

A Bill is introduced "for altering the law upon the Ecclesiastical Courts and preventing those anomalies which existed under the old system."

DUELLING. Brooks, who died lately, may be taken as the exponent of American Duelling.

INCOME TAX. "Take off the extra 9d! No more double income tax!" Such are the determined threats that assail government on every hand.

WAR AND POLITICS ABOARD. A conference in Paris during the next fortnight, will settle the Neuchatel question.

Persia has published a counter-manifesto to ours, throwing all the blame on us.

It will be perceived that the expenses, this year, have been largely increased, from the necessity of repairing a Locomotive injured by the accident at Three mile House, in March, thereby decreasing the net revenue.

The Board are gratified in being enabled to state, that since their Road has been opened \$1,407 passengers, and 6,748 horses, have been carried over it, without the slightest injury.

THE BOARD HAVE BUT LITTLE to add to the description of the works in progress, given by the Chief Engineer. They believe that he is not

THE RAILWAY.

We extract the following statement from the Royal Gazette of Wednesday last: It is an important and interesting document.

NOVA SCOTIA RAILWAY OFFICE: Halifax, 4th February, 1857.

SIR, We have the honor to furnish you, for the information of His Excellency the Lieutenant Governor,

1. A Statement of the expenditure and receipts of this Board up to the 31st day of December, 1856:

Table with 2 columns: Year, Amount. Rows for 1854, 1855, 1856, and In all.

Of this amount there was received from the Honorable the Receiver General--

Table with 2 columns: Year, Amount. Rows for 1854, 1855, 1856, and In all.

Leaving due on sundry accounts, as per Balance Sheet

Table with 2 columns: Year, Amount. Rows for 1854, 1855, 1856, and In all.

Cash on hand \$54 10 2

£466,752 8 5

2. A Report made to the Board by JAMES R. FOREMAN, Esq. Chief Engineer, showing the progress of the works, and describing their general character, and state of advancement.

3. Traffic Returns, showing the amount of movement of passengers and freight upon those sections of the road thrown open for the use of the country.

The Quarterly Balance Sheets, Accounts, and Vouchers, have been lodged with the Honorable the Financial Secretary, as the Law directs.

The cost of Railroads in this Province has been enhanced by the rise in the price of labour, and of all other commodities in the general markets of the world, ever since the operations of the Board commenced.

But while our Roads have, from the operation of causes over which we have had no control, cost more than it was assumed they would a few years ago, we have reason to believe that they have cost less than roads of like description, built elsewhere.

The Board regret that it was not possible, owing to the tardiness with which some of the Contractors advanced their works, to open the sections through to the Grand Lake until after the close of the year.

The transportation of Freight has steadily increased. Though the portion of the road worked throughout the year, was too short to command the great staples of the country, the results have been most encouraging, as will be seen by reference to the returns that accompany this Report, and from which the nature and extent of the Passenger and Freight business are shown under separate heads.

The whole revenue of the road (8 miles) for the year ending 31st December, 1856, was

Table with 2 columns: Category, Amount. Rows for Passengers, Freight, Mail Coaches, Contractor's Freight, Conveyance of Troops, Locomotive work on No. 3, Storage, &c.

The expenses were, viz:

Table with 2 columns: Category, Amount. Rows for Locomotive charges, Accident at 3 mile house, Traffic charges, Repairs of Stock, Fuel, Upholding, Miscellaneous.

£8012 6 9

Nett. £1107 15 7 1/2

too sanguine in assuming that the Western Branch to Windsor, and the whole of the Main Line to the Steviacke, will be completed and opened during next summer.

It will appear by Mr. FORMAN'S Report that the Section between Steviacke and Truro is ready for contract. The Board wait the instructions of the Executive Government as to the period when that portion of the work shall be advertised.

There is nothing to prevent the location and letting of the whole Road to Pictou during the next summer, if the Board are authorized and instructed so to do.

The Board invite the very special attention of the Government to the necessity that exists for the passage of some law, by which the assessments contemplated for the compensation of proprietors, from whom lands and materials have been taken, may be levied and paid over.

Though proprietors have submitted to the operation of the Construction Act, with respect, if not with cheerfulness, this has been done in the confident belief that the Legislature would do them justice.

We have the honor to be, Sir, Your obedient servants,

JOSEPH HOWE, Chairman, JONATHAN MCCULLY, WILLIAM PRYOR, JR., JOHN H. ANDERSON, P. M. CUNNINGHAM, THOMAS S. TOBIN.

The Hon. the Provincial Secretary.

Appended to the foregoing is the Report of the Chief Engineer referred to above, from which it appears that 60 miles 16 1/2 chains are under contract.

Mr. Foreman concludes his report as follows:

- The Rolling Stock, consisting of: 3 Locomotives, 4 Passenger Carriages, 4 Horse and Cattle boxes, 2 Goods Vans, 8 Platform Trucks, 2 Ballast Waggon, 52 Sets of Malleable Iron Carriage wheels and Axles,

is in good working order. Several pieces of machinery have been added during the year to the workshops at Richmond, and platform and other trucks are being constructed there.

In conclusion, I have to state that the Windsor Branch and the Main Line so far as the Steviacke Valley, will in all probability be ready for use before the end of the ensuing Summer; and connected with this result, and as a means of greatly promoting economy in working the road, I beg leave to suggest that the Legislature authorize the Board to provide and erect a telegraph to notify the departure and arrival of all the trains at the several stations.

I have the honour to be, Sir, Your obedient Servant, J. R. FORMAN, Engineer.

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Feb. 11.

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SEALED TENDERS will be received by either of the Subscribers, until Thursday, the 25th day of February, instant, at 1 o'clock, P. M., for the Building of a

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