NOVA SCOTIA LEGISLATION.

The House of Assembly has now been sitting four weeks, and as yet it can scarcely be said that the actual business of the session has commenced. One or two Committees have reported, and among others we observe that the committee to whom were referred the petition of Mr. Desbrisay for aid to a steam-boat between Pictou and Charlottetown, have reported in favor of a grant of £200 a year to a boat to run three times a week each way, making a trip each day, Sundays excepted, between the two places. The report has not yet been received, but lies over on account of some communications had from the governments of P. E. Island and New Burnswick, respecting intercolonial mail arrangements. Should it not be prevented or rendered unnecessary by arrangements of a more general character, we hope the report of of the committee will be adopted by the House, as the scheme it proposes will secure a greater amount of accommodation to the public, and a more regular conveyance of the mails between the two provinces than under any former arrangement. There will be no difficulty about procuring a boat to perform the service, as Mr. Heard's new boat, the (Rosebud), built expressly for the route and furnished in elegant and comfortable style, is now receiving a new engine, when she will be in every way better suited for the work than any other boat that has ever been on the line. We believe a petition has also been presented from Mr. Heard of Charlottetown, owner of the Rosebud, for remuneration for services performed by his boat last year, the prayer of which petition is strongly recommended by a large number of persons in this community. We belleve Mr. Heard's petition to be entitled to the favorable consideration of the House, from the great efforts he has made to establish an efficient communication in summer between this Province and the Island. During the summer of 1855, Mr. Desbrisay had the contract for carrying the mails, and that service was performed by the steamer Lady Le Marchant, which vessel made, during the season, forty-five trips to Pictou and twenty-five to Shediac, and received a public grant of £1300 from P. E. Island, £240 from Nova Scotia, and £360 from New Brunswick (all Island currency), equal to £25 per trip—the (Rosebud) made during the season forty trips to Pictou and received nothing. Frequently during the summer, from the irregularity of the Lady Le Marchant, owing to being detained at Shediac by head winds, low tides, or by being engaged in towing rafts, they were behind time, and the travelling and commercial public would have been very inefficiently accommodated, but for the unremunerated services of the Rosebut. So important is now the intercourse between the two Provinces, that whatever arrangements may be made for all mail conveyance, we believe it would be a wise expenditure for the Legislatures of P. E. Island and Nova Scotia to give a bonus of a few hundred pounds to the Rosebud or any other boat that would keep up an efficient daily communication between Charlottetown and Pictou.—Eastern Chronicle.

LATEST INTELIGENCE.

The Baltic arrived at New York on the 4th inst. with four days' later intelligence. We have copied the despatch, and it will be seen that although the excitement in England respecting a war with the United States is diminishing, still that extensive preparations are being made by the Government to provide against such a contingency. We have good reasons also for stating that England has for some time past been quietly arranging for largely increasing her strength in North America.

In Canada there are numerous indications of an increase of troops, and it is said that several light infantry regiments are expected there shortly from home, together with several companies of artillery. England is evidently acting on the maxim that "the best preservative of peace is to be prepared for war;" and we earnestly pray, it may have its effect in averting that terrible scourge from our borders. The intelligence from the United States is favourable to the continuance of peace. It is true that the President seems determined to dismiss Mr. Crampton, the British Minister; but public opinion, so far as it can be ascertained from the papers, is against the idea that war will ensue. There is a strong difference of opinion beween the ministers of the two countries—one asserting, that an ample apology has been made on the enlistment question, and the other denying it. It is impossible that Lord Palmerston would have used the emphatic language he did not on the subject, which our readers will find in another column, unless he had just grounds for it; and on the other hand it is almost equally impossible to disbelieve the contrary assertion of the American official. Time alone will reveal where the discrepancy lies; we only hope that the misunderstanding can be satisfactorily explained, and peace be preserved between Great Britian and her offspring in the United States, and that both for many years to come, may unite in a holier warfare, the advancement of the kingdom of God's dear son upon earth, by the diffusion of those great principles which both equally recognize.—*St John Witness, March 6th.*

HOUSE OF ASSEMBLY.

WEDNESDAY, March 5.

FERRY WHARF.

The Hon. COLONIAL SECRETARY, after shewing the necessity which existed for the construction of a Ferry landing, advocated the propriety of building a wharf at the foot of Prince Street. He stated that Dennis Reddin, Esquire, had offered the site of a portion of his wharf for the annual rent of £40. The acceptance of this proposal he did not deem advisable, as it appeared to him inexpedient to connect public with private property, and besides the accommodation constantly required for a Ferry wharf would be liable to frequent interruptions or hindrances by vessels taking up berths near the wharf, and the deposit of private property on it. Prince Street was geographically central, and the extension of the Town eastwardly would soon render it central with reference to the business of the City. There was no doubt that the proposed change of site would meet the opposition of those parties whose places of business were in the vicinity of the present Ferry wharf; but it was impossible to consult the private interests of individuals in a question of this nature, and those parties should consider the advantages they had enjoyed for so long a period from the locality of the present wharf. It was intended to construct the wharf to the edge of the channel; the cost would probably be some £1200 or £1500.

