Scotia farmer, until very lately sought to protect her Agriculturalists by a high and almost prohibitory Tariff. Nova Scotia does not yet, however, supply her own people with bread, even in good seasons; some counties, such as Pictou, where oats are extensively consumed, raise a surplus, and some others, nearly furnish bread enough for their Inhabitants. Yet, into the southern counties, the chief seats of commerce and the fisheries, the importations of superfine flour,

from the United States, are still very considerable. In return quantities of Potatoes are shipped from the western counties, to the Northern and Eastern States every year. Wheat, potatoes and oats are the most important crops—but Buckwheat, Rye, Barley, Indian corn and field peas are also extensively cultivated, and in seasons, when the Wheat and potatoes fail, are of great value. It is scarcely necessary to observe that the husbandman in Nova Scotia is free from the burdens of Tithe and Land Tax. The Horticulture in the neighbourhood of the towns and villages, is respectable, its importance is becoming more obvious every year, but neat Gardens are not, particularly in the Eastern counties such common features of the rural districts as might be desired. The apple orchards of the Western counties are very productive, and extend along the roadside, through the township of Granville, in an unbroken line for thirty miles—Apples and Cider are annually exported, and the domestic supply is cheap and abundant. Cattle are exported to New Brunswick, not only to supply a part of the general consumption of that province, but to form working teams for its lumberers, and Newfoundland receives nearly all its sheep and Live stock from Nova Scotia. But our Breeds are inferior to what they should be Though a few animals are occasionally imported by the Legislature or by Agricultural societies, with a view to their improvement, too little attention is paid by the farmers to the importance of crossing, and selection, and consequently the noble specimens to be met with in the mother country are very rarely seen.

Commercial 16. Nature has designed Nova Scotia for a commercial country. Everywhere surrounded by water (except on that narrow Isthmus which connects her with New Brunswick) with the Bay of Fundy and Gulf of St. Lawrence in her rear and the Atlantic in her front—her people to whom the sea is a familiar object from childhood, take to its bosom cheerfully. The Farmers sons in the midland counties, where ship-building is also carried on, become Shipwrights, mariners or masters of coasters and Plaistermen, just as the prospects of advantage are presented, or accident may give a bias to the mind. Farther east

the coal trade, the supply of West India produce to Canada or of Agricultural productions to Newfoundland offer to the enterprizing their peculiar attractions. The West has its Grindstones Cordwood and other articles to convey to the United States; and, on the southern seaboard the coast and deep sea fisheries, people the rugged caves and inlets—which indent it, with a hardy race to whom farming and gardening are but the amusements of an idle hour—whose homes, and whose occupations, are on the sea. An active coasting trade springs naturally in a country so situated, it becomes intercolonial almost as soon as it is generated, as in some cases only a narrow strait or arm of the sea, divides one Colony from another, while the supply of the British West Indies very early attracted towards those Islands, from Nova Scotia an extensive trade in fish and Lumber.

17. Prior to 1824 the foreign trade of Nova Scotia was very limited, but the changes in the commercial policy of the Empire, suggested and carried through by Mr Huskisson, opened a wider field for colonial enterprise of which the North Americans were not slow to avail themselves. With every relaxation yielded by the Imperial Parliament, the foreign commerce of the Colonies has attained a further development, and Nova Scotian vessels besides their traffic with the neighbouring states, Canada and the West Indies, now trade to the Baltic, the Mediterranean, China, the Mauritius, the East Indies, the Brazils, the Havana, and our merchants and Mariners are fast acquiring an accurate acquaintance with distant seas and with foreign markets in every part of the world.

18. Carrying out the policy suggested in your despatch of 31st December 1846 and cooperating, under the auspices of Lord Elgin, the Colonial Legislatures have adopted measures for establishing among the northern group a free intercolonial Trade, only modified by considerations which touch sources of revenue already pledged for indispensable fiscal obligations. One further change is now anxiously desired and as confidently anticipated. It is the realization of that policy suggested in the correspondence between Lord Palmerston and Mr. Bancroft, for an unrestrained reciprocal commerce between Great Bri-

tain and the United States and the repeal of the navigation laws. Such measures would give a stimulus to the trade of all these Colonies; and their population would gladly welcome American vessels into their Rivers and Bays, provided the whole Continent South to Mexico were open to their tonnage; and if their fish, timber, deals, coals and agricultural productions, were admitted on equally favourable terms into the ports of the United States. Negotiations have been suggested I believe, between the Governments of Canada and Washington & Nova Scotia would cheerfully avail herself of any advantages which Canada may thus secure.

