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Part of Appendix No. 3 is in English and French.
Une partie de l'Appendice No. 3 est en anglais et en français.

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SESSIONAL PAPERS.

VOLUME II.

SECOND SESSION OF THE EIGHTH PARLIAMENT

OF THE

PROVINCE OF CANADA.

Session 1864.



VOLUME XXIII.

PRINTED FOR THE CONTRACTORS BY HUNTER, ROSE & LEMIEUX, ST. URSULE STREET, QUEBEC.

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TABLES
OF THE
TRADE AND NAVIGATION
OF THE
PROVINCE OF CANADA,
FOR THE YEAR
1863.

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COMPILED FROM OFFICIAL RETURNS.  
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Presented to both Houses of Parliament by Command of His Excellency.

L. H. HOLTON, MINISTER OF FINANCE.

MOUVEMENT
DU
COMMERCE ET DE LA NAVIGATION
DE LA
PROVINCE DU CANADA,
POUR L'ANNÉE
1863.

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COMPILE D'APRÈS DES DOCUMENTS OFFICIELS.  
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Présenté aux Chambres du Parlement par ordre de Son Excellence.

L. H. HOLTON, MINISTRE DES FINANCES.



QUEBEC:

PRINTED FOR THE CONTRACTORS BY HUNTER, ROSE & LEMIEUX, ST. URSULE STREET.

1864.

T A R I F F .

TABLE OF DUTIES OF CUSTOMS INWARDS,

In force during the year 1863.

Goods paying Specific Duties.

WHISKEY,—of any strength not exceeding the strength of proof by Sykes' hydrometer, shall be chargeable with a duty of twenty-five cents per gallon, and so in proportion for any greater strength, or less quantity than a gallon.	Duty. — 25 cents.
OIL,—Coal, Kerosene and Petroleum,—distilled, purified or refined,—per gallon.	10 “

Goods paying Specific and ad-valorem duties.

SUGAR,—refined, whether in loaves or lumps, candied, crushed, or in any other form; White Bastard Sugar, or other Sugar equal to refined in quality. And a specific duty on each pound weight,	15 p. cent. 3 cents.
CONFECTIONERY, And a specific duty on each pound weight,	15 p. cent. 3 cents.
SUGAR,—being neither refined nor White Bastard, nor other sugar equal to refined in quality, And a specific duty on each pound weight,	10 p. cent. 2 cents.
MOLASSES, And a specific duty on each gallon,	10 per cent. 5 cents.
COFFEE, GREEN, And a specific duty on each pound weight,	5 p. cent. 3 cents.
COFFEE,—ground or roasted, And a specific duty on each pound weight,	30 p. cent. 3 cents.
TEA, And a specific duty on each pound weight,	15 p. cent. 4 cents.

Goods paying one hundred per cent.

Gin; Cordials; Rum; Spirits and Strong Waters, including Spirits of Wine and Alcohol, not being Whiskey or Brandy.	Duty p. cent. <i>ad-valorem.</i> } 100 p. c.
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TARIF.

TABLEAU DES DROITS DE DOUANE A L'ENTREE

En force durant l'année 1863.

Articles soumis à des droits spécifiques.

	Droit.
Le WHISKY de toute force n'excédant pas celle de la preuve de Syke, sera soumis à un droit de vingt-cinq centins par gallon, et ainsi en proportion pour toute force plus grande ou pour toute quantité plus petite qu'un gallon.	0 25 centins.
HUILE—de charbon, kerosène et pétrole,—distillée, purifiée ou raffinée, par gallon.	0 10 "

Articles soumis à des droits spécifiques et ad-valorem.

SUCRE,—raffiné, en pains ou en morceaux, candi, pilé, ou en toute autre forme; sucre blanc bâtard, ou autre sucre égal en qualité au sucre raffiné. Et un droit spécifique sur chaque livre.	15 p. cent. 3 centins.
CONFISERIE, Et un droit spécifique sur chaque livre.	15 p. cent. 3 centins.
SUCRE,—n'étant ni le raffiné, ni le blanc bâtard, ni d'autre sucre égal en qualité au sucre raffiné, Et un droit spécifique sur chaque livre.	10 p. cent. 2 centins.
MÉLASSE, Et un droit spécifique sur chaque gallon.	10 p. cent. 5 centins.
CAFÉ, VERT, Et un droit spécifique sur chaque livre.	5 p. cent. 3 centins.
CAFÉ,—moulu ou rôti, Et un droit spécifique sur chaque livre.	30 p. cent. 3 centins.
THÉ, Et un droit spécifique sur chaque livre.	15 p. cent. 4 centins.

Articles soumis à un droit de cent pour cent.

Genièvre; Cordiaux; Rhum; Spiritueux et eaux fortes, y compris les esprits de vin] et les liqueurs alcooliques, n'étant point du whisky ou de l'eau-de-vie.	Droit pr. ct. ad-valorem. } 100 p. cent
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	Duty per ct <i>ad-valorem.</i>
<i>Goods paying forty per cent.</i>	
Cigars.	40 p. cent.
<i>Goods paying thirty per cent.</i>	
Ale, Beer and Porter; Blacking; Brandy; Cinnamon, Mace, and Nutmegs; Spices, ground; Pepper, Pimento and Ginger, ground; Patent Medicines and Medicinal preparations, not elsewhere specified; Snuff; Soap; Starch; Tobacco, manufactured; Packages containing goods paying <i>ad valorem</i> duties are chargeable with the same duty as the goods they contain—unless such duty exceed 30 per cent, in which case the duty on packages containing them shall be 30 per cent. <i>ad valorem.</i>	30 p. cent.
<i>Goods paying twenty-five per cent.</i>	
Manufactures of Leather, viz:— Boots and Shoes; Harness and Saddlery;	25 p. cent.
Clothing or Wearing Apparel made by hand or sewing machine.	
<i>Goods paying fifteen per cent.</i>	
Book, Map and News-Printing Paper.	15 per cent.
<i>Goods paying ten per cent.</i>	
Anchors, 6 cwt. and under. Books.—School or other Books, printed in this Province, (copies of which to be deposited with the Customs Branch of the Department of the Finance Minister.) are subject to a duty of 10 per cent. Brass in bars, rods and sheets; Brass or Copper Wire and Wire Cloth; Cameos and Mosaics, real or imitation, when set in gold, silver and other metal; Canada Plates, Tinned Plates, Galvanized Iron and Sheet Iron; Copper, in bars, rods, bolts or sheets; Silk Twist for hats, boots and shoes; Iron—Bar, Rod or Hoop; “ Nail and Spike Rod; “ Hoop or Tire for driving wheels of locomotives, bent and welded; “ Boiler Plate; “ Railroad Bars, Wrought Iron Chairs and Spikes; “ Rolled Plate; “ Wire;	10 p. cent.
Jewellery and Watches; Lead in sheet; Maps, Charts and Atlases; Sails, ready made; Spirits of Turpentine; Steel, wrought or cast; Cotton Candle Wick, Cotton Yarn and Cotton Warp; White Lead, dry; Plaster of Paris, ground and calcined; Hydraulic Cement, ground and calcined; Red Lead; Litharge; Phosphorus;	

<i>Articles soumis à un droit de quarante pour cent.</i>	Droit p. ct. <i>ad-valorem.</i>
CIGARES.	40 p. cent.
<i>Articles soumis à un droit de trente pour cent.</i>	
Aile, bière et porter; Cirage; Eau-de-vie; Muscades, macis et cannelle; Epices moulues; Gingembre, piment et poivre, moulus; Remèdes et préparations médicinales brevetés, non spécifiés ailleurs; Tabac en poudre; Savon; Amidon; Tabac manufacturé; Les colis contenant des articles soumis aux droits <i>ad valorem</i> sont frappés du même droit que les articles qu'ils contiennent, à moins que ce droit n'excède 30 p. ct., auquel cas le droit sur les colis contenant ces articles sera de 30 p. ct. <i>ad valorem.</i>	30 p. cent.
<i>Articles soumis à un droit de vingt-cinq pour cent.</i>	
Produits manufacturés de cuir, savoir:— Bottes et souliers; Harnais et sellerie;	25 p. cent.
Hardes faites à la main ou au moyen de machines à coudre.	
<i>Articles soumis à un droit de quinze pour cent.</i>	
Papier pour l'impression des livres, des cartes géographiques et des journaux	15 p. cent.
<i>Articles soumis à un droit de dix pour cent.</i>	
Ancres de 6 qtx. et au-dessous; Livres d'école et autres, imprimés en cette province, (un exemplaire desquels devra être déposé à la division des douanes du département du ministre des finances), devront payer un droit de 10 pour cent. Cuivre jaune en barres, en baguettes et en feuilles; Fil de cuivre jaune ou de cuivre et tissu métallique; Camées et mosaïques, réels ou imités, lorsqu'ils sont montés en or, en argent ou en autre métal; Tôle du Canada, fer-blanc, tôle galvanisée et tôle ordinaire; Cuivre en barres, en baguettes, en boulons ou en feuilles; Cordons de soie pour chapeaux, bottines et souliers; Fer en barres, en baguettes ou à cercles; " baguettes pour clous et chevilles; " cercles ou bandages pour roues de locomotives, courbés et soudés; " tôle à chaudière; " barres pour chemins de fer; coussinets en fer forgé et chevilles; " tôles roulées; Fil de fer; Bijouteries et montres; Plomb en feuilles; Cartes géographiques, cartes marines et atlas; Voiles toutes faites; Esprit de térébenthine; Acier battu ou coulé; Coton à mèche, coton à tisser et à chaîne; Blanc de plomb, sec; Plâtre de Paris, moulu et brûlé; Ciment hydraulique, moulu et brûlé; Rouge de plomb; Litharge; Phosphore;	10 p. cent.

Medicinal Roots ;	Duty per ct <i>ad-valorem</i> .
Engravings and Prints ;	
Straw, Tuscan and Grass fancy Plaits ;	10 p. cent.
Tin, granulated or bar ;	
Tubes and Piping, of copper, brass, or iron when drawn ;	10 p. cent.
Zinc or Spelter, in sheet ;	
Locomotive and Engine Frames, cranks, crank axles, railway car and locomotive axles, piston rods, guide and slide bars, crank pins, connecting rods, steamboat and mill shafts, and cranks forged in the rough ;	10 p. cent.
<i>Goods paying twenty per cent.</i>	
All articles not hereinbefore enumerated as charged with an <i>ad-valorem</i> or a Specific duty, or hereinafter declared free of duty, shall be chargeable with a duty of twenty per cent, on the value thereof.	20 p. cent.
<i>Table of Free Goods.</i>	
Acids of every description, except Vinegar ;	Free.
Agricultural Societies,—Seeds of all kinds, farming utensils and implements of husbandry, when specially imported by, for the encouragement of agriculture ;	
Alum ;	Free.
Anatomical preparations ;	
Anchors, over 6 cwt. ;	Free.
Animals of all kinds ;	
Antimony ;	Free.
Antiquities, collections of ;	
Apparel, wearing, and other personal effects, and implements of husbandry, (not merchandise) in actual use of persons coming to settle in the Province and accompanying the owner ;	Free.
Apparel, wearing, of British subjects dying abroad ;	
Argol ;	Free.
Arms for the Army or Navy and Indian nations, provided the duty otherwise payable thereon would be paid or borne by the Treasury of the United Kingdom, or of the Province.	
Ash, Pot, Pearl and Soda ;	Free.
Bark, Tanners' ;	
Bark, used solely in dyeing ;	Free.
Barley, except Pot and Pearl ;	
Barley Meal ;	Free.
Beans ;	
Bear and Bigg ;	Free.
Bear and Bigg Meal ;	
Berries, used solely in dyeing ;	Free.
Bibles, Testaments, Prayer Books, Devotional Books ;	
Bleaching Powder ;	Free.
Bolting Cloths ;	
Borax ;	Free.
Bookbinders' Tools and implements ;	
Books—other than Reprints of British Copyrights—or School and other Books, printed in the Province, as specified under head of 10 per cent ;	Free.
Books, Maps and Charts, imported not as Merchandise, but as the personal Effects of persons arriving in Canada to become <i>bona-fide</i> residents of the Province ;	
Bottles, containing Wine, spirituous or fermented Liquors of Officers' Mess ;	Free.
Brandy imported for Officers' Mess ;	
Bran and Shorts ;	Free.
Brimstone ;	
Bristles ;	Free.
Broom Corn ;	
Buckwheat ;	Free.
Buckwheat Meal ;	
Bulbs and Roots, other than Medicinal ;	Free.
Bullion ;	
Burrstones, wrought or unwrought, but not bound up into Millstones ;	Free.
Butter ;	

Racines médicinales ; Gravures et empreintes ; Ouvrages de fantaisie, tressés en paille, en paille d'Italie et en herbe ; Étain granulé ou en barres ; Tubes et tuyaux en cuivre, cuivre jaune ou de fer, passés à la filière ; Zinc ou <i>Spelter</i> en feuilles ; Châssis, manivelles, essieux, moteurs de locomotives et machines, essieux de chars et de locomotives, tiges de piston, tiges de tiroir, glissières, tourillons de manivelles, bielles, arbres de couche, arbres et manivelles ôbauchées, de bateaux-à-vapeur et de moulins.	Droit p. cent. <i>ad-valorem</i> .
	10 p. cent.
<i>Articles soumis à un droit de vingt pour cent.</i>	
Tous les articles non énumérés ci-dessus comme soumis à un droit <i>ad valorem</i> , ni soumis ci-dessous à un droit spécifique, ni déclarés francs de droits, seront soumis à un droit de vingt pour cent sur leur valeur.	20 p. cent.

Tableau des exemptions.

Acides de toute sorte, excepté le vinaigre ; Sociétés d'agriculture—graines de toutes sortes, instruments et ustensiles d'agriculture, quand ils sont spécialement importés par elles pour l'encouragement de l'agriculture ; Alun ; Préparations anatomiques ; Ancres, pesant plus de 6 quintaux ; Animaux de toutes sortes ; Antimoine ; Collections d'antiquités ; Vêtements et autres effets mobiliers et instruments d'agriculture (n'étant point dans le commerce) et à l'usage des personnes qui viennent s'établir dans cette province et accompagnant le propriétaire ; Vêtements de sujets anglais décédés à l'étranger ; Tartres ; Armes pour l'armée, la marine et les tribus sauvages, pourvu que le droit autrement payable sur icelles soit payé par le trésor du royaume-uni ou de cette province ; Potasse, perlasse et soude ; Tan ; Ecorce servant uniquement à teindre ; Orge, excepté l'orge perlée ; Farine d'orge ; Fèves ; Farine de fèves ; Orge perlée et mondée ; Farine de cette orge ; Baies employées seulement à teindre ; Bibles, testaments, livres de prières et livres de dévotion ; Poudre à blanchir ; Bluteaux ; Borax ; Outils et instruments de relieur ; Livres qui ne sont pas des réimpressions d'ouvrages anglais soumis au droit de propriété littéraire—livres d'école et autres livres imprimés dans la province, ainsi que spécifié parmi les articles soumis au droit de 10 pour cent ; Livres, cartes géographiques et marines, importés non comme marchandise, mais comme effets mobiliers appartenant aux personnes arrivant en Canada avec l'intention de s'y établir ; Bouteilles contenant du vin, des liqueurs spiritueuses ou fermentées pour l'ordinaire des officiers ; Eau-de-vie importée pour l'ordinaire des officiers ; Bran de son et son gras ; Soufre ; Soies de cochon ; Blé-d'Inde à balais ; Sarrasin ; Farine de sarrasin ; Bulbes et racines, autres que les médicinales ; Lingots ; Pierres à meules, travaillées ou non, mais non réunies en meules de moulins ; Beurre ;	Libres ;
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Coin and Bullion ;
 Cabinets of Coins ;
 Cables, Iron chain—over $\frac{3}{4}$ of an inch diameter ;
 " Hemp ;
 " Grass ;
 Carriages of Travellers, and carriages employed in carrying Merchandise (Hawkers,
 and Circus Troupes excepted) ;
 Casks, Ships' water, in use ;
 Caoutchouc, or India Rubber and Gutta Percha, unmanufactured ;
 Cement, Marine or hydraulic, unground ;
 Charitable Societies—donations of clothing for gratuitous distribution by ;
 Cheese ;
 Clothing for Army or Navy or Indian nations, or for gratuitous distribution by any
 Charitable society ;
 Coal ;
 Cochineal ;
 Coke ;
 Commissariat Stores ;
 Copperas ;
 Corkwood, or the Bark of the Corkwood tree ;
 Corn, Indian ;
 Cotton and Flax waste ;
 Cotton Wool ;
 Cream of Tartar in crystals ;
 Diamonds and Precious Stones ;
 Drain Tiles for agricultural purposes ;
 Drugs used solely in dyeing ;
 Dye Stuffs, viz.—Bark, Berries, Drugs, Nuts, Vegetables, Woods, and extract of
 Logwood ;
 Earths, Clay and Ochres, dry ;
 Eggs ;
 Emery ;
 Emery, Glass, and Sand Paper ;
 Felt hat bodies, and Hat Felt ;
 Fire Brick ;
 Firewood ;
 Fish ;
 Fish Oil, in its crude or natural state ;
 Fish, products of, unmanufactured ;
 Fishing Nets and Seines ;
 Fish Hooks, Lines, and Fish Twines ;
 Flax, Hemp and Tow, undressed ;
 Flour ;
 Fruits, green ;
 Fruits, dried, the growth of the United States only, while the Reciprocity Treaty is in
 force ;
 Furs, Skins, Pelts or Tails, undressed, when imported directly from the United
 Kingdom or British North American Provinces, or from the United States, while
 the Reciprocity Treaty is in force ;
 Gems and Medals ;
 Cold Beater's Brim Moulds and Skins ;
 Gravels ;
 Grains—Barley and Rye ;
 Beans and Peas ;
 Bear and Bigg ;
 Bran and Shorts ;
 Buckwheat ;
 Indian Corn ;
 Oats ;
 Wheat ;
 Meal of above Grains ;
 Grindstones, wrought or unwrought ;
 Gums and Rosins, in a crude state ;
 Gypsum or Plaster of Paris, ground or unground, but not calcined ;
 Grease and Scraps ;
 Hams ;
 Hair—Angola, Goat, Thibet, Horse or Mohair, unmanufactured ;

Free.

Monnaies et lingots ;
 Cabinets de monnaies ;
 Câbles de fer, de plus de $\frac{1}{2}$ de pouce de diamètre ;
 do d'étoupe ;
 do d'herbe ;
 Voitures de voyageurs, et voitures employées au transport des marchandises (les col-
 porteurs et troupes de cirque exceptés) ;
 Futailles à eau en usage dans les navires ;
 Caoutchouc et gutta percha non manufacturés ;
 Ciment marin ou hydraulique, non moulu ;
 Sociétés charitables— dons de hardes pour être distribuées gratuitement par elles ;
 Fromage ;
 Vêtements pour l'armée ou pour la marine, ou pour les tribus sauvages, ou pour être
 distribués gratuitement par quelque société charitable ;
 Charbon ;
 Cochenille ;
 Coke ;
 Provisions pour le commissariat ;
 Couperose ;
 Liège ou écorce de liège ;
 Blé-d'Inde ;
 Déchêts de coton et de filasse ;
 Coton en rame ;
 Crème de tartre cristallisée ;
 Diamants et pierres précieuses ;
 Tuiles à égout pour les fins de l'agriculture ;
 Drogues employées seulement pour teindre ;
 Matières tinctoriales, sav. : écorce, baies, drogues, noix, végétaux, bois et extrait de
 campêche ;
 Terres, argiles et ocres sèches ;
 Œufs ;
 Émeri ;
 Papier à émeri, à verre, et papier sablé ;
 Formes de chapeaux de feutre et feutre pour chapeaux
 Brique réfractaire ;
 Bois de chauffage ;
 Poisson ;
 Huile de poisson, dans son état naturel ou n'ayant point subi l'action du feu ;
 Produits de poisson non manufacturés ;
 Filets et seines de pêche ;
 Hameçons, lignes et fil à rets ;
 Lin, chanvre et étoupe, non préparés ;
 Fleur de farine ;
 Fruits verts ;
 Fruits secs, des Etats-Unis seulement, tant que le traité de réciprocité sera en
 force ;
 Fourrures, peaux, pelleteries ou queues, non préparées, lorsqu'elles sont importées
 directement du Royaume-Uni ou des provinces de l'Amérique Britannique du
 Nord, ou des Etats-Unis, tant que le traité de réciprocité sera en force ;
 Pierres précieuses et médailles ;
 Chauderets et peaux pour les batteurs d'or ;
 Gravier ;
 Grains—Orge et seigle ;
 Fèves et pois ;
 Orge perlée et mondée ;
 Bran de son et son gras ;
 Sarrasin ;
 Blé-d'Inde ;
 Avoine ;
 Blé ;
 Farine des grains ci-dessus ;
 Pierres à meules, travaillées ou non ;
 Gommés et résines, à l'état naturel ;
 Gypse ou plâtre de Paris, moulu ou non, mais non calciné ;
 Graisse et graillons ;
 Jambons ;
 Crin d'Angola, de chèvre, du Thibet, de cheval ou de chèvre de Turquie, non manuf ;

Free.

Hemp ;
 Hides ;
 Horns ;
 Household Furniture and Effects that have been in actual use for one month or more,
 of persons coming to settle in this Province, and in charge of the owner ;
 Household Effects, personal, not merchandise, of subjects of Her Majesty, domiciled in
 Canada, but dying abroad ;
 Indigo ;
 Inventions and Improvements in the Arts, Models, or patterns of,—provided that no
 article shall be deemed a model which can be fitted up for use ;
 Junk and Oakum ;
 Lard ;
 Lime, the produce of British North American Provinces only ;
 Machinery, models and patterns of—provided the same be not put to actual use ;
 Manilla grass ;
 Manures of all kinds ;
 Marble in blocks or slabs, unpolished ;
 Meats, fresh, smoked and salt ;
 Menageries—horses, cattle, carriages and harnesses of, subject to Regulations by the
 Governor in Council ;
 Military Clothing for Her Majesty's troops, or Militia ;
 Military Stores and Materials for Military Clothing, imported for the use of the
 Provincial Militia, under such restrictions as may be passed by the Governor
 in Council ;
 Mosses and Sea Grass, for Upholstery purposes ;
 Musical Instruments for Military Bands ;
 Nitre or Saltpetre ;
 Oakum ;
 Oils—Cocoa-Nut, Pine and Palm, in their crude, unrectified or natural state ;
 Oil Cake or Linseed Cake ;
 Ordnance Stores ;
 Ores, of all kinds of Metals ;
 Osier or Willow, for Basketmaker's use ;
 Packages of all kinds, in which goods are usually imported, except the following,
 viz. :—Spirit, Wine, Oil, Beer, Cider, and other casks for the containing of
 liquid, Baskets of every description, Trunks, Snuff Jars, Earthenware Jars, Glass,
 Jars, Bottles, and Barrels containing Grain, Seeds and Peas ;
 Pig Iron, Fig Lead, and Pig Copper ;
 Pitch and Tar ;
 Philosophical Instruments and Apparatus, Globes ;
 Plants, Shrubs and Trees ;
 Printing Ink and Printing Presses ;
 Provisions for Army or Navy or Indian Nations ;
 Rags ;
 Resin and Rosin ;
 Rice ;
 Sail Cloth ;
 Sal Soda ;
 Sal Ammoniac ;
 Salt ;
 Scrap Brass ;
 Seeds, for Agricultural, Horticultural, or Manufacturing purposes only ;
 Ships' Blocks ;
 Binnacle Lamps ;
 Bunting ;
 Canvas, Sail, Nos. 1 to 6 ;
 Compasses ;
 Dead Eyes ;
 Dead Lights ;
 Deck Plugs ;
 Shackles ;
 Sheaves ;
 Signal Lamps ;
 Travelling Trucks ;
 Cordage which upon importation shall have paid the duty of Customs, shall be
 entitled to Draw-back under the 8th Sec. 22 Vic., cap. 76, when applied to ship-
 building purposes, and under such regulations as the Governor in Council may
 make ;

Free.

Chanvre ;
 Peaux crues ;
 Cornes ;
 Meubles et effets de ménage qui ont servi pendant un mois ou plus à des personnes venant s'établir en cette province, et en possession du propriétaire ;
 Effets de ménage non dans le commerce, qui ont appartenu à des sujets de Sa Majesté qui avaient leur domicile en Canada, mais qui sont décédés à l'étranger ;
 Indigo ;
 Modèles d'inventions et améliorations dans les arts ; pourvu qu'on ne puisse les considérer comme importés pour en faire usage ;
 Vieux cordage et cordage dépêcé ;
 Saindoux ;
 Chaux de provenance des provinces de l'Amérique Britannique du Nord seulement ;
 Modèles et patrons de machines,—pourvu qu'ils ne puissent être mis en usage ;
 Herbe de Manille ;
 Engrais de toutes sortes ;
 Marbre en blocs et en pièces plates non polies ;
 Viandes fraîches, fumées et salées ;
 Chevaux, bestiaux, voitures et harnais de ménageries, sujets aux règlements que pourra faire le gouverneur en conseil ;
 Habits militaires pour les troupes ou la milice de Sa Majesté ;
 Munit. de guerre et effets et march. pour habits mil., importés pour l'usage de la milice prov., sujets à tels restrictions et règlements que le gov. en conseil prescrira ;
 Mousses et foin de mer, pour les tapissiers ;
 Instruments de musique pour les corps de musique militaire ;
 Nitre ou salpêtre ;
 Etoupe ;
 Huiles—beurre de cacao, résine de pin, huile de palme—dans leur état naturel ;
 Pain de lin ;
 Munitions d'artillerie ;
 Minerais de toute espèce ;
 Branches d'osier ou de saule, préparées pour l'usage des vanniers ;
 Coils de toute espèce dans lesquelles des marchandises sont ordinairement importées, excepté les coils de spiritueux, vin, huile, bière, cidre, et autres futailles, cont. des liq., les pan. de toute esp., les coffres, les jarres cont. du tabac à priser, jarres en faïence, jarres en verre, bouteilles, et les barils contenant du grain, des graines et des pois ;
 Fer, plomb et cuivre, en saumons ;
 Brai et goudron ;
 Instruments et appareils de physique et globes ;
 Plantes, arbrisseaux et arbres ;
 Encre à imprimer et presses à imprimer ;
 Provisions pour l'armée, la marine ou les tribus sauvages ;
 Guenilles ;
 Résine et colophane ;
 Riz ;
 Toile à voile ;
 Sel de soude ;
 Sel ammoniac ;
 Sel ;
 Cuivre en boulons ;
 Graines pour les fins de l'agriculture, de l'horticulture, ou de manufactures seulement ;
 Poulies de navire ;
 Lampes d'habitation ;
 Etamine ;
 Canevas, voiles, Nos. 1 à 6 ;
 Compas ;
 Caps-de-mouton ;
 Faux sabords ;
 Tampons de pont ;
 Anneaux de fer ;
 Roues de poulies ;
 Lampes à signaux ;
 Margouillets ;
 Le cordage qui aura payé le droit de douane à l'importation sera sujet à la remise du droit en vertu de la 8e clause de la 22 Vict., ch. 76, lorsqu'il devra être employé aux fins se rattachant à la construction des vaisseaux ; et cela conformément aux règlements que le gouverneur pourra faire en conseil ;

Libres.

Ships' Water Casks in use ;
 Silk Hat Felts ;
 Soda Ash ;
 Sago Flour ;
 Scutching Machines,—from 28th October to 31st December, 1863 ;
 Specimens of Natural History, Mineralogy, or Botany ;
 Stone, unwrought ;
 Slate ;
 Stereotype Blocks, for printing purposes ;
 Statues, busts and casts, of marble, bronze, alabaster or plaster of Paris, paintings and drawings as works of Art, specimens of sculpture, cabinets of coins, medals, gems, and all collections of antiquities ;
 Sulphur or Brimstone ;
 Tin and Zinc or Spelter in block or Pig ;
 Tallow ;
 Teasels ;
 Timber and Lumber of all kinds, round, hewed, sawed, unmanufactured in whole or in part ;
 Tobacco, unmanufactured ;
 Tools and Implements of Trade of Handicraftsmen arriving in Canada, when accompanied into the Province by the actual Settler, and brought in by such Settler for his own use and not for sale ;
 Treenails ;
 Turpentine, other than Spirits of Turpentine ;
 Type Metal, in blocks or pigs ;
 Varnish, bright and black, for ship-builders, other than Copal, Carriage, Shellac, Mastic or Japan ;
 Vegetables, not elsewhere specified ;
 Vehicles of Travellers, except those of Hawkers and Pedlars ;
 Water Lime, unground ;
 Wine, Spirits and fermented Liquors of all kinds, imported for Officers' Mess and the packages containing the same ;
 Wood for hoops, when not notched ;
 Woods of all kinds ;
 Wool ;
 All importations for the use of Her Majesty's Army and Navy serving in Canada, or for the public uses of the Province ;
 Silver or Plated ware, Glassware, Chinaware, Table linen and Cigars, imported especially by and for the use of any Regimental Mess of Officers of Her Majesty's Army serving in Canada, shall be admitted free of duty under such regulations as may be determined by Order in Council ;
 All articles imported by and for the use of the Governor General shall be admitted free of duty ;
 All articles imported for the use of any Consul of a foreign Country, being a Subject or Citizen of the foreign Country he represents, and not engaged in commercial business or professional pursuits, shall be admitted free of duty.

Free

Table of Prohibitions.

The following articles are prohibited to be imported under a penalty of fifty pounds, together with the forfeiture of the parcel or package of Goods in which the same may be found :

Books, drawings, paintings, and prints of an immoral or indecent character ;
 Coin, base or counterfeit.

Books—Foreign Reprints of British Copyright Works, are subject to 12½ per cent. duty, by Order in Council, under authority of 12 and 14 Vic., cap. 6. 12½ per cent.

Futailles à eau pour l'usage des vaisseaux ;
 Fentre à chapeaux de soie ;
 Cendre de soude ;
 Fleur de Sagou ;
 Machines à brayer le lin,—du 28 octobre au 31 décembre 1863 ;
 Échantillons d'histoire naturelle, de minéralogie ou de botanique ;
 Pierre brute ;
 Ardoise ;
 Blocs de stéréotypes, (*clichés*), pour les fins d'imprimerie ;
 Statues, bustes et empreintes en marbre, en bronze, albâtre ou plâtre de Paris ; peintures et dessins comme œuvre d'art ; échantillons de sculpture, cabinets de monnaies, médailles, pierres précieuses et toutes collections d'antiquités ;
 Soufre en pierre ou en poudre ;
 Etain et zinc ou *spelter* en saumons ou en gueuse ;
 Suif ;
 Chardons à carder ;
 Bois de charpente et de construction de toute espèce, rond, avivé, scié, non manufacturé en tout ou en partie ;
 Tabac non manufacturé ;
 Outils et instruments d'ouvriers venant en Canada pour y demeurer, et qu'ils apportent pour leur propre usage, mais non pour vendre ;
 Gournables ;
 Térébenthine, autre que l'esprit de térébenthine ;
 Métal à caractères typographiques, en blocs ou en saumons ;
 Vernis luisant et noir, pour les constructeurs de navires, autre que la résine copale, que le vernis pour les voitures, que la laque plate, le mastic, ou le vernis du Japon ;
 Végétaux, non spécifiés ailleurs ;
 Voitures de voyageurs—celles des colporteurs exceptées ;
 Chaux hydraulique non moulue ;
 Vin, spiritueux et liqueurs fermentées de toute espèce, importés pour tout ordinaire d'officiers, et les colis qui les contiennent ;
 Bois pour cercles, mais non encochés ;
 Bois de toute espèce ;
 Laine ;
 Toutes importations pour l'usage de l'armée et de la marine de Sa Majesté en Canada, ou pour les fins publiques de la province ;
 La vaisselle d'argent ou plaquée, la verrerie, porcelaine, nappes et cigares importés spécialement pour l'usage de l'ordinaire des officiers de régiments servant en Canada, seront admis francs de droits, selon telles restrictions qui pourront être établies par ordre en conseil ;
 Tous les articles importés par le gouverneur général et pour son usage seront admis francs de droits ;
 Tous les articles importés pour l'usage d'aucun consul d'un pays étranger, étant sujet ou citoyen du pays étranger qu'il représente et non engagé dans les affaires commerciales, seront admis francs de droits.

Libres.

Tableau des prohibitions.

L'importation des articles qui suivent est prohibée sous peine d'une amende de cinquante louis, et de confiscation du colis contenant les dits articles :

Livres, dessins, peintures et gravures d'un caractère immoral ou indécent ;
 Monnaie affaiblie ou contrefaite.

Livres—Les réimpressions étrangères d'ouvrages anglais soumis au droit de propriété littéraire paient un droit de 12½ par cent par décret du conseil, en vertu des 13e et 14e Vic., chap. 6. 12½ p. cent.