Mr. DOUSE would ask what was the reason more care and attention had not been exhibited towards the Ferry during the contract of the late lessee. He had received no assistance; but now, when another, probably a greater favorite with the Hon. Secretary, had obtained the lease, the Hon. Secretary was prepared to build a wharf on the Flats of the East River, at a place where, if it were not protected on the outside, the ice in the spring of the year would sweep it away. He referred to the money that had been thrown away on the opposite side of the Harbor last year; and concluded by advocating the Ferry landing at either Messrs. Reddin's or Peake's wharfs, as being more economical.

Hon. Mr. PALMER was sorry to hear the sentiments expressed by the hon. member who, however, he hoped would recognize the propriety of voting an adequate sum. There was no doubt of the urgent necessity for a proper Ferry wharf. The want of proper accommodation had long formed matter for complaint against the government. Strangers were astonished at the state of the Ferry. Contractors blame the government for not affording the requisite facilities. A comparison with similar places in other Colonies would put us to shame. The old wharf had been patched up and had not given satisfaction. Queen's wharf does not afford the requisite freedom from the interruptions of general traffic. If the government had entered into an engagement with a new contractor, they should provide suitable accommodation. If it were intended to lay out a large sum of money, it would be of no avail unless ample means of ingress and egress were provided. If it were the sincere desire of the House to have proper Ferry accommodation, they must not do things by halves. Botching and patching up would give no satisfaction. As to the site, that was a question on which his constituents differed materially. A considerable number wished it to be at the end of Great George Street. He was quite disinterested in the matter himself, and was in favor of Prince Street, as being most generally useful. It is most directly opposite the Ferry on the other side. It had been objected that it was not sufficiently adjacent to the places of business; but it should be remembered that the establishment of the landing would speedily attract business to the locality. The Ferry boat plying at Prince Street would have the additional advantage of being free from the delays which arose from vessels tacking and changing their positions near the western wharfs. If the House decided to erect a wharf, he knew no better site than Prince Street. Mr. Reddin's offer, though at first it appeared economical, would on examination be found not to be so. The rent he asked was equal to the interest of £700 or £800, and the difference between that and the estimated amount for the new wharf, was really not very material when it was considered that the Government would have the sole control. Under Mr. Reddin's proposal, cases might occur in which public rights would clash with private interests. The resolution described the wharf as exclusively for a Ferry. He saw no necessity for going so far as that, and would prefer to leave it discretionary with the Government to appropriate it, as they may see fit, with regard to other public purposes. That, however, was mere matter of detail. Putting aside all party feeling, he felt it his duty to vote for the Government appropriating the land at the foot of Prince Street, where a revenue would accrue from warehouses, which would be erected there.

Hon. Mr. WIGHTMAN said, that having last year given the Corporation the control of the wharfs in the City, it might be the duty of the inhabitants to build the Ferry wharf; but as it was a matter affecting the interests of the people generally, it was the duty of the House to consider the best means of effecting the object. As to the question of site, he had heard that Mr. Peake had offered a site between Mr. Tremain's wharf and the old Steam Mill. That he considered a very suitable place, and if it were not accepted he would vote in favour of Great George Street. As to the rent asked by Mr. Reddin, he did not think the sum unreasonable, as the establishment of the Ferry landing there would seriously injure his property. A wharf at the end of Prince Street would be very much exposed. Nothing could withstand the run of ice in the spring of the year. It would, moreover, involve the necessity of building 50 or 100 feet more than would be required at Great George Street, and they should consider whether they would give £1,400 or £1,500, for a work liable to be carried away at any moment.

Mr. COOPER was in favor of accepting Mr. Reddin's offer. He considered £1,500 too low an estimate for the cost of the Prince Street wharf. A Ferry Slip on the western side of Mr. Reddin's wharf would be so sheltered that the protection it would receive from the wharf would of itself be worth the rent.

Hon. Mr. MONTGOMERY said they were called upon to vote a large sum of money; no amount had been named in the resolution. It might probably cost £2000. He was in favor of Great George Street, where there was a wharf already built. The plan gave the width of the proposed wharf at 14 feet. Such a structure at the end of Prince Street would never stand. Let the sum be named in the resolution, and the site be the end of Great George Street.