I subjoin a table showing the Tonnage of the province and its exports and imports for 1847.

IMPORTS

From	Estimated value in Sterling	Vessels	Tons	Men
Great Britain	330,915	217	63,366	
British Colonies				
viz				
West Indies	28,850			
North America	187,590	1975	135,019	24,586
Elsewhere	4,110			
United States	309,383	1901	167,138	
Foreign states	171,106	264	25,387	
	1,031,954	4,357	390,910	24,586

EXPORTS

From	Estimated vlaue in Sterling	Vessels	Tons	Men
Great Britain	71,804	275	67,049	
British Colonies				
viz				
West Indies	202,415			
North America	237,004	2032	149,524	26,133
Elsewhere	6,587			
United States	474,950	2075	192,085	
Foreign states	38,309	85	6,805	
	1,031,069	4,467	415,463	26,133

- Currency 19. The currency of Nova Scotia, composed chiefly of province and Bank paper is strictly guarded by Law, which provides for its prompt conversion into the precious metals—The Government reserves to itself the circulation of Notes under £5. and has £47,974 of paper afloat, chiefly £1. notes, receiveable for duties at all the Revenue offices, and convertible into Specie on presentation at the Treasury. There are three Banks, whose combined issue is about £140,000 Sterling. Old Halifax currency represented by the Spanish dollar has given place to a circulation of which British coins are the base. Sixteen shillings represent the pound currency—the addition of one fourth easily converts Sterling into Currency. The failure of a Bank has never occurred in Nova Scotia, and the public are effectually protected by the present state of the Law. The Public debt of Nova Scotia is £97,774.
- Rate of Interest 20. The legal rate of Interest is six per cent. The Banks charge this rate upon paper discounted and allow 3 per cent to those who deposit with them. Provincial loans are taken at five per cent and four per cent is allowed on sums paid into the Savings Bank, an institution conducted under a provincial guarantee.
- Fisheries 21. The Fisheries have been already incidentally referred to. A few observations will more clearly explain their nature and extent. Nearly all the smaller Lakes and Streams abound with Trout. Gasperaux or Alewives go up the larger Streams in great quantities every spring, and are caught in Dip Netts in favorable situations.
- Salmon 22. Salmon are found in most of the rivers which they ascend to deposit their spawn. The Salmon Fisheries of this province, at its first settlement, were very productive, as may be judged by the fact that 1000 Barrels were drawn from Liverpool River in one season; an Act has passed the Legislature authorizing the sessions in each county, to make regulations for the protection of this fishery, and, on the report of the Sessions, a general code of regulations will be framed, applicable to the whole province. The erection of Grist and saw mills, upon the Streams, has in many instances, destroyed, and in all has greatly

limited this Fishery. Salmon are still caught in quantities upon the Coast, for the supply of the Home or United States market, and many of the rivers still attract the Angler, and furnish to the Indians and poorer settlers, by whom Salmon are speared, a portion of subsistence. But, it is difficult to protect the River Fisheries, from the number of proprietors of lands along the Banks, who can seldom agree in local regulations for their management, and by whom general laws are so easily evaded.

Shad and Bass 23. Around the Shores of the Bason of Mines and Bay of Fundy great quantities of shad and Bass are caught, in Wears, at every flux and reflux of the tide. The Bason of Annapolis has a fishery peculiar to itself, of small Herrings, caught in Wears and which are smoked and packed in Boxes. These are much prized and find a ready sale in foreign Markets.

Cod and Haddock 24. The Cod and Haddock fisheries are actively prosecuted all along the southern coast, these fish are found in deep water very near the Shores, but the principal catch is taken on the banks about ten miles off, the poorer fishermen rowing or sailing out in their Whaleboats and returning every night. Small decked vessels are fitted out by those who are able to keep them, and these generally remain on the grounds, till they have completed their lading. The Nova Scotians also participate in the Gulf and Labrador Fisheries and pay occasional visits to the Banks of Newfoundland. The export of codfish in 1847 was 313,822 quintals, valued at £125,442 sterling.

Mackarel 25. In spring, the schools of mackarel making their way from the south to the north, and returning in the fall, glide along the coasts and headlands of Nova Scotia, and penetrate into the coves and Inlets, where immense quantities of them are stopped with seines and hauled on shore. 500 Barrels are by no means an uncommon draft, and a thousand are sometimes taken. In the Autumn of 1846, Mackarel were stopped in such abundance, that it was difficult to procure salt and Barrels for their preservation. Mackarel are also taken in netts all round the shores.