*To His Excellency the Right Honorable CHARLES STANLEY,
Viscount MONCK, Governor General of British
North America, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY,

The undersigned has the honor to present to Your Excellency the Tables of the Trade and Navigation of the Province, for the year 1863, together with the Report of the Commissioner of Customs and Excise thereon.

All which is respectfully submitted.

L. H. HOLTON,
Minister of Finance.

Quebec, 28th March, 1864.

FINANCE DEPARTMENT,
CUSTOMS, March 28th, 1864.

To the Hon. L. H. HOLTON, M. P.,
Minister of Finance.

SIR,—I beg leave to lay before you the Trade and Navigation Tables of the Province for the year 1863, compiled from the Returns transmitted to this Office by the Collectors of the various branches of the Revenue arising from Customs, Excise and Canal Tolls.

The whole importations for 1863 amount in value to \$45,964,493.

Of which were imported—

From Great Britain.....	\$20,177,572
“ British Colonies.....	642,908
“ the United States.....	23,109,362
“ other Foreign Countries.....	2,034,651

The total amount of the importations, classed with reference to duties and exemptions, shows the following result, viz:—

Value of Dutiable Goods.....	\$22,938,270
Free Goods, other than Coin and Bullion.....	18,373,933
Coin and Bullion.....	4,652,287

Compared with 1862, there has been a falling off in the importations, as follows:—

The decrease has been—

From Great Britain.....	\$ 1,601,740
“ the United States.....	2,063,795
	3,065,535

The increase—

From the British Colonies.....	\$ 68,588
“ Foreign Countries other than U. S.....	360,807
	429,395

Showing an aggregate decrease of..... \$2,636,140

The Collections, however, owing to the increased duties on Tea, Coffee, Sugar, and Molasses, imposed in June, 1862, compare more favorably with the past year, the revenue from Customs for 1862 having been \$4,652,748, against \$5,169,173 for 1863, or an increase of \$516,425.

A SON EXCELLENCE le Très-Honorable CHARLES STANLEY, Vicomte
MONCK, Gouverneur-Général de l'Amérique Britannique du
Nord, etc., etc., etc.

PLAISE A VOTRE EXCELLENCE :

Le soussigné a l'honneur de présenter à Votre Excellence les tableaux du mouvement du commerce et de la navigation de la province pour 1863, ainsi que le rapport du commissaire des douanes et de l'accise sur le même sujet.

Respectueusement soumis.

L. H. HOLTON.

Ministre des finances.

Québec, 28 mars 1864.

DEPARTEMENT DES FINANCES,
DOUANES, 23 MARS 1864.

A l'honorable L. H. HOLTON, M.P.,
Ministre des Finances.

MONSIEUR,—J'ai l'honneur de vous transmettre les tableaux du mouvement du commerce et de la navigation de la province pour 1863, compilés sur les rapports transmis à ce département par les percepteurs des diverses branches du revenu des douanes, de l'accise et des canaux.

En 1863, les importations se sont élevées à.....\$45,964,493

Et ces chiffres se décomposent comme suit :—

De la Grande-Bretagne.....	20,177,572
Des colonies anglaises.....	642,908
Des Etats-Unis.....	23,109,362
Des pays étrangers.....	2,034,651

Le montant total des importations, distinction faite entre les articles imposables d'avec ceux exempts de droits, se décompose ainsi :—

Montant des marchandises imposables.....	\$22,938,270
Marchandises exemptes de droits, autres que les espèces et lingots.....	18,373,936
Espèces et lingots.....	4,652,287

Comparées à celles de 1862, les importations ont subi les diminutions suivantes :—

De la Grande-Bretagne.....	\$1,001,740
Des Etats-Unis.....	2,063,795

3,065,535

Augmentation—

Des colonies anglaises.....	\$68,588
De pays étrangers autres que les E.-U.....	360,807

429,395

Total de la diminution..... \$2,636,140

Les perceptions, cependant, ont atteint un chiffre plus élevé que celles de l'an dernier. Grâce à l'augmentation des droits sur le thé, le café, le sucre et la mélasse, décrétée en juin 1862, le revenu des douanes, qui ne s'est élevé qu'à \$4,652,748 en 1862, a été de \$5,169,173 pour 1863, ce qui donne une augmentation de \$516,125.

The Exports of the Province are shown to have amounted, in 1863, to \$41,831,532, an increase of upwards of \$8,000,000 over 1862. This large increase is chiefly referrible to the exports of Timber and Lumber; that item alone, under the head of Produce of the Forest, having exceeded, by more than \$4,000,000, the exports of the preceding year.

It is also worthy of note, as indicative of the prosperity of one important branch of the industry of the Province, that, whilst the value of ships built and exported at Quebec in 1862 amounted to only \$988,428, it rose in 1863 to \$2,287,901, shewing an increase in the latter over the former year of \$1,299,473, or rather more than 131 per cent.

The Returns of Distillation and Brewing show a decrease in the manufacture both of Spirits and Malt liquors, viz:—

Spirits distilled in 1862	3,875,073	Galls.
“ “ 1863	3,661,668	“
Less in 1863	153,405	“
Malt Liquors in 1862	5,920,296	Galls.
“ “ 1863	5,566,623	“
Less in 1863	353,673	“

The decrease in the distillation of Spirits may be accounted for by the fact that thirty-two Distilleries were partially or wholly closed during the year, whilst the falling off in the manufacture of Malt Liquors may, to some extent, be explained by the suspended operations of 27 Breweries in Upper Canada, in which section of the Province the decrease is shown by the Returns to have been 437,023 galls., the increase in Lower Canada being 83,350 galls.

The average yield of spirits per bushel of grain, as returned by the Collectors of Inland Revenue, shows some improvement this year upon the product of last year, viz:

In 1862, yield per bushel	$2\frac{1}{12}$	Galls.
In 1863, “ “	$2\frac{1}{5}$	“

With regard to the trade of the Provincial Canals, a glance at the two comparative Statements, Nos. 11 and 12, will show that there has been some falling off in the movement of goods on the Welland and St. Lawrence Canals in 1863, as compared with 1862, the decrease on the Welland being 8.26%, and on the St. Lawrence 7.19%:—compared, however, with 1860, the increase on the Welland has been 20.73% and on the St. Lawrence 22.19%. On the Chambly Canal, the increase in 1863 over 1862 was 37.45%, and over 1860, 16.67%.

The average decrease of the movement of property on the six canals in 1863, compared with 1862, is a fraction less than 2%; but, when compared with 1860, the six canals show an aggregate increased traffic of 18.13%.

The Tolls, wholly abrogated in May, 1860, on the St. Lawrence, Burlington Bay and Ottawa Canals, were re-imposed on the 13th April, 1863.

The gross collections from tolls on all the Provincial Canals, in 1863, amounted to \$385,220.21; in 1862, to \$213,487.41, representing the tolls collected on the Welland and Chambly Canals only, the other Canals being free.

All which is humbly submitted.

R. S. M. BOUCHETTE,
Commissioner of Customs and Excise.

Les exportations de la province en 1863 figurent pour le chiffre de \$41,831,532, ce qui donne une augmentation d'au-delà de \$8,000,000 sur celles de 1862. Ce surcroît est principalement dû aux exportations des bois de construction. Cet item seul, sous le chef de produits de la forêt, excède de plus de \$4,000,000 celui de l'année précédente.

Comme indice de la prospérité d'une branche importante de l'industrie, il est à propos de faire remarquer que les navires construits à Québec et exportés en 1862 ne s'élevaient qu'à la somme de \$988,428, tandis qu'en 1863 cette construction a atteint le chiffre de \$2,287,901, ce qui donne sur l'année précédente une augmentation de \$1,299,473, ou un peu plus de 131 pour cent.

Les tableaux indiquent qu'il y a diminution dans la fabrication des spiritueux et des liqueurs de malt.

Spiritueux fabriqués en 1862.....	3,875,073	galls.
“ “ 1863.....	3,661,668	“
Moins en 1863.....	153,405	“
Liqueurs de malt, 1862.....	5,920,296	“
“ “ 1863	5,566,623	“
Moins en 1863.....	353,673	“

Dans la fabrication des spiritueux, la diminution peut être attribuée à ce que 32 distilleries ont été partiellement ou totalement fermées durant l'année, et la diminution dans la quantité des liqueurs de malt s'explique aussi par la fermeture de 27 brasseries dans le Haut-Canada. Pour cette section de la province, les tableaux donnent une diminution de 437,023 gallons, et pour le Bas-Canada une augmentation de 83,350 gallons.

La moyenne de la quantité de spiritueux produite par boisseau de grain est donnée, dans les rapports des percepteurs du revenu de l'intérieur, comme excédant un peu celle de l'an dernier, savoir :

En 1862, par boisseau.....	2 $\frac{1}{2}$	galls.
En 1863, par boisseau.....	2 $\frac{1}{5}$	“

Quant à la circulation sur les canaux de la province, un coup-d'œil jeté sur les tableaux comparatifs Nos. 11 et 12 fera voir qu'il y a eu diminution dans le mouvement des canaux Welland et du St. Laurent, celle du canal Welland étant de 8.26%, et celle des canaux du St. Laurent, de 7.19%. Cependant, comparée avec celle de 1860, il y a augmentation de 20.73% pour le canal Welland, et de 22.19% pour les canaux du St. Laurent. Pour le canal Chambly, le mouvement de 1863 a été 37.45% plus considérable qu'en 1862, et de 16.67% de plus qu'en 1860.

Comparée à celle de 1862, la moyenne de la diminution dans le mouvement des six canaux en 1863 est de 2% de moins, mais comparée à celle de 1860, le trafic des six canaux figurent pour une augmentation collective de 18.13%.

Les péages complètement abolis en mai 1860 sur les canaux du St. Laurent, de la Baie de Burlington et de l'Outaouais, ont été rétablis le 13 avril 1863.

En 1863, le montant brut des perceptions sur tous les canaux de la province s'est élevé à \$385,220; en 1862, à \$213,487.41, c'est-à-dire les péages perçus seulement sur les canaux Welland et Chambly, la circulation sur les autres canaux étant exempte de péage.

Le tout respectueusement soumis.

R. S. M. BOUCHETTE,

Commis. des Douanes et de l'Accise.

No. 1.—GENERAL STATEMENT of Imports, being a detailed Account of the Principal Articles of British and Foreign Merchandise entered for Consumption in Canada, during the year ending 31st December, 1863; shewing the Quantity and Value of each Article imported at the undermentioned Ports, and indicating from what Country imported.

No. 1.—TABLEAU GÉNÉRAL des importations ou compte détaillé des principales marchandises britanniques et étrangères entrées en Canada pour la consommation, durant l'année expirée le 31 décembre 1863, indiquant la quantité et la valeur de chaque article, et le pays d'importation.

P O R T S.	WHISKEY—Imported from—WHISKEY—Importé				Total Value. Valeur totale.	Total Quantity. Quantité totale.
	British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.		
	Great Britain. De la Grande Bretagne.	North America. (De l'Amérique du Nord.)					West Indies. (Des Indes Occi- dentales.)
	Gallons.	\$	\$	\$		
Bellefleur.....	337	252				
Gaspé & Outports, F.P.*-Ports extérieurs	733	551	34	48		
Hamilton.....	541	53		296		
London.....	248			237		
Montreal.....	18,225	10,995		1,815		
Quebec.....	3,342	2,797		127		
Saint Ste. Marie, F.P.*	4,264	73		1,068		
Toronto.....	458	258		88		
Other Ports.—Autres ports.....	553	30	1	374		
Totals.....	29,002	15,007	35	4,013		

HUILE—De charbon, kérosene et de pétrole.—Distillée, purifiée ou raffinée.

OIL—Coal, Kerosene and Petroleum.—Distilled, purified or refined.

	Gallons.	\$	\$	\$	\$
Chippawa.....	1,710	855			855
Clifton.....	3,243	1,397			1,397
Coaticook.....	10,334	6,524			6,524
Dalhousie.....	2,038	622			622
Fort Erie.....	1,199	603			603
Hope.....	803	457			457
Montreal.....	53,993	22,150	26		22,133
Quebec.....	10,011	4,006			4,006

COFFEE—Green.

CAFE—Vert.

Stanley.....	1,888	896			896
Stanstead.....	879	444			444
Toronto.....	4,510	951			951
Other Ports.—Autres ports.....	8,513	3,653	34	61	3,558
Totals.....	99,686	42,587	60	61	42,446

	Lbs.	COFFEE—Green.		CAFE—Vert.	
		\$	\$	\$	\$
Bytown.....	2,740	531			
Gaspé & Outports F.P.*-Ports extérieurs	31,336	5,288			95
Hamilton.....	153,750	22,185	2,898		15,584
Kingston.....	18,800	3,145			1,459
London.....	2,689	539			539
Montreal.....	657,815	99,366	24,900	1,357	59,312
Quebec.....	119,123	18,738	5,486		12,110
Saint Ste. Marie, F.P.*	3,360	656	85		571
Toronto.....	120,710	19,308	5,284		10,822
Other Ports.—Autres ports.....	1,656	345	3,202		345
Totals.....	1,112,078	170,101	43,337	1,357	100,846

COFFEE—Ground or Roasted.

CAFE—Moulu ou rôti.

Brantford.....	2,488	297			297
Coaticook.....	1,876	160			160
Fort Erie.....	7,104	1,631			1,631
Gaspé & Outports, F.P.*-Ports extérieurs	8,180	1,038	850	123	55
Hamilton.....	2,571	329			329
Montreal.....	2,940	223			223
Other Ports.—Autres ports.....	6,357	683	7		676
Totals.....	31,546	4,351	857	123	3,371

*F. P. denotes Free Ports—F. P. signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S	Total Quantity. Quantité totale.	Total Value. Valeur totale.	CONFECTIONERY—Imported from—CONFISERIE—Importée						Foreign Countries. Des Pays étrangers.
			Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.		
			\$	Lbs.	\$	Lbs.				$	Lbs.
By town.....	1,789	\$ 322					\$ 322		
Gaspé & Outports, F.P.*—Ports extérieurs	4,439	888					87		
Guelph.....	921	217					217		
Hamilton.....	9,901	1,382					1,187		
Kingston.....	5,106	900					669		
London.....	7,602	1,349					1,340		
Montreal.....	52,860	8,416					936	1,029	
Quebec.....	8,547	1,287					730	54	
Sault Ste Marie, F.P.*.....	2,439	54					500		
Toronto.....	10,781	2,223					1,377		
Other Ports—Autres ports.....	8,737	1,585					1,567		
Totals.....	113,215	19,593	9,407	102			8,941	1,083	

SUGAR—Refined.		SUCRE—Rafiné.	
Lbs.	\$	Lbs.	\$
Gaspé & Outports, F.P.*—Ports extérieurs	22,563	2,028	
Hamilton.....	132,784	3,211	
Kingston.....	18,469	1,100	
London.....	15,359	1,119	
Montreal.....	233,923	13,976	
Quebec.....	168,180	10,854	
Sault Ste. Marie, F.P.*.....	24,649	2,802	
Other Ports—Autres ports.....	5,172	720	
Totals.....	612,099	41,831	22,947

SUGAR—Other than refined.

SUGAR—Other than refined.	Lbs.	\$	SUCRE—Autre que raffiné.						\$
			\$	Lbs.	\$	Lbs.	\$	Lbs.	
Amherstburgh.....	43,311	2,573						2,573	
Belleville.....	101,529	5,417						4,427	
Brantford.....	104,463	5,062						5,062	
Chatham.....	47,937	2,628						2,628	
Clifton.....	1,085,990	49,190						2,704	
Cramah.....	53,268	3,130						3,130	
Dalhousie.....	396,975	17,354						15,005	
Dover.....	196,747	7,660						996	
Gaspé & Outports, F.P.*—Ports extérieurs	115,674	6,115						1,800	
Guelph.....	112,116	5,333						5,333	
Hamilton.....	2,809,318	122,025						72,589	
Kingston.....	1,181,755	50,623						25,406	
London.....	1,209,754	60,912						16,727	
Montreal.....	22,447,581	911,792						60,912	
Niagara.....	129,401	5,834						232,713	
Osnawa.....	44,771	2,888						5,834	
Quebec.....	2,772,807	123,195						2,888	
Sarnia.....	69,947	4,165						60,281	
Sault Ste. Marie, F.P.*.....	73,216	5,546						4,165	
Toronto.....	3,004,419	140,612						2,703	
Windsor.....	59,185	3,640						86,856	
Other Ports—Autres ports.....	232,547	11,629						3,640	
Totals.....	36,202,711	1,541,323	238,848	101,251	102,480	618,599	480,145		

MOLASSES.		MELASSE.	
Gallons.	\$	Gallons.	\$
Amherstburgh.....	1,820	655	
Coaticook.....	6,236	1,254	
Gaspé & Outports, F.P.*—Ports extérieurs	87,699	19,932	
Hamilton.....	19,453	6,017	
London.....	3,485	942	
Montreal.....	1,111,060	195,186	
Quebec.....	329,071	58,876	
Toronto.....	14,124	3,307	
Windsor.....	3,756	1,126	
Other Ports—Autres ports.....	6,465	1,883	
Totals.....	1,693,139	288,178	146,152

* F. P. denotes Free Ports—F. P. signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	THE.—Imported from—THE—Importé					Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.			
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)				
Amherstburgh	Lbs. 2,742	\$ 1,405			\$ 1,405		\$	
Bellefleur	4,580	1,808						
Bytown	47,576	17,880						
Dalhousie	10,572	4,143			1,244			
Gaspé & Outports, F. P.*—Ports extérieurs	103,783	32,108			3,868		51	
Goderich	9,972	4,089					2,074	
Hamilton	318,301	138,849					38,990	
Hopewell	3,591	1,641						
Kingston	102,417	41,611						
London	123,838	52,677						
Montreal	3,515,229	1,276,928						
Quebec	374,494	119,872		90				
Sault Ste. Marie, F. P.*	14,631	8,331						
Toronto	298,714	119,219						
Whitby	23,106	8,626						
Other Ports—Autres ports	22,522	7,544	290				571	
Totals	4,976,468	1,835,328	1,170,488	6,345			398,647	
GIN.								
Brantford	Galls. 387	\$ 184					\$ 134	
Gaspé & Outports, F. P.*—Ports extérieurs	46,206	19,394					287	
Quebec	254	151						
Hamilton	1,569	712						
Kingston	303	157						
Montreal	90,941	32,290						
Quebec	83,023	26,076						
Queenston	504	196						
Totals			17,608	717			174	
							131	
							15,150	
							19,203	

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	RUM.					Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.			
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)				
Sault Ste. Marie, F. P.*	142	162						
Toronto	1,376	519						
Other Ports—Autres ports	833	452						
Totals	225,038	80,403	42,346	822			2,063	35,172
RUM.								
Gaspé & Outports, F. P.*—Ports extérieurs	Galls. 8,396	\$ 5,015						
Montreal	26,749	10,330						
Quebec	3,983	2,006						
Toronto	1,880	1,263						
Other Ports—Autres ports	1,130	494						
Totals	42,148	19,168	11,242	2,497			971	1,227
SPIRITS AND STRONG WATERS.								
Gaspé & Outports, F. P.*—Ports extérieurs	Galls. 213	\$ 168						
Montreal	60	47						
Other Ports—Autres ports	10	14						
Totals	283	229	169				60	
CORDIALS.								
Gaspé & Outports, F. P.*—Ports extérieurs	Galls. 806	\$ 265						
Montreal	4,044	3,179						
Quebec	1,105	1,042						
Other Ports—Autres ports	30	22						
Totals	5,985	4,508	2,414				305	1,699

STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	CIGARS—Imported from—CIGARES—Importées.				United States. Des États-Unis.	Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des États-Unis.		
				North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)			
Belleville	Lbs. 209	\$ 303				\$ 400		
Hamilton	1,172	1,861				1,461		
Kingston	1,532	532				532		
London	110	671				671		
Montreal	61,498	28,923	4,279			19,416	5,231	
Quebec	29,514	9,806	300			1,062	7,544	
Stamstead	426	319				319		
Toronto	10,925	3,189	572			663	1,654	
Other Ports—Autres Ports	2,506	1,043	42	19		978	4	
Totals	107,892	46,050	5,496	19		20,302	14,833	
ALE, BEER AND PORTER—In Casks.								
ALE, BIERRE ET PORTER—En fûtailles.								
Chatham	Galls. 1,572	\$ 226				\$ 226		
Clifton	1,153	137				137		
Fort Erie	3,395	514				514		
Hamilton	480	145	131			14		
Kingston	2,014	303				303		
Montreal	21,415	4,536	1,855			2,681		
Prescott	34,650	3,866				3,866		
Quebec	3,850	1,632	1,629			147	3	
Sault Ste. Marie, P. P.*	363	147				147		
Stamstead	1,350	246				246		
Windsor	9,264	1,108				1,108		
Other Ports—Autres ports	1,489	372	98			274		
Totals	81,004	13,232	3,713			9,516	3	

ALE, BEER AND PORTER—In Bottles.

ALE, BEER AND PORTER—In Bottles.	Dozens.	Total Value.	CIRAGE.				United States. Des États-Unis.	Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des États-Unis.		
				North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)			
Gaspé & Outports, P. P.*—Ports extérieurs	184	\$ 284	\$ 191	\$ 93				
Hamilton	302	343	343					
Kingston	258	359	359					
Montreal	15,191	17,536	17,524					
Quebec	2,093	2,766	2,721				46	
Sarnia	174	174	174					
Toronto	1,646	1,926	1,926					
Other Ports—Autres ports	142	167	61					
Totals	19,990	23,555	23,299	93		118	45	
BLACKING.								
Dalhousie		\$ 104				\$ 104		
Hamilton		274	122			152		
Montreal		1,381	748			633		
Quebec		1,576	1,285			291		
Toronto		233	30			203		
Windsor		149	12			149		
Other Ports—Autres ports		218				206		
Totals		3,935	2,197	93		1,738		
BRANDY.								
EAU-DE-VIE.								
Bytown	Gallons. 188	\$ 450				\$ 450		
Dalhousie	174	353	353					
Gaspé & Outports, P. P.*—Ports extérieurs	2,299	3,246	2,274	774		101	37	
Hamilton	1,273	2,168	129				2,039	
Kingston	276	304				144	160	
London	745	1,126				97	1,029	
Montreal	65,666	102,059	11,924	262		1,725	88,148	
Quebec	11,905	18,073	2,166	243		1,774	15,890	
Queenston	540	830	830					
Skut Ste. Marie, P. P.*	588	1,261	1,261					
Toronto	2,953	3,798	2,283			665	850	
Windsor	135	339	339			138	339	
Other Ports—Autres ports	232	425	92				195	
Totals	86,874	134,432	21,312	1,279		4,704	107,137	

* P. P. denotes Free Ports.—signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

PORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	CINNAMON, MACE AND NUTMEGS—Imported from— CANELLE, MACIS ET MUSCADE—Importés								Foreign Countries. Des pays étrangers.	
			British Colonies (Des Colonies Britanniques.)				United States. Des Etats-Unis.					
			North America. (De l'Amérique du Nord.)		West Indies. (Des Indes Occidentales.)		United States. Des Etats-Unis.		Foreign Countries. Des pays étrangers.			
Great Britain. De la Grande-Bretagne.	\$	28	\$									
Hamilton	Lbs. 816	\$ 255										\$ 250
London	2,606	717										717
Montreal	29,514	8,188										1,233
Quebec	1,915	636										
Toronto	3,196	1,070										168
Other Ports.—Autres ports	610	216										48
Totals	38,660	11,055										2,396
SPICES—Including Ginger, Pimento and Pepper, Ground. ÉPICES—Comprenant le gingembre, piment et poivre, moulus.												
PACKAGES.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	COLIS.								Foreign Countries. Des pays étrangers.	
			British Colonies (Des Colonies Britanniques.)				United States. Des Etats-Unis.					
			North America. (De l'Amérique du Nord.)		West Indies. (Des Indes Occidentales.)		United States. Des Etats-Unis.		Foreign Countries. Des pays étrangers.			
Great Britain. De la Grande-Bretagne.	\$	28	\$									
Coaticook	Lbs. 592	\$ 88										
Gaspé & Outports, F. P.—Ports extérieurs	289	90										
Hamilton	565	68										38
Kingston	728	60										46
London	482	69										68
Montreal	11,323	1,197										42
Quebec	4,272	394										69
Toronto	833	80										921
Other Ports.—Autres ports	921	155										383
Totals	20,065	2,201										117
MEDICAMENTS PATENTES ET PREPARATIONS MEDICINALES.												
PA TENT MEDICINES AND MEDICINAL PREPARATIONS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	COLIS.								Foreign Countries. Des pays étrangers.	
			British Colonies (Des Colonies Britanniques.)				United States. Des Etats-Unis.					
			North America. (De l'Amérique du Nord.)		West Indies. (Des Indes Occidentales.)		United States. Des Etats-Unis.		Foreign Countries. Des pays étrangers.			
Great Britain. De la Grande-Bretagne.	\$	28	\$									
Hamilton	Lbs. 123	\$ 41										
Kingston	57											55
Montreal	9,209	87										47
Quebec	5,940	4,548										15
Sault Ste. Marie, F. P.*	60	1,658										268
Toronto	275	181										16
Other Ports.—Autres ports	97											3,930
Totals	15,845											46

PA TENT MEDICINES AND MEDICINAL PREPARATIONS.

BRANDS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	MEDICAMENTS PATENTES ET PREPARATIONS MEDICINALES.										
			British Colonies (Des Colonies Britanniques.)				United States (Des Etats-Unis.)						
			North America (De l'Amérique du Nord.)		West Indies (Des Indes Occidentales.)		United States (Des Etats-Unis.)		Foreign Countries (Des pays étrangers.)				
Great Britain (De la Grande-Bretagne.)	\$	28	\$										
Brantford	Lbs. 385	\$ 385											
Clifton	265	265											
Fort Erie	256												
Hamilton	2,132	256											
London	432	58											
Montreal	18,286	2,455											
Quebec	5,756	428											
Newcastle	428												
Philadelphia	1,979	634											
Quebec	4,609	756											
Toronto	3,616	159											
Other Ports.—Autres ports	38,162												
Totals	83,225												

SNUFF.

BRANDS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	TABAC A PRISER.										
			British Colonies (Des Colonies Britanniques.)				United States (Des Etats-Unis.)						
			North America (De l'Amérique du Nord.)		West Indies (Des Indes Occidentales.)		United States (Des Etats-Unis.)		Foreign Countries (Des pays étrangers.)				
Great Britain (De la Grande-Bretagne.)	\$	28	\$										
Bellefleur	Lbs. 744	\$ 157											
Dalhousie	806	184											
Hamilton	16,639	3,009											
Kingston	649												
London	1,342	439											
Montreal	1,894	400											
Toronto	943	237											
Other Ports.—Autres ports	1,643	383											
Totals	27,361	6,128											

SOAP.

BRANDS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	SAVON.										
			British Colonies (Des Colonies Britanniques.)				United States (Des Etats-Unis.)						
			North America (De l'Amérique du Nord.)		West Indies (Des Indes Occidentales.)		United States (Des Etats-Unis.)		Foreign Countries (Des pays étrangers.)				
Great Britain (De la Grande-Bretagne.)	\$	28	\$										
Gaspé & Outports, F. P.—Ports extérieurs	Lbs. 37,772	\$ 2,332											
Hamilton	7,191	476											
Kingston	4,062	148											
Montreal	187,410	14,727											
Quebec	116,328	5,997											
Sault Ste. Marie, F. P.*	7,310	516											
Toronto	16,659	2,850											
Windsor	4,836	269											
Woodstock	1,320	338											
Other Ports.—Autres ports	25,092	1,528											
Totals	408,030	29,165											

* F. P. denotes Free Ports.—signifie Port Franco.

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	STARCH.—Imported from—EMPOIS.—Importé				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des États-Unis.	
				North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)		
Dalhousie	Lbs. 4,107	\$ 205				\$ 205	
Hamilton	30,941	1,550				1,550	
London	21,991	1,925				1,025	
Montreal	164,241	9,254	6,163			3,091	
Quebec	21,810	1,122				1,122	
Toronto	16,339	796				796	
Other Ports—Autres ports	13,660	543	45	20		478	
Totals	273,089	14,495	6,208	20		8,267	
TOBACCO—Manufactured.							
Belleville	Lbs. 2,674	\$ 520				\$ 520	
Bytown	5,356	530				530	
Dalhousie	3,519	696				696	
Gaspé & Outports, F.P.*—Ports extérieurs	50,884	15,959	4,360	6,138		5,461	
Hamilton	40,641	11,492				11,492	
Kingston	39,981	4,824				4,824	
London	12,163	1,504				1,504	
Montreal	74,179	16,304	98			16,087	119
Quebec	4,971	1,488				1,488	
Sault Ste. Marie, F.P.*	7,371	2,854				2,854	
Toronto	10,721	4,056				4,056	
Other Ports—Autres ports	27,668	4,690	110			4,580	
Totals	280,258	61,926	4,458	6,248		54,101	119
BOOTS AND SHOES.							
Brantford		\$ 1,662				\$ 1,662	
Coaticook		609	70			468	
Dalhousie		937				937	
BOTTES ET SOULIERS.							

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	HARNESS AND SADDLERY.				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des États-Unis.	
				North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)		
Fort Erie		\$ 835				\$ 835	
Gaspé & Outports, F.P.*—Ports extérieurs		13,734	10,864	2,516		1,584	127
Hamilton		2,451	740			716	
Kingston		762	46			12,920	4,334
Montreal		22,188	4,925			550	
Sarnia		860				2,890	
Sault Ste. Marie F.P.*		2,890	98			12,719	
Toronto		12,817				767	
Windsor		767	191	40		2,879	
Other Ports—Autres ports		3,110				39,390	4,461
Totals		63,612	16,934	2,627		4,461	4,461
HARNAIS ET SELLERIE.							
Clifton		\$ 466				\$ 466	
Gaspé & Outports, F.P.*—Ports extérieurs		560	423	137		343	
Hamilton		751	408			673	
Montreal		2,367	1,694			49	
Quebec		1,377	1,328			110	
Toronto		788	678			622	
Windsor		622	65	4		4,078	
Other Ports—Autres ports		4,147					
Totals		11,078	4,506	141		6,341	
CLOTHING AND WEARING APPAREL.							
Bytown		\$ 2,411				\$ 732	
Dalhousie		1,092	1,679			139	
Gaspé & Outports, F.P.*—Ports extérieurs		12,106	11,768	338		1,101	
Hamilton		6,766	5,665			250	
Hopu		681	631			108	
Kingston		1,473	1,365			1,189	
London		3,542	2,953			587	
Montreal		28,304	27,999			336	
Quebec		9,990	9,580			373	
Sault Ste. Marie, F.P.*		13,415	13,042			1,654	
Toronto		16,988	15,344			2,239	
Other Ports—Autres ports		4,303	2,004				
Totals		101,231	92,043	338		8,708	192
HARDES OU AUTRES EFFETS D'HABILLEMENTS.							