Hon. COL. SECRETARY.—It was not requisite to specify any amount in the resolution. If it were necessary to have a wharf let the House vote a sum sufficient for the purpose, as was the case with the Bridge at Souris. With reference to what had fallen from the hon. member, Mr. Douse, about the injury to the wharf last year, that gentleman's party was in power when it was built. He did not blame them, but perhaps it had not been efficiently inspected during its construction, and without that, it would not be properly built. It was not bolted, consequently the gale removed the top from the ballasted portion. The part built last summer withstood the storm. The Slips, &c., were erected in accordance with the views of the contractor, whose duty it was to keep them in repair. He had not done so, and the Government were consequently forced to repair them or to see them carried away. There was no use in having suitable accommodation on one side and not on the other.

Mr. YEO did not see why they should refuse Mr. Reddin's offer. He considered its acceptance would be a benefit to the country generally. They could give it up if it was found to be a losing affair. Meanwhile they could be building a substantial wharf, perhaps of stone. His own opinion was in favor of that being the material, as it would not be subject to the destructive action of worms.

Mr. CLARK had no personal interest in the matter. His only object was public accommodation, and the local interests of individuals should not influence his judgment in cases of this nature. He had lived long enough in Charlottetown to know that Prince Street was the proper place for a Ferry landing. He had frequently seen the Ferry Boat delayed by vessels anchoring, shifting their berths, and surging round in the way of the Boat. A wharf at Prince Street would cost no more than one at any other place. Mr. Reddin's offer of a right of way was certainly liberal, but the rent he asked was the interest of £800.

Hon. Mr. LONGWORTH admitted the liberality of Mr. Reddin's proposal, but deemed it inadvisable to engraft public upon private property. It was absolutely necessary to have a wharf, and he was in favor of Prince Street, although some of his constituents differed from him in that opinion. He agreed with Mr. Clark in his observations on the obstructions to the progress of the Ferry Boat from vessels getting in her course. Prince Street was the central street of the City, and as he had heard that some honorable Member had decided not to vote for any sum unless it was to be expended on that Street, by this course he would obtain their support.

Hon. Mr. MOONEY said that it was all very well for the hon. Member to look after the rights of his constituents. He also (Hon. Mr. Mooney) had to consider the interests of those whom he represented, and as the proposal to have the wharf at Prince Street would impose on them the necessity of paying double truckage for the transport of their commodities from the Wharf to the Market, he would vote for the acceptance of Mr. Reddin's offer.

Hon. COL. TREASURER was opposed to the Ferry landing being at Queen's Wharf; but when he was Road Correspondent the management came under his knowledge. Mr. Bourke asked to be permitted to alter the site of the Slip. On application to the Government he was allowed to do as he wished. The same objection which is entertained to the present landing would apply to a Slip at Reddin's wharf. Prince Street's central position would not subject the country people to inconvenience. Before many years it was probable the Hillsborough would be bridged. The stone wharf suggested by the hon member, Mr. Yeo, would cost a very large sum, and would not be more secure from worms than a structure of cedar, which worms do not attack. Abutments faced with Cedar would break the ice, and tend materially to the strength of the whole.

Mr. DINGWELL said that the Act of Incorporation had transferred such matters to the Corporate authorities, and therefore the House was not called upon to build the wharf. As to the site, so great a diversity of opinion existed that he thought they should make no appropriation until a majority of the inhabitants of the City had indicated their wishes.

Hon. Mr PALMER said, that reasonable as was the suggestion of the hon. member that the House should yield to the opinion of the majority of the inhabitants of Charlottetown, yet he would, on reflection, feel that he would not be justified in leaving the question to the people of the Town, as exclusively, or to the greatest extent interested in the Ferry. He would also experience some difficulty in ascertaining the sense of the inhabitants of the Town. Some would wish to have the Ferry in one place, others in different localities. It was their duty not to allow the public convenience to be lost sight of, by a regard to the peculiar interests of individuals. As to the remarks of the hon. Mr. Mooney, about the greater truckage from Prince Street than Great George Street, he would have spoilt his argument had he told the parties interested in a Market, that they could have it on Hillsborough square, so that unfortunately for the argument, the Market would be very near the Ferry. There was no fear of the wharf being carried away by the ice. Wharfs had been successively built from west to east, and none had been carried away. The most severe gales are from the southwest; one from that quarter injured Pownal Street wharf a year or two ago. Hon. members should not forget the right of the Government to the ground, which would, of course, be greatly enhanced in value by the establishment of the proposed wharf.

Mr. YEO was understood to state that real estate in Charlottetown had depreciated 10 per cent.

Hon. COLONIAL SECRETARY did not know where the property alluded to was situated, unless perhaps some property of the hon. member's near the Barracks had decreased in value by the withdrawal of the troops (laughter). As to Mr. Dingwell's wishing to obtain the opinions of the people