Herring 26. Herrings are caught at times in great quantities, the following return will give your Lordship an idea of the pickled fish trade, which is annually becoming

of more importance, and which, were the Market of the United States, thrown open to Nova Scotia, is capable of almost indefinite extension. Return shewing the Export of pickled fish in 1847 from Nova Scotia proper.

Alewives	6,793 bbls
	31 kits
Herrings	22,043 bbls
	433 halfbbls
	150 kegs
	353 thirds of bbls.
Mackarel	186,406 bbls
	5,078 halfbbls
	295 Qr bbls
	3,187 thirds of bbls
	388 tierces
Salmon	5,101 bbls
	305 halfbbls
	413 Qr bbls
	450 Kits

from Cape Breton 32, 919 bbls value at £29,486 Sterling.

Whale

27. Several attempts have been made to prosecute the Whale Fishery from the Harbours of Nova Scotia, but, I regret to add, that the success which has attended the efforts of the enterprizing has not yet given a permanent character to this valuable branch of industry. Almost concurrently with the establishment of the fishery in the ports of New England, an attempt was made by some Quakers to purchase Water lots and fit out vessels in the Harbour of Halifax. Either disappointed in the sites they required, or attracted by fairer prospects, or perhaps not being permitted by the navigation Laws to bring their own vessels to Nova Scotia, these men removed to Britain and for years no attempt was made to share with the New Englanders the advantages of a pursuit, which their industry and skill were annually elevating in importance. Since 1832 several voyages have been made, some of them yielding fair returns, but either from the Want of Capital to secure the average profit of a series of voyages—from the absence of economy in the outfit, knowledge of the business, or integrity

on the part of those entrusted with the management, the operations became languid, intermittent and latterly have entirely ceased.

Seal

28. The seal fishery has been frequently attempted under the encouragement of bounties from the Legislature. A few good voyages have been made occasionally, particularly from the Island of Cape Breton, but the success which has hitherto attended the efforts of those who have turned their attention to this fishery has not been sufficiently decisive to attract towards it, any large amount of Capital or industry.

Mines
and
Minerals

29. The Mines and Minerals of Nova Scotia are, though but very slightly explored, known to be of incalculable value. Perhaps a third part of Cape Breton rests upon a coal field, and coal in abundance is found in many parts of the Counties of Pictou, Colchester, Cumberland and Hants. Iron in combination with Coal, exists in many places, and although but one successful effort has been made to work these mines, and that prosecuted under cover of a monopoly generally complained of, still the Nova Scotians look forward to the time, when their country must largely profit, from the decided advantages of its very favorable structure. The export of coal from the mines of Pictou and Sydney, originally opened by the local government and subsequently leased to the General Mining Association amounts to 106,117 Chaldrons.

30. An abortive attempt to work copper has been made, but failed for want of Capital, or from an injudicious selection of the field of operation. There is no doubt that copper exists at Cape D'or, and in other localities. The county of Cumberland produces the best Grindstones perhaps to be found in the world, and the export of these abroad is becoming annually more extensive. Gypsum is found in abundance and furnishes, particularly to the county of Hants an active and profitable trade. But this branch of industry is yet, but very partially developed or its value understood. As capital and population increase, as the contemplated relaxation of trade gives a stimulus to manufactures and the destruction of the forests of the American continent, and the multiplication of

Manu-
factures

steam power on land and sea, enlarge the demand for fuel, the mines of Nova Scotia must come to be extensively worked. They are unsurpassed in richness by any on the continent, and are situated in such proximity to water carriage, that the cost of transportation by land must be comparatively light. No coal has yet been discovered North of the St Lawrence.

31. The manufactures of Nova Scotia are, as yet, of an extremely simple and unpretending character. Course cloths or Homespuns woven by the wives and daughters of the peasantry, are made in all the settlements and are generally woven by that class, the more affluent dressing in English broadcloth only on the Sabbath. Some of these home fabrics are of handsome patterns. Fulling mills exist in the older townships, in which this cloth is thickened and dyed. Where these are too distant, the dyeing is a simple household process—sheep are kept on every farm and supply the raw material, coarse flannels for under garments, bed linen, woolen blankets and carpets are also made. Flax grows luxuriantly, but, hand-spun and woven, is not considered profitable, the British article finding its way into the province at prices so low. Power looms are unknown here. Tanning to the extent of the preservation of all the hides grown in the country, and of those occasionally imported from South America, is also practiced. The Yards are not extensive, except in the neighbourhood of the Capital (in some of which, steam power is used) and many farmers tan their own leather in hogsheads sunk by the road side or in pits of the simplest construction. Leather is imported occasionally from Canada, and Sheepskins and Wool are exported to the United States.