* F. P. denotes Free Ports.—signifie Port Franc.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	BAGATELLE BOARDS AND BILLIARD TABLES—Imported from— BAGATELLE ET DE BILLIARD—Importées				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America, (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)	United States. Des Etats-Unis.	
Belleville.....		\$ 560	\$	\$	\$	\$ 560	
Bytown.....		771				771	
Dalhousie.....		537				537	
Hamilton.....		1,358				1,358	
Kingston.....		611				611	
London.....		588				588	
Montreal.....		3,613				3,613	
Quebec.....		732	538			194	
Toronto.....		2,373	15			2,358	
Other Ports—Autres ports.....		1,405	553			1,405	
Totals.....		12,543				11,995	
BROOMS AND BRUSHES.							
Clifton.....		\$ 158	\$	\$	\$	\$ 158	
Gaspé & Outports, F.P.*—Ports extérieurs.....		179	66	57		26	
Hamilton.....		711	280			387	44
Kingston.....		1,081	63			1,018	
Montreal.....		3,763	2,086			883	794
Quebec.....		983	966			17	
Toronto.....		2,987	2,566			245	176
Other Ports—Autres ports.....		378				370	
Totals.....		10,740	6,027	95		3,604	1,014
ARTICLES D'EBBENISTERIE OU MEUBLES.							
Amherstburgh.....		\$ 785	\$	\$	\$	\$ 785	
Brantford.....		633				633	

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	BAGATELLE BOARDS AND BILLIARD TABLES—Imported from— BAGATELLE ET DE BILLIARD—Importées				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America, (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)	United States. Des Etats-Unis.	
Amherstburgh.....		\$ 785	\$	\$	\$	\$ 785	
Brantford.....		633				633	
CANDLES—Tallow.							
Bytown.....		564				564	
Clifton.....		860				860	
Fort Erie.....		1,039				1,039	
Hamilton.....		1,799				1,799	
London.....		503				503	
Montreal.....		12,512	1,996			10,516	
Prescott.....		955				955	35
Quebec.....		3,161	2,500			666	
Saint John's.....		1,048				1,048	
Toronto.....		3,844	2,442			1,402	
Windsor.....		3,089				3,089	
Other Ports—Autres ports.....		3,170	101	278		7,791	
Totals.....		38,962	7,039	278		31,590	55
CHANDELLES—Suif.							
Gaspé & Outports, F.P.*—Ports extérieurs.....		\$ 1,199	\$ 767	\$ 366	\$	\$ 66	\$
London.....		57				57	
Montreal.....		3,000	2,000			1,000	
Rowan.....		165				165	
Sarnia.....		118				118	
Sault Ste. Marie, F.P.*.....		871				871	
Other Ports—Autres ports.....		308				308	
Totals.....		5,518	2,767	366		2,385	
CHANDELLES ET BOUGIES, AUTRES QUE SUIF.							
Gaspé & Outports, F.P.*—Ports extérieurs.....		\$ 209	\$ 209	\$	\$	\$ 174	\$
Hamilton.....		270	96			1,774	2,526
Montreal.....		10,646	5,746			476	886
Quebec.....		5,692	4,330			898	
Toronto.....		533	77			418	
Windsor.....		888	163			4516	
Other Ports—Autres ports.....		581					
Totals.....		18,249	10,621			3,112	

* F.P. denotes Free Ports—signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	CARPETS AND HEARTH RUGS—Imported from—TAPIS ET TAPIS DE FOYER—Importés					Total Value. Valeur totale.	Total Quantity. Quantité totale.
	Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.		
		North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)				
Bytown.....	\$ 1,686	\$	\$	\$	\$		
Dalhousie.....	1,630			77			
Hamilton.....	19,706			231			
Kingston.....	2,739			105			
London.....	1,000						
Montreal.....	81,647			440		220	
Quebec.....	10,382			144			
Toronto.....	23,863			2,647			
Windsor.....	165			958			
Other Ports—Autres ports.....	4,042			766			
Totals.....	148,778	4		5,368		220	
VOITURES.							
CARRIAGES.							
Clifton.....	\$ 2,213	\$	\$	\$	\$		
Port Erie.....	1,054			2,213			
Hamilton.....	1,345			1,054			
Montreal.....	9,385	16		1,345			
Prescott.....	3,182			9,379			
Quebec.....	1,276			3,182			
Stamstead.....	1,794			553			
Toronto.....	1,157			1,794			
Windsor.....	1,655			1,157			
Other Ports—Autres ports.....	147	20		1,655			
Totals.....	35,397	886	20	11,659		34,491	

COACH AND HARNESS FURNITURE.	FOURNITURES DE CARROSSERIE ET DE SELLERIE.				
	\$	\$	\$	\$	\$
Brockville.....	891				891
Clifton.....	2,732				2,732
Dalhousie.....	527				527
Guelph.....	529				529
Hamilton.....	14,505				14,505
Kingston.....	1,590				1,590
Montreal.....	4,072				4,072
Napance.....	815				815
Pictou.....	1,209				1,209
Prescott.....	514				514
Quebec.....	108				108
Other Ports—Autres ports.....	3,214				3,214
Totals.....	31,110				31,110
CHANDELIERS, GIRANDOLES, APPAREILS A GAZ.					
Dalhousie.....	\$ 164	\$	\$	\$	\$
Hamilton.....	730				164
Montreal.....	1,496				730
Quebec.....	4,210				1,496
Toronto.....	804				830
Totals.....	7,404				1,497
CHANDELIERS, GIRANDOLES, APPAREILS A GAZ.					
CHICORY.					
Fort Erie.....	Lbs. 872	\$	\$	\$	\$
Hamilton.....	20,802				872
Kingston.....	35,927				489
Montreal.....	73,380				560
Quebec.....	25,824				988
Toronto.....	48,095				424
Other Ports—Autres ports.....	9,128				3,333
Totals.....	234,624				2,283

1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	CHINAWARE, CROCKERY, AND EARTHENWARE—Imported from—PORCE- LAINE, FAÏENCE ET POTERIE—Importée				Foreign Countries. Des pays étrangers.	
			Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)			United States. Des Etats-Unis.
			North America. (De l'Amérique du Nord.)		West Indies. (Des Indes Occidentales.)			
Bellefleur		\$ 1,256	\$	\$	\$	\$		
Brantford		1,975	1,777	113	85			
Bytown		1,351	1,255	410				
Dalhousie		1,018	608	28	659			
Gaspé & Outports, F.P.*-Ports extérieurs		5,949	4,682	839				
Hamilton		8,928	8,078	191				
Kingston		1,961	1,805	156				
London		2,878	2,807	1,071	622			
Montreal		128,649	125,191	2,830	661			
Quebec		27,423	26,601	1,774	1,433			
Toronto		32,872	29,665	42	5,499			
Other Ports—Autres ports		8,093	2,552					
Totals		222,953	206,277	881	12,355	3,460		
C I D R E .								
Coaticook	Gallons. 2,887	\$ 159	\$	\$	\$	\$		
Gaspé & Outports, F.P.*-Ports extérieurs	607	116	159					
Kingston	7,604	510	510					
London	1,474	137	137					
Montreal	44,045	1,982	13					
Prescott	5,861	363	261					
Quebec	1,200	261	112					
Sarnia	1,268	112	223					
Toronto	3,735	223	4					
Other Ports—Autres ports	8,921	788	394					
Totals	77,612	4,651						

P E N D U L E S .	G L O C K S .	C O C O A A N D C H O C O L A T .				P E N D U L E S .	C O R D A G E .
		C O C O A A N D C H O C O L A T .		C O R D A G E .			
		C O C O A A N D C H O C O L A T .		C O R D A G E .			
Brockville		\$ 570	\$	\$	\$	\$	
Hamilton		2,093	570	2,093	10	4,913	
London		565	565	565	133	1,052	
Montreal		6,710	1,360	5,113	470	29	
Owen's Sound		722	259	722	844	914	
Quebec		3,151	156	2,892	372	1,216	
Toronto		9,038	28	7,165	15	1,077	
Other Ports—Autres ports		3,119	28	3,091		1,395	
Totals		25,968	1,775	22,211	1,859	1,366	
						1,451	
						1,237	
						3,795	
						18,445	
C O C O A A N D C H O C O L A T .							
Gaspé & Outports F.P.*-Ports extérieurs	Lbs. 1,254	\$ 58	\$	\$	\$	\$	
Hamilton	1,312	205	42	16	10	4,913	
Montreal	8,565	1,232	72	133	29	1,052	
Quebec	6,050	1,018	722	470	914	29	
Toronto	2,991	600	174	844	1,216	1,077	
Other Ports—Autres ports	74	15	34	191	15	1,395	
Totals	20,166	3,128	1,044	1,859	31	1,366	
						1,451	
						1,237	
						3,795	
						18,445	

*F. P. denotes Free Ports—F. P. signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

PORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	CORKS—Imported from—BOUCHONS DE LIÈGE—Importés				United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)			
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)				
Hamilton		\$ 1,438	\$	\$		\$ 1,438	\$	
Kingston		231				231		
London		966				966		
Montreal		17,131	6,285			5,721	5,125	
Quebec		2,517	29			1,616	2,488	
Toronto		1,868	252			933		
Other Ports—Autres ports		386	3					
Totals		25,137	6,569			10,955	7,613	
COTTONS.								
Bellefleur		\$ 3,392	\$	\$		\$	\$	
Brantford		9,553	3,251			141		
Burwell		32,936	9,425			128		
Dalhousie		15,268	32,936			3,195		
Gaspé & Outports, F.P.*—Ports extérieurs		52,739	12,073					
Goderich		3,531	45,789	6,950		161		
Guelph		7,500	3,370			189		
Hamilton		403,047	7,311			2,365		
Hope		5,762	400,682			726		
Kingston		28,520	27,911			609		
London		166,374	163,226			3,348		
Montreal		2,367,325	2,299,262	348		56,670	11,036	
Oshawa		3,204	3,204					
Paris		7,993	6,976			1,917		
Prescott		4,996	4,878			418		
Quebec		440,751	436,233	17		4,019	482	
Saint Ste. Marie, F.P.*		7,042	6,366			676		
Toronto		693,659	683,845			9,824		
Other Ports—Autres ports		10,223	2,444	801		6,905	73	
Totals		4,264,925	4,153,918	8,116		90,400	11,591	

DRIED FRUITS AND NUTS.										
FRUITS SECS ET NOIX.										
DRUGS, not otherwise specified.	Lbs.	\$	\$	\$	\$	\$	\$	\$		
									DRUGS, non autrement spécifiées.	
Clifton	41,920	2,224					2,224			
Dalhousie	11,078	611					811			
Gaspé & Outports, F.P.*—Ports extérieurs	23,053	2,224					58			
Hamilton	301,808	14,657	1,382	784			8,820			
Kingston	55,353	3,210	2,303				907			
London	80,025	4,538					4,538			
Montreal	1,992,812	108,812	55,543				17,311	35,956		
Quebec	310,598	19,496	9,911	320			1,579	11,486		
Saint Ste. Marie, F.P.*	7,287	472					261			
Toronto	435,969	21,924	10,143	1,039			10,782			
Other Ports—Autres ports	25,832	1,862					1,862			
Totals	3,285,765	180,691	81,791	2,343	2		49,113	47,442		
DRUGS, not otherwise specified.										
DROGUES, non autrement spécifiées.										
Bellefleur		\$ 510	\$	\$		\$	\$	\$		
Brockville		456	14			406				
Bytown		740	149			307				
Hamilton		20,732	12,813			740				
Kingston		1,237	758			7,919				
London		3,685	236			479				
Montreal		133,031	111,379			3,449				
Quebec		6,364	6,121			16,691		4,961		
Toronto		28,146	18,882			181		59		
Woodstock		1,576	872			8,656		608		
Other Ports—Autres ports		3,787	151,224			1,576				
Totals		200,264	151,224			43,412		5,628		

* F. P. denotes Free Ports—F. P. signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	ESSENCES AND PERFUMERY—Imported from—ESSENCES ET PARFUMS— Importés					Foreign Countries. Des pays étrangers.	
			Great Britain. Do la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.			
			\$	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)	\$			\$
Belleville.....		213							
Gaspé & Outports, F. P.—Ports extérieurs		403	398			213			
Hamilton.....		740	434	5					
Montreal.....		19,208	8,089			211	10,181	938	
Newcastle.....		1,056					1,056		
Quebec.....		6,303	4,448				820	1,065	
Toronto.....		3,352	2,097	4			731	924	
Other Ports—Autres ports.....		925	105				811	5	
Totals.....		32,209	15,571	9		14,023		2,006	
FANCY GOODS AND MILLINERY.								NOUVEAUTES ET ARTICLES DE MODE.	
Belleville.....		2,554	540						
Brantford.....		8,325	8,143				2,014		
Bytown.....		24,507	24,507				182		
Dalhousie.....		4,369	3,990				379		
Hamilton.....		17,053	13,426				2,564	1,063	
Kingston.....		3,109	2,707				402		
Montreal.....		112,110	74,743		30		14,145	23,186	
Quebec.....		17,084	12,605				282	4,197	
Toronto.....		141,533	87,779				48,424	5,330	
Other Ports—Autres ports.....		29,806	12,243		238		17,055	240	
Totals.....		360,450	240,683	238	36	85,477		84,016	

FOREIGN NEWSPAPERS.	JOURNAUX ETRANGERS.					Totals.....
	\$	\$	\$	\$	\$	
	Bytown.....	373				
Clifton.....	13,151				13,151	
Kingston.....	1,057				1,057	
Montreal.....	590	67			657	
Prescott.....	1,120				1,120	
Quebec.....	716				716	
Other Ports—Autres ports.....	476				476	
Totals.....	17,483	67			17,550	
FIREWORKS.						
Belleville.....						
Brantford.....	59				59	
Hamilton.....	243				243	
Kingston.....	361				361	
London.....	213				213	
Montreal.....	190				190	
Toronto.....	390				390	
Other Ports—Autres ports.....	597				597	
Totals.....	584				584	
PIECES DE FEU D'ARTIFICES.						
Belleville.....						
Brantford.....	59				59	
Hamilton.....	243				243	
Kingston.....	361				361	
London.....	213				213	
Montreal.....	190				190	
Toronto.....	390				390	
Other Ports—Autres ports.....	597				597	
Totals.....	584				584	
GUNPOWDER.						
Belleville.....						
Brantford.....	944				944	
Kingston.....	257				257	
Montreal.....	17,565				17,565	
Quebec.....	2,567				2,567	
Sault Ste. Marie, F. P.....	4,306				4,306	
Toronto.....	2,608				2,608	
Other Ports—Autres ports.....	685				685	
Totals.....	29,932	566	378		30,876	510

* F. P. denotes Free Ports—signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	GUNS, RIFLES AND FIRE ARMS OF ALL KINDS—Imported from— FUSILS, CARABINES ET ARMES A FEU DE TOUTES SORTES—Importés				Foreign Countries. Des pays étrangers.	
			Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)			United States. Des Etats-Unis.
			North America. (De l'Amérique du Nord.)		West Indies. (Des Indes Occidentales.)			
Gaspé & Outports, F.P.*-Ports extérieurs		\$ 424	\$ 135	\$	\$	\$		
Hamilton		276	208		45			
Kingston		287	104		68			
Montreal		4,457	2,694		183	22		
Quebec		643	509		134			
Sault Ste. Marie, F.P.*		900	900		224			
Toronto		731	507		1,023			
Other Ports—Autres Ports		1,359	336					
Totals		9,077	5,402	135	3,518	22		
VERRE ET VERRERIE.								
Belleville		\$ 2,721	\$ 161	\$	\$	\$		
Brunford		3,496	115		2,560			
Brockville		2,098	34		3,381			
Bytown		2,886			2,004			
Dalhousie		2,168	7		2,886			
Queph		2,409	144		2,161	8		
Hamilton		21,584	2,377		2,257			
Kingston		7,713	904		16,406			
London		1,931			6,809			
Montreal		12,900	1,931		10,919			
Quebec		164,054	64,690		39,805	59,550		
Toronto		33,378	11,217		9,388	12,773		
Woodstock		43,696	16,776		25,560	2,080		
Other Ports—Autres ports		2,160		75	2,160	366		
Totals		26,223	565	75	25,217	366		
		327,486	97,980	75	151,873	77,558		

HATS, CAPS, AND BONNETS.							
CHAPEAUX, CASQUETTES, ET CHAPEAUX POUR FEMME.							
HAT PLUSH.							
PELUCHE POUR CHAPEAU.							
FOIN.							
Brantford		\$ 3,485	\$ 1,448	\$	\$	\$	\$
Bytown		3,974	3,974		2,037		
Gaspé & Outports, F.P.—Ports extérieurs		1,679	1,570	40	69		
Guelp		1,584	820		764		
Hamilton		13,746	8,002		5,744		
Kingston		2,326	517		1,809		
London		5,043	570		4,473		
Montreal		117,936	79,816		30,656	7,464	
Quebec		29,833	10,838		8,231	1,764	
Three Rivers		1,590			1,590		
Toronto		21,204	9,846		11,358		
Woodstock		1,064		4	1,064		
Other Ports—Autres ports		13,598	2,930		10,964		
Totals		217,062	129,031	44	78,759	9,228	
Montreal		\$ 1,579	\$ 1,579	\$	\$	\$	\$
Toronto		861			861		
Totals		2,440	1,579		861	861	
Clifton	Tons	\$ 893	\$	\$	\$	\$	\$
Coaticook	88	561			893		
Dundee	95	731			561		
Kingston	317	2,446			731		
Montreal	271	1,518			2,446		
Queenston	43	419			1,518		
Sault Ste. Marie, F. P.	28	465			419		
Toronto	260	2,142			465		
Other Ports—Autres ports	213	1,523			2,142		
Totals	1,389	10,698			1,523		

* F. P. denotes Free Ports.—signifie Port Frane.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	HOOPS.—Imported from—HOUBLON.—Importé					Foreign Countries. Des pays étrangers.
			Great Britain. Do la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.		
				North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)			
Dalhousie	l.bs. 2,857	\$ 449	\$ 1,236	\$ 2,475	\$ 14,885	\$ 449	\$ 1,728	
Hamilton	12,850	2,006	2,480	2,475	14,885	1,728	1,728	
Kingston	2,353	278	2,475	2,475	2,054	278	278	
London	700	351	2,056	2,054	81,844	351	351	
Montreal	67,851	10,828	82,148	81,844	1,150	7,469	7,469	
Quebec	33,005	4,700	1,159	1,150	11,746	4,523	4,523	
Toronto	20,397	3,149	11,746	5,137	120,882	2,931	2,931	
Windsor	4,593	678	5,192	5,137		678	678	
Other Ports—Autres ports.....	9,904	1,353				1,353	1,353	
Totals.....	153,990	23,882	120,882	120,516		19,760	19,760	
HOSIERY.								
Dalhousie.....		\$ 1,236	\$ 1,236	\$ 2,475	\$ 14,885	\$ 449	\$ 1,728	\$ 449
Guolph.....		2,480	2,480	2,475	14,885	1,728	1,728	1,728
Hamilton.....		14,885	14,885	2,054	2,054	278	278	278
Kingston.....		2,056	2,056	81,844	81,844	351	351	351
Montreal.....		82,148	82,148	1,150	1,150	7,469	7,469	7,469
Quebec.....		1,159	1,159	11,746	11,746	4,523	4,523	4,523
Toronto.....		11,746	11,746	5,137	5,137	2,931	2,931	2,931
Other Ports—Autres ports.....		5,192	5,192			1,353	1,353	1,353
Totals.....		120,882	120,516			19,760	19,760	19,760
INKS.—Of all kinds except Printing Ink.								
Hamilton.....		\$ 683	\$ 683	\$ 3,303	\$ 3,303	\$ 663	\$ 374	\$ 663
Montreal.....		3,677	3,677					
Totals.....		4,360	4,360					

		IRON AND HARDWARE.		FER ET QUINCAILLERIE.	
Quebec	419	260	159		
Toronto	1,366	1,198	168		
Other Ports—Autres ports.....	363	32	331		
Totals	6,508	4,793	1,715		
BOIS DE CONSTRUCTION OU PLANCHES.					
Bellefleur.....	\$ 6,160	\$ 152	\$ 6,008	\$ 6,008	\$ 145
Ernford.....	6,605	1,491	5,114	5,114	196
Brockville.....	5,754	29	5,725	5,725	112
Bytown.....	14,941	8,648	6,293	6,293	1,957
Chatham.....	9,077		9,077	9,077	179
Clifton.....	4,498		4,498	4,498	
Coaticook.....	6,788		6,788	6,788	
Cobourg.....	6,249	3,441	2,808	2,808	
Dalhousie.....	8,929	1,048	7,881	7,881	
Fort Erie.....	6,445		6,445	6,445	
Gaspé & Outports, F.P.—Ports extérieurs	20,845	16,829	3,386	3,386	
Hamilton.....	11,737	54,530	56,803	56,803	404
Hope.....	10,418	3,814	6,604	6,604	
Kingston.....	16,673	7,049	9,624	9,624	
London.....	49,492	11,765	37,727	37,727	
Montreal.....	637,608	482,387	168,014	168,014	7,207
Quebec.....	185,389	169,272	20,405	20,405	5,495
Toronto.....	127,647	74,699	52,737	52,737	211
Windsor.....	10,210		10,210	10,210	
Other Ports—Autres ports.....	76,879	9,362	67,471	67,471	
Totals	1,352,344	844,516	490,862	490,862	13,317
LUMBER OR PLANK.					
Amherstburgh.....	\$ 145	\$ 145	\$ 145	\$ 145	\$ 145
Incollo.....	196	196	196	196	196
Prescott.....	112	112	112	112	112
Sarnia.....	1,957	1,957	1,957	1,957	1,957
Windsor.....	1,977	1,977	1,977	1,977	1,977
Other Ports—Autres ports.....	179	179	179	179	179
Totals	4,566	4,566	4,566	4,566	4,566

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	LEATHER—Imported from.—CUIR—Importé					United States. Des Etats-Unis. Des pays étrangers.	Foreign Countries.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		West Indies. (Des Indes Occi- dentales.)	North America. (De l'Amérique du Nord.)		
				\$	\$				
Chatham.....		\$ 846					\$ 846		
Fort Erie.....		994					994		
Gaspé & Outports, F.P. —Ports extérieurs		3,872					417		
Hamilton.....		8,432	2,498	957			7,507	596	
Hemmingford.....		774	369				774		
Kingston.....		9,589	307				1,756	7,526	
Montreal.....		137,928	48,488				16,425	72,715	
Quebec.....		14,002	11,723				1,603	395	
Toronto.....		8,946	4,263				4,288	252	
Windsor.....		1,711					1,459		
Other Ports—Autres ports.....		6,011		94			5,917		
Totals.....		192,805	67,048	1,051			41,986	82,120	

LEATHER—SHEEP, CALF AND CHAMOIS SKINS.—DRESSED.

CUIR—PEAUX DE MOUTONS, DE VEAUX ET CHAMOIS, préparées.

	\$	\$	\$	\$	\$	\$
Gaspé & Outports, F.P.—Ports extérieurs		167				
Montreal.....		3,638	1,100			1,510
Quebec.....		843	833			10
Stansford.....		166				166
Toronto.....		367	209			168
Other Ports—Autres ports.....		214	18			196
Totals.....		5,295	2,327			2,040

LINEN.

TOILE.

	\$	\$	\$	\$	\$	\$
Brantford.....		360				
Bytown.....		5,714				
Dalhousie.....		3,007				
Guelph.....		1,591				
Totals.....		10,672				5

Hamilton.....	881	39,516				1,565
Kingston.....	4,757	4,717				40
London.....	8,884	5,637				3,357
Montreal.....	263,194	260,992				1,474
Quebec.....	49,394	49,113				280
Toronto.....	64,077	61,030				2,987
Other Ports—Autres ports.....	4,007	2,827				1,180
Totals.....	440,076	435,059				10,888

LOCOMOTIVE ENGINES AND RAILROAD CARS.

LOCOMOTIVES ET CHARS DE CHEMIN DE FER.

	\$	\$	\$	\$	\$	\$
Brockville.....		8,605				9,505
Clifton.....		907				907
Montreal.....		51,604	40,455			11,149
Totals.....		61,016	40,455			20,561

MACARONI AND VERMICELLI.

MACARONI ET VERMICELLE.

	Lbs.	\$	\$	\$	\$	\$
Hamilton.....	176	24				2
Quebec.....	18,979	1,241				1,241
Montreal.....	3,860	302				302
Other Ports—Autres ports.....	160	24	16			8
Totals.....	23,175	1,691	38			10

MANUFACTURES OF MARBLE.

MARBRE OUVRÉ.

	\$	\$	\$	\$	\$	\$
Brockville.....		180				180
Dalhousie.....		382				382
Hamilton.....		321				321
Montreal.....		2,635				955
Quebec.....		546	1,558			70
Toronto.....		720	653			67
Windsor.....		218				218
Other Ports—Autres ports.....		1,184	113			1,071
Totals.....		6,086	2,800			3,264

* F. P. denotes Free Ports.—signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

PORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	MANUFACTURES OF INDIA RUBBER AND GUTTA-PERCHA—Imported from CAOUTCHOUC ET GUTTA-PERCHA OUVRES—Importés				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.		
Chifton		\$ 868				\$	
Hamilton		3,000	314			868	
Kingsville		737	66			2,686	
Montreal		26,603	20,954			671	
Prescott		629				4,306	243
Quebec		4,491	2,406			629	
Toronto		5,532	2,262			2,025	
Other ports—Autres ports		1,360				2,684	586
Totals		43,120	26,062			1,360	829
MANUFACTURES OF FUR—Or of which Fur is the principal part.							
Coaticook		\$ 248	\$ 49			\$ 199	
Hamilton		158	134			24	
London		190				190	
Montreal		20,013	15,288			1,529	1,090
Quebec		5,234	2,013		2,106	1,757	1,464
Toronto		1,467	1,342			124	
Other ports—Autres ports		791	150			641	
Totals		28,101	18,977	2,106		4,464	2,551
MANUFACTURES OF HAIR.							
Hamilton		\$ 816	\$ 121			\$ 695	
Kingsville		389				389	
Montreal		8,633	5,361			3,472	
Quebec		1,179	206			973	
Other ports—Autres ports		77				77	
Totals		11,294	5,688			5,606	

FOURKURES OUVRES—Ou dans lesquelles la fourrure domine.

CRIN OUVRE.

MANUFACTURES OF PAPIER MACHE.	PAPIER MACHE OUVRE.					MANUFACTURES OF GRASS, OSIER, PALM LEAF, &c.	HERBES, FEUILLES DE PALMIER, OSIER, ETC., OUVRES.								
	Montreal	Quebec	Stratford	Toronto	Totals		Bytown	Dalhousie	Hamilton	Kingsville	London	Montreal	Quebec	Toronto	Other ports—Autres ports	Totals
Montreal	\$ 314				\$ 314	\$ 877									
Quebec	108				108	602									
Stratford	15				15	9,471									
Toronto	1,958				1,958	1,132									
Totals	1,495				1,372	2,013									
MANUFACTURES OF BONE, SHELL, &c.															
Bytown						\$ 877									
Dalhousie						602									
Hamilton						12,678									
Kingsville						1,743									
London						3,637									
Montreal						7,889									
Quebec						977									
Toronto						38,532									
Other ports—Autres ports						700									
Totals						67,695									
MANUFACTURES OF GRASS, OSIER, PALM LEAF, &c.															
Bytown						\$ 877									
Dalhousie						602									
Hamilton						12,678									
Kingsville						1,743									
London						3,637									
Montreal						7,889									
Quebec						977									
Toronto						38,532									
Other ports—Autres ports						700									
Totals						67,695									
MANUFACTURES OF BONE, SHELL, &c.															
Gaspé & Outports, P.P.—Ports extérieurs						\$ 150									
Hamilton						1,477									
Kingsville						263									
Prescott						166									
Quebec						286									
Stanstead						194									
Toronto						7,104									
Other ports—Autres ports						105									
Totals						9,745									

* P. P. denotes Free Ports—signifie Port Frano.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	MANUFACTURES OF GOLD, SILVER, &c.—Imported from—0.5, ARGENT, &c. —Importés				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	United States. Des Etats-Unis.	
Bytown.....		\$ 1,594	\$ 1,594			\$	
Clifton.....	555	555	49			506	
Hamilton.....	2,380	2,380	1,372			1,008	
Kingston.....	333	333	186			147	
Montreal.....	39,431	32,735	32,735			4,036	
Quebec.....	5,974	5,214	5,214			679	
Toronto.....	17,185	17,185	15,742			1,442	
Other Ports—Autres ports.....	1,350	1,350	554			796	
Totals.....		69,002	57,647			8,614	
MANUFACTURES OF BRASS OR COPPER. CUIVRE JAUNE ou ROUGE, OU VRE.							
Hamilton.....		\$ 4,935	\$ 456			\$ 4,935	
Kingston.....		2,706	747			2,340	
Montreal.....		5,303				4,556	
Prescott.....		1,477				1,477	
Quebec.....		3,088	2,054			1,034	
Toronto.....		6,296	433			5,863	
Windsor.....		989				989	
Other Ports—Autres ports.....		2,015		13		2,002	
Totals.....		26,899	3,690	13		23,196	
MANUFACTURES OF LEATHER, or imitation of. CUIR OU VRE—ou imitation de.							
Dalhousie.....		\$ 1,775	\$ 1,270			\$ 505	
Hamilton.....		5,174	962			4,212	

MANUFACTURES OF VARNISH—Other than BRIGHT or BLACK. VERNIS—Autre que luisant ou noir.	Total Quantity.	Total Value.	MANUFACTURES OF WOOD. BOIS OU VRES.			
			Great Britain.	British Colonies.	United States.	Foreign Countries.
Kingston.....		1,720	1,536			184
Montreal.....	36,303	12,589	12,589			4,765
Quebec.....	3,556	2,235	123			447
Toronto.....	17,145	10,329	10,329			6,011
Other Ports—Autres ports.....	4,712	452	452			4,260
Totals.....	90,395	29,371	29,371	123		20,384
MANUFACTURES OF VARNISH—Other than BRIGHT or BLACK. VERNIS—Autre que luisant ou noir.						
Guelph.....		\$ 681				\$ 681
Hamilton.....		2,554				2,554
Montreal.....		4,531	1,552			2,979
Oshawa.....		621				621
Quebec.....		2,077	1,446			631
Toronto.....		4,618	276			4,342
Other Ports—Autres ports.....		4,035				4,035
Totals.....		19,117	3,274			15,843
MANUFACTURES OF WOOD. BOIS OU VRES.						
Chatham.....		\$ 1,522				\$ 1,522
Clifton.....		1,728				1,728
Coatook.....		1,276	7			1,269
Dalhousie.....		1,016				1,016
Dundee.....		1,471				1,471
Fort Erie.....		1,244				1,244
Gananoque.....		1,134				1,134
Gaspé & Outports, F.P.—Ports extérieurs.....		2,305	182			39
Hamilton.....		6,480	68			6,372
Kingston.....		2,659	58			2,601
London.....		1,987				1,987
Montreal.....		19,875	1,174			18,579
Prescott.....		1,898				1,898
Quebec.....		4,765	1,743			2,644
Toronto.....		11,912	1,090			10,822
Windsor.....		4,653				4,653
Other Ports—Autres ports.....		11,740	184			11,556
Totals.....		77,666	4,322	2,269		70,635

* F. P. denotes Free Ports—F. P. signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
			North America. (De l'Amérique du Nord.)		West Indies. (Des Indes Occidentales.)			
Clifton		\$ 519	\$	\$		\$ 519		
Dunee		1,334				1,334		
Dunnville		478				479		
Fredrichsburg		880				880		
Oshawa		425				425		
Philipsburgh		550				550		
Toronto		904	260			734		
Other Ports—Autres ports		3,054	29			3,025		
Totals		8,235	289			7,946		
MUSICAL INSTRUMENTS.								
Belleville		\$ 2,261	\$ 124	\$	\$	\$ 2,137	\$	
Brantford		1,192				1,192		
Bytown		1,715				1,715		
Chatham		1,268				1,268		
Cobourg		1,198				1,198		
Fort Erie		1,217				1,217		
Hamilton		3,990				2,963	1,027	
Kingston		3,865				3,865		
London		1,563				1,563		
Montreal		22,662	2,757			19,489	386	
Napanee		1,117				1,117		
Prescott		1,071				1,071		
Quebec		14,121	3,181			2,364	8,576	
Toronto		30,985	594			29,543	848	
Windsor		1,683				1,683		
Other Ports—Autres ports		12,472	200	30		11,508	734	
Totals		102,380	6,886	30		83,893	11,571	

MUSTARD.		MOUTARDE.	
	Lbs.		
Hamilton	5,427	\$ 584	\$ 1
Kingston	3,171	490	
London	1,576		
Montreal	120,956	17,199	665
Quebec	25,441	3,414	
Toronto	9,272	1,180	235
Other Ports—Autres ports	5,277	740	101
Totals	171,120	23,007	1,002
OTHER MACHINERY.			
Brookville		\$ 3,281	\$
Coaticook		4,604	
Credit		9,889	
Dalhousie		5,967	
Dundas		5,004	
Fort Erie		3,707	
Guelph		3,427	
Hamilton		170	
Hope		12,217	
London		2,590	
Montreal		3,655	
Quebec		39,004	
St. John's		13,035	
Sarnia		2,077	
Toronto		3,166	
Woodstock		15,581	
Other Ports—Autres ports		232	
Totals		27,170	617
AUTRES MACHINES.			
Brookville		\$ 3,281	\$
Coaticook		4,604	
Credit		9,889	
Dalhousie		5,967	
Dundas		5,004	
Fort Erie		3,707	
Guelph		3,427	
Hamilton		12,217	
Hope		2,590	
London		3,655	
Montreal		33,015	
Quebec		6,635	
St. John's		2,077	
Sarnia		3,166	
Toronto		15,149	
Woodstock		2,011	
Other Ports—Autres ports		26,553	
Totals		142,777	544
OIL CLOTHS.			
Gaspe & Outports, F. P. — Ports extérieurs		\$ 1,205	\$ 312
Hamilton		2,170	717
Kingston		627	334
Montreal		14,974	6,241
Quebec		4,600	3,251
Toronto		3,670	2,747
Other Ports—Autres ports		631	1,855
Totals		27,777	15,457

* F. P. denotes Free Ports—signifio Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	OIL.—Imported from—HUILE—Importée				Foreign Countries. Des pays étrangers.	
			Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)			United States. Des Etats-Unis.
			\$	Gallons.	North America. (Del'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)		
Brookville	2,216	\$ 1,180				\$ 1,180		
Clifton	5,118	4,565				4,565		
Canticook	744	557				557		
Cobourg	891	659				24		
Dalhousie	21,190	2,538				2,456		
Dundas	821	743				743		
Fort Erie	912	986				986		
Gaspé & Outports F.P.—Ports extérieurs	3,077	2,481		132		53	473	
Hamilton	23,512	6,905				4,333		
Hope	826	155				503		
Kingston	4,819	3,148				2,239	144	
Montreal	152,357	89,828				18,490	10,794	
Quebec	16,377	17,345				396	2,966	
Toronto	239,851	41,345				26,756	54	
Other Ports—Autres ports	8,360	5,969				4,939	7	
Totals	481,371	213,561	130,656	132		68,325	14,448	
O P I U M.								
Toronto		\$ 448				\$ 448		
Totals		448				448		
P A C K A G E S.								
Clifton		\$ 315				\$ 315		
Dalhousie		936				936		
Hamilton		825				488		
Totals		337				488		