32. Wheat, Oats, Barley, Rye, Buckwheat and Maize grown in Nova Scotia, are ground within the province. The annual crop gives employment to numerous mills, of which, with one exception, water is the motive power. For twenty years the Legislature has given encouragement, by bounty, to the erection of oat mills, which are now numerous. The oat crop seldom fails, and oatmeal particularly in the counties peopled by Scotch emigrants, enters largely into the general consumption; and during the prevalence of

the potatoe blight, has formed an invaluable resource. Wheat is imported into Halifax and two or three other seaports from the Baltic and the United States, for manufacture; and, while the legislature levied a duty on imported Flour, the few mills at which it was ground found profitable employment. The high price of food during the latter years of scarcity, joined to the growing belief that bread should not be taxed, has led to the repeal of this duty; and though the mills having to sustain a competition with the more extensive establishments of the United States, are less profitable, all classes are benefitted by the corresponding reduction in the price of the staff of life.

33. Sawmills are numerous, but the extensive and costly establishments, common to Canada and New Brunswick, do not exist in Nova Scotia, as we have not the pine forest to sustain them: but all the lumber required for the construction of buildings, and of ships and Vessels for the supply of our own commerce or for exportation, is sawed within the country. Pine Lumber is extensively shipped from the Eastern Ports to Newfoundland, from the Western to the West Indies, forming a deck load for Vessels carrying out fish. Plank and Deals are also manufactured for exportation to the Mother country, and, of late, Sleepers for Railroads have been in some demand. Occasional cargoes of Ton timber are also shipped, but this branch of trade never very profitable to individuals or advantageous to the country ere the forests had receded before the progress of cultivation, is less so now, and has been almost abandoned.

34. Of Iron Manufactures, for exportation except stoves to some of the Colonies and chain cables to the United States, there are none. Forges however are found in all the hills and hamlets, and are numerous in the larger towns. These supply Iron work for mills, shipbuilding, agricultural carriages and implements, and shoes for Cattle. Stoves are imported from the Carron works of Canada and the United States, and Iron Manufactures of all kinds are largely imported from the Mother country. The Iron mines of Nova Scotia are not worked for want of Capital. An experiment was tried at Moose river, some years ago, by a company whose skill and knowledge were not equal

to their enterprize. The capital was sunk and the works abandoned.

35. Leather to the extent of the whole quantity tanned in the country, is manufactured every year. Little is ever exported, while, some comes in from England, Canada, and the United States. Boots, Shoes, Saddlery and Harness, are made up in all the Towns and Villages, but the supply (of the quantity and at the prices to compete with imported articles) is not equal to the demand, England and the United States, largely supplying the Market, injuring, it may be for a time, but ultimately stimulating and improving the domestic manufacture.

36. Household furniture, Carts, Carriages, Ploughs and other agricultural implements, bucketts, fish barrells and boxes are made in great quantities and various manufactories of wood, flourish in Nova Scotia, and yield profitable employment to those who conduct these branches of business.

37. Tobacco, confectionery, printing and wrapping paper, Hats and some other articles, are manufactured, in the neighbourhood of Halifax, where are also several distilleries for the preparation of spirits from Molasses. Bonnets of bleached Grass and Hats of Straw are made in many of the rural districts.

38. Buildings are of wood, almost universally, some good stone and Brick houses are to be seen in Halifax and the other larger towns, but these form exceptions to the general rule. Stone Houses carelessly built, are apt to be damp in this climate, a prejudice against them is in consequence generally entertained, which, added to the low price of lumber, gives wood the preference, and may for the next twenty years. But, as wood becomes scarce, more permanent structures will take the place of those annually decaying or liable to destruction by fire. Stone for building materials abounds in Nova Scotia, Granite of the finest quality on the South coast in inexhaustible quantities. Free Stone is found all along the Northern Shore and Slate quite equal to that of Wales in the central region.

39. Nova Scotia, like all new countries labours under a deficiency of taste for the pleasures of Art, simply because she is destitute of the means for their cultiv-

ation and enjoyment. A few good pictures captured during the War, are to be found in Halifax—A few more, inherited from friends who brought them from Home in the earlier emigrations, with those owned by the Cathòlic Church, and some hundreds, perhaps of respectable copies, by native artists, comprize all that administer to tastes so bountifully supplied yet so keenly excited, by the exhaustless treasures everywhere presented by the public and private collection of Europe. As wealth increases and is more generally diffused, pictures will also increase, and the art by which they are produced become more highly prized. The Art Union has of late done something to create this taste, subscriptions having been sent from this province and prizes taken by subscribers. The beautiful Engravings of the mother country, which, from their cheapness, compared with oil paintings, are better adapted to the limited means of a Colonial population, are doing more, as they are to be found in almost every respectable house, in the principal towns and villages.

40. For the acquisition of practical science the means are also limited. A Mechanics Institute has been sustained in Halifax since 1831 at which gratuitous lectures on scientific and other subjects are given throughout six months of the year. A limited collection of models and apparatus is attached to this Institution. Perhaps ten other societies formed with similar objects exist in the interior Towns and Villages and all of these diffuse around them some taste for science: but the practical schools open to daily observation which the workshops and manufactories of the mother country supply, of course are wanting.

Government 41. Having amply discussed on fitting occasions the political principles applicable to this Colony and the changes which have taken place, in its Institutions, I have here only to report, that from the receipt of your Lordships despatch of the 31st March, 1847, the usages of British constitutional Government have been strictly followed, and Nova Scotia, when the necessary departments are arranged will enjoy self Government in all things which involve her own internal affairs, as perfectly as a reflective and practical people can desire.

Representation

42. The Administration of Government in Nova Scotia rests upon as peculiar a basis as is compatible with ownership of the soil. A Freehold which yields 40/ currency worth of income qualifies a man to vote for a member, or to serve in the House of Assembly. From the abundance and low price of land this qualification is easily acquired by any industrious person. A new adjustment of the Representation has been, of late, frequently proposed, with a view to a fairer distribution of political influence. In the first organization of the country, certain townships were permitted to send members to the Assembly, their Inhabitants also retaining the privilege of voting for members for the counties in which they were included. As new counties have been formed in which are no such privileged townships, and as large districts, lying beyond their borders in those which have them, have grown in population, resources and intelligence, the distinction has become invidious, and will, it is more than probable, be ultimately effaced by the passage of some general measure of equalization.

Municipal Institutions

43. The system of District Councils, as established in Canada, has not yet been tried in Nova Scotia. A Bill was prepared under the auspices of my predecessor, but was not formally presented to the Legislature, it being deemed more prudent to watch, for a time, the working of the system in the neighboring province. Halifax is the only incorporated City in Nova Scotia, but the Townships and districts of each county are invested by law, with a certain modified municipal character, enabling the rate payers to meet half yearly, appoint local officers and assess themselves for the support of the poor. The period is fast approaching, if it has not already arrived, when the advantages of municipal Incorporation may be made more extensively available, over the rural districts, organizing and developing their resources, training their population and relieving the provincial Government of much irksome labour and responsibility. To this subject it is more than probable that, at an early period, I shall have to invite your Lordship's special attention.

Revenues

44. The Revenues of Nova Scotia will be found described in detail in the Blue Book. They are chiefly

raised by moderate taxes on Imports, the greater proportion being produced by an advalorem duty of 5 per cent. The heaviest direct tax is that of statute labour which every adult is compelled to perform upon the Roads but which may be commuted by a money payment, if that is preferred. This tax is imposed by Statute but being generally worked out in labour and the benefit immediately felt in improved communications, it falls lightly even on the poor. Roads and Bridges are maintained by this contribution in aid of which the Legislature grants an annual sum, which has risen as high as £35,000 and seldom falls below £25,000. The annual income of the province from all sources was in 1847 £111,025. The expenditure during the same year £122,223.

Judicial
Establish-
ment

45. The various courts were described in the Report forwarded in 1846. They are, a court of Error, Court of Chancery - Supreme Court - Court of Vice Admiralty, Court of Marriage and Divorce, Courts of General Sessions of the Peace, and courts of probate. Besides these the Magistracy of the province, scattered over every country, possess a power of commitment for criminal offences and for the collection by summary process of debts under £10. The Supreme Court makes the circuit of the province, and holds sittings twice a year in each county, in addition to three terms at Halifax. The Criminal calendar is generally very light, indeed, it may be safely asserted, that in no part of Her Majesty's dominions, is the average amount of Crime less in proportion to the population, than in Nova Scotia. In all these courts, Natives of the provinces preside, and the Bar which practices before them, numbering 140 members, includes the names of but few not born in Nova Scotia. In all of them the Statute and Common Law of England, is applicable to the state of Society, (and, if necessary, varied by local statute or Judicial decision is administered. The sages of the English law are perpetually referred to—and the modern decisions in the common Law Equity or Admiralty courts, quoted, as are also the opinions of eminent Jurists in the neighboring Republic.