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	PAINTS AND COLOURS.				Foreign Countries. Des pays étrangers.	
			Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)			United States. Des Etats-Unis.
			\$	Gallons.	North America. (Del'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)		
London		407				407		
Montreal		3,022				1,728		
Quebec		663				306	14	
Toronto		657				289		
Windsor		366				366		
Woodstock		411				411		
Other Ports—Autres ports		1,071		3		860	130	
Totals		8,673	2,420	3		6,106	141	
P E N T U R E S E T C O U L E U R S.								
Bytown		\$ 984				\$ 984		
Dalhousie		1,590				1,474		
Gaspé & Outports F.P.—Ports extérieurs		1,870		241		41		
Hamilton		3,995				1,747		
Kingston		2,432				1,263		
London		1,771				1,571		
Montreal		69,079		34		10,821		
Quebec		24,957				2,052	75	
Toronto		19,199				8,712		
Windsor		1,030				1,030		
Other Ports—Autres ports		5,433				4,560		
Totals		131,441	97,106	275		33,985	75	
P A P I E R.								
Clifton		\$ 518				\$ 518		
Hamilton		3,365				2,012	112*	
Kingston		1,509				556		
London		1,492				1,492		
Montreal		62,009				7,189	1,554	
Quebec		3,033				1,571		
Toronto		10,835				3,310	160	
Windsor		635				635		
Other Ports—Autres ports		3,581		25		3,193		
Totals		87,577	63,229	25		20,306	1,856	

* F. P. denotes Free Ports—signifio Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	PAPER HANGINGS—Imported from—PAPERS PEINTS—Importés				United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)		
Dalhousie.....		\$ 1,105	\$ 838			\$ 362	\$	
Hamilton.....		4,047	866			3,181		
Kingston.....		2,345	538			1,807		
London.....		1,760				1,760		
Montreal.....		30,656	22,666			7,977	13	
Quebec.....		7,814	5,264			2,550		
Toronto.....		7,529	3,647			3,882		
Woodstock.....		935				935		
Other Ports.—Autres ports.....		4,557	959	9		3,589		
Totals.....		60,838	34,773	9	9	26,043	13	
PARASOLS AND UMBRELLAS. PARASOLS ET PARAPLUIES.								
Hamilton.....		\$ 4,744	\$ 4,744			\$	\$	
Kingston.....		533	519			14		
Montreal.....		11,899	11,893			6		
Quebec.....		1,708	1,707	1				
Toronto.....		2,940	2,940					
Other Ports.—Autres ports.....		639	616			3		
Totals.....		23,472	23,425	1	1	46		
PLAYING CARDS. CARTES A JOUER.								
Montreal.....		\$ 6,085	\$ 3,477			\$ 651	\$ 1,957	
Quebec.....		4,282	2,797			75	1,410	
Toronto.....		225	177				48	
Other Ports.—Autres ports.....		37				37		
Totals.....		10,629	6,451			763	3,415	

PICKLES AND SAUCES. CONSERVES AU VINAIGRE ET SAUCES.	PICKLES AND SAUCES.	PRESERVED MEATS, POULTRY, &c. VIANDES, VOLAILLES, ETC., MARINEES				PRINTED OR LITHOGRAPHED BILLS, PAMPHLETS, &c. AFFICHES, PAMPHLETS, ETC., IMPRIMES OU LITHOGRAPHIES.							
		Hamilton	Kingston	Montreal	Toronto	Other Ports—Autres ports	Totals	Hamilton	Kingston	Montreal	Toronto	Other Ports—Autres ports	Totals
Bellefleur.....		\$ 421	\$ 421			\$ 395	\$	\$ 1,212	\$				
Bytown.....		565	311			4176		244					
Hamilton.....		496	472			32		244					
Kingston.....		786	773			13		3,377					
London.....		903	334			18,459		498					
Montreal.....		19,359	18,459			6,812		843					
Quebec.....		7,050	6,812			1,040		1,205					
Toronto.....		1,135	1,040			350		282					
Other Ports.—Autres ports.....		524	350			8		166					
Totals.....		31,239	28,972	8	8	28,972	1,715	5,525					
PRESERVED MEATS, POULTRY, &c. VIANDES, VOLAILLES, ETC., MARINEES													
Hamilton.....		\$ 1,607	\$ 395			\$ 498	\$	\$ 1,212	\$				
Kingston.....		244	4176			223		244					
Montreal.....		12,669	4,176			356		3,377					
Quebec.....		1,986	13			32		843					
Toronto.....		1,593	32			579		1,205					
Other Ports.—Autres ports.....		282				498		282					
Totals.....		18,381	4,616	579	498	7,163	5,525	8,920					
PRINTED OR LITHOGRAPHED BILLS, PAMPHLETS, &c. AFFICHES, PAMPHLETS, ETC., IMPRIMES OU LITHOGRAPHIES.													
Brockville.....		\$ 319	\$			\$ 319	\$	\$ 319	\$				
Bytown.....		325				325		325					
Clifton.....		538				538		538					
Hamilton.....		983				940		940					
Montreal.....		4,269				3,506		3,506					
Toronto.....		2,016				1,258		1,258					
Other Ports.—Autres ports.....		2,058				1,934		1,934					
Totals.....		11,118	2,298	940	8,920	8,920		8,920					

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	SILKS, SATINS AND VELVETS—Imported from—SOIES, SATINS ET VELOURS— Importés				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.		
Baltimore		\$ 2,561					
Brantford		5,810			91		
Burlington		4,758			54		
Bytown		3,420					
Dalhousie		4,791					
Georgiaville		60,180			1,991		1,000
Hamilton		7,079			3,487		26,076
Kingston		313,862			67		3,020
London		57,682			1,270		
Montreal		60,769			619		
Quebec		168,574					
Toronto		8,812					
Other Ports—Autres ports		702,436			7,788		30,696
Totals							
SPICES, including GINGER, PIMENTO and PEPPER—Unground. EPICES, y compris le GINGEMBRE, PIMENT, et le POIVRE—Non moulus.							
Hamilton	Lbs. 47,462	\$ 4,830	\$ 979	\$ 3,851	\$ 357	\$	\$
Kingston	11,434	976	82	121	84		
London	4,738	697		697	16		
Montreal	494,524	37,965		15,138			890
Quebec	62,965	5,120		86			
Toronto	58,089	5,971		4,096			
Other Ports—Autres ports	10,574	932	17	322			
Totals	690,386	56,503	30,601	24,006			890
STATIONERY. PAPETERIE.							
Baltimore		\$ 1,079	\$ 722	\$ 357	\$	\$	\$
Brookville		1,122	1,038	84			
Bytown		2,640	2,624	16			

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	SILKS, SATINS AND VELVETS—Imported from—SOIES, SATINS ET VELOURS— Importés				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.		
Baltimore		\$ 2,561					
Brantford		5,810			91		
Burlington		4,758			54		
Bytown		3,420					
Dalhousie		4,791					
Georgiaville		60,180			1,991		1,000
Hamilton		7,079			3,487		26,076
Kingston		313,862			67		3,020
London		57,682			1,270		
Montreal		60,769			619		
Quebec		168,574					
Toronto		8,812					
Other Ports—Autres ports		702,436			7,788		30,696
Totals							
SPICES, including GINGER, PIMENTO and PEPPER—Unground. EPICES, y compris le GINGEMBRE, PIMENT, et le POIVRE—Non moulus.							
Hamilton	Lbs. 47,462	\$ 4,830	\$ 979	\$ 3,851	\$ 357	\$	\$
Kingston	11,434	976	82	121	84		
London	4,738	697		697	16		
Montreal	494,524	37,965		15,138			890
Quebec	62,965	5,120		86			
Toronto	58,089	5,971		4,096			
Other Ports—Autres ports	10,574	932	17	322			
Totals	690,386	56,503	30,601	24,006			890
STATIONERY. PAPETERIE.							
Baltimore		\$ 1,079	\$ 722	\$ 357	\$	\$	\$
Brookville		1,122	1,038	84			
Bytown		2,640	2,624	16			

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	TOBACCO PIPES.—Imported from—PIPES A TABAC.—Importées				United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	North America. (De l'Amérique du Nord.)	British Colonies. (Des Colonies Britanniques.)	West Indies (Des Indes Occi- dentales.)		
Gaspé & Outports, F.P.*-Ports extérieurs		\$ 228	\$ 192	\$ 32		\$ 4		
Hamilton		1,075	140			217	718	
Kingston		625	625					
Montreal		11,280	7,555			219	3,512	
Quebec		1,330	908			262	160	
Toronto		1,371	908			5	458	
Other Ports—Autres ports.....		215	93			122		
Totals.....		16,133	10,424	32		\$29	4,848	
BIMBELOTERIE.								
Belleville.....		\$ 187	\$ 17			\$ 170		
Branford.....		272	23			249		
Hamilton.....		2,450	376			1,278	796	
Kingston.....		506	308			198		
Montreal.....		7,681	3,231			3,868	579	
Quebec.....		1,138	425			639	74	
Toronto.....		6,206	1,621			1,736	2,849	
Other Ports—Autres ports.....		1,215	37			1,178		
Totals.....		19,655	6,038	3		9,316	1,298	
VINEGAR.								
Chatham.....	Galls.	\$ 266	\$			\$		
Gaspé & Outports, F.P.*-Ports extérieurs	3,350	607	519			206		
Kingston.....	2,777	235		56		32		
	1,458					79		
							176	

WINE OF ALL KINDS.—In Casks.	Gallons.	Total Value. Valeur totale.	VINS DE TOUTES SORTES—En cercles.				
			Great Britain. De la Grande Bretagne.	North America. (De l'Amérique du Nord.)	British Colonies. (Des Colonies Britanniques.)	West Indies (Des Indes Occi- dentales.)	
London.....	2,035	\$ 321	\$ 321			\$ 321	
Montreal.....	59,559	10,939	385			2,032	7,619
Quebec.....	18,990	3,639	2				3,937
Sarnia.....	17,855	1,265				1,265	
Toronto.....	8,585	671	197			474	
Windsor.....	23,621	1,514	7			1,514	
Other Ports—Autres ports.....	14,691	1,524				1,517	
Totals.....	152,751	20,401	1,113	56		7,500	11,732
WINE OF ALL KINDS.—In Bottles.							
Gaspé & Outports, F.P.*-Ports extérieurs		\$ 2,355	\$ 1,915	\$ 166		\$ 124	\$ 150
Guelpb.....	2,314	1,013	623			390	2,437
Hamilton.....	4,404	5,853	641			2,775	1,297
Kingston.....	1,580	1,705					
London.....	1,495	1,724				1,724	
Montreal.....	243,122	188,857	63,202			6,382	117,974
Quebec.....	65,562	38,632	7,264			3,876	27,117
Toronto.....	8,485	10,187	8,306			1,813	48
Other Ports—Autres ports.....	3,079	3,395	2,582			813	
Totals.....	331,017	233,691	81,533	2,238		17,897	149,023
WINE OF ALL KINDS.—In Bottles.							
Gaspé & Outports, F.P.*-Ports extérieurs		\$ 2,255	\$ 1,923	\$ 314		\$ 18	\$
Montreal.....	370	33,617	10,741			3,843	19,033
Quebec.....	1,488	6,332	1,485			1,403	3,444
Toronto.....	335	2,699	1,800			799	
Other Ports—Autres ports.....	196	830	168			530	132
Totals.....	12,739	45,633	16,117	314		6,593	22,609

* F. P. denotes Free Ports—F. P. signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

PORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	WOOLLENS—Imported from—LAINAGES—Importés						Foreign Countries. Des pays étrangers.
			Great Britain. Do la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.		
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)					
Brantford.....		\$ 14,368	\$ 13,795			\$ 573			
Bytown.....		57,788	57,788						
Dalhousie.....		16,437	15,992			545			
Gaspé & Outports, F.P.*—Ports extérieurs		23,710	22,791	919					
Guelph.....		15,696	15,399						
Hamilton.....		325,222	322,411						
Hope.....		9,421	9,132						6
Kingston.....		37,843	37,289						76
London.....		59,195	58,691						
Montreal.....		2,341,291	2,292,651						34,800
Paris.....		8,935	8,883						
Quebec.....		403,726	454,677	219					6,663
Sault Ste. Marie, F.P.*—Ports extérieurs		16,634	16,692						
Toronto.....		741,398	735,219						
Windsor.....		9,892	9,476						
Other Ports.—Autres ports.....		33,239	25,886	752					
Totals.....		4,174,795	4,096,572	1,800				34,788	41,545

UNENUMERATED ARTICLES.		ARTICLES NON ENUMERES.	
Brantford.....	\$ 3,775	\$ 103	\$ 3,672
Bytown.....	4,654	670	4,184
Dalhousie.....	4,498	627	3,871
Darlington.....	2,256	94	2,162
Port Erie.....	2,323		2,323
Gaspé & Outports, F.P.*—Ports extérieurs	13,519	2,306	1,486
Guelph.....	5,921	268	1,753
Hamilton.....	6,093	2,104	2,689
Hope.....	2,236	53	2,183
Kingston.....	5,608	241	5,367
Montreal.....	74,956	39,896	34,681
Osbawa.....	2,955	58	2,665
Totals.....			

Quebec.....	25,653	14,544	206			9,357	1,626
Sault Ste. Marie, F.P.*—Ports extérieurs	3,182	346				2,836	
Toronto.....	8,183	128				8,055	
Windsor.....	4,608	336	7			4,608	
Other Ports.—Autres ports.....	23,732			18		23,389	
Totals.....	192,752	68,909	2,667	18		119,151	2,007

BOOK, MAP, AND NEWS PRINTING PAPER.		PAPIER A IMPRIMER, POUR LIVRES, CARTES GEOGRAPHIQUES ET JOURNAUX.	
Belleville.....	\$ 128	\$ 128	\$
Chatham.....	435	435	435
Montreal.....	447	435	12
Quebec.....	1,457		
Windsor.....	234		
Other Ports.—Autres ports.....	419	78	234
Totals.....	3,120	641	341
			1,022
			1,457

ANCHORS—6 cwt. and under.		ANCRES—6 quint. et au-dessous.	
Gaspé & Outports, F.P.*—Ports extérieurs	\$ 545	\$ 484	\$
Kingston.....	120	105	15
Montreal.....	1,480	1,480	
Quebec.....	1,299	1,299	
Toronto.....	95	77	18
Other Ports.—Autres ports.....	41		41
Totals.....	3,580	3,445	74

PRINTED BOOKS, PERIODICALS AND PAMPHLETS—Editions of which are Printed in Canada.		LIVRES IMPRIMES, PUBLICATIONS PERIODIQUES et BROCHURES—dont les éditions sont imprimées en Canada.	
Brookville.....	\$ 10	\$ 10	\$
Bytown.....	14		14
Coaticook.....	19		19
Frelighsburg.....	152		152
Toronto.....	535	535	
Other Ports.—Autres ports.....	25		25
Totals.....	755	545	210

* F. P. denotes Free Ports.—signifié Port Franc.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	BRASS IN BARS, RODS OR SHEETS.—Imported from:—CUIVRE—EN BARRÉ, EN BAGUETTE OU EN FEUILLE.—Importé				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	United States. Des Etats-Unis.	
Chatham		\$ 130				\$ 130	
Hamilton		456	60			426	
Kingston		33	58			35	
Montreal		3,422	2,945			477	
Toronto		206				206	
Other Ports—Autres ports		54				54	
Totals		4,511	3,063			1,448	
BRASS OR COPPER-WIRE, AND WIRE CLOTH. FIL OU TISSU DE CUIVRE ROUGE OU JAUNE.							
Conitcook		\$ 236				\$ 236	
Dalhousie		259				259	
Hamilton		242	123			119	
Montreal		3,670	3,385			285	
Prescott		288				288	
Quebec		207	147			60	
Sault Ste. Marie, F. P.*		387	234			153	
Toronto		382	337			45	
Other Ports—Autres ports		253	29			224	
Totals		5,924	4,253			1,669	
COPPER IN BARS, RODS, BOLTS OR SHEETS. CUIVRE, EN BARRÉS, EN BAGUETTES, EN BOULONS OU EN FEUILLES.							
Clifton		\$ 321				\$ 321	
Gaspe & Outports, F. P.*		1,006	1,006			58	
Hamilton		3,493	3,335				

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	TUBES ET TUYAUX DE CUIVRE ROUGE, JAUNE ET DE FER.				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	United States. Des Etats-Unis.	
London		878				878	
Montreal		17,265	16,357			408	
Quebec		79,785	78,301			884	
Toronto		4,653	1,900			2,753	
Windsor		1,414				1,414	
Other Ports—Autres ports		1,022	142			880	
Totals		110,237	102,141			8,096	
COPPER, BRASS, AND IRON TUBES AND PIPING. TUBES ET TUYAUX DE CUIVRE ROUGE, JAUNE ET DE FER.							
Clifton		\$ 1,287	\$ 606			\$ 681	
Dundas		618	618				
Hamilton		6,162	5,010			1,152	
London		450	163			287	
Montreal		20,817	17,820			2,997	
Quebec		1,620	1,321			99	
Toronto		953	112			841	
Other Ports—Autres ports		496				496	
Totals		32,403	25,850			6,553	
CANDLE WICK. MECHES A CHANDELLE.							
Hamilton		\$ 3,357	\$ 1,286			\$ 2,071	
Kingston		1,540	167			1,373	
London		2,259				2,259	
Montreal		22,256	5,611			16,645	
Quebec		3,449	2,704			745	
Toronto		5,214	582			4,632	
Other Ports—Autres ports		1,980	17			1,963	
Totals		40,055	10,367			29,688	

* F. P. denotes Free Ports—signifie Port Franc.

P O R T S	Total Quantity. Quantité totale.	Total Value. Valeur totale.	COTTON YARN AND WARP.—Imported from.—FIL DE COTON.—Importé		British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	Des Colonies Britanniques.		
Brookville.....		\$ 501	\$	\$		\$ 501		
Bytown.....		1,073				1,073		
Gaspé & Outports, F.P.s.—Ports extérieurs		682				120		
Hamilton.....		2,547		312				
London.....		564				564		
Montreal.....		30,257				12,743		
Quebec.....		5,599				2,905		
Toronto.....		5,023				1,100		
Other Ports—Autres ports.....		1,475						
Totals.....		45,721		312		19,006		
ENGRAVINGS AND PRINTS.								
Clifton.....		\$ 350	\$	\$		\$ 291	\$	
Dalhousie.....		375				356		
Hamilton.....		774				679		
Kingston.....		315				303		
London.....		297				297		
Montreal.....		5,012				2,056	787	
Quebec.....		828				477	96	
Toronto.....		2,550				1,930		
Other Ports—Autres ports.....		1,641				1,300	22	
Totals.....		12,178				7,710	905	
JEWELLERY AND WATCHES.								
Bytown.....		\$ 3,499	\$	\$		\$	\$	
Coaticook.....		359		97			862	

P O R T S	Total Quantity. Quantité totale.	Total Value. Valeur totale.	COTTON YARN AND WARP.—Imported from.—FIL DE COTON.—Importé		British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	Des Colonies Britanniques.		
Hamilton.....		35,701	1,304			1,907	32,400	
Kingston.....		722	235			487		
London.....		968				968		
Montreal.....		67,673	36,572			19,447	11,654	
Quebec.....		590				590		
Toronto.....		6,337	4,145			2,007	185	
Other Ports—Autres ports.....		51,756	40,338			7,266	4,132	
Totals.....		3,635	495		1	3,139		
TOLE DU CANADA ET FERBLANC.								
Hamilton.....		171,810	86,655			36,663	48,461	
Kingston.....								
London.....								
Montreal.....		38,771	38,771			10		
Quebec.....		4,501	939					
Toronto.....		211,330	2,806			695		
Other Ports—Autres ports.....		27,426	27,426					
Totals.....		299,061	298,149			2,912		
IRON—Galvanized and Sheet.								
Gananoque.....		\$ 664	\$	\$		\$ 664	\$	
Hamilton.....		8,665	8,240			325		
Kingston.....		941	941					
Montreal.....		35,886	34,388			1,498		
Quebec.....		9,150	9,150					
Toronto.....		2,986	2,426			560		
Other Ports—Autres ports.....		1,284	505		4	775		
Totals.....		59,176	55,650		4	3,522		
IRON—Wire, Nail and Spike-Rod.								
Dundas.....		\$ 1,324	\$	\$		\$ 98	\$	
Hamilton.....		2,605	2,605			100		
London.....		1,498	969			529		
Montreal.....		46,715	48,629			2,086		
Quebec.....		9,868	9,868			39		
Toronto.....		3,231	2,937			294		
Other Ports—Autres ports.....		1,337	392			945		
Totals.....		65,578	61,487			4,091		

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

PORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	IRON—Bar, Rod, or Hoop—Imported from—FER—En barres, en baguettes ou en cerceaux—Importé				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.		
Bytown.....		\$ 4,644	\$ 4,211			\$ 433	
Clifton.....		1,527	511			1,016	
Cobourg.....		1,352	1,205			179	
Port Erie.....		2,855				2,855	
Gaspé & Outports, F. P.—Ports extérieurs		2,513	2,395	118			
Hamilton.....		50,680	50,316			364	
Hope.....		1,078					
Kingston.....		5,734	5,734				
London.....		5,132	153			4,979	
Montreal.....		467,042	404,361			3,241	
Quebec.....		1,335	1,309			26	
St. Johns.....		144,058	144,058				
Sarnia.....		1,776	1,301			475	
Toronto.....		1,073	261			812	
Windsor.....		27,454	25,705			1,749	
Other Ports—Autres ports.....		1,282		34		1,282	
		5,314	3,738			1,542	
Totals.....		725,609	706,334	153		18,983	
IRON—Hoop or Tire for Locomotive Wheels. FER—En cerceaux ou bandages pour roues de locomotives.							
Brockville.....		\$ 511	\$	\$	\$	\$ 511	
Hamilton.....		8,141	2,305			5,836	
Kingston.....		1,021	555			466	
Montreal.....		23,931	23,571			360	
Totals.....		33,604	20,431			7,173	

IRON—Boiler Plate. FER—Tôles à chaudière.						
	\$	\$	\$	\$	\$	\$
Hamilton.....	11,787	11,782				
Kingston.....	3,254	2,334				
Montreal.....	19,554	18,878				
Quebec.....	2,409	2,409				
Other Ports—Autres ports.....	1,044	69				
Totals.....	38,048	35,452			975	
IRON—Railroad Bars, &c. FER—En barres, etc., pour chemins de fer.						
Fort Erie.....	\$ 7,917	\$	\$	\$	\$	\$
Montreal.....	14,691	10,606				7,917
Saint John's.....	13,989	13,989				4,085
Totals.....	36,597	24,595				12,002
IRON—Rolled Plate. FER—Tôle laminée.						
Gananoque.....	\$ 1,760	\$	\$	\$	\$	\$
Hamilton.....	5,543	5,491				52
Prescott.....	413					413
Totals.....	7,716	7,251				465
LEAD—In Sheet. PLOMB—En feuilles.						
Gaspé & Outports, F. P.—Ports extérieurs	\$ 148	\$ 133	\$ 15	\$	\$	\$
Hamilton.....	96					96
Montreal.....	17,027	17,027				
Quebec.....	1,163	1,163				
Other Ports—Autres ports.....	252	52				200
Totals.....	18,688	18,375	15			296

* F. P. denotes Free Ports, —signifiant Ports Francs.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O B T S	Total Quantity. Quantité totale.	Total Value. Valeur totale.	LITHARGE—Imported from—LITHARGE—Importé				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)	United States. Des Etats-Unis.	
Hamilton	88	\$ 88					
Montreal	1,884	1,884	88			596	
Toronto	112	112	86			46	
Other Ports—Autres ports	27	27	15			12	
Totals		2,111	1,457			654	
LOCOMOTIVE AND ENGINE FRAMES, &c.							
Clifton		\$ 504				\$ 504	
Delhousie		677				677	
Frelighsburg		4,411				4,411	
Hamilton		3,893				1,400	
Montreal		6,363	2,433			1,689	
Toronto		538	4,674			538	
Other Ports—Autres ports		804				804	
Totals		17,190	7,107			10,083	
MAPS, CHARTS AND ATLAS.							
Belleville		\$ 425				\$ 425	
Fort Erie		349				349	
Hamilton		2,096				2,096	
London		503				503	
Montreal		800				571	18
Prescott		4,112	211			4,112	
Stamstead		939				939	

P O B T S	Total Quantity. Quantité totale.	Total Value. Valeur totale.	LITHARGE—Imported from—LITHARGE—Importé				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)	United States. Des Etats-Unis.	
Toronto		984	334			650	
Woodstock		316				316	
Other Ports—Autres ports		1,567	182			1,385	
Totals		12,091	727			11,364	18
MEDITICINAL ROOTS.							
Hamilton		\$ 603				\$ 298	
London		182				182	
Montreal		4,144	2,691			1,453	14
Quebec		137					
Toronto		1,415	920			495	
Woodstock		109				109	
Other Ports—Autres ports		128				128	
Totals		6,718	4,053			2,651	14
PHOSPHORUS.							
Coniacook		\$ 28				\$ 28	
Hamilton		181				181	
Kingston		19				19	
Montreal		1,768	365			1,338	
Quebec		62					
Toronto		289	289				
Totals		2,292	716			1,566	
PLASTER OF PARIS OR HYDRAULIC CEMENT.							
Belleville		\$ 260				\$ 260	
Hamilton		884				884	
Hope		215				215	
Kingston		989				989	
London		231				231	
Montreal		716	696			20	
Toronto		2,209				2,209	
Other Ports—Autres ports		2,167				2,167	
Totals		7,671	696			6,975	

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	RED LEAD, WHITE LEAD—Dry.—Imported from.—ROUGE ET BLANC DE PLOMB—Secs.—Importés				Foreign Countries. Des pays étrangers.
			British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.		
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)			
Dalhousie.....	322	\$ 282			\$ 40		
Hamilton.....	1,816	1,615			201		
Montreal.....	21,210	19,843			1,367		
Quebec.....	307	307					
Toronto.....	3,776	3,696			80		
Other Ports.—Autres ports.....	362	362			239		
Totals.....		27,793			1,927		
VOILES—Toutes faites.							
SAILS—Ready Made.							
Burwall.....		\$ 93			\$ 93		
Dover.....		101			101		
Gaspé & Outports, F. P.—Ports extérieurs.....		2,685					
Hamilton.....		1,651	1,034		39		
Montreal.....		1,314			94		
Other Ports.—Autres ports.....		94					
Totals.....		4,326	1,034		327		
CORDONS DE SOIE POUR CHAPEAUX, BOTTES ET SOULIERS.							
SILK TWIST FOR HATS, BOOTS AND SHOES.							
Hamilton.....		\$ 1,454			\$ 102		
Montreal.....		20,200			677		
Prescott.....		132			132		
Quebec.....		850					
Toronto.....		318			271		
Totals.....		22,954			1,182		

STEAMBOAT AND MILL SHAFTS AND GRANKS.

Dalhousie.....		\$ 102			\$ 102	
Kingston.....		1,233			1,233	
Montreal.....		691	500		91	
Totals.....		1,926	500		1,426	

BIBLES, ARBRES ET MANIVELLES, ébranchés, des DATEAUX-A-VAPEUR ET DE MOULINS.

Dalhousie.....		\$ 1,701			\$ 377	
Dalhousie.....		914			3,007	
Gananoque.....		1,591			144	
Hamilton.....		8,464			127	
Kingston.....		1,111				
London.....		1,620			179	
Montreal.....		110,307			1,114	
Oshawa.....		4,269			852	
Quebec.....		3,465	35			
Toronto.....		3,020	4		433	
Other Ports.—Autres ports.....		3,092			1,938	
Totals.....		152,239	62		8,231	

STEEL—Wrought or Cast.

ACIER—Battu ou coulé.

Clifton.....		\$ 2,078			\$ 377	
Dalhousie.....		3,981			3,007	
Gananoque.....		1,735			144	
Hamilton.....		8,591			127	
Kingston.....		1,111				
London.....		1,620			179	
Montreal.....		110,307			1,114	
Oshawa.....		4,269			852	
Quebec.....		3,465	35			
Toronto.....		3,020	4		433	
Other Ports.—Autres ports.....		3,092			1,938	
Totals.....		152,239	62		8,231	

STRAW, TUSCAN AND GRASS FANCY PLATS.

PAILLE—OUVRAGES TRASSES DE FANTAISIE, EN PAILLE D'ITALIE ET EN HERBE.

Hamilton.....		\$ 7			\$ 7	
Montreal.....		65			65	
Prescott.....		97			97	
Toronto.....		1,761			1,761	
Totals.....		1,920			1,920	

* F. P. denotes Free Ports—signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	SPIRITS OF TURPENTINE—Imported from— ESPRITS DE TEREBENTHINE— Importés				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.		
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)			
Hamilton.....	Gallons. 1,128	\$ 2,539	\$	\$	\$	\$	
London.....	444	987			2,539		
Montreal.....	9,150	15,752	7,656		987		
Quebec.....	1,025	2,225	192		5,096		
Toronto.....	1,489	3,383			2,056		
Other Ports—Autres ports.....	664	1,423	64		3,383		
Totals.....	13,913	26,312	7,912		18,400		
TIN—GRANULATED OR BAR.							
Bytown.....		\$ 222	\$	\$	\$	\$	
Hamilton.....		454	436		222		
London.....		1,022			18		
Montreal.....		1,005	1,005		1,022		
Quebec.....		400	46				
Other Ports—Autres ports.....		65			19		
Totals.....		3,168	1,887		1,281		
ZINC OR SPELTER—IN SHEET.							
Port Erie.....		\$ 102	\$	\$	\$	\$	
Hamilton.....		89	89		102		
London.....		600			600		
Montreal.....		30,238	7,895				
Quebec.....		550	251		71		
Other Ports—Autres ports.....		100	4	2	100		
Totals.....		31,680	8,239	2	873		22,566

ACIDS OF EVERY DESCRIPTION—except Vinegar.

ACIDS OF EVERY DESCRIPTION—except Vinegar.	ALUM.		ALUN.		ACIDES—De toute espèce, excepté le Vinaigre.	
	Quantity	Value	Quantity	Value	Quantity	Value
Castileck.....		\$ 1,175		\$		\$
Hamilton.....		7,906				1,175
London.....		5,908				7,598
Montreal.....		21,458				5,808
Oakville.....		511				1,587
Sarnia.....		25,229				511
Toronto.....		12,557				25,229
Woodstock.....		1,959				11,735
Other Ports—Autres ports.....		3,561				1,989
Totals.....		80,294		21,433		58,861
ALUM.						
Hamilton.....		\$ 112		\$		\$
Montreal.....		3,110				
Quebec.....		327				
Toronto.....		105				
Other Ports—Autres ports.....		159				
Totals.....		3,813		3,054		156
ANATOMICAL PREPARATIONS.						
Guelph.....		\$ 35		\$		\$
Kingston.....		5,000				35
London.....		11				5,000
Montreal.....		97				11
Toronto.....		50				97
Totals.....		5,193		5,193		5,193

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	ANCHORS—Weighing over 6 cwt.—Imported from— —Anchres—pesant plus 6 quintaux— —Importées				United States. Des Etats-Unis	Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)		
Amherstburgh.....		\$ 68				\$ 68		
Gaspe—Outports, F. P.* Ports extérieures.....		1,063						
Kingston.....		168						
Montreal.....		1,283						
Quebec.....		20,715			70			
Stanley.....		140				140		
Toronto.....		327				202		
Totals.....		23,902	23,364	70	468	468		
ANIMAUX—HORSES.								
	No.	\$	\$	\$	\$	\$	\$	
Beauce.....	52	2,050				2,050		
Chatham.....	49	2,085				2,085		
Clifton.....	101	10,768				10,768		
Coteleok.....	146	13,559				13,559		
Dalhousie.....	18	2,240				2,240		
Dumfries.....	120	8,486				8,486		
Fort Erie.....	43	4,015				4,015		
Frelighsburg.....	72	4,700				4,700		
Gananoque.....	35	2,535				2,535		
Hemmingford.....	37	2,056				2,056		
Kingston.....	25	6,141				6,141		
Montreal.....	26	2,330				2,330		
Phillipsburgh.....	44	4,284				4,284		
Prescott.....	94	4,595				4,595		
Sarnia.....	78	8,412				8,412		
Stansfeld.....	135	12,471				12,471		
Stansfeld.....	107	8,087				8,087		
Toronto.....	36	4,770				4,770		
Wallaceburg.....	37	2,448				2,448		
Windsor.....	232	16,929				16,929		
Other Ports—Autres ports.....	261	17,796	40	80		17,070		
Totals.....	1,788	141,387	40	80		141,287		

BETES A CORNES.