The Press

46. The press of Nova Scotia, is as free as that of England, claiming and enjoying in fact the same

privileges and restrained by the same Laws. It displays a creditable degree of activity and ability, and, with the freedom, sometimes exhibits the licentiousness common to the press of the mother country. There are at present thirteen newspapers published in the capital and five in the interior. The circulation of English newspapers has increased an hundred fold since the Establishment of the Line of Steam packets, and all the leading British and Irish periodicals are looked for with as much eagerness, and received with as much certainty as the London Newspapers were in Scotland and Ireland a few years ago. The cheap Literature of the mother country is also widely diffused over this province, while the more expensive Books find their way to the collections of the wealthy or into the public Libraries.

Post office Establish- 47. The Post office establishment, which at present is under the control of the post master General of England, has grown with the growth of the country and the improvement of its highways. Its branches extend into every county, bringing every settlement, however remote, within a moderate distance of its privileges. The rates of postage at present are high and unequal, but a uniformly low rate, as your Lordship is aware, will probably prevail over British America in the course of another year.

Steamers 48. Mail Steamers leave Halifax weekly, for England, the United States Bermuda, and Newfoundland—the latter touching at Sydney Cape Breton—there is also Steam intercourse between Halifax and St John's New Brunswick including the intervening ports along the Western Shore and between Windsor, Annapolis and St. John's, on that side of the province washed by the Bay of Fundy. A Steamboat plies in the Bras d'or lake, Cape Breton, and occasionally there is another connecting Pictou with Prince Edward's Island—Lines of Stage coaches run thrice a week from Halifax to Pictou and Annapolis.

Railroads 49. But one Railroad has yet been laid down in Nova Scotia, and that, used for the transportation of coal from Pictou mines to the loading ground, is the property of the General Mining Association—Two others have been projected—the great line from Halifax to Quebec—the official survey and report of which have

just been completed—and a line from Halifax to Windsor, intended to connect the Capital of the province with the rich marsh lands and thriving towns and villages which lie around the Bason of Mines and the Counties immediately adjoining. A survey of this line is now in progress, at the expense of the Legislature, and a proposition for its completion, will probably be presented, at the approaching session. From its peculiar geographical position, combined with the advantages enjoyed from the great Steamboat line established by the liberality of the British Government, Halifax will probably command the Electric Telegraphic communication between Europe and the American continent. As your Lordship is aware a Bill passed last session to provide for the construction of a Line of Electric Telegraph from Halifax to the borders of New Brunswick. Other lines are in course of construction through Canada and the State of Maine, and as soon as the capital required to continue them through New Brunswick has been raised, our line will be formed and thus the chain of communication be complete.

Military

50. The defence of Nova Scotia is provided for, ordinarily, by the presence of two or three Regiments of British Troops in its Garrisons, and the visits of the squadron in summer. An organized militia consisting of 26 Regiments including a force of 44,248 men, inclusive of officers is provided for by Statute. These Regiments are officered by commissions from the crown and when embodied for actual service, are subject to martial law. In peace they are rarely called out, except for inspection, but as every man in the province has a right to carry a gun and few grow up within it unpracticed in the use of firearms, they could soon be moulded for self defence, into valuable auxiliaries to any troops, which in case of danger, the Imperial Government could spare.

Lighthouses

51. The coasts of Nova Scotia though not yet so systematically lighted as those of the Mother Country or even of the New England States, may yet be said to exhibit very creditable evidence of the value set by its people upon such aids to commerce. By a special Law a Tonnage duty is levied upon all ships and Vessels entering the ports of Nova Scotia or depart-

ing therefrom (coasters paying a fixed rate per annum) and the produce of this tax, is held sacred to the building and maintenance of lighthouses. Nineteen are in full operation and two others are now in course of erection. Canada, New Brunswick and Prince Edward Island liberally contribute to the support of these Light, in consideration of the additional security which they afford to the Trade of these Colonies.