HORNED CATTLE.		MOUTONS.	
No.	\$	No.	\$
Clifton.....	1,015	30,528	36,528
Coteleok.....	167	3,800	3,800
Dundas.....	1,216	25,693	25,693
Frelighsburg.....	111	2,038	2,038
Hemmingford.....	175	5,917	5,917
Paris.....	3	2,200	2,200
Potton.....	168	2,316	2,316
Prescott.....	240	7,249	7,249
Quebec.....	11	800	800
Sarnia.....	11	500	500
Sault Ste. Marie, F. P.*	1,443	56,056	56,056
Stansfeld.....	85	3,712	3,712
Stansfeld.....	117	2,565	2,565
Windsor.....	1,518	29,374	29,374
Other Ports—Autres ports.....	989	13,274	13,244
Totals.....	7,258	191,922	191,092

SHEEP.

HORNED CATTLE.		MOUTONS.	
No.	\$	No.	\$
Clifton.....	3,076	15,856	15,856
Coteleok.....	421	1,917	1,917
Dundas.....	635	2,100	2,100
Frelighsburg.....	286	1,073	1,073
Paris.....	1,050	4,951	4,951
Potton.....	242	693	693
Prescott.....	103	2,103	2,103
Sarnia.....	514	3,536	3,536
Stansfeld.....	255	2,751	2,751
Toronto.....	65	400	400
Windsor.....	112	519	519
Other Ports—Autres ports.....	471	1,558	1,558
Totals.....	7,230	36,365	36,365

* F. P. denote Free Ports—F. P. signifie Port Frane

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S	PIGS—Imported from.—COCHONS—Importés				Total Value. Valeur totale.	Total Quantity. Quantité totale.	Foreign Countries. Des pays étrangers.
	Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.			
		North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)				
Clifton	\$	\$	\$	\$	No.		
Dundee	32,760			32,760	2,864		
Frelighsburg	5,767			5,767	465		
Guolph	940			940	70		
Hemmingford	4,648			4,648	918		
Kingston	1,518			1,518	118		
Quebec	939			939	46		
Sarnia	80			80	4		
Sault Ste. Marie, F.P.*	77,460			77,460	7,426		
Windsor	1,065			1,065	61		
Other Ports—Autres ports	25,060			25,060	6,930		
Totals	151,212			151,212	19,085		
OTHER ANIMALS.							
AUTRES ANIMAUX.							
Dover	\$	\$	\$	\$	No.		
Kingston	150			150	150		
Montreal	114			114	114		
Quebec	309			309	309		
Toronto	29			29	29		
Other Ports—Autres ports	44			44	182		
Totals	73			73	247		
POULTRY AND FANCY BIRDS.							
VOLAILLES ET OISEAUX DE FANTAISIE.							
Coaticook	\$	\$	\$	\$	No.		
Dundas	133			133	133		
Hamilton	132			132	132		
Kingston	175			175	175		
Totals	430			430	430		

ANTIMONY.		ANTIMOINE.	
Montreal	626		
Sarnia	2,537		
Windsor	721		
Other Ports—Autres ports	318		
Totals	4,801		
Montreal	\$	\$	\$
Proscott	487		
Toronto	75		
Other Ports—Autres ports	8		
Totals	570		
ARTICLES—For the PUBLIC USES of the PROVINCE.			
ARTICLES—Pour le SERVICE PUBLIC de la PROVINCE.			
Amherstburg	\$	\$	\$
Montreal	275		
Quebec	13		
Toronto	67,910		
Wallaceburg	419		
Windsor	6		
Totals	68,626		
ARTICLES Imported By, and For the use of the GOVERNOR GENERAL.			
ARTICLES—Importés par et pour l'usage du GOUVERNEUR GENERAL.			
Quebec	\$	\$	\$
Totals	1,879		
ARTICLES—For the use of FOREIGN CONSULS.			
ARTICLES—Pour l'usage de CONSULS ETRANGERS.			
Quebec	\$	\$	\$
Totals	55		
Quebec	\$	\$	\$
Totals	45		

* F. P. denotes Free Ports—signifie Port Frano.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	ASHES—Pearl.—Imported from.—ALCALIS—Perlasse—Importé			Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.	
	Barrels.	\$	\$	\$	\$	\$
Amherst.....	1	15				
Coaticook ..	4	99	15			
Dundee.....	19	570			99	
Guanoque.....	1	18			570	
Gaspé & Outports, F. P. ^s —Ports extérieurs	1	27	37		18	
Hamilton.....	1	12			12	
Patten.....	1	23			23	
Totals.....	28	764	42		722	

ASHES—Pot.

ALCALIS—Potasse.

	Barrels.	\$	\$	\$	\$
Dundee.....	60	1,504			1,504
Hamilton ..	23	575			575
Hemmingford.....	33	990			990
Kingston.....	12	312			312
Montreal.....	286	9,766			9,766
Prescott.....	67	3,600			3,600
Russelltown ..	3	80			80
Totals.....	474	16,827			16,827

BARK, BERRIES, &c., used solely in DYEING.

ECORCE, BAIRES, etc., servant uniquement à teindre.

	\$	\$	\$	\$
Belleville.....	1,331			1,331
Bractford.....	1,444			1,444
Fort Erie.....	1,171			1,171
Hamilton.....	16,167	695		16,472

	Total Value. Valeur totale.	BARK—TANNERS.			TAN.		
		\$	\$	\$	\$	\$	\$
Kingston.....	1,115						1,115
London.....	8,234						8,234
Montreal.....	43,016	15,164					25,931
Quebec.....	1,694	617					1,077
Toronto.....	11,744	894					10,850
Other Ports—Autres ports.....	7,558	3					7,555
Totals.....	88,474	17,364	3				69,176

PRINTED BOOKS.

LIVRES IMPRIMES.

	\$	\$	\$	\$	\$
Amherstburgh.....	185				185
Chatham.....	1,263				1,263
Dalhousie.....	850				850
Montreal.....	181				181
Sarnia.....	2,846				2,846
Wallaceburgh.....	269				269
Windsor.....	1,074				1,074
Other Ports—Autres ports.....	183				183
Totals.....	6,851	181			6,670

* F. P. denotes Free Ports.—signifie Port Franco.

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	BLEACHING POWDERS—Imported from—POUDRE A BLANCHIR—Importé				Foreign Countries. Des pays étrangers.	
			Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)			United States. Des Etats-Unis.
			North America. (De l'Amérique du Nord.)		West Indies. (Des Indes Occidentales.)			
Hamilton.....		\$ 839	\$	\$		\$		
Montreal.....		7,362	7,362					
Sarnia.....		424					424	
Toronto.....		2,344	1,537				807	
Woodstock.....		413					413	
Other Ports—Autres ports.....		784					784	
Totals.....		12,166	8,899				3,267	
BOLTING CLOTHS. TAMIS.								
Brantford.....		\$ 548	\$	\$		\$		
Dundas.....		1,785					1,785	
Hamilton.....		1,488					1,488	
Montreal.....		1,216					1,216	
Quebec.....		1,610	1,059				551	
Toronto.....		1,710					1,710	
Other Ports—Autres ports.....		1,455					1,455	
Totals.....		9,812	1,059				8,753	
BORAX. BORAX.								
Montreal.....		\$ 3,081	\$	\$		\$		
Quebec.....		145						
Toronto.....		523	489				24	
Other Ports—Autres ports.....		41	15				26	
Totals.....		3,790	3,740				50	

BOOK-BINDERS' TOOLS AND IMPLEMENTS. OUTILS ET USTENSILES DE RELIEURS.							
Bytown.....		\$ 34	\$	\$		\$	
Kingston.....		437					34
Montreal.....		37					437
Quebec.....		145					37
Toronto.....		13					145
Totals.....		666					13
BRISTLES. SOIES DE COCHONS.							
Hamilton.....		\$ 5,702	\$	\$		\$	
Montreal.....		5,270	2,124				5,702
Quebec.....		235	230				3,146
Toronto.....		4,395	698				5
Other Ports—Autres ports.....		77					3,697
Totals.....		15,679	3,052				77
BROOM CORN. MILLET A BALAIS.							
Chatham.....		\$ 805	\$	\$		\$	
Goderich.....		748					805
Guolph.....		1,718					748
Hamilton.....		9,646					1,718
Montreal.....		13,176					9,646
Quebec.....		593					13,176
Toronto.....		5,139					593
Other Ports—Autres ports.....		3,162					5,139
Totals.....		34,987					3,162

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

PORTS.					BURSTS, CASIS AND STATUES.—Imported from— STATUES—Importés			BUSTES, OBJETS COULÉS ET	
Total Quantity. Quantité totale.	Total Value. Valeur totale.	Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America - West Indies. (De l'Amérique du (Des Indes Occi- dental.)	United States. Des États-Unis.	Foreign Countries. Des pays étrangers.				
Cornwall	\$ 5,000	\$	\$	\$	\$				
Montreal	5,280	3,806	.....	5,000	1,115			
Quebec	1,030	107	.....	369	705			
Toronto	9,793	3,238	.....	215	.....			
Other Ports—Autres ports.....	472	42	.....	6,455	430			
Totals	21,575	7,293		12,459	1,823				
PIERRES À MEULES ET À ALUISER.									
Glencoeville.....	\$ 500	\$	\$	\$	\$				
Hamilton	2,152	.....	.....	500	.....			
Kingston	1,776	.....	.....	2,152	.....			
Montreal	3,512	905	.....	1,776	.....			
Prescott	3,246	.....	.....	2,607	.....			
Quebec	1,843	423	440	3,246	980				
Sarnia	555	.....	.....	555	.....			
Toronto	812	.....	12	842	.....			
Other Ports.—Autres ports.....	2,129	.....	.....	2,117	.....			
Totals	16,555	1,328	452	13,795	980				
BUTTER.									
Amherstburgh.....	Lbs. 3,375	\$ 615	\$	\$	\$				
Brockville	30,251	5,605	.....	615	.....			
Clifton	4,321	705	.....	6,605	.....			
Dunrobin.....	64,352	12,798	.....	705	.....			
Totals	103,300	12,798		12,798					

BISCUIT AND BREAD.					BISCUIT ET PAIN.				
Gaspé & Outports, F.P.—Ports extérieurs	4,051	697	.....	.....	.....	.....	.....	.....	.....
Kingston	17,763	3,314	.....	.....	.....	.....	.....	.....	.....
Montreal	333,548	38,417	.....	.....	.....	.....	.....	.....	.....
Prescott	167,135	30,506	.....	.....	.....	.....	.....	.....	.....
Toronto	16,695	2,366	.....	.....	.....	.....	.....	.....	.....
Other Ports—Autres ports	20,968	2,862	.....	.....	.....	.....	.....	.....	.....
Totals	652,587	97,975	697	777	3,314	38,417	30,506	2,366	2,755
BISCUIT AND BREAD.									
Amherst.....	\$ 100	\$	\$	\$	\$	\$	\$	\$	\$
Gaspé & Outports, F.P.—Ports extérieurs	2,302	811	.....	.....	.....	.....	.....	.....	.....
Quebec.....	4	.....	.....	.....	.....	.....	.....	.....	.....
Totals	2,406	811	1,530	56	56				
COCOA PASTE.									
Amherst.....	\$ 20	\$	\$	\$	\$	\$	\$	\$	\$
Gaspé & Outports F.P.—Ports extérieurs	236	.....	.....	.....	.....	.....	.....	.....	.....
Quebec.....	291	.....	.....	.....	.....	.....	.....	.....	.....
Totals	547	547							
CABINETS OF COINS.									
Montreal	\$	\$	\$	\$	\$	\$	\$	\$	\$
Totals	402	402							
CABINETS DE MONNAIES.									

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

PORTS	Total Quantity. Quantité totale.	Total Value. Valeur totale.	CABLES—Iron Chaines de fer de plus de 3/4 de pouce de diamètre.				Foreign Countries. — Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	United States. Des Etats-Unis.	
Pever		\$ 744				\$ 744	
Gaspé & Outports, F.P.*—Ports extérieurs		827					
Kingston		324					
Montreal		5,522					
Quebec		35,938		200			
Sarnia		557				347	
Toronto		820				557	
Totals		44,732	42,864	200		1,615	
CABLES—Hemp and Grass. CABLES—d'étroupe et d'herbe.							
Gaspé & Outports, F.P.*—Ports extérieurs		\$ 213	\$ 97	\$ 116	\$	\$	\$
Quebec		4,274	4,053			221	
Sault Ste. Marie, F. P.*		60				60	
Totals		4,547	4,150	116		281	
CAOUTCHOUC, or INDIA RUBBER and GUTTA PERCHA—Unmanufactured. CAOUTCHOUC et GUTTA PERCHA—Non fabriqués.							
Hamilton		\$ 34	\$	\$	\$	\$ 34	\$
London		25				28	
Montreal		39,971	4,367			34,320	1,275
Totals		40,033	4,367			34,391	1,275

CARRIAGES AND VEHICLES OF TRAVELLERS, &c.		CARRIAGES or VOITURES LEGERES, ETC.	
Brockville	\$ 15,549	\$	\$ 15,549
Corwall	1,938		1,938
Gananoque	2,309		2,309
Kingston	8,200		8,200
Morrisburgh	14,885		14,885
Prescott	59,905		59,905
Other Ports—Autres ports	1,800		1,800
Totals	104,586		104,586
CEMENT—MARINE or HYDRAULIC—Unground. CEMENT—Hydraulique—Brut.			
Contrecock	\$ 20	\$	\$ 20
Dalhousie	158		158
Kingston	400		400
Kingville	14		14
Other Ports—Autres ports	12	5	7
Totals	604	5	599
CHEESE. FROMAGE.			
Bytown	Lbs. 3,648	\$ 3,648	\$ 3,648
Clifton	34,384	3,651	3,651
Fort Erie	36,416	3,662	3,662
Guolph	30,800	3,002	3,002
Hamilton	116,480	13,589	13,589
Kingston	147,280	13,769	13,769
Montreal	1,760,528	180,148	176,099
Prescott	112,000	4,711	4,711
Quebec	293,552	12,857	12,857
Sarnia	32,250	2,449	2,449
Toronto	283,696	3,178	3,178
Other Ports—Autres ports	324,552	1,336	29,076
Totals	3,207,344	46	31,682
		8,560	294,327

* F. P. denotes Free Ports.—signifio Port Frano.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	CIGARS.—For OFFICERS' MESS.—Imported fr. m.—CIGARES.—Pour l'USAGE des OFFICIERS.—Importés			
			Great Britain. Da la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America. (De l'Amérique du Nord.)	United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
Hamilton		\$ 20			\$ 20	
Montreal		2,744	316		2,428	
Quebec		490	562		17	120
Toronto		80			80	
Totals		3,353	678		2,655	120
SILVER AND PLATED WARE, CHINAWARE AND GLASSWARE, AND TABLE LINEN.—For OFFICERS' MESS.						
Coaticook		\$ 43			\$ 43	
Hamilton		433	346		97	
Montreal		1,181	566			
Quebec		566				
Totals		2,223	2,083		140	
SPIRITS, WINE, AND MALT LIQUORS.—For OFFICERS' MESS.						
Colborne		\$ 28			\$ 28	
Hamilton		4,457	3,832		625	
Kingston		1,524	1,167		357	
London		2,837				237
Montreal		16,403	11,330		5,073	
Quebec		7,512	4,718		2,794	
Toronto		3,151	3,047	40	167	1,98
Totals		36,052	27,120	40	4,540	2,617
COAL AND COKE.						
Charbourg		\$ 5,778			\$ 5,778	
Dalhousie		11,055			11,055	
Dundas		6,333			6,333	
Dunville		9,045			9,045	
Totals		32,211			32,211	

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	VETEMENTS ET ARMES POUR L'ARMEE.			
			Great Britain. Da la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America. (De l'Amérique du Nord.)	United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
Hamilton		\$ 20			\$ 20	
Montreal		2,744	316		2,428	
Quebec		490	562		17	120
Toronto		80			80	
Totals		3,353	678		2,655	120
VETEMENTS ET ARMES POUR L'ARMEE.						
Hamilton		\$ 3,808			\$ 3,808	
Kingston		1,294	1,273		21	
London		3,188			3,188	
Montreal		36,130	31,831		4,299	
Quebec		217,811	214,816	3,000	25	
Toronto		4,029	3,712		317	
Other Ports—Autres ports		582	269		583	
Totals		267,142	255,709	3,000	8,433	
COMMISSARIAT AND ORDNANCE STORES.						
Kingston		\$ 623			\$ 623	
London		815			815	
Totals		1,438	623		845	
CORKWOOD, OR BARK OF THE CORKWOOD TREE.						
Gaspé & Outports, P.P.—Ports extérieurs		\$ 43			\$ 43	
Hamilton		5			5	
Montreal		247			247	
Totals		300	273		27	
LIEGE OU ECORCE DE L'ARBRE A LIEGE.						
Hamilton		\$ 22			\$ 22	
Montreal		5			5	
Totals		27			27	

* F. L. denotes Free Ports.—signifie Port franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	COTTON AND FLAX WASTE—Imported from—DECHETS DE COTON ET DE CHANVRE—Importés					United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
			British Colonies. (Des Colonies Britanniques.)		West Indies. (Des Indes Occidentales.)		Great Britain. De la Grande Bretagne.		
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)					
Clifton		\$ 3,990					\$ 3,990		
Cranat		11,466					11,466		
Dundas		9,842					9,842		
Hamilton		1,071					1,071		
Montreal		18,585					743		
Other Ports—Autres ports.....		1,176				17,812	1,144		
Totals.....		46,130				17,874	28,256		
COTTON WOOL.									
Cobourg		\$ 3,626					\$ 3,626		
Cramah		6,180					3,907		
Delhoufo		2,104				2,273	2,104		
Dover		1,977					1,977		
Dundas		41,313					12,763		
Montreal		65,553				28,555	5,556		
Totals.....		120,753				90,825	29,928		
CREMÉ TARTARIN—Cristallisé.									
Hamilton		\$ 72					\$ 302		
Montreal		5,013					1,798		
Toronto		140					456		
Other Ports—Autres ports.....		83				1	6		
Totals.....		12,182				5,308	3,062		

	DIAMONDS AND PRECIOUS STONES.		DIAMANTS ET PIERRES PRÉIEUSES.	
	\$		\$	
Montreal.....	668		365	303
Totals.....	668		365	303
DONATIONS.				
Chatham.....	\$ 30		\$ 30	
Dunnville	4		4	
Montreal	40		40	
Totals.....	74		74	
DRAIN TILES—For Agricultural Purposes.				
Picton	\$ 3		\$ 3	
Windsor	74		74	
Totals.....	77		77	
DRAWINGS.				
Clifton	\$ 400		\$ 400	
Dalhousie	205		205	
Hamilton	200		200	
Montreal	20,048		7,759	
Queenstown	1,000		1,000	
Other Ports—Autres ports.....	191		64	
Totals.....	22,044		9,628	

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	BARKS, CLAYS, SAND, AND OTHERS—Imported from— ET ARGILES—Importés			British Colonies. (Des Colonies Britanniques.)		United States. Des États-Unis.	Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	United States. Des États-Unis.	Foreign Countries. Des pays étrangers.		
Brantford.....		\$ 1,341					\$ 1,341		
Montreal.....		1,407					355		
Pictou.....		262					262		
Prescott.....		791					791		
Quebec.....		1,458					675		
St. John's.....		675					160		
Toronto.....		166					269		
Other Ports—Autres ports.....		316							
Totals.....		6,386					3,993		
EGGS.									
	Dozens.		\$		\$		\$		\$
Clifton.....	2,870		422				422		
Dundee.....	5,085		540				540		
Montreal.....	7,942		961		10		951		
Sarnia.....	10,018		1,207				1,207		
Toronto.....	10,398		1,142				1,142		
Other Ports—Autres ports.....	3,334		439		22		392		
Totals.....	40,247		4,711		32		4,654		
EMERY—EMERY, GLASS AND SANDPAPER.									
			\$		\$		\$		\$
Hamilton.....			660				528		
London.....			275				275		
Montreal.....			3,347				2,537		
Oshawa.....			155				155		

Quebec.....		506					482		
Toronto.....		305					305		
Other Ports—Autres ports.....		463					441		
Totals.....		6,291					5,303		
FARMING UTENSILS AND IMPLEMENTS.									
			\$		\$		\$		\$
Stratford.....			213				213		
Totals.....			213				213		
FELT HAT BODIES AND HAT FELTS.									
			\$		\$		\$		\$
Chippawa.....			23				23		
Kingston.....			214				214		
London.....			74				74		
Montreal.....			5,899				4,577		
Quebec.....			791				791		
Toronto.....			578				578		
Totals.....			7,579				6,257		
FLAX, HEMP, AND TOW—Undressed.									
			\$		\$		\$		\$
Hamilton.....			6,860				6,082		
Kingston.....			1,124				1,124		
London.....			1,859				1,859		
Montreal.....			118,884				54,502		
Quebec.....			24,401		150		4,757		
Toronto.....			6,756				6,369		
Other Ports—Autres ports.....			821				821		
Totals.....			160,705		180		75,464		

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	FIREWOOD—Imported from:—BOIS DE CORDE—Imports					Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.		
				North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)			
Amherstburgh.....	Cords. 5,880	\$ 11,785	\$	\$	\$	\$	\$	
Cornwall.....	327	334			334			
Dundee.....	10,314	18,101			18,101			
Gananoque.....	424	450			450			
Saint John's.....	451	924			924			
Toronto.....	1,731	4,705			4,705			
Other Ports—Autres ports.....	207	300			300			
Totals.....	19,384	36,599			36,599			
BRIQUES REFRACTAIRES ET ARGILE.								
Clifton.....		\$	\$	\$	\$	\$	\$	
Gaspé & Outports, F.P.—Ports extérieurs		259			259			
Montreal.....		447						
Quebec.....		4,185			3,083			
Toronto.....		2,433			6,216			
Other Ports—Autres ports.....		6,240			378			
Totals.....		833			10,436			
FISIL—Fresh.								
Brantford.....		\$	\$	\$	\$	\$	\$	
Clifton.....		3,900			3,900			
Coaticook.....		40,022			40,022			
Kingston.....		21,764			21,764			
London.....		6,895			6,895			
Totals.....		2,087			2,087			

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	FISH—Salt.					Foreign Countries. Des pays étrangers.
			FRESH.	POISSON—Fresh.		POISSON—Salt.		
Montreal.....		\$	\$	\$	\$	\$	\$	
Prescott.....		45,000			25,000		20,000	
Quebec.....		4,914					4,914	
Toronto.....		11,800			6,888		4,912	
Other Ports—Autres ports.....		2,124			248		2,124	
Totals.....		13,453			32,136		119,218	
FISH—Salt.								
Bytown.....		\$	\$	\$	\$	\$	\$	
Coaticook.....		1,181					1,181	
Dalhousie.....		5,124					5,124	
Fort Erie.....		1,443					1,443	
Gaspé & Outports, F.P.—Ports extérieurs		24,547			24,544		1,070	
Hamilton.....		4,885					4,885	
London.....		1,580					1,580	
Montreal.....		93,379			70,235		16,015	
Quebec.....		51,500			50,613		640	
Sarnia.....		4,017					4,017	
Toronto.....		3,104			1,388		1,837	
Windsor.....		2,877					2,877	
Other Ports—Autres ports.....		8,587			478		8,108	
Totals.....		203,359			147,208		49,352	
FISH OIL—Crude.								
Clifton.....	Gallons.	\$	\$	\$	\$	\$	\$	
Coaticook.....	9,773	10,722					10,722	
Dalhousie.....	3,186	3,143					3,143	
Dundas.....	2,927	2,014					2,014	
Hamilton.....	1,247	1,663					1,663	
Kingston.....	5,436	5,489					5,489	
London.....	2,291	1,706					1,706	
Montreal.....	4,912	4,916					4,916	
Quebec.....	64,800	55,005					30,481	
Toronto.....	31,072	21,288					5,663	
Other Ports—Autres Ports.....	50,318	47,339					40,349	
Totals.....	6,456	6,139			47,229		6,139	

* F. P. denotes Free Ports.—signifie Port Frane.

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	FISH—Products of—Unmanufactured—Imported from—POISSON—Produits de—Non fabriqués—Importés			
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
Kingston		\$ 5			\$ 5	
Toronto		163			163	
Totals.....		168			168	
FISHING NETS, SEINES, HOOKS, &c.						
Gaspé & Outports, F.P.*—Ports extérieurs		\$ 23,972	\$ 22,317	\$ 1,655	\$ 468	\$
Goderich		1,214	746		129	
Hamilton		678	549		439	
Kingston		1,405	966		114	26
Montreal		7,189	7,056	19	100	
Quebec		5,872	5,736	10	1,466	
Toronto		5,035	3,567		912	
Windsor		912	592	104	2,465	
Other Ports—Autres ports.....		3,222				20
Totals.....		49,497	41,580	1,848	6,092	
FRUIT—Green.						
Brantford		\$ 5,420			\$ 5,420	
Brockville		7,592			7,592	
Bytown		13,951			13,951	
Clifton		24,013			24,013	
Coaticook		10,317			10,317	
FRUITS—Verts.						

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	FRUITS—Dried.				FRUITS—Secs.				
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.	Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.	
Cobourg		2,259									
Hemmingford		3,643									
Hops		8,863									
Kingston		27,215									
London		2,944									
Montreal		148,899	\$6								
Prescott		15,233									
Quebec		13,874									
St. Johns		9,638	582	34							
Sarnia		8,987									
Toronto		53,241									
Windsor		4,471									
Other Ports—Autres ports		21,689				156					
Totals.....		382,269	669	190							2,260
FRUITS—Dried.											
Brockville		\$ 1,216									\$ 1,216
Clifton		1,316									1,316
Coaticook		5,177									5,177
Fort Erie		4,681									4,681
Goderich		1,208									1,208
Geolph		5,416									5,416
Hamilton		2,810									2,810
Hope		1,202									1,202
Kingston		5,606									5,606
London		2,172									2,172
Montreal		3,954									3,954
Prescott		12,431									12,431
Sarnia		3,144									3,144
Stanstead		1,648									1,648
Stratford		3,016									3,016
Toronto		6,794									6,794
Other Ports—Autres ports.....		10,154									10,154
Totals.....		71,945									71,945
FRUITS—Secs.											

* F. P. denotes Free Ports—F. P. signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	FURS AND SKINS, PELTS OR TAILS—Imported from.—FOURRURES, PEAUX ET QUEUES—Importées				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)	United States. Des Etats-Unis.	
Byron	415	\$ 415				\$ 415	
Montréal	119,665	119,665	53,362			56,144	11,139
New Carlisle	500	500		500			
Prescott	460	460				460	
Quebec	9,790	9,790	3,489	5,338		963	
Sarris	798	798				798	
Three Rivers	1,514	1,514				1,514	
Toronto	1,600	1,600				1,600	
Other Ports—Autres ports	1,002	1,002				1,002	
Totals		135,744	56,871	5,838		61,806	11,139

FLOUR.

FLEUR DE FARINE.

	Barrels.	\$	\$	\$	\$	\$
Amherst	605	3,269	240	3,029		6,453
Amherstburgh	1,173	6,453				6,744
Port Erie	1,480	6,744	240	16,426		200
Gaspé & Outports, F.P.*-Ports extérieurs	3,038	16,986				76,507
Goderich	16,885	76,507				140,042
Hamilton	31,576	140,042				3,908
Hemmingford	649	3,908				101,790
Kingston	23,064	101,790				449,314
Montreal	127,758	449,314				4,297
Napance	862	4,297				3,239
Phillipsburgh	703	3,239				15,236
Prescott	3,202	15,236				13,973
Quebec	3,498	13,990				4,340
St. John's	1,120	4,340				5,283
Sarnia	1,082	5,283				4,135
Sault Ste. Marie, F.P.*	729	4,135				3,221
Stanstead	462	3,221				10,441
Toronto	3,423	16,441				

Wallaceburgh	1,061	5,810				5,810
Windsor	4,782	21,006				21,006
Other Ports—Autres ports	2,941	16,183	163			16,020
Totals	22,783	918,174	480	19,618		898,029

BARLEY AND RYE.

ORGE ET SEIGLE.

	Bushels—Minots.	\$	\$	\$	\$
Chippawa	20,617	17,844			17,844
Cobourg	1,879	1,825			1,825
Dundee	2,242	2,035			2,035
Kingston	29,656	17,264			17,264
Montreal	2,776	2,082			2,082
Prescott	4,104	4,104			4,101
Toronto	41,980	20,599			20,599
Windsor	10,678	7,714			7,714
Other Ports—Autres ports	2,911	2,332	6		2,325
Totals	116,721	73,799	6		73,793

BRAN AND SHORTS.

BRAN DE SON ET SON GRAS.

	Bushels—Minots.	\$	\$	\$	\$
Clifton	466	466			466
Port Erie	466	466			466
Hope	249	249			449
Napanee	105	105			105
Windsor	916	916			916
Other Ports—Autres ports	216	216			216
Totals		2,418			2,418

BUCKWHEAT.

SARRASIN.

	Bushels—Minots.	\$	\$	\$	\$
Clarenceville	482	285			285
Dundee	47	24			24
Phillipsburgh	56	39			39
Saint John's	100	45			45
Other Ports—Autres ports	29	14			14
Totals	714	407			407

* F. P. denotes Free Ports—F. P. signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	OATS—Imported from.—AVOINE—Importée					Total Value. Valeur totale.	Total Quantity. Quantité totale.	Foreign Countries. Des pays étrangers.
	Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.			
	North America. (De l'Amérique du Nord.)		West Indies (Occi- dentales.)					
Clifton	\$	\$	\$	\$	\$			
Conwall	487				487			
Dundee	243				243			
Gaspé & Gaspés, F. P.—Ports extérieurs	293				293			
Goderich	466				466			
Kingston	473				473			
Prescott	323				323			
Quebec	244				244			
Sarnia	200				200			
Toronto	374				374			
Wallaceburgh	300				300			
Windsor	13,079				13,079			
Other Ports—Autres ports	388				388			
Totals	1,657	4	327		17,637			
	2,058	4	327		17,637			
BEANS AND PEASE. PRVES ET POIS.								
Bellefleur	\$	\$	\$	\$	\$			
Gaspé & Outports, F. P.—Ports extérieurs	750				750			
Kingston	184				184			
Montreal	817				817			
Prescott	289				289			
Toronto	139				139			
Windsor	155				155			
Other Ports—Autres ports	962		17		962		95	
Totals	4,303	211	100		2,820		95	

INDIAN CORN.

Bellefleur	Bushels—Minots.	\$	\$	\$	\$	\$	\$
Brandford	24,251	16,585					
Brockville	7,313	4,791					
Chippawa	102,336	67,699					
Cobourg	104,002	81,493					
Dover	77,438	46,680					
Goderich	6,011	3,634					
Hopewell	37,992	14,678					
Kingston	9,281	9,281					
London	653,855	323,786					
Montreal	12,351	5,140					
Napawan	33,137	15,087					
Prescott	4,724	3,089					
Saint John's	9,709	7,495					
Sarnia	71,333	51,675					
Toronto	6,375	3,350					
Windsor	119,740	59,387					
Other Ports—Autres ports	274,492	153,049					
Totals	7,030	5,530					
	157,292	78,482					
	39,236	23,453					
	1,762,142	975,014					

WHEAT.

Chippawa	Bushels—Minots.	\$	\$	\$	\$	\$	\$
Dalhousie	299,319	325,668					
Goderich	263,699	215,016					
Kingston	55,801	37,837					
London	3,175,055	2,994,431					
Montreal	255,676	288,128					
Rouan	14,800	2,800					
Sarnia	78,815	78,795					
Toronto	50,476	33,216					
Windsor	7,030	6,087					
Other Ports—Autres ports	11,071	6,597					
Totals	4,210,942	3,986,575					

* F. P. denotes Free Ports—signifie Port Frano.

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

PORTS.	MEAL—Imported from—FARINE—Importée				Total Value. Valeur totale.	Total Quantity. Quantité totale.	Foreign Countries. Des pays étrangers.
	Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.			
		North America. (De l'Amérique du Nord.)	West Indies. Occidentales.)				
Belleville	\$	\$	\$	\$	2,311		\$
Civilon	783	910	989	989	2,323		129
Fort Erie	307	933	933	933	2,323		31
Goderich	420	912	2,607	1,539	2,607		
Hopu	912	595	1,559	1,017	1,017		
Kingston	375	1,017	3,744	2,401	3,744		
Napanee	1,265	2,401	1,126	2,323	2,401		
Prescott	1,134	354	1,126	1,251	1,251		
Sarnia	354	915	176	103	1,251		
Sault Ste. Marie, F. P.*	915	2,327	4	163	2,327		
Toronto	578	1,251	176	163	1,251		
Windsor	2,180	6,358	180	163	6,019		
Quebec Ports—Autres Ports	10,757	28,946	180	163	28,603		
Totals	10,757	28,946	180	163	28,603		
GEMS AND MEDALS.							
Hamilton	\$	\$	\$	\$	\$	\$	\$
Montreal	40	497	40	40	40		
Quebec	626	36	36	36	36		
Toronto	67	216	216	15	15		
Totals	961	749	749	55	55		160
GOLD BEATER'S BRIM-MOULDLS AND SKINS.							
Montreal	\$	\$	\$	\$	\$	\$	\$
Toronto	127	10	10	10	10		
Montreal	157	157	157	117	117		
Toronto	234	167	167	117	117		
Totals	318	294	294	234	234		

PORTS.	GREASE AND SCRAPS.				Total Value. Valeur totale.	Total Quantity. Quantité totale.	Foreign Countries. Des pays étrangers.
	Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.			
		North America. (De l'Amérique du Nord.)	West Indies. Occidentales.)				
Clifton	\$	\$	\$	\$	1,490		\$
Fort Erie	1,428	1,428	1,428	1,428	1,428		
Hamilton	11,414	11,414	11,414	11,414	11,414		
Montreal	4,366	284	284	4,132	4,132		
Toronto	6,917	964	964	6,917	6,917		
Windsor	964	246	246	964	964		
Other Ports—Autres ports	3,182	246	246	2,936	2,936		
Totals	29,761	489	489	29,281	29,281		
GRAISSE ET GRAILLONS.							
Hamilton	\$	\$	\$	\$	\$	\$	\$
Montreal	2	1,372	1,372	2	1,372		
Prescott	30	30	30	30	30		
Saint John's	33	33	33	33	33		
Toronto	718	718	718	718	718		
Totals	2,155	2,155	2,155	2,155	2,155		
GRAVELS.							
Hamilton	\$	\$	\$	\$	\$	\$	\$
Montreal	2	1,626	1,626	2	1,626		
Prescott	30	1,064	1,064	30	1,064		
Saint John's	33	2,180	2,180	33	2,180		
Toronto	718	1,875	1,875	718	1,875		
Totals	2,155	2,155	2,155	2,155	2,155		
GYPSUM OR PLASTER OF PARIS.							
Cobourg	\$	\$	\$	\$	\$	\$	\$
Granby	1,626	1,626	1,626	1,626	1,626		
Montreal	1,064	1,064	1,064	1,064	1,064		
Oshawa	2,180	2,180	2,180	2,180	2,180		
Pictou	1,875	1,875	1,875	1,875	1,875		
Trenton	764	764	764	764	764		
Windsor	3,492	3,492	3,492	3,492	3,492		
Other Ports—Autres ports	3,288	210	210	2,828	2,828		
Totals	16,825	210	210	13,829	13,829		
GYPSUM OR PLASTER OF PARIS.							
Hamilton	\$	\$	\$	\$	\$	\$	\$
Montreal	2	1,626	1,626	2	1,626		
Prescott	30	1,064	1,064	30	1,064		
Saint John's	33	2,180	2,180	33	2,180		
Toronto	718	1,875	1,875	718	1,875		
Totals	2,155	2,155	2,155	2,155	2,155		

* F. P. denotes Free Ports.—signifie Port Franco.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

PORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	HAIR—ANGOLA, GOAT, &c.—Unmanufactured—Imported from—URIN— D'ANGOLA, DE CHEVRE, ETC—Importé				
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)	United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
Bytown.....		\$ 146				\$ 148	
Hamilton.....		225				225	
Quebec.....		3,979				3,979	
Toronto.....		202				202	
Other Ports—Autres ports.....		334				334	
Totals.....		4,888				4,888	
HAY AND STRAW—The produce of B. N. A. Provinces—Imported direct therefrom.							
Clifton.....		\$ 18		\$ 18		\$	
Quebec.....		360		360			
Totals.....		378		378			
HOUBLON—Produits des provinces de l'A. B. N.—Importés directement d'icelles.							
HOPS—The produce of B. N. A. Provinces.							
Coaticook.....	lbs. 902	\$ 54		\$ 54		\$	
Totals.....	902	54		54			
HIDES AND HORNS.							
Brockville.....		\$ 25,913				\$ 25,913	
Chippawa.....		31,196				31,196	
Totals.....							

INDIGO.	INLLIGO.				
	\$	\$	\$	\$	\$
Coaticook.....	164,336				164,336
Frelighsburg.....	14,160				14,160
Queph.....	8,337				8,337
Hamilton.....	16,676				16,676
Hemmingford.....	8,270				8,270
Kingston.....	75,805				75,805
Montreal.....	101,612				101,612
Philipsburgh.....	10,684				10,684
Quebec.....	7,652				7,652
Saint John's.....	137,860				137,860
Sarvia.....	7,878				7,878
Toronto.....	79,733				79,733
Other Ports—Autres ports.....	48,294				48,294
Totals.....	798,426		379		784,951
INDIGO.					
Gaspé & Outports, F. P. * Ports extérieurs	\$ 122	\$ 113	\$ 9	\$ 9	\$ 9
London.....	304				304
Montreal.....	29,765	26,120			821
Quebec.....	6,370	6,351			19
Toronto.....	1,368	2,368			
Other Ports—Autres ports.....	269	98			171
Totals.....	38,198	34,050			1,324
JUNK AND OAKUM.					
Coaticook.....	\$ 1,452				\$ 1,452
Dalhousie.....	2,307				2,307
Dundas.....	810				840
Gaspé & Outports, F. P. * Ports extérieurs	771	747	24		
Kingston.....	1,559				1,559
Montreal.....	8,452	1,371			7,061
Quebec.....	27,632	9,614	2,884		16,104
Toronto.....	1,149				1,149
Other Ports—Autres Ports.....	2,439				2,439
Totals.....	46,581	11,732	2,908		31,911

* F. P. denotes Free Ports.—signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P. O. R. T. S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	LARD—Imported from—SAINDOUX—Importé				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.		
Belleville.....	Lbs. 10,752	\$ 1,068			\$ 1,068		
Chilton.....	938	938			938		
Coaticook.....	6,770	765			765		
Dalhousie.....	11,607	1,063			1,063		
Gaspe & Outports, P.P.*-Ports extérieurs.....	2,675	275					
Hamilton.....	113,288	7,473	103	167	7,473		
Kingston.....	39,568	3,438			3,438		
Montreal.....	537,947	49,005			49,005		
Toronto.....	137,666	12,611			12,611		
Other Ports—Autres ports.....	56,549	5,396			5,396		
Totals.....	925,917	82,632	103	167	81,767		
LIME—From British North American Provinces only. CHAUX—Des provinces de l'Amérique Britannique du Nord, seulement.							
Gaspe & Outports, P.P.*-Ports extérieurs.....		\$ 9	\$	\$ 0	\$	\$	
Totals.....		9		9			
MANILLA GRASS, SEA GRASS AND MOSSES. HERBE DE MANILLE, HERBE DE MER ET MOUSSE.							
Hamilton.....		\$	\$		\$	\$	
Hope.....		1,913			1,913		
Kingston.....		161			161		
London.....		425			425		
Montreal.....		439			439		
Toronto.....		483	10		483		
Other Ports—Autres ports.....		3,311			767		
Totals.....		817	2,644	51	786		
		7,572	2,695	10	4,967		

MANURES.

	Cwt.—Qtz.	MANURE IN BLOCKS—Unpolished.		MARBRE EN BLOCS—Brut.		ENGRAIS.		VIANDES—Fèches, fumées et salées.	
		\$	\$	\$	\$	\$	\$	\$	\$
Darlington.....									
Hope.....		1,847							
Kingston.....		2,016							
Montreal.....		482							
Toronto.....		140							
Other Ports—Autres ports.....		3,021							
Totals.....		342							
		7,848							
Bytown.....		\$	\$	\$	\$	\$	\$	\$	\$
Darlington.....		305							
Guelph.....		2,260							
Hamilton.....		1,017							
Hope.....		3,828							
London.....		1,305							
Montreal.....		1,216							
Quebec.....		5,879	20						
Toronto.....		2,304							
Other Ports—Autres ports.....		4,855							
Totals.....		10,272							
		33,841							
Belleville.....		\$	\$	\$	\$	\$	\$	\$	\$
Brookville.....		23,490							
Bytown.....		15,440							
Coaticook.....		149,544	65						
Godrich.....		9,990							
Hamilton.....		33,461							
Hope.....		108,729							
Kingston.....		48,888							
Montreal.....		194,820							
Napawoo.....		360,862	538						
Prescott.....		13,937							
Sarnia.....		56,308	30						
Toronto.....		11,151							
Windsor.....		94,748	36						
Other Ports—Autres ports.....		11,568							
Totals.....		114,626	2,682						
		1,247,681	3,221						

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	MILITARY AND NAVAL STORES—Imported from—MUNITIONS POUR LA MARINE ET L'ARMÉE—Importées				Total Value. Valeur totale.	MODELES.				Foreign Countries. Des pays étrangers.	
	Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.		MODELES.					
		North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.		
Bytown.....	\$ 621				\$ 621						
Hamilton.....	3,929				3,929						
London.....	1,201				1,201						
Montreal.....	208,421				208,421						
Quebec.....	478,394				478,394						
Totals.....	691,009				691,009						1,557
MODELES.											
Montreal.....	\$ 520				\$ 520					\$ 479	
Oshawa.....	545				545					545	
Prescott.....	616				616					616	
Toronto.....	1,111				1,111					1,111	
Woodstock.....	272				272					272	
Other Ports—Autres ports.....	685				685					678	
Totals.....	3,758				3,758					3,701	
MUSICAL INSTRUMENTS, FOR MILITARY BANDS. INSTRUMENTS DE MUSIQUE POUR LES CORPS DE MUSIQUE MILITAIRE.											
Kingston.....	\$ 438				\$ 438					\$ 30	
Montreal.....	478				478					423	
Stratford.....	423				423					329	
Toronto.....	480				480					711	
Other Ports—Autres ports.....	841				841					1,493	
Totals.....	2,670				2,670					2	

NITRE OR SALTPETRE.		NITRE OU SALPETRE.	
Hamilton.....	\$ 3,926		
Montreal.....	13,435		
Quebec.....	450		
Toronto.....	401		
Other Ports—Autres ports.....	74		
Totals.....	18,286		
TOURTEAUX DE LIN.			
Hamilton.....	\$ 15,666		
Kingston.....	4,415		
Montreal.....	10,298		
Totals.....	30,379		
OIL—COCOANUT, PINE AND PALM. HUILE—DE COCOA, PIN ET DE PALMIER.			
Hamilton.....	\$ 3,417		
Montreal.....	64,941		
Quebec.....	7,633		
Toronto.....	3,655		
Other Ports—Autres ports.....	1,755		
Totals.....	85,227		
MINERALS—de toute sorte.			
Kingston.....	\$ 2,604		
Montreal.....	9,252		
Toronto.....	675		
Totals.....	12,631		

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

PORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	OSIERS OR WILLOW FOR BASKET MAKERS' USE Imported from—OSIER OU SAULE POUR LA CONFECTION DE PANIERS—Importé					Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.	Foreign Countries.		
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)				
Hamilton		\$ 105			\$ 105			
Toronto		30			30			
Totals		135			135			
PACKAGES.								
Brockville	349	\$ 349			\$ 349			
Chatham	15,160	15,160			15,160			
Hamilton	3,017	3,017			3,017			
Paris	1,732	1,732			1,732			
Other Ports—Autres ports	743	743	35	34	674			
Totals	21,001	21,001	35	34	20,932			
PHILOSOPHICAL INSTRUMENTS AND APPARATUS.								
Kingston		\$ 168			\$ 168			
London		313			313			
Montreal		1,273			1,202			
Toronto		2,566			1,880			
Other Ports—Autres ports		514	43		471			
Totals		4,834	3,258		1,576			
FER, PLOMB ET CUIVRE, EN SAUMONS.								
Port Erie	Tons.	\$ 1,005			\$ 1,005			
Hamilton	35	3,189			3,821			
Montreal	20,939	287,195	368		1,058			
			280,791	10	5,336			

Quebec. Toronto Other Ports—Autres ports	49,833 61,097 2,715	49,483 58 271	400	FER, PLOMB ET CUIVRE, EN SAUMONS.	
				FER, PLOMB ET CUIVRE, EN SAUMONS.	
Totals	495,084	330,971	10	68,367	5,736
PITCH AND TAR.					
Dalhousie		\$ 448			\$ 448
Chappé & Outports, F. P.—Ports extérieurs		1,725			
Kingston		420			420
Montreal		8,223			5,063
Quebec		6,550			2,833
Toronto		942			942
Other Ports—Autres ports		1,652			1,652
Totals	5,085	7,863	641		11,158
PRINTING INK AND PRINTING PRESSES.					
Bellefleur		\$ 1,364			\$ 1,364
Dalhousie		1,651			1,651
Hamilton		3,519			3,519
Kingston		644			428
Montreal		6,189			6,156
Quebec		3,199			3,132
Toronto		10,913			10,897
Other Ports—Autres Ports		2,904			2,904
Totals		30,382	331		30,051
RAGS.					
Dundee		\$ 1,078			\$ 1,078
Montreal		23,116			8,840
Prescott		915			915
Quebec		1,125			
Other Ports—Autres ports		500	25		500
Totals		26,734	25		11,333

* F. P. denotes Free Ports.—signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	RAILWAY CARS AND TRUCKS—Imported from—CHARS pour CHEMINS DE FER ET CAMION—Importés					Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	North America. (De l'Amérique du Nord.)	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.		
Montreal.....		\$ 4,845	\$	\$	\$	\$	\$	
Totals.....		4,845				4,845		
RESIN AND ROSIN.								
	Bals.—Quarts.	\$	\$	\$	\$	\$	\$	
Hamilton.....	400	7,322	626			6,696		
Montreal.....	2,539	45,384	24,812			20,572		
Quebec.....	104	2,019	942			1,077		
Toronto.....	529	7,577	731			6,846		
Other Ports—Autres ports.....	78	1,185				1,185		
Totals.....	3,050	63,487	27,111			36,376		
RIZ.								
	Lbs.	\$	\$	\$	\$	\$	\$	
Gaspé & Outports, F.P.*—Ports extérieurs	32,605	1,281	306	891	84			
Hamilton.....	67,200	1,743	1,743					
Montreal.....	3,248,858	98,545	97,371			11	1,163	
Quebec.....	696,600	20,212	20,190				22	
Toronto.....	67,200	2,108	2,108					
Other Ports—Autres ports.....	2,073	120		43		77		
Totals.....	4,114,536	124,009	121,718	934	84	88	1,185	
SAIL CLOTH.								
		\$	\$	\$	\$	\$	\$	
Gaspé & Outports, F.P.*—Ports extérieurs		2,691	2,677	14				
Hamilton.....		7,168	7,168					
Kingston.....		2,112	2,112					

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	SEL AMMONIAC, SEL SOUDE—CENDRE DE SOUDE.				
			Great Britain. De la Grande Bretagne.	North America. (De l'Amérique du Nord.)	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.	
Montreal.....		\$ 65,381				\$ 3,617	
Quebec.....		26,871				4,048	
Other Ports—Autres ports.....		468				612	
Totals.....		106,677		14		8,577	
SEL AMMONIAC, SEL SOUDE—CENDRE DE SOUDE.							
		\$	\$	\$	\$	\$	\$
Hamilton.....		1,302				933	
Montreal.....		51,161				67	
Quebec.....		6,282				269	
Toronto.....		949				230	
Other Ports—Autres ports.....		77		12		3,240	
Totals.....		62,771		12		4,739	
SALT.							
	Busbels—Minots.	\$	\$	\$	\$	\$	\$
Belleville.....	21,336	7,329				7,329	
Stamford.....	9,465	4,156				4,156	
Chatham.....	12,505	4,002				4,002	
Dalhousie.....	16,308	5,286				5,286	
Dover.....	8,922	4,049				4,049	
Fort Erie.....	17,874	6,985				6,985	
Gaspé & Outports F.P.*—Ports extérieurs	118,575	26,167	13,161	5,469			7,537
Goderich.....	22,955	7,163				7,163	
Hamilton.....	78,964	28,873				28,873	
Hopu.....	32,346	9,684				9,684	
Kingston.....	16,113	4,578				4,578	
Montreal.....	287,406	55,072	46,455			307	8,310
Quebec.....	1,318,741	69,945	162,560				7,385
Sarnia.....	10,777	36					
Stanley.....	81,505	24,492					4,217
Toronto.....	120,460	37,982					24,402
Whitson.....	12,694	4,570					37,982
Other Ports—Autres ports.....	148,429	51,123	696	3,428			4,570
Totals.....	2,333,375	455,709	222,908	8,897			200,672

* F. P. denotes Free Ports—F. P. signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

PORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	SCRAP BRASS—Imported from—CORCEAUX DE CUIVRE—Importés				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)	United States. Des Etats-Unis.		
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)			
Brockville		\$ 40			\$ 40		
Kingston	33	33			33		
Montreal	1,261	1,261			1,261		
Totals		1,334			1,334		
MACHINES à BRAYER—du 28 octobre au 31 décembre.							
Clifton	400	\$ 400			\$ 400		
Montreal	462	462			462		
Quebec	50	50			50		
Saint John's	245	245			245		
Totals	1,157	1,157			1,157		
SEEDS. GRAINES.							
Clifton		\$ 6,447			\$ 6,447		
Fort Erie		3,544			3,544		
Hamilton		8,285	1,375		6,860		
Hope		7,194	322		6,872		
Kingston		4,515	257		4,258		
London		5,286			5,286		
Montreal		34,744	19,578		10,288		4,878
Prescott		4,724	6,167		4,724		
Toronto		18,752	8		12,685		50
Other Ports—Autres ports		29,856	3,117		26,681		
Totals		123,297	30,816	8	87,845		4,028

SETTLERS' GOODS.

	\$	\$	\$	\$	\$	\$
Chatham	12,613	290			12,323	
Clifton	15,726	20			15,726	
Dalhousie	19,666				19,646	
Fort Erie	11,063				11,063	
Hamilton	33,115	4,656			29,002	
Kingston	20,350	697			19,653	
London	23,911				28,911	
Montreal	36,557	5,913			33,213	451
Prescott	13,220				13,220	
Quebec	297,997	777	150		7,794	
Sarnia	27,738				27,738	
Toronto	62,590	1,395			61,495	
Windsor	27,266				27,266	
Other Ports—Autres ports	166,738	7,029	410	400	158,899	
Totals	776,793	250,262	1,187	580	465,949	28,815

SHIPS' WATER CASKS—In use.

	\$	\$	\$	\$	\$
Gaspé & Outports, F.P.—Ports extérieurs	5	5			5
Quebec	319				319
Totals	324	5			319

SHIPS' BLOCKS, BINNACLES, LAMPS, &c.

	\$	\$	\$	\$	\$
Burwell	712				712
Dalhousie	817				817
Dover	507				507
Kingston	1,375				1,009
Montreal	12,191	276			31
Oakville	500	12,160			500
Quebec	55,582	54,033	200		555
Toronto	6,559	6,038			521
Other Ports—Autres Ports	1,400	122	76		1,202
Totals	79,683	72,629	276	580	5,974

* F. P. denotes Free Ports.—F. P. signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	TEASELS—Imported from—CHARDONS à CARTER—Importés.					Total Value. Valeur totale.	Total Quantity. Quantité totale.	Foreign Countries. Des pays étrangers.
	Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.			
		North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)					
Brockville	\$	\$	\$	\$	\$	101		
Cobourg						107		
Hamilton						334		
Toronto						191		
Whitby						100		
Other Ports—Autres ports.						188		
Totals						1,021		
TIMBER AND LUMBER OF ALL SORTS—Unmanufactured.								
Amherstburgh	\$	\$	\$	\$	\$	2,905		
Chatham						2,024		
Cornwall						2,447		
Dundee						10,383		
Gaspé & Outports, F. P. * Ports extérieurs						3,035		
Kingston						5,694		
Sarnia						11,065		
Windsor						17,960		
Other Ports—Autres ports.						10,207		
Totals						65,720		
TIN AND ZINC, OR SPELTER.								
Fort Erie	\$	\$	\$	\$	\$	184		
Hamilton						600		
Montreal						10,996		
Quebec						664		
Totals						11,344		

P O R T S.	TEASELS—Imported from—CHARDONS à CARTER—Importés.					Total Value. Valeur totale.	Total Quantity. Quantité totale.	Foreign Countries. Des pays étrangers.
	Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.			
		North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)					
Toronto	\$	\$	\$	\$	\$	368		
Windsor						180		
Other Ports—Autres ports						38		
Totals						12,563		
TIN AND ZINC, OR SPELTER.								
Fort Erie	\$	\$	\$	\$	\$	184		
Hamilton						600		
Montreal						10,996		
Quebec						664		
Totals						11,344		

T R E E S A N D S H R U B S, B U L B S, & C.		A R B R E S, A R B R I S S E A U X, B U L B E S, E T C.	
Brantford	\$	\$	\$
Brighton			
Chatham			
Clifton			
Dalhousie			
Dunnville			
Port Erie			
Goderich			
Guolph			
Hamilton			
Hops			
London			
Montreal			
Paris			
Sarnia			
Stansford			
Toronto			
Windsor			
Woodstock			
Other Ports—Autres ports			
Totals			

T H E R M A I L S.		G O U R N A B L E S.	
Kingston	\$	\$	\$
Quebec			
Totals			

* F. P. denotes Free Ports.—signifie Port Franc.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	TURPENTINE—Other than Spirits of Turpentine—Imported from—TEREBENTHINE —Autre que l'esprit de Térébenthine—Importée					
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.) North America, (De l'Amérique du Nord.)	West Indies, (Des Indes Occi- dentales.)	United States. Des États-Unis.	Foreign Countries. Des pays étrangers.	
Toronto.....		\$ 64				\$ 64		
Totals.....		64				64		
TOBACCO—Unmanufactured.								
Hamilton.....	Lbs., 972,960	\$ 169,501	\$	\$	\$	\$ 169,501	\$	
London.....	11,313	2,546				2,546		
Montreal.....	5,617,215	839,054				839,054		
Prescott.....	5,227	1,637				1,637		
Quebec.....	840,036	94,868	235			92,812		
Sarnia.....	9,100	1,025				1,025		
Toronto.....	1,260,150	208,559				208,559		1,821
Windsor.....	55,729	7,184				7,184		
Other Ports—Autres ports.....	30,170	5,492				5,492		
Totals.....	\$,801,900	1,329,868	235			1,327,810		1,821
TYPE METAL—In Blocks or Pigs. METAL—A caractères typographiques, en blocs ou en saumons								
Hamilton.....		\$ 34	\$	\$	\$	\$ 34	\$	
Totals.....		34				34		

VARNISH—Bright and Black. VERNIS—Luisant et noir.	Total Quantity.	Total Value.	VEGETABLES.				VEGETAUX.				
			WOOD—Of all kinds. BOIS—de toutes sortes.	WOOD—de toutes sortes.	WOOD—de toutes sortes.	WOOD—de toutes sortes.	WOOD—de toutes sortes.	WOOD—de toutes sortes.			
Dalhousie.....		\$ 81	\$	\$	\$	\$	\$	\$	\$	\$	\$
Gaspé & Outports, F.P.—Ports extérieurs.....		45									
Quebec.....		916									
Totals.....		1,042									
WOOD—Of all kinds. BOIS—de toutes sortes.											
Cobourg.....		\$ 270	\$	\$	\$	\$	\$	\$	\$	\$	\$
Montreal.....		6,176									
Quebec.....		5,518									
Sarnia.....		9,242									
Toronto.....		229									
Other Ports—Autres ports.....		705									
Totals.....		22,140									

*F.P. denotes Free Ports—signifie Port Frane.

No. 1.—STATEMENT OF IMPORTS.—Continued.—TABLEAU DES IMPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	WOOL—Imported from—LAINE—Importée					Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande Bretagne.	British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.	
				North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)			
Buckville.....	Lbs. 84,620	\$ 41,058	\$	\$	\$	\$	\$	
Clifton.....	5,459	2,539			41,058			
Coaticook.....	2,509	1,250			2,539			
Couabourg.....	57,640	13,820	2,126		1,250			
Dalhousie.....	23,140	4,275			11,694			
Dover.....	4,667	2,585			4,379			
Fort Erie.....	14,310	3,227			2,585			
Guelph.....	7,468	3,227			3,227			
Hamilton.....	218,607	90,689	1,581		704			
Hope.....	4,974	1,482			90,689			
Montreal.....	213,147	70,579	61,276		1,482		1,233	
Prescott.....	17,665	7,143			1,452			
Saint John's.....	3,296	1,608			8,070			
Stanstead.....	17,571	7,099			7,143			
Toronto.....	41,805	19,454			1,698			
Whitby.....	5,345	3,369			7,099			
Other Ports—Autres ports.....	5,157	2,392			19,454			
Totals.....	730,380	275,074	64,982		208,898			
COIN AND BULLION.								
Clifton.....		\$	\$	\$	\$	\$	\$	
Coaticook.....		2,624,737			2,634,737			
Kingston.....		12,500			12,200			
Montreal.....		204,679			304,679			
Prescott.....		949,989			949,989			
Quebec (\$16,000 of this are U. S. bonds } —\$16,000 sont des obligat. des E.U.) }		528,656			528,656			
Rowan.....		189,655			189,655			
Sarnia.....		7,700			7,700			
Other Ports—Autres ports.....		17,800	608		17,800			
Totals.....		4,652,287	608		4,651,679			

FOREIGN REPRINTS OF BRITISH COPYRIGHTS.

REIMPRESSIONS ETRANGERES de livres anglais, soumis à des droits d'auteur.

Clifton.....	\$	\$	\$	\$	\$
Hamilton.....	1,546				1,546
Kingston.....	388				388
Montreal.....	379				379
Quebec.....	1,100				1,109
Toronto.....	254				254
Other Ports—Autres ports.....	1,262				1,262
Totals.....	5,384				5,384

R. S. M. BOUCHETTE,
Commissioner of Customs,
(Commissaire des douanes.)

No. 2.—SUMMARY STATEMENT of the Quantity and Value of, and Amount entered for Consumption during the year 1863, (No. 2.—TABLEAU SOMMAIRE de la quantité, valeur et montant des droits entrées pour la consommation, pendant l'année 1863,

ARTICLES.								
<i>Specific duties—Droits spécifiques.</i>								
1	25 cents per gall.—Whisky—(25 centins par gall.—Whiskey).....	Galls.						
2	10 cents per gall.—Oil—Coal, Kerosene & Petroleum—distilled, purified or refined—(10 centins par gall.—Huile—de charbon, kerosène et pétrole).....	"						
Total Specific duties—(Total, droits spécifiques).....								
<i>Specific and ad valorem—(Spécifiques et ad valorem.)</i>								
3	3 cts. lb. & 5 p. ct.—Coffee, green—(3 centins par lb. et 5 p. c.—Café, vert).....	Lbs.						
4	3 " & 30 " —Coffee, Ground or Roasted—(3 c. par lb. et 30 p. cent—Café, moulu ou rôti) "	"						
5	3 " & 15 " —Confectionery—(3 centins par lb. et 15 pour cent—Confitures).....	"						
6	3 " & 15 " —Sugar, refined—(3 centins par lb. et 15 pour cent—Sucre, raffiné).....	"						
7	2 " & 10 " —Sugar, other than refined—(2 c. par lb. et 10 p. c.—Sucre, autre que raffiné) "	"						
8	5 " gal. & 10 " —Molasses—(5 c. par gal. et 10 p. cent—Mélasse).....	Galls.						
9	4 " lb. & 15 " —Tea—(4 c. par lb. et 15 p. cent—Thé).....	Lbs.						
Total Specific and ad valorem—(Total, spécifiques et ad valorem).....								
<i>100 per cent. ad valorem—(100 pour cent ad valorem.)</i>								
10	Gin—(Genièvre).....	Galls.						
11	Rum—(Rhum).....	"						
12	Spirits & Strong Waters, including Spirits of Wine & Alcohol—(Spiritueux et eaux fortes, y compris esprits de vin et alcool).....	"						
13	Cordials—(Cordiaux).....	"						
Total 100 per cent. ad valorem—(Total 100 pour cent ad valorem).....								
<i>40 per cent. ad valorem—(40 pour cent ad valorem.)</i>								
14	Cigars—(Cigares).....	Lbs.						
<i>30 per cent. ad valorem—(30 pour cent ad valorem.)</i>								
15	Ale, Beer and Porter, in Casks—(Ale, bière et porter, en cercles).....	Galls.						
16	do do in Bottles—(Ale, bière et porter, en bouteilles).....	Doz						
17	Blacking—(Cirage).....	"						
18	Brandy—(Eau-de-vie).....	Galls.						
19	Cinnamon, Mace, and Nutmegs—(Cannelle, macis et muscade).....	Lbs.						
20	Spices, including Ginger, Pimento, and Pepper—Ground—(Epices, comprenant le gingembre, } piment et poivre—moulus).....	"						
21	Packages—(Ballots).....	"						
22	Patent Medicines and Medicinal preparations—(Médicines patentées et préparations médicales).....	"						
23	Snuff—(Tabac en poudre).....	Lbs.						
24	Soap—(Savon).....	"						
25	Starch—(Empois).....	"						
26	Tobacco, manufactured—(Tabac, fabriqué).....	"						
Total 30 per cent. ad valorem—(Total 30 pour cent ad valorem).....								

of Duty Collected on the Principal Articles of British and Foreign Merchandise, and indicating from what Country imported. perçus sur les principaux articles de marchandises britanniques et étrangères et indiquant de quel pays il ont été importés.)

TOTAL IMPORTS.		FROM WHAT COUNTRY IMPORTED.					Amount of Duty.* — Montant des droits.*		
TOTAL DES IMPORTATIONS.		DE QUEL PAYS IMPORTES.							
Quantities. Quantité.	Total Value. Valeur totale.	Great Britain. De la Grande Bretagne.	BRITISH COLONIES. DES COLONIES BRITANNIQUES.		United States. Des États-Unis.]	Other Foreign Countries. D'autres pays étrangers.			
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.					
	\$	\$	\$	\$	\$	\$	\$		
	29,002	19,055	15,007	35	4,013		6,001 12	1	
	99,686	42,567	60	61	42,446		9,881 30	2	
	61,622	15,067	95		46,459		15,882 42		
	1,112,078	170,101	43,337	6,554	1,357	100,846	18,007	40,821 49	3
	31,546	4,351	857	123		3,371		1,676 86	4
	113,215	19,593	9,467	102		8,941	1,083	5,913 12	5
	612,099	41,831	22,947	326		18,356	172	22,496 55	6
	36,292,711	1,541,323	238,346	101,251	102,480	618,599	480,145	875,058 14	7
	1,583,139	288,178	94	44,775	23,360	143,152	74,797	101,547 23	8
	4,976,468	1,835,328	1,170,488	6,345		259,848	398,647	463,686 60	9
	3,900,705	1,486,038	159,476	127,197	1,155,143	972,551	1,511,199 99		
	225,638	80,408	42,346	822		2,063	35,172	60,688 46	10
	42,148	19,168	11,242	2,497		971	1,227	14,097 40	11
	283	229	169			60		57 83	12
	5,985	4,508	2,414			395	1,699	4,508 37	13
	104,308	56,171	3,319	3,231	3,459	38,098	79,352 06		
	107,892	46,650	5,496	19		26,302	14,833	18,527 32	14
	81,004	13,232	3,713			9,516	3	3,925 61	15
	19,990	23,555	23,299	93		118	45	6,981 19	16
		3,935	2,197			1,738		1,176 91	17
	86,374	134,432	21,312	1,279		4,704	107,137	38,978 25	18
	38,660	11,035	8,688	1		2,396		3,325 85	19
	20,005	2,201	348	40		1,812	1	626 04	20
		15,845	6,505	60	463	540	8,277	4,734 80	21
		38,162	4,062	44		33,225	831	11,257 15	22
	27,361	6,128	9			6,119		1,836 20	23
	408,030	29,165	19,057	677		5,853	3,578	7,895 64	24
	273,089	14,495	6,208	20		8,267		4,328 21	25
	280,258	64,926	4,458	6,248		54,101	119	13,834 89	26
	357,161	99,356	8,462	463	128,389	119,991	99,000 74		

* The column of Duties represents the actual amounts received at the different Ports in this Province, (* La colonne des droits représente les montants effectifs reçus aux différents ports de cette province, y

and includes fractions, but not the Duties on Goods imported into the Free Ports. (compris les fractions, mais non les droits sur les marchandises importées dans les ports francs.)