Wages

52. The price of labour varies slightly in Nova Scotia, with the price of food. Two shillings and nine pence and Three shillings and three pence Sterling per day is paid generally by government on the public roads, upon which Farmers and Farmers sons who have other pursuits are chiefly employed. These rates will almost always command labor in the towns and villages, in which however, it sometimes falls to two shillings and two shillings and ten pence sterling—Farm Servants receive £20 currency per annum and their board; first rate men in the harvest time will earn £2.18 Sterling per month. Captains of merchant vessels receive £8. Sterling per month, Sailors £3.4/ Sterling per month, Mechanics are generally in demand and can in ordinary season earn from four to eight shillings Sterling per day—

Prices

53. The price of food is regulated partly by the State of the crop and partly by the prices of bread stuffs in the neighboring Republic whence the quantity over and above her crop which Nova Scotia requires is drawn. The abundant supply of Fish in almost every part of this province very directly influences the prices of all other commodities and the low rates at which it may be purchased in the Halifax market agreeably surprises strangers from Europe. I give below a price current including a few of the leading articles which enter into general consumption.

		Sterling	
Wheaten flour	per Barrel of 196 lbs	£ 1	7
Wheat	per Imperial bushel		4 10
Wheaten Bread	per 2 lb loaf		3
Horned cattle (for work)	each	10 to 12	
do (Slaughtered)	per 100 lbs	1 to 1	4
Horses	from 12	to 30	
Sheep	from 10/	to 1	
Goats	from 16/	to 1	12
swine alive		1 to 1	5
Milk	per quart		3
Butter fresh	per lb 9d	to	10
Butter salt	per lb 8d	to	9
Cheese	per lb 6d	to	10
Beef	per lb 3d	to	6
Mutton	per lb 3d	to	6
Pork	per lb 3d	to	4
Rice	14 lbs		2 10
Coffee	per lb		7
Tea	1/8	to	2
Sugar	per 16 lbs.		4
Salt, per bushel, fine 4/	do coarse		1 7
Wine	per gallon		10
Brandy	Do		8
Beer	5 galls 4/ to		6
Tobacco	per lb		10
Hay	per ton	4	10
Oats	per bushel		2 6
Corn kilndried	do		3 6
Wood	per cord		16
Coal	per chaldron	1	5
Rum	per Gall: 3/6 to		4
Coffee	per lb 6d to		8
Mackarel No 1 £1. to £1.5. No. 2 16/ to 17/6 no 3			10
Herrings			11

Emigration 54. The subject of Emigration and Colonization in connexion with the future improvement of the lower provinces in general and of Nova Scotia in particular is purposely omitted. It is too extensive and important to be treated incidentally and may require and perhaps justify a separate Report. In bringing this to a close, I must crave your Lordships pardon for its imperfections. My object has been to present as an accompaniment to the Statistics embraced by the Blue Book, such a picture of the province, as persons taking an Interest in it at home might find serviceable, and that those who know it best would acknowledge to be accurate.

I have &c &c

Sd J. HARVEY

P.A.N.S., Vol. 120, pp. 159-205

APPENDIX C

General Post Office

Halifax 18 Nov 1848

Sir,

Agreeably to the Instructions contained in your letter of the 4th Instant, covering copy of a letter you had received from the Secretary of the General Post Office, directing me to make an inspection of the road travelled by the Express Mails, as also upon the manner in which the Service is performed, I have the honor to report, that considering it advisable to obtain a correct insight into the actual condition of the Road and its requirements, I procured a private conveyance, taking with me the Contractors, as also the Road Commissioners, who have been for many years practically employed on the Line, with whose assistance I was in hopes to arrive at an opinion which would at once show to you the difficulties which this Line of Road presents to the efficient working of the important branch of the Public Service under consideration, as well as the ordinary requirements of the Department. I have thought it best to divide each stage, shewing the condition of the Road, and a marginal reference of the Estimate furnished to me by the Commissioners, for placing it in a good and substantial state or repair

The Estimate
furnished to
place this
road in a
thorough re-
pair is £1,
306 or about
£172 pr mile

The first stage from Dartmouth to Schultz is 18 miles, a part of which passes over a gravel bottom, and is in tolerable repair, but few miles of it presents a surface by which the Contractor can proceed at the rate of 8 miles an hour

The Estimate
to make a
good and
permanent
repair is
£2000

The 2nd Stage from Schultz to Woodward is 12 miles, and with the exception of a very few miles of hard road, presents a surface of mud and stiff clay, the carriages sinking to the Axles, and rendering anything like speed being maintained impossible.

The Estimate for putting this road in condition is £1400—materials being abundant in the vicinity £1000 is estimated for repairs

£750 is estimated for this Section

Estimate to be put in good condition for £750

£2650 is estimated to make this road which will include a number of alterations

The third stage from Woodward's to Pollocks 14 miles, is in general very indifferent but at the present time is in a wretched condition, in many parts, the horses sinking to their knees.