No. 2.—SUMMARY STATEMENT of the Quantity and Value of, and
(No. 2.—TABLEAU SOMMAIRE de la quantité, valeur et montant

ARTICLES.	
25 per cent. ad valorem—(25 pour cent ad valorem.)	
1	Manufactures of Leather—Boots and Shoes—(Produits manufacturés de cuir—Bottes et souliers).....
2	do do —Harness and Saddlery—(Produits do —Harnais et sellerie)...
3	Clothing or Wearing Apparel, made by hand or Sewing Machine—(Hardes faites à la main ou au } moyen de machines à coudre).....
Total 25 per cent. ad valorem—(Total 25 pour cent ad valorem).....	
20 per cent. ad valorem—(20 pour cent ad valorem.)	
4	Bagatelle Boards & Billiard Tables, & furnishings—(Tables de bagatelle et de billard, et accessoires)
5	Brooms and Brushes, of all kinds—(Balais et brosses de toute espèce).....
6	Cabinet Ware or Furniture—(Ebénisterie ou meubles).....
7	Candles—Tallow—(Chandelles—suif).....
8	do and Tapers, other than Tallow—(Chandelle et bougies, autres que de suif).....
9	Carpets and Hearth Rugs—(Tapis et paillassons).....
10	Carriages—(Voitures).....
11	Coach and Harness Furniture—(Fournitures de voiture et de sellerie).....
12	Chandeliers, Girandoles, Gas Fittings—(Chandeliers, girandoles, appareils à gaz).....
13	Chicory—(Chicorée)..... Lbs.
14	China-ware, Earthenware, and Crockery—(Porcelaine de Chine, poterie et faïence).....
15	Cider—(Cidre)..... Galls.
16	Clocks—(Horloges).....
17	Cocoa and Chocolate—(Cacao et chocolat)..... Lbs.
18	Cordage—(Cordages).....
19	Coaks—(Bouchons de liège).....
20	Cottons—(Cotons).....
21	Dried Fruits, and Nuts—(Fruits secs, et noix)..... Lbs.
22	Drugs, not otherwise specified—(Drogues, non autrement spécifiées).....
23	Essences and Perfumery—(Essences et parfums).....
24	Fancy Goods and Millinery—(Marchandises de mode).....
25	Foreign Newspapers—(Journaux étrangers).....
26	Fireworks—(Pièces de feu d'artifice).....
27	Gunpowder—(Poudre à tirer).....
28	Guns, Rifles, and Fire Arms of all kinds—(Fusils, carabines et armes à feu de toute espèce).....
29	Glass and Glass Ware—(Verre et verrerie).....
30	Hats, Caps, and Bonnets—(Chapeaux, casquettes et chapeaux de femme).....
31	Hat Plush—(Peluche pour chapeaux).....
32	Hay—(Foin)..... Tons.
33	Hops—(Loublon)..... Lbs.
34	Hosiery—(Bonneterie).....
35	Inks of all kinds, except Printing Ink—(Encre de toute espèce, excepté celle d'imprimerie).....
36	Iron and Hardware—(Fer et quincaillerie).....
37	Lumber or Plank, manufactured—(Bois de construction ou planches, fabriqués).....
38	Leather—(Cuir).....
39	do —Sheep, Calf, Goat, and Chamois Skins—dressed—(Peaux de mouton, veau, chèvre et } chamois—préparées).....
40	Linen—(Toile).....
41	Locomotive Engines and Railroad Cars—(Locomotives et chars de chemin de fer).....
42	Macaroni and Vermicelli—(Macaroni et vermicelle)..... Lbs.
43	Manufactures of Marble—(Produits fabriqués de marbre).....
44	do of Caoutchouc or India Rubber or of Gutta Percha—(Produits fabriqués de caoutchouc } ou de gutta percha).....

* The column of Duties represents the actual amounts received at all the ports in this Province, and
(* La colonne des droits représente les montants effectifs reçus aux différents ports de cette province, y

Amount of Duty Collected on, the Principal Articles.—Continued.
des droits perçus sur les principaux articles, etc.—Suite.)

Quantities. Quantités.	Total Value. Valeur totale.	FROM WHAT COUNTRY IMPORTED. DE QUEL PAYS IMPORTES.					Amount of Duty.* Montant des droits.*
		Great Britain. De la Grande Bretagne.	BRITISH COLONIES. DES COLONIES BRITANNIQUES.		United States. Des Etats-Unis.	Other Foreign Countries. D'autres pays étrangers.	
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)			
	\$	\$	\$	\$	\$	\$	
1	63,612	16,934	2,627	39,590	4,461	11,746 75	1
2	11,078	4,596	141	6,341		2,554 13	2
3	101,281	92,043	338	8,708	192	18,939 05	3
	175,971	113,573	3,106	54,639	4,653	33,239 93	
	12,548	553		11,995		2,509 85	4
	10,740	6,027	95	3,604	1,014	2,111 41	5
	38,962	7,039	278	31,590	55	7,855 27	6
	5,518	2,767	366	2,385		729 60	7
	18,249	10,621		4,516	3,112	3,607 15	8
	154,370	148,778	4	5,368	220	30,836 76	9
	35,397	866	20	34,491		7,023 40	10
	31,110	8,828		22,284		6,221 65	11
	7,404	4,401		3,003		1,480 74	12
	13,141	7,525		3,333	2,253	2,621 97	13
	222,953	206,277	881	12,335	3,460	43,479 08	14
	77,612	4,651		4,257		886 04	15
	25,968	1,775	28	22,211	1,954	5,150 91	16
	3,123	1,044	194	1,859	31	613 63	17
	123,112	103,161	1,506	18,445		22,436 64	18
	25,137	6,569		10,955	7,613	5,026 69	19
	4,261,025	4,153,918	8,116	90,400	11,591	840,850 57	20
	180,601	81,791	2,343	49,113	47,442	35,546 77	21
	200,264	151,224		43,412	5,628	39,988 33	22
	32,209	15,571	9	14,023	2,606	6,360 79	23
	360,450	240,683	238	85,477	34,016	71,987 90	24
	17,433	67		17,416		3,496 88	25
	2,637	2,637		2,637		527 49	26
	28,932	21,915	378	6,129	510	4,736 26	27
	9,077	5,402	135	3,513	22	1,549 86	28
	327,486	97,980	75	151,873	77,558	65,224 83	29
	217,062	129,031	44	78,759	9,228	42,566 91	30
	2,440	1,579		861		487 96	31
	1,389	10,698		10,698		2,046 47	32
	153,990	23,882	4,122	19,760		4,778 35	33
	120,882	120,516		291	75	23,982 67	34
	6,508	4,793		1,715		1,301 27	35
	1,352,344	844,516	3,649	490,862	13,317	285,361 71	36
	4,566			4,566		912 93	37
	192,805	87,648	1,051	41,986	82,120	37,777 51	38
	5,295	2,327		2,040	928	1,025 36	39
	446,676	435,059		10,888	729	89,335 77	40
	61,016	40,455		20,561		12,203 22	41
	23,175	1,521	38	10	1,543	314 74	42
	6,086	2,800		3,264	22	1,216 73	43
	43,120	26,062		16,229	829	8,624 33	44

includes Fractions, but not duties on goods imported into the Free Ports.
compris les fractions, mais non les droits sur les marchandises importées dans les ports francs.)

No. 2.—SUMMARY STATEMENT of the Quantity and Value of, and (No. 2.—TABLEAU SOMMAIRE de la quantité, valeur et montant

ARTICLES.		20 per cent. ad valorem.—Continued.—(20 pour cent ad valorem.—Suite.)	
1	Manufactures of Fur, or of which Fur is principal part—(Produits fabriqués de fourrures ou dans lesquels la fourrure est la principale partie).....	\$	£
2	do of Hair—(Produits fabriqués de crin).....	28,101	19,977
3	do of Papier Maché—(Produits fabriqués de papier mâché).....	11,294	5,688
4	do of Grass, Osier, Palm-Leaf, Straw, Whalebone, or Willow—(Produits fabriqués d'herbe, d'osier, de feuille de palmier, paille, baleine, ou de saulo).....	1,495	1,372
5	do of Bone, Shell, Horn, Pearl, Ivory—(Produits fabriqués d'os, d'écaille, corne, nacre de perle, ivoire).....	67,695	50,480
6	do of Gold, Silver, or Electro-plate, Argentine, Albata, and German Silver, and Plated and Gilded Ware, of all kinds—(Produits fabriqués d'or, d'argent ou électro-plaqué, maillechort (argentine), d'alabotta et d'argent allemand, et vaisselle plaquée et dorée, de toute espèce).....	9,745	4,692
7	do of Brass or Copper—(Produits fabriqués de cuivre jaune ou rouge).....	69,002	57,647
8	do of Leather, or imitation of Leather—(Produits fabriqués de cuir ou imitation de cuir).....	26,899	3,690
9	do of Varnish, other than Bright and Black—(Produits fabriqués de vernis autre que le luisant et le noir).....	90,395	29,371
10	do of Wood, not elsewhere specified—(Produits fabriqués de bois, non énumérés ailleurs).....	19,117	3,274
11	Mowing, Reaping, and Threshing Machines—(Fauçonneuses, moissonneuses et machines à battre).....	77,666	4,322
12	Musical Instruments, including Musical Boxes and Clocks—(Instruments de musique, y compris les boîtes et horloges à musique).....	8,235	289
13	Mustard—(Moutarde)..... Lbs.	102,380	6,886
14	Other Machinery—(Autres machines).....	171,120	23,607
15	Oil Cloths—(Etouffes cirées).....	156,785	13,464
16	Oils, in any way rectified or prepared—(Huiles clarifiées ou préparées)..... Galls.	44,230	27,777
17	Opium.....	481,371	130,656
18	Packages—(Ballots).....	448	448
19	Paints and Colors—(Peintures et couleurs).....	8,673	2,420
20	Paper—(Papier).....	131,441	97,108
21	Paper Hangings—(Tapisseries).....	87,877	65,220
22	Parasols and Umbrellas—(Parasols et parapluies).....	60,839	34,773
23	Playing Cards—(Cartes à jouer).....	22,472	22,425
24	Pickles and Sauces—(Conserves au vinaigre et sauces).....	10,629	6,451
25	Preserved Meats, Poultry, Fish & Vegetables, etc.—(Légumes, viandes, volailles et poisson, marinés, etc.).....	31,239	28,972
26	Printed, Lithographed or Copper Plate Bills, &c. Advertising Pamphlets—(Affiches imprimées, lithographiées, ou en taille douce, etc., pamphlets d'annonces).....	18,381	4,616
27	Silks, Satins, and Velvets—(Soie, satin et velours).....	11,118	2,298
28	Spices, including Ginger, Pimento and Pepper—(Epicces, comprenant le gingembre, piment et poivre—non moulus)..... Lbs.	702,436	662,797
29	Stationery—(Papeterie).....	690,386	56,503
30	Steam Engines—other than Locomotive—(Engins à vapeur—autres que des locomotives).....	151,553	99,555
31	Small Wares—(Mercerie).....	5,289	5,289
32	Tobacco Pipes—(Pipes).....	828,009	531,758
33	Toys—(Bimbeloterie).....	16,133	10,424
34	Vinegar—(Vinaigre)..... Galls.	19,655	6,038
35	Wine of all kinds, in Casks—(Vins de toute espèce en cercles).....	152,751	20,401
36	do do in Bottles—(do do en bouteilles)..... Dos.	331,017	253,691
37	Woollens—(Lainages).....	12,739	45,633
38	Unenumerated Articles—(Articles non énumérés).....	4,174,795	4,096,572
	Total 20 per cent. ad valorem—(Total 20 pour cent ad valorem).....	192,752	68,909

Amount of Duty Collected on, the Principal Articles, &c.—Continued. des droits perçus sur les principaux articles, etc.—Suite.)

Quantities. Quantités.	Total Value. Valeur totale.	FROM WHAT COUNTRY IMPORTED. DE QUEL PAYS IMPORTEES.					Amount of Duty.* Montant des droits.*	
		Great Britain. De la Grande Bretagne.	BRITISH COLONIES. DES COLONIES BRITANNIQUES.		United States. Des Etats-Unis.	Other Foreign Countries. D'autres pays étrangers.		
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)				
								\$
	\$	£	\$	\$	\$	\$		
	28,101	19,977	2,106		4,464	2,554	5,603 42	1
	11,294	5,688			5,606		2,258 75	2
	1,495	1,372			123		298 98	3
	67,695	50,480			13,935	3,280	13,539 34	4
	9,745	4,692			5,053		1,919 02	5
	69,002	57,647			8,614	2,741	13,800 52	6
	26,899	3,690	13		23,196		5,376 91	7
	90,395	29,371	123		20,384	40,517	18,078 87	8
	19,117	3,274			15,843		3,824 16	9
	77,666	4,322	2,269		70,535	540	15,002 64	10
	8,235	289			7,946		1,647 10	11
	102,380	6,886	30		83,893	11,571	20,404 85	12
	171,120	23,607	11		1,002		4,898 31	13
	156,785	13,464			142,777	544	31,276 93	14
	44,230	27,777	996		15,457		8,342 71	15
	481,371	130,656	132		68,325	14,448	42,010 42	16
	448				448		89 68	17
	8,673	2,420	3		6,106	144	1,733 23	18
	131,441	97,108	275		39,985	75	25,857 16	19
	87,877	65,220	25		20,806	1,826	17,558 36	20
	60,839	34,773	9		26,043	13	12,151 96	21
	22,472	22,425	1		46		4,493 85	22
	10,629	6,451			763	3,415	2,125 62	23
	31,239	28,972	8		1,715	544	6,174 34	24
	18,381	4,616	579	498	7,163	5,525	3,671 82	25
	11,118	2,298			8,820		2,223 73	26
	702,436	662,797	155		7,788	30,696	140,359 53	27
	690,386	56,503	17	86	24,906	890	11,211 07	28
	151,553	99,555	70		45,514	6,414	30,103 06	29
	5,289	5,289			5,289		1,057 94	30
	828,009	531,758	1		91,743	4,507	125,346 96	31
	16,133	10,424	32		829	4,848	3,178 72	32
	19,655	6,038	3		9,316	4,298	3,924 72	33
	152,751	20,401	56		7,500	11,732	3,952 71	34
	331,017	253,691	2,238		17,897	149,023	50,088 09	35
	12,739	45,633	374		6,593	22,609	8,652 24	36
	4,174,795	4,096,572	1,890		34,788	41,545	826,549 64	37
	192,752	68,909	2,667	18	119,151	2,007	35,239 66	38
	16,251,799	13,220,033	33,433	640	2,323,481	674,212	3,209,333 42	

* The Column of Duties represents the actual amounts received at all the Ports in this Province, and (La colonne des droits représente les montants effectifs reçus aux différents ports de cette province, y

includes fractions, but not Duties on Goods imported into the Free Ports. compris les fractions, mais non les droits sur les marchandises importées dans les ports francs.)

No. 2.—SUMMARY STATEMENT of the Quantity and Value of, and (No. 2.—TABLEAU SOMMAIRE de la quantité, valeur et montant

ARTICLES.

Table listing various goods such as 'Book, Map, and News Printing Paper', 'Anchors', 'Books Printed, Periodicals and Pamphlets', 'Brass in Bars, Rods, or Sheets', etc. with columns for descriptions and values.

*The Column of Duties represents the actual amounts received at all the Ports in this Province, and *La colonne des droits représente les montants effectifs reçus aux différents ports de cette province.

Amount of Duty Collected on, the Principal Articles, &c.—Continued. des droits perçus sur les principaux articles, etc.—Suite.)

Table showing 'TOTAL IMPORTS' and 'FROM WHAT COUNTRY IMPORTED' with columns for Quantities, Total Value, and sub-categories like 'Great Britain', 'British Colonies', 'United States', etc.

includes fractions, but not Duties on Goods imported into the Free Ports. y compris les fractions, mais non les droits sur les marchandises importées dans les Ports Franes.

No. 2.—SUMMARY STATEMENT of the Quantity and Value of, and
(No. 2.—TABLEAU SOMMAIRE de la quantité, valeur et montant

ARTICLES.	
FREE GOODS.	
1	Acids of every description, except Vinegar.—(Acides de toute espèce excepté le vinaigre)
2	Alum.—(Alun)
3	Anatomical Preparations.—(Préparations anatomiques)
4	Anchors, weighing over 6 cwt.—(Ancres pesant au-dessus de 6 quintaux)
5	Animals—Horses.—(Animaux—Chevaux).....No.
6	Horned Cattle.—(Bêtes à cornes)
7	Sheep.—(Moutons)
8	Pigs.—(Cochons)
9	Other Animals.—(Autres animaux)
10	Poultry, and Fancy Birds.—(Volailles et oiseaux de cage)
11	Antimony.—(Antimoine)
12	Articles for the public uses of the Province.—(Articles pour le service public de la province)
13	Articles imported by, and for the use of, The Governor General.—(Articles importés par et pour } l'usage du gouverneur-général)
14	Articles for the use of Foreign Consuls.—(Articles pour l'usage de consuls étrangers)
15	Ashes—Pearl.—(Alenlis—Perlasse).....Bibls
16	do Pot.—(Alenlis—Potasse)
17	Bark, Berries, Nuts and Vegetables, Woods and Drugs—used solely in dyeing.—(Ecorce, baies, noix } et végétaux, bois et drogues, servant uniquement à teindre)
18	Bark, Tannin's.—(Tan)
19	Bibles, Testaments, Prayer Books, and Devotional Books—and Printed Books not elsewhere specified } —(Bibles, testaments, livres de prières, et livres de dévotion—et livres impr. non énumérés ailleurs)
20	Bleaching Powders.—(Poudre à blanchir)
21	Bolting Cloths.—(Tissus pour tamis)
22	Borax
23	Bookbinder's Tools and Implements.—(Outils et instruments de relieurs)
24	Bristles.—(Soies de cochon)
25	Broom Corn.—(Millet à balai)
26	Busts, Casts, and Statues.—(Bustes, empreintes et statues)
27	Burrstones and Grindstones, wrought and unwrought.—(Pierres à meule et à aiguiser, ouvrées ou non)
28	Butter.—(Beurre).....Lbs
29	Biscuit and Bread from Great Britain and B. N. A. Provinces.—(Biscuit et pain de la Grande-Bretagne } et des provinces de l'A. B. du N)
30	Cocoa Paste from Great Britain and B. N. A. Provinces.—(Pâte de cacao de la Grande-Bretagne et } des prov. de l'A. B. du N)
31	Cabinets of Coins.—(Cabinets de monnaies)
32	Cables—Iron Chain over 2 of an inch diameter.—(Cables—chaînes de fer de plus de 2 de pes. de diamèt)
33	do Hemp and Grass.—(Cables de chanvre et d'herbe)
34	Caoutchouc or India Rubber and Gutta Percha, unmanufactured.—(Caoutchouc et gutta percha non manu)
35	Carriages, and Vehicles of Travellers, &c.—(Voitures de voyageurs, etc)
36	Cement—Marine or Hydraulic, unground.—(Ciment—marin ou hydraulique, non moulu)
37	Cheese.—(Fromage).....Lbs
38	Cigars—for Officers' Mess.—(Cigares pour l'ordinaire des officiers militaires)
39	Silver or Platedware, Chinaware and Glassware, and Table Linen—for Officers' Mess.—(Vaisselle } d'argent ou plaquée, porcelaine et verrerie, pour l'ordinaire des officiers militaires.)
40	Spirits, Wines and Malt Liqueurs—for Officers' Mess.—(Vins, spiritueux et liqueurs fermentées pour } l'ordinaire des officiers)
41	Coal and Coke.—(Charbon et coke).....Tons

Amount of Duty Collected on, the Principal Articles, &c.—Continued.
des droits perçus sur les principaux articles, etc.—Suite.)

TOTAL IMPORTS.		FROM WHAT COUNTRY IMPORTED.					Amount of Duty.* — Montant des droits.*
TOTAL DES IMPORTATIONS.		DE QUEL PAYS IMPORTEES.					
Quantities.	Total Value.	Great Britain.	BRITISH COLONIES.		United States.	Other Foreign Countries.	
Quantités.	Valeur totale.	De la Grande Bretagne.	North America.	West Indies.	Des Etats-Unis.	D'autres pays étrangers.	
	\$	\$	(De l'Amérique du Nord.)	(Des Indes Occidentales.)	\$	\$	\$
	80,294	21,432			58,861		1
	3,813	3,654	3		156		2
	5,193				5,193		3
	23,902	23,364	70		468		4
	141,387	40	80		141,267		5
	7,258	800	30		191,092		6
	36,365				36,365		7
	19,085	80			151,122		8
	1,052	73			979		9
	4,801	144	3		1,654		10
	685	570			115		11
	68,626	16,860			51,302	164	12
	1,879	1,824			55		13
	55	45				10	14
	28	764	42		722		15
	474	16,827			16,827		16
	88,474	17,364	3		69,176	1,921	17
	6,851	181			6,670		18
	155,941	154,919	113		281,523	19,386	19
	12,166	8,899			3,267		20
	9,812	1,059			8,753		21
	3,790	3,740			50		22
	666				666		23
	15,679	3,052			12,627		24
	34,987				34,987		25
	21,575	7,293			12,459	1,823	26
	16,555	1,328	452		13,795	980	27
	652,587	97,975	777		97,171	27	28
	2,106	811	1,559		56		29
	517		517				30
	462	462					31
	44,732	42,884	200		1,648		32
	4,547	4,150	116		281		33
	40,033	4,367			31,391	1,275	34
	104,588				104,588		35
	604	5			599		36
	3,207,344	303,395	8,560	46	294,327	462	37
	3,353	678			2,555	120	38
	2,223	2,083			140		39
	36,052	27,120	40		4,510	4,352	40
	238,394	379,703	7,690		548,846		41

* The Column of Duties represents the actual amounts received at all the Ports in this Province, and
(* La colonne des droits représente les montants effectifs reçus aux différents ports de cette province, y

includes fractions, but not duties on goods imported into the Free Ports.
compris les fractions, mais non les droits sur les marchandises importées dans les ports francs.)

No. 2.—SUMMARY STATEMENT of the Quantity and Value of, and
(No. 2.—TABLEAU SOMMAIRE de la quantité, valeur et montant

ARTICLES.	
Free Goods—Continued—(Articles francs de droits—Suite.)	
1	Clothing and Arms for Military—(Vêtements et armes pour l'armée)
2	Commissariat and Ordnance Stores—(Provisions pour le commissariat et l'ordonnance)
3	Corkwood, or Bark of the Corkwood Tree—(Liège ou écorce de l'arbre à liège)
4	Cotton and Flax Waste—(Déchets de coton et de chanvre)
5	Cotton Wool—(Coton en rame)
6	Cream of Tartar, in crystals—(Crème de tartre cristallisée)
7	Diamonds and precious Stones—(Diamants et pierres précieuses)
8	Donations for Charitable purposes—(Dons)
9	Drain Tiles—for Agricultural purposes—(Tuiles pour les fins de l'agriculture)
10	Drawings—(Dessins)
11	Earths, Clays, Sand, and Ochres—(Terres, ocres, sable et argiles)
12	Eggs—(Eufs)
13	Emery—Emery, Glass, and Sand Paper—(Eméri, papier à l'éméri, à verre, et sablé)
14	Farming Utensils and Implements—when specially imported for encouragement of Agriculture— (Instruments d'agriculture, spécialement importés pour l'encouragement de l'agriculture)
15	Felt Hat-bodies, and Hat Felts—(Formes de chapeaux de feutre, et feutre pour chapeaux)
16	Flax, Hemp, and Tow—undressed—(Lin, chanvre et étoupe—non préparés)
17	Firewood—(Bois de corde)
18	Fire-Brick and Clay—(Briques réfractaires et argile)
19	Fish—Fresh—(Poisson—frais)
20	do Salt—(Poisson—salé)
21	do Oil—Crude—(Poisson—huile de—crue)
22	do Products of—unmanufactured—(Poisson—produit du—non-manufacturé)
23	Fishing Nets, and Sines, Hooks, Lines, & Twines—(Filets de pêche, seines, hameçons, lignes et fil à rets)
24	Fruit, Green—(Fruits verts)
25	do Dried—from United States only—(Fruits secs—des Etats-Unis seulement)
26	Furs and Skins, Felts or Tails, undressed—(Fourrures et peaux, pelletteries ou queues non-préparées)
27	Flour—(Farine)
28	Grains—Barley and Rye—(Orge et seigle)
29	do Bran and Shorts—(Son et son gras)
30	do Buckwheat—(Blé-sarrasin)
31	do Oats—(Avoine)
32	do Beans and Pease—(Fèves et pois)
33	do Indian Corn—(Blé-d'Inde)
34	do Wheat—(Blé)
35	Meal of the above Grains—(Farine des grains ci-dessus)
36	Gems and Metals—(Pierres précieuses et médailles)
37	Gold Beaters' Brim Moulds and Skins—(Chauderets et peaux pour les batteurs d'or)
38	Grease and Scraps—(Graisse et grailions)
39	Gravels—(Gravier)
40	Gypsum or Plaster of Paris, ground or unground, but not calcined—(Gypse ou plâtre de Paris, brut ou moulu, et non calciné)
41	Hair—Angola, Goat, Thibet, Horse or Mohair, unmanufactured—(Crin d'Angola, de chèvre, de Thibet, de cheval ou de chèvre de Turquie, non manufacturé)
42	Hay and Straw—the produce of B. N. A. Provinces—imported direct therefrom—(Paille et foin— produit des provinces de l'Amérique Britannique du Nord—importés directement d'icelles)
43	Hops—(Houblon)
44	Hides and Horns—(Peaux vertes et cornes)

* The column of Duties represents the actual amounts received at all the ports in this Province, and
(La colonne des droits représente les montants effectifs reçus aux différents ports de cette province, y

Amount of Duty Collected on, the Principal Articles, &c.—Continued.
(des droits perçus sur les principaux articles, etc.—Suite.)

TOTAL IMPORTS.		FROM WHAT COUNTRY IMPORTED.					Amount of Duty.*
TOTAL DES IMPORTA- TIONS.		DE QUEL PAYS IMPORTEES.					
Quantities.	Total Value.	Great Britain.	BRITISH COLONIES. DES COLONIES BRI- TANNIQUES.		United States.	Other Foreign Countries.	
Quantités.	Valeur totale.	De la Grande Bretagne.	North America. (De l'Amé- rique du Nord.)	West Indies. (Des Indes Occiden- tales.)	Des Etats- Unis.	D'autres pays étrangers.	Montant des droits.*
	\$	\$	\$	\$	\$	\$	\$
.....	267,142	255,709	3,000	.....	8,433	.....	1
.....	1,468	623	.....	.....	845	.....	2
.....	300	273	.....	.....	5	22	3
.....	46,130	17,874	.....	.....	28,256	.....	4
.....	120,753	90,825	.....	.....	29,928	.....	5
.....	12,182	5,308	1	.....	3,062	3,811	6
.....	668	365	.....	.....	303	.....	7
.....	74	40	.....	.....	34	.....	8
.....	77	.....	.....	.....	77	.....	9
.....	22,044	12,193	.....	.....	9,628	223	10
.....	6,386	2,393	.....	.....	3,993	.....	11
.....	40,247	4,711	32	.....	4,654	.....	12
.....	.....	6,291	988	.....	5,303	.....	13
.....	.....	213	.....	.....	213	.....	14
.....	7,579	1,322	.....	.....	6,257	.....	15
.....	160,705	80,438	180	.....	75,464	4,623	16
.....	36,599	.....	.....	.....	36,599	.....	17
.....	14,447	3,968	43	.....	10,436	.....	18
.....	151,359	5	32,136	.....	119,218	.....	19
.....	203,359	6,392	147,208	.....	49,352	407	20
.....	182,418	159,514	47,229	.....	112,285	.....	21
.....	.....	.....	.....	.....	168	.....	22
.....	49,468	41,530	1,848	.....	6,093	26	23
.....	382,297	669	190	.....	379,170	2,260	24
.....	71,895	.....	.....	.....	71,945	.....	25
.....	135,744	56,871	5,838	.....	61,896	11,139	26
.....	918,179	480	19,618	.....	598,029	47	27
.....	116,721	75,794	6	.....	75,793	.....	28
.....	.....	2,418	.....	.....	2,418	.....	29
.....	714	407	.....	.....	407	.....	30
.....	42,614	18,468	4	827	17,637	.....	31
.....	4,303	3,316	211	190	2,820	95	32
.....	1,762,142	975,014	.....	.....	975,014	.....	33
.....	4,210,942	3,988,575	54	.....	3,988,521	.....	34
.....	10,787	28,946	180	163	28,603	.....	35
.....	.....	964	749	.....	55	160	36
.....	.....	284	167	.....	117	.....	37
.....	29,761	480	.....	.....	29,281	.....	38
.....	2,155	.....	.....	.....	2,155	.....	39
.....	16,825	240	2,756	.....	13,829	.....	40
.....	4,888	.....	.....	.....	4,888	.....	41
.....	.....	.....	.....	.....	.....	.....	42
.....	902	54	54	.....	.....	.....	43
.....	798,426	5,395	379	.....	784,951	7,701	44

and includes fractions, but not Duties on Goods imported into the Free Ports.
(compris les fractions, mais non les droits sur les marchandises importées dans les ports francs.)

No. 2.—SUMMARY STATEMENT of the Quantity and Value of, and
(No. 2.—TABLEAU SOMMAIRE de la quantité, valeur et montant

ARTICLES.

Free Goods.—Continued.—(Articles francs de droits.—Suite.)

1	Indigo								
2	Junk and Oakum—(Vieux cordage et étoupe)								
3	Lard—(Saïndoux)	Lbs.							
4	Lime—From British American Provinces only—(Chaux des provinces de l'Amér. Britan. seulement.) Bbl								
5	Manilla Grass, Sea Grass, and Mosses, for Upholstery purposes—(Herbe de Manille, herbe de mer } et mousses, pour les tapisseries)								
6	Manures—(Engrais)								
7	Marble in blocks or slabs—unpolished—(Marbre en bloc ou en pièces plates, non polies)								
8	Meats, Fresh, Smoked, and Salt—(Viandes, fraîches, fumées et salées)	Cwt.							
9	Military and Naval Stores—(Munitions pour la marine et l'armée)								
10	Models—(Modèles)								
11	Musical Instruments for Military Bands—(Instruments de musique pour les corps de musique militaire)								
12	Nitro or Saltpetre—(Nitro ou salpêtre)								
13	Oil Cake, or Linseed Cake—(Tourteaux de lin)								
14	Oils—Cocoanut, Pine and Palm—in their crude, unrectified, or natural state—(Huiles—Beurre } de cacao, résine de pin et huile de palmier, crues, non rectifiées, ou à l'état naturel)	Galls.							
15	Ores of all kinds of Metals—(Minerais de toute espèce)								
16	Osiers, or Willow, for Basket-makers' use—(Branches d'osier ou de saule, pour la confection de paniers)								
17	Packages—(Colis)								
18	Philosophical Instruments and Apparatus—Globes—(Instruments et appareils de physique et globes)								
19	Pig Iron, Pig Lead, and Pig Copper—(Fer, plomb et cuivre rouge, en saumons)	Tons.							
20	Pitch and Tar—(Braï et goudron)	Bbls.							
21	Printing Ink and Printing Presses—(Encre et presses à imprimer)								
22	Rags—(Gueulles)								
23	†Railway Cars and Trucks—(Chars pour chemins de fer et camion)								
24	Resin and Rosin—(Résine et colophane)	Bbls.							
25	Rice—(Riz)	Lbs.							
26	Sail Cloth—(Toile à voile)								
27	Sal Ammoniac—Sal Soda—Soda Ash—(Sel ammoniac—Sel de soude et cendre de soude)								
28	Salt—(Sel)	Bus.							
29	Scrap Brass—(Cuivre de rebut)								
30	Scutching Machines—from 28th Oct. to 31st Dec.—(Machines à brayer—du 28 oct. au 31 déc.)								
31	Seeds, for Agricultural, Horticultural, or Manufacturing purposes only—(Graines, seulement pour } des fins agricoles, horticoles ou pour fabriquer)								
32	Settler's Goods—(Effets de colon)								
33	Ship's Water Casks in use—(Futailles à eau pour les navires)								
34	do Block's, Binnacle Lamp, Bunting, Sail-Canvas Nos. 1 to 6, Compasses, Cordage, Dead Eyes, } Dead Lights, Deck Plugs, Shackles, Sheaves, Signal Lamps, Travelling Trucks—(Poulies de } navire, lampes d'habitable, étamine, toiles à voile Nos. 1 à 6, compas, cordage, caps-de- } moutons, faux sabords, tampons de pont, anneaux de fer, roues de poulies, lampes à signaux, } margouillets)								
35	Specimens—(Echantillons)								
36	Slate—(Ardoise)								
37	Stone, unwrought—(Pierre brute)								
38	Stereotype Blocks, for Printing purposes—(Blocs à stéréotyper pour l'imprimerie)								
39	Sulphur and Brimstone—(Soufre en pierre ou en poudre)								
40	Tallow—(Suif)	Lbs.							
41	Tensels—(Chardons à carder)								

Amount of Duty Collected on the Principal Articles, &c.—Continued.
des droits perçus sur les principaux articles, etc.—Suite.)