The fourth stage from Pollocks to Truro 16 miles, much of this Road is soft, and in its present state is very difficult to travel over.

The fifth stage between Truro and Londonderry 15 miles, is in tolerable condition, and there is no doubt with the outlay of the estimated expenditure, would prove an excellent Section.

The sixth stage from Londonderry to West Chester on the Cobequid Mountains 22 miles—A great part of this route is performed on a gradual ascent of about 1 in 20 making it a very heavy drag for the Newspaper portion. There is a change of horses about halfway.

The Seventh Stage from West Chester to Amherst 27 miles passes over a newly made Section of the Mountains which is not yet gravelled, making the travelling very heavy. There is a change of horses about half way. Ten Miles this side of Amherst is very indifferent indeed, and will require very extensive alterations and repairs.

By the foregoing remarks it will be seen that the estimated Amount of £5,700 would be required between Dartmouth and Truro, and £4,150 between Truro and Amherst making a total of £9850, to place this line in a condition upon which the mails could be conveyed with ease at the rate of 8 miles an hour. Although this may appear a large Sum, nor can I vouch for its accuracy from any knowledge I possess of road making, yet I have no doubt from the respectability of the parties furnishing this Estimate, coupled with their long practical experience, that the same has been handed to me upon a very careful revision of the Amounts. The extensive repairs therefore that will be required on this Road, will show to the Postmaster General, how little has been done to keep up this important line of communication, and when it is

considered that the whole traffic of the Eastern part of the Province all diverges upon it, particularly that portion between Truro and Dartmouth, all of which tends to its deterioration, it cannot be a matter of surprise at the frequent delays which have occurred, and until that period arrives when nature will furnish level roads there is little to hope for any improvement in expediting the Mails, as the Season is now too far advanced to effect any repairs which would prove of any very useful nature. It is an undeniable fact that very many portions of this road are in such a state that a rate of speed cannot be obtained beyond three miles an hour, and when the cumbrous portion of these Express mails weighing from 2 to 3 tons, has to be conveyed through such difficulties, all expectation of punctuality must be set aside, and what is now maintained is only by the strenuous exertions of the Contractors. In short from the best opinions I could obtain from competent persons well acquainted with the subject, it will require nearly the whole of this important line to be renewed, to make a double road, and when once put into such a condition and an Annual liberal appropriation being expended upon it, that it will not only be sustained but improved. Under any circumstances if this desirable undertaking cannot be grappled with on the opening of the proper Season for operations of this nature, yet it will be necessary that some vigorous measures are resorted to, to prevent its annual delapidation and by which the Department may at all events improve in a manifold degree, upon the present manner of executing the public service on this line, for which, everything is provided but the desideratum of a good travelling road. In another and very important respect, it may be shown to his Lordship how much the expense of the Mail service may be curtailed, provided improvements on the road were made, as the contractors would be quite prepared to make a corresponding reduction in their Offers, if a commensurate amount of benefit could be ensured by a reduction of their outlay, which would necessarily follow, if a better state of things existed.

I trust I have not been too prolix in laying my views before you in the manner I have, or, as irrelevant

ent to the subject, but I feel myself authorized to say, that from my long acquaintance with this road, I have never seen it in a worse condition than at present; and that you should be made fully aware of its state, which will prove how manifestly impossible it is to meet the demands of the public, urgently requiring an improvement in the expedition of the Mails; and as I attach some degree of responsibility in giving an opinion upon a point of such great importance, I trust I have advanced none but those which, from the information you have from time to time received of the causes which have lead to the repeated delays in the Mail Service, you can readily endorse.

As regards the manner in which the Express-Mail service is performed referred to in your letter, I beg to state that it is as efficiently done, as it possibly can be under the difficulties I have enumerated, everything connected with the contractors establishments being placed upon a footing, which the exigencies of the Service requires, and the conditions of the Contract point out. There are 44 horses employed between Halifax and Truro, and 38 between Truro and Amherst, especially appointed for this Service, and in many instances, additional ones have been used to assist in dragging the Newspaper portion through the deep mire, and all are of the best description the country can produce. The appointments and means of conveyance are also very efficient, and I have reason to know that everything is done by the Contractors, to carry out the views of Her Majesty's Government, in expediting the transport of these Express Mails, under circumstances of peculiar difficulty and hardship.

I have &c

(signed) H. M. Watson

Surveyor G.P.O.

A Woodgate Esq

Nova Scotia

P.A.N.S. Vol. 88, page 8-15