TOTAL IMPORTS.		FROM WHAT COUNTRY IMPORTED.					Amount of Duty.* — Montant des droits.*
TOTAL DES IMPORTATIONS.		DE QUEL PAYS IMPORTES.					
Quantities.	Total Value.	Great Britain.	BRITISH COLONIES:		United States.	Other Foreign Countries.	
Quantités.	Valeur totale.	De la Grande Bretagne.	North America.	West Indies.	Des États-Unis.	D'autres pays étrangers.	
	\$	\$	(De l'Amérique du Nord.)	(Des Indes Occidentales.)	\$	\$	\$
	38,198	34,050			1,324	2,824	
	46,581	11,732	2,908		31,911	30	
	925,917	82,032	108	167	81,757		
	9	9	9				
	7,572	2,595	10		4,967		
	7,848				7,848		
	35,841	20			31,727	2,094	
	184,078	1,247,581	3,221	4,533	1,233,933	874	
	692,566	691,009			1,557		
	3,758	57			3,701		
	2,670	1,175			1,493	2	
	18,286	16,965	1		1,320		
	30,379				30,379		
	223,423	85,227	2,085		83,142		
	12,531				12,505	26	
	125				135		
	21,001	35	34		20,932		
	4,834	3,258			1,576		
	25,912	405,084	330,971	10	68,367	5,736	
	5,085	19,960	7,853	641	11,158	308	
		30,382	331		30,451		
		26,734	15,376	25	11,333		
		4,845			4,845		
	3,650	63,487	27,111		36,376		
	4,114,536	124,009	121,718	934	88	1,185	
		115,568	106,677	14	8,877		
		67,522	62,771	12	4,739		
	2,333,375	455,709	222,908	8,897	200,672	23,232	
		1,334			1,334		
		1,157			1,157		
	123,297	30,816	8		87,545	4,928	
	776,793	280,262	1,187	580	465,949	28,815	
	324	5				319	
	79,683	72,629	276		5,974	804	
	1,096	164			932		
	1,914				1,914		
	25,576	115			25,349	112	
	1,616				1,616		
	3,855	2,459	1		1,226	169	
	1,669,067	152,286	18		152,268		
		1,021			1,021		

*The Column of Duties represents the actual amounts received at all the Ports in this Province, and
compris les fractions, mais non les droits sur les marchandises importées dans les ports francs.)

No. 2.—SUMMARY STATEMENT of the Quantity and Value of, and
(No. 2.—TABLEAU SOMMAIRE de la quantité, valeur et montant

ARTICLES.

Free Goods—Continued—(Articles francs de droits—Suite.)

1	Timber and Lumber of all sorts, unmanufactured—(Bois de charpente et de construction de toute espèce, non manufacturé).....
2	Tin, and Zinc—or Spelter—in Blocks or Pigs—(Etain et zinc ou spelter, en blocs ou en saumons).....
3	Trees, Plants, and Shrubs—Bulbs and Roots—(Plantes, arbrisseaux et arbres, bulbes et racines).....
4	Treenails—(Gournables).....
5	Turpentine, other than Spirits of Turpentine—(Térébenthine autre que l'esprit de térébenthine).....
6	Tobacco, unmanufactured—(Tabac, non manufacturé)..... Lbs.
7	Type Metal, in Blocks or Pigs—(Métal à caractères typographiques, en blocs ou en saumons).....
8	Varnish, bright and black, for Ship builders—(Veris, luisant et noir pour les constructeurs de navire).....
9	Vegetables—(Végétaux).....
10	Wood of all kinds—(Bois de toute espèce).....
11	Wool—(Laine)..... Lbs.

12	Coin and Bullion (which includes \$16,000 of U. S. Bonds)—Lingots et monnaie.....
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Total Free Goods—(Total, articles francs de droits).....

13	Foreign Reprints of British Copyright Works, (subject to a duty of 12½ p. cent. payable to the Imperial Government, for the benefit of the Copyright holder)—(Réimpressions étrangères d'ouvrages anglais soumis au droit de prop. littér. (sujets à un droit de 12½ pour cent payable au gouv. imp. pour le bénéfice du possesseur du droit d'auteur).....
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RECAPITULATION.

14	Goods paying Specific Duty—(Articles payant des droits spécifiques).....
15	do Specific and ad valorem Duties—(Articles payant des droits spécifiques et ad valorem).....
16	do 100 per cent. ad valorem—(100 pour cent ad valorem).....
17	do 40 do do (40 do do).....
18	do 30 do do (30 do do).....
19	do 25 do do (25 do do).....
20	do 20 do do (20 do do).....
21	do 15 do do (15 do do).....
22	do 10 do do (10 do do).....
23	Free Goods—Coin and Bullion—(Articles francs de droits—Monnaies et lingots).....
24	Other Free Goods—(Autres articles francs de droits).....
25	Totals—(Totaux).....
	Foreign Reprints of British Copyright Works—(Réimpressions des ouvrages soumis au droit d'auteur).....
	Grand Totals—(Grands Totaux).....

Amount of Duty Collected on the Principal Articles, &c.—Continued.
des droits perçus sur les principaux articles, etc.—Suite.)

TOTAL IMPORTS.		FROM WHAT COUNTRY IMPORTED.					Amount of Duty.* Montant des droits.*
TOTAL DES IMPORTATIONS.		DE QUEL PAYS IMPORTES.					
Quantities. Quantités.	Total Value. Valeur totale.	Great Britain. De la Grande Bretagne.	BRITISH COLONIES. DES COLONIES BRITANNIQUES.		United States. Des Etats-Unis.	Other Foreign Countries. D'autres pays étrangers.	
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)			
	\$	\$	\$	\$	\$	\$	\$
.....	65,720	184	3,292	.....	62,241	3	1
.....	13,800	12,563	.....	.....	859	438	2
.....	95,125	1,412	.....	.....	93,539	174	3
.....	1,779	495	.....	.....	1,234	.....	4
.....	64	.....	.....	.....	64	.....	5
.....	8,801,900	1,329,868	235	.....	1,327,810	1,321	6
.....	84	.....	.....	.....	34	.....	7
.....	1,042	174	5	.....	860	.....	8
.....	52,008	155	4,043	.....	47,729	81	9
.....	22,140	263	302	.....	21,575	.....	10
.....	730,380	275,074	64,983	.....	208,858	1,233	11
.....	18,373,936	3,452,274	301,159	664	14,483,287	136,552	.....
.....	4,652,287	608	.....	.....	4,651,679	.....	12
.....	23,026,223	3,452,882	301,159	664	19,134,966	136,552	.....
.....	6,384	.....	.....	.....	6,384	.....	13
.....	†61,622	15,067	98	.....	46,459	*15,882 42	14
.....	3,900,705	1,480,038	159,476	127,197	1,155,143	872,851	1,511,199 99
.....	104,308	56,171	3,319	3,231	3,489	33,093	79,352 06
.....	46,650	5,496	19	.....	26,302	14,833	13,527 82
.....	257,181	99,856	8,462	463	123,359	119,991	99,090 74
.....	175,971	113,573	3,106	.....	54,639	4,653	33,239 93
.....	16,251,799	13,220,033	33,433	640	2,323,491	674,212	3,209,333 42
.....	3,120	641	.....	.....	1,022	1,457	467 74
.....	2,031,550	1,727,815	1,643	.....	230,088	72,004	202,169 59
.....	4,652,287	608	.....	.....	4,651,679	.....	.....
.....	18,373,936	3,452,274	301,159	664	14,483,287	136,552	.....
.....	45,959,109	20,177,572	510,713	132,195	23,103,978	2,034,651	5,169,173 21
.....	5,384	.....	.....	.....	5,384	.....	.....
.....	45,964,493	20,177,572	510,713	132,195	23,109,362	2,034,651	5,169,173 21
.....	.....	.....	.....	.....	.....	.....	25

includes fractions, but not Duties on Goods imported into the Free Ports.
compris les fractions, mais non les droits sur les marchandises importées dans les Ports Francs.)
†The Column of Values includes Goods imported into the Free Port of Gaspé and Sault Ste. Marie.
(†La colonne des valeurs comprend les marchandises importées dans les Ports Francs de Gaspé et Sault Ste. Marie.)

No. 3.—COMPARATIVE STATEMENT shewing in Contrast the Quantities and Consumption in Canada, during the years 1861, No. 3.—TABLEAU COMPARATIF indiquant la différence des quantités et pour la consommation en Canada pendant

Table with columns: ARTICLES, Quantity. (Quantité.), and Value. (Valeur.) and Duty. (Droit.) for 1861. Lists various goods like Ale, Brandy, Brooms, Candles, etc.

Values of the Principal Articles of British and Foreign Merchandise entered for 1862 and 1863—Alphabetically arranged, valeurs des principaux articles des marchandises britanniques et étrangères entrées les années 1861, 1862 et 1863.

Table with columns: 1861 (Value, Duty), 1862 (Value, Duty), 1863 (Value, Duty). Lists various goods like Ale, Brandy, Brooms, Candles, etc.

No. 3.—COMPARATIVE STATEMENT shewing in Contrast the
(No. 3.—TABLEAU COMPARATIF indiquant la différence des

ARTICLES.		Quantity. (Quantité.)
1	Paper and Paper Hangings—(Papier et tapisseries).....	
2	Parasols and Umbrellas—(Parasols et parapluies).....	
3	Pickles and Sauces—(Marinades et sauces).....	
4	Rum—(Rhum).....	Galls 24,833
5	Silks, Satins, and Velvets—(Soies, satins et velours).....	
6	Small Wares—(Mercerie).....	
7	Snuff—(Tabac à priser).....	Lbs. 27,187
8	Soap—(Savon).....	1,097,503
9	Spices—(Epices).....	" 434,691
10	Spirits and Strong Waters—(Spiriteux et eaux fortes).....	Galls. 577
11	Spirits of Turpentine—(Esprit de térébenthine).....	" 55,119
12	Starch—(Empois).....	Lbs. 321,084
13	Stationery—(Papeterie).....	
14	Steel—(Acier).....	
15	Sugar, Refined and White Mustard—(Sucre—Raffiné et blanc bâtard).....	Lbs. 679,049
16	do other kinds—(Sucre d'autres espèces).....	" 40,425,485
17	(Tin—Tin).....	" 4,745,141
18	Tin and Zinc—(Etain et zinc).....	
19	Tobacco, manufactured—(Tabac, manufacturé).....	Lbs. 2,544,800
20	do (Vernis).....	
21	Vinegar—(Vinaigre).....	Galls. 168,446
22	do (Whisky).....	" 37,022
23	Wine of all kinds—(Vins de toutes espèces).....	" 248,683
24	Woolens—(Lainages).....	
25	Unenumerated Articles—(Articles non énumérés).....	
FREE GOODS—(EFFETS LIBRES.)		
26	Acids—(Acides).....	
27	Animals—viz:—Horses—(Animaux—savoir:—Chevaux).....	No.)
	Horned Cattle—(Bêtes à cornes).....	")
	Sheep—(Moutons).....	")
	Pigs—(Cochons).....	")
	Other Animals—(Autres animaux).....	")
	Poultry, and Fancy Birds—(Volailles et oiseaux de fantaisie).....	")
28	Articles for the public uses of the Province—(Articles pour le service public de la province).....	
29	Articles imported by, and for the use of, The Governor General—(Articles importés par, et pour l'usage du gouverneur-général).....	
30	Articles for the use of Foreign Consuls—(Articles pour l'usage de consuls étrangers).....	
31	Ashes—Pearl and Pot—(Alcalis—Perlasse et potasse).....	
32	Bark, Berries, Nuts and Vegetables, Woods and Drugs—used solely in dyeing—(Ecorce, baies, noix et végétaux, bois et drogues, employés seulement dans la teinture).....	
33	Bleaching Powders—(Poudre à blanchir).....	
34	Books—(Livres).....	
35	Bristles—(Soies de cochon).....	
36	Broom Corn—(Millet à balai).....	
37	Burrstones and Grindstones—(Meules et pierres à aiguiser).....	
38	Busts, Casts, and Statues—(Bustes, empreintes et statues).....	
39	Butter—(Beurre).....	Lbs. 550,690
40	Cables—Iron Chain—(Câbles—chaînes et chaînes).....	
41	Caoutchouc—(Caoutchouc).....	
42	Carriages, and Vehicles of Travellers—(Voitures de voyageurs, etc).....	
43	Cheese—(Fromage).....	Lbs. 2,427,264
44	Coal and Coke—(Charbon et coke).....	Tons. 245,961
45	Cotton Wool—(Coton en rame).....	
46	Donations—(Dons).....	
47	Drawings—(Dessins).....	
48	Farming Implements—(Instruments d'agriculture).....	
49	Felts—(Fentes).....	
50	Fire Bricks—(Briques réfractaires).....	
51	Firewood—(Bois de chauffage).....	Cords 29,053
52	Fish—(Poisson).....	
53	Fishing Hooks, Nets, Lines, &c—(Soies, filets, hameçons, etc).....	
54	Flax, Hemp, and Tow—undressed—(Lin, chanvre et étoupe—non préparés).....	
55	Fruit, Green—(Fruits verts).....	
56	do Dried—(Fruits secs—des Etats-Unis seulement).....	
57	Furs and Skins, undressed—(Fourrures et peaux, non-préparées).....	

Quantities and Value of the Principal Articles, &c.—Continued.
quantités et valeurs des principaux articles, etc.—Suite.)

1861.		1862.		1863.			
Value. (Valeur.)	Duty. (Droit.)	Quantity. (Quantité.)	Value. (Valeur.)	Duty. (Droit.)	Quantity. (Quantité.)	Value. (Valeur.)	Duty. (Droit.)
\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.
137,235	27,405 78	128,313	25,534 91	148,715	29,710 32	148,715	29,710 32
38,344	7,668 48	27,385	5,477 00	22,472	4,493 85	22,472	4,493 85
26,374	5,260 24	25,662	5,099 53	31,239	6,174 34	31,239	6,174 34
14,367	10,632 56	18,145	13,794 97	42,148	19,166	42,148	19,166
939,052	185,998 64	735,585	145,172 66	725,390	142,654 98	725,390	142,654 98
542,394	108,089 64	544,172	108,433 88	709,191	141,471 72	709,191	141,471 72
5,026	1,496 60	26,016	5,729	1,711 75	27,361	6,125	1,836 20
50,605	14,434 71	820,463	40,832	11,679 22	408,030	29,165	7,895 64
47,968	11,219 39	646,433	69,971	15,623 98	749,051	69,789	15,162 96
277	170 98	89	50	50 37	283	229	57 83
33,096	3,285 93	26,241	35,766	3,572 20	13,913	26,312	2,627 42
18,441	5,520 00	234,541	13,743	4,087 31	273,089	14,495	4,328 21
148,674	29,657 64	114,738	22,816 15	151,553	30,103 08	151,553	30,103 08
107,124	10,439 59	94,225	9,297 30	152,259	15,201 14	152,259	15,201 14
47,361	13,741 71	1,239,055	91,024	22,727 66	612,099	41,831	22,498 55
1,627,781	303,432 78	43,437,725	1,869,751	507,128 42	86,292,711	1,541,323	875,058 14
1,867,021	275,699 93	6,587,390	2,601,600	864,485 37	4,976,168	1,835,328	463,686 60
31,041	1,412 90	44,458	1,877 55	48,708	3,478 91	48,708	3,478 91
315,621	90,975 83	1,121,907	202,654	55,473 26	290,258	64,028	13,824 89
34,077	6,722 19	34,242	34,242	6,421 06	20,159	20,159	3,824 16
25,042	4,916 31	163,135	23,845	4,681 17	152,751	20,401	3,952 71
17,921	4,858 06	34,473	19,751	5,676 59	20,002	19,055	6,001 12
230,807	45,393 08	341,541	290,358	57,511 89	862,865	209,324	58,740 33
4,411,304	870,670 85	4,006,718	790,427 94	4,320,165	857,686 40	4,320,165	857,686 40
348,192	58,122 03	311,855	53,349 98	324,400	57,252 22	324,400	57,252 22
17,009		47,582		50,294		50,294	
541,758		23,177	853,858	35,861	526,739		
19,859		28,240		68,026		68,026	
6,297		4,661		1,979		1,979	
30,046		24,477		65		65	
64,046		80,078		17,591		17,591	
3,295		13,024		68,474		68,474	
520,233	121 77	433,221	43 48	12,166		12,166	
18,374		16,319		462,080	75 41	462,080	75 41
50,887		32,307		15,679		15,679	
18,956		20,491		31,987		31,987	
3,053		6,978		16,555		16,555	
69,656		104,452		21,575		21,575	
24,819		23,926		652,587		652,587	
23,394		33,748		97,975		97,975	
92,385		78,628		44,732		44,732	
185,996	2,109,408	193,612		40,032		40,032	
732,271	238,728	781,855		104,586		104,586	
55,406		109,019		303,399		303,399	
1,026		452		936,239		936,239	
26,059		14,597		120,753		120,753	
906		1,601		74		74	
5,394		8,850		22,044		22,044	
21,903		10,400		213		213	
57,014		47,292		7,579		7,579	
371,522		249,281		14,447		14,447	
50,347		42,820		36,599		36,599	
91,793		151,096		354,886		354,886	
245,259		373,472		49,497		49,497	
64,932		61,157		160,705		160,705	
126,770		175,644		382,289		382,289	
				71,945		71,945	
				135,744		135,744	

No. 3.—COMPARATIVE STATEMENT shewing in Contrast the
(No. 3.—TABLEAU COMPARATIF indiquant la différence des

ARTICLES.		Quantity. (Quantité.)
1	Flour—(Farine).....	Bbls. 150,385
2	Grains—Barley and Rye—(Grains—Orge et seigle).....	Bus. 105,597
3	Beans and Pease—(Fèves et pois).....	" 2,476
4	Brnn and Sherts—(Son et son gras).....	"
5	Indian Corn—(Blé-d'Inde).....	" 2,692,868
6	Oats—(Avoine).....	" 12,276
7	Wheat—(Blé).....	" 4,450,986
8	Meal of the above Grains—(Farine provenant des grains ci-dessus).....	Bbls. 6,914
9	Grease and Scraps—(Graisse et graillons).....	"
10	Hides and Horns—(Peaux vertes et cornes).....	"
11	Indigo.....	"
12	Junk and Oakum—(Vicux cordage et étoupe).....	"
13	Lard—(Saindoux).....	Lbs. 153,293
14	Manures—(Engrais).....	"
15	Marble in blocks—unpolished—(Marbre en blocs, brut).....	"
16	Meats of all kinds—(Viandes de toutes sortes).....	Cwt. 52,989
17	Military Clothing—(Hardes militaires).....	"
18	Military and Naval Stores—(Munitions pour la marine et l'armée).....	"
19	Models—(Modèles).....	"
20	Oils—Cocoanut, Pine and Palm—(Huiles, Beurre de cacao, résine de pin, huile de palm.).....	Galls. 101,233
21	do Fish—(Poisson—huile de).....	" 187,634
22	Philosophical Instruments—(Instruments de physique).....	"
23	Pig Iron, Pig Lead, and Pig Copper—(Fer, plomb et cuivre rouge, en saumons).....	Tons. 15,219
24	Pitch and Tar—(Brai et goudron).....	Bbls. 3,796
25	Printing Implements—(Matériaux d'imprimerie).....	"
26	Resin and Rosin—(Résine et colophane).....	Bbls. 9,350
27	Rice—(Riz).....	Lbs. 3,339,459
28	Salt—(Sel).....	Bus. 1,697,314
29	Sail Cloth—(Toile à voile).....	"
30	Seeds—(Graines).....	"
31	Settler's Goods—(Effets de colon).....	"
32	Silver and Platedware, China and Glassware, &c., and Cigars—for Officers' Mess } (Vaisselle d'argent et plaquée, porcelaine et verrerie—pour l'ordinaire des officiers.) }	"
33	Spirits, Wines, &c.—for Officers' Mess—(Vins, etc., pour l'ordinaire des officiers).....	"
34	Soda Ash—(Soudo).....	" 14,248
35	Specimens—(Echantillons).....	" 42,654
36	Stone and Slate—(Pierre et Ardoise).....	" 1,250
37	Sulphur and Brimstone—(Soufre en pierre et en poudre).....	" 44,759
38	Tallow—(Suif).....	Lbs. 4,340
39	Timber and Lumber—(Bois de charpente et de construction).....	" 242,474
40	Tobacco, unmanufactured—(Tabac, non manufacturé).....	Lbs. 199,500
41	Trees and Shrubs, Bulbs and Roots—(Arbres et arbrisseaux, bulbes et racines).....	" 163,771
42	Vegetables—(Végétaux).....	" 64,794
43	Wool—(Laine).....	Lbs. 25,979
44	Other Articles—(Autres articles).....	" 295,126
		" 200,597
45	Coin and Bullion—(Lingots et monnaie).....	"
	Totals—(Totaux).....	"
RECAPITULATION.		
46	{ Goods paying Specific Duty—(Effets payant des droits spécifiques)..... } And 100 per cent., 40 per cent., 30 p. cent., 25 p. cent., 15 p. cent. and 10 p. cent., <i>ad valorem</i> . —Et 100 pour cent., 40 p. cent., 30 p. cent., 25 p. cent., 15 pour cent. et 10 p. e. do }	"
47	Goods at 25 per cent. <i>ad valorem</i> —(Effets à 25 pour cent <i>ad valorem</i>).....	" 295,752 67,242 10
48	do at 20 p. cent. and 15 p. cent., <i>ad valorem</i> —(Effets à 20 p. cent et 15 p. cent, <i>ad valorem</i>).....	" 20,196,874 3,590,269 93
49	do at 10 per cent., <i>ad valorem</i> —(Effets à 10 pour cent., <i>ad valorem</i>).....	" 1,951,574 194,089 80
50	Free Goods—Coin and Bullion—(Effets libres—Monnaies et lingots).....	" 3,304,675
51	Other Free Goods—(Autres effets libres).....	" 14,655,413
52	Foreign Reprints of British Copyrights/Works—(Réimp. étrang. d'ouv. anglais soumis au } droit d'auteur)..... }	" 8,013
	Totals—(Totaux).....	"

Quantities and Values of the Principal Articles, &c.—Continued.
quantités et valeurs des principaux articles, etc.—Suite.

1861.		1862.		1863.			
Value. (Valeur.)	Duty. (Droit.)	Quantity. (Quantité.)	Value. (Valeur.)	Duty. (Droit.)	Quantity. (Quantité.)	Value. (Valeur.)	Duty. (Droit.)
\$	\$ cts.		\$	\$ cts.		\$	\$ cts.
711,935		242,140	1,102,376		229,793	919,174	
53,346		209,921	123,891		116,721	75,799	
2,254		3,060	2,602		4,303	3,316	
1,338			4,391			2,418	
1,087,277		4,308,957	1,706,909		1,762,142	975,014	
3,814		186,754	62,001		42,614	18,468	
4,260,384		6,290,589	5,977,438		4,211,656	3,988,982	
17,511		22,343	44,822		10,787	28,946	
11,651			14,373			29,761	
545,578			837,044			798,426	
22,786			52,541			23,198	
23,044			31,015			46,581	
14,928		587,341	53,895		925,917	82,082	
7,520			9,618			7,848	
31,556			35,865			33,841	
507,472		139,379	1,047,656		184,078	1,247,581	
114,596			204,474			267,142	
879,018			2,919,184			694,084	
3,211			4,588			3,755	
57,919			77,580			123,423	
100,688			146,666			159,514	
6,945			3,527			4,834	
257,633		15,178	243,416		25,912	405,084	
11,238		4,643	23,893		5,085	19,960	
26,750			25,847			32,032	
25,928			39,450		3,650	63,977	
105,022			4,139,500			4,114,536	
305,705			1,941,322			2,333,375	
55,692			110,757			124,009	
129,962			105,578			115,568	
608,537			728,769			123,297	
						776,793	
			1,946			5,576	
			33,101			36,052	
			49,837			67,522	
			1,657			1,096	
			10,310			27,490	
			3,459			3,855	
		1,445,000	129,516		1,669,067	152,286	
			119,505			89,639	
		6,373,446	842,876		8,801,900	1,329,866	
			95,246			95,125	
			65,020			52,008	
		1,349,476	444,533			275,074	
			277,238			352,315	
			45,980,939			41,312,206	
			2,619,694			4,652,237	
			\$48,600,633	\$4,652,748 72		\$45,964,493	\$5,169,173 21
			5,854,926	1,258,474 41		4,470,446	1,723,962 53
			203,423	42,605 98		175,971	33,239 93
			16,041,325	3,165,452 96		16,254,919	3,209,801 16
			1,870,084	186,215 37		2,031,550	202,169 59
			2,619,694			4,652,237	
			22,004,569			18,373,936	
				6,612		5,384	
			\$48,054,836	\$4,768,192 89		\$45,964,493	\$5,169,173 21

No. 4.—STATEMENT of the Importation of the following Articles into Canada from Foreign West Indies, distinguishing whether such Importations have been direct, or through any British Possession, or Foreign Country,—during the year 1863.

No. 4.—TABLEAU de l'importation en Canada des articles suivants venant des Indes Occidentales Etrangères, distinguant si ces importations ont eu lieu en droite ligne ou si elles ont passé par quelque possession britannique ou pays étranger, pendant l'année 1863.

ARTICLES.	TOTAL.		Direct from Foreign West Indies via the St. Lawrence. Directement des Indes Occidentales étrangères par le St. Laurent.	THROUGH OTHER COUNTRIES. PAR D'AUTRES PAYS.	
	Quantity. Quantité.	Value. Valeur.		United States. Etats-Unis.	Novo Scotia, New Brunswick, Newfoundland or Prince Edward's Island Nouvelle-Ecosse, Nouveau Brunswick, Terre-Neuve et l'Isle du Prince Edouard.
Coffee—(Café)..... Lbs.	100,392	\$ 24,960	\$ 679	\$ 23,327	\$ 454
Sugar—(Sucre)..... "	9,268,831	323,409	104,301	197,327	21,781
Molasses—(Mélasse)..... Galls.	391,629	65,765	24,273	28,040	13,442
Rum—(Rhum)..... "	240	102	51	51	.....
Cigars—(Cigares)..... Lbs.	337	771	697	174	.....
Other Articles—(Autres articles).....	.....	930	930	.....	.....
Total.....	.....	\$ 415,927	130,831	249,419	35,677

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des douanes.)

No. 5.—A DETAILED ACCOUNT shewing the Value of the Principal Articles Imported into Canada, by Sea, via the Saint Lawrence, at each of the undermentioned Ports, during the year 1863.
 (No. 5.—TABLEAU indiquant la valeur des principaux articles importés en Canada, par la mer, via fleuve St. Laurent, à chaque ports sous-mentionnés, durant l'année 1863.)

PORTS.	Animals. — Animaux.		Coals. — Charbon.		Coffee. — Café.		Cordage. — Cordage.		Drugs and — Médicines.		Fishes. — Poissons.		Fruits. — Fruits.	
	Value. — Valeur.	Quantity. — Quantité.	Value. — Valeur.	Quantity. — Quantité.	Value. — Valeur.	Quantity. — Quantité.	Value. — Valeur.	Value. — Valeur.	Value. — Valeur.	Value. — Valeur.	Value. — Valeur.	Value. — Valeur.	Value. — Valeur.	Value. — Valeur.
Brockville.....	\$	Tons.	\$	Lbs.	\$		\$	\$	\$	\$	\$	\$	\$	\$
Bytown.....				28		7		76		149				
Dalhousie.....				1,732		335				633				
Gaspé.....										61				
Godfrich.....	113	563	1,807	39,516		6,316		10,837		476		24,800		2,421
Guelph.....										83				
Hamilton.....										15				
Hope.....										11,238				3,441
Kingston.....										130				
London.....										802				
Montreal.....										369				
New Carlisle.....		37 671	72,166	85,680		12,183		10,498		72,664		4,610		63,090
Owen Sound.....												398		
Paris.....														
Quebec.....														
Sarnia.....		114,205	313,444	39,727		6,222		65,189		226				
Sault Ste. Marie.....		32	96	656		85				6,699		57,748		20,052
Toronto.....				54,768		8,265		1,764		16,197		1,338		11,000
Totals.....	113	162,461	387,513	227,433	35,880	90,536	109,742	88,904	102,095					

No. 5.—A DETAILED ACCOUNT showing the Value of the Principal Articles, &c.—(Continued).
(No. 5 —TABLEAU détaillé indiquant la valeur des principaux articles, etc.)—(Suite.)

P O R T S.	Iron,—not Manufactured. Fer,—non manufacturé.		Leather tanned. Cuir, tanné.		Liquors. Liqueurs.		Candles. Chandelles.		Cottons. Cotons.		Furs. Fourrures.		Glass, Glass-ware, and Earthenware. Verre, et porcelaine.		Iron and Hardware. Fer et quincaillerie.	
	Value. Valeur.	Quantity. Quantité.	Value. Valeur.	Quantity. Quantité.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Value. Valeur.	
Brantford	\$		\$	Gallons.	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Brockville		234		234	244				9,425				1,892		1,491	
Bytown	4,319	136		136	280				21				91		29	
Chatham									14,378				1,577		3,925	
Cobourg	1,625								287				153		3,441	
Dalhousie	427				2,213				5,497				366		917	
Darlington									23				1,241		649	
Dover									7						456	
Dundas									52,739				456		1,226	
Gaspé	3,550			56,770	29,347			1,408					6,358		20,845	
Goderech									1,835						742	
Guelph	622				623				6,080				144		1,547	
Hamilton	72,905			6,412	7,258			96					10,248		48,188	
Hope	1,078								3,053				3,129		163	
Kingston	7,544			4,487	2,916			31					2,619		5,231	
London				294	191				18,004				8,733		8,733	
Montreal	773,708			406,011	284,209			7,586					223,900		425,574	
New Carlisle	34								505							
Niagara																
Owen Sound				369	692											
Paris																
Prescott									32							
Quebec	49,883								7,782							
Queenston				150,948	105,664				4,578							
St. John's	1,308			610	711				290,546				50,505		396,496	
Sarnia															707	
Sault Ste. Marie				2,200	1,540				6,366				443		2,912	
Toronto	38,226			12,500	14,517			77	373,291				44		3,680	
Whitby													39,448		67,225	
Woodstock	343														106	
Totals	955,602			644,755	450,411			13,981	2,170,291			26,585	342,617		994,527	

No. 5.—A DETAILED ACCOUNT shewing the Value of the Principal Articles, &c.—Continued.
(No. 5.—TABLEAU détaillé indiquant la valeur des principaux articles, etc., etc.—Suite.)

P O R T S.	Jewellery, Clocks and Watches.		Manufactures of Leather.		Linen.		Lace and Fancy Goods.		Silks.		Soap.		Woollens.		Military and Naval Clothing and Stores.		
	Bijouterie, horloges et montres.		Cuir ouvrés.		Toilb.		Dentelle et marchandises de fantaisie.		Soie.		Savon.		Lainages.		Vêtements et l'armée et la marine.		
	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	
	Valeur.	Valeur.	Valeur.	Valeur.	Valeur.	Valeur.	Valeur.	Valeur.	Valeur.	Valeur.	Valeur.	Valeur.	Valeur.	Valeur.	Valeur.	Valeur.	
Brantford.....	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Brookville.....	20	30	955	8143	206	206	8143	5840	14,619	496	496	14,619	496	496	496	496	
Bytown.....	1,135	2,155	2,155	11,545	14	14	11,545	514	44,307	203	203	44,307	203	203	203	203	
Chatham.....		10						6									
Clifton.....			1,232	2,045			2,045	3,215									
Dalhousie.....								308									
Darlington.....								19									
Dover.....	152	13,734						577									
Gaspé.....								100									
Goderich.....								1,658									
Guelpi.....								4,791									
Hamilton.....	7,514	674	1,591	1,266	22,046	22,046	1,266	15,906									
Hoppe.....	105	83						711									
Kingston.....	221	1,192	2,863	1,962				3,804									
London.....			5,537					311									
Montreal.....	25,159	74,200	197,924	62,078				189,038									
New Carlisle.....	1	35						155									
Owen Sound.....		5	22					15									
Paris.....			57	1,314				686									
Prescott.....			622					1,323									
Quebec.....	2,273	2,555	37,050	23,271				34,128									
Saint John's.....	10																
Sault Ste. Marie.....																	
Stanley.....																	
Toronto.....	33,906	2,467	41,023	1,256				67,076									
Whitby.....	163		188					20									
Woodstock.....																	
Totals.....	70,663	94,987	273,620	187,162				342,469									936,511
																	2,804,427

No. 5.—A DETAILED ACCOUNT showing the Value of the Principal Articles, &c.—Continued.
(No. 5.—TABLEAU détaillé de la valeur des principaux articles, etc.—Suite.)

P O R T S .	Molasses. Mélasse.		Oil. Huile.		Paints and Colors. Peintures et couleurs.		Paper, Stationery and Book Papier, papeterie et livres.		Railroad Iron. Fer à rails.		Rice. Riz.	
	Quantity. Quantité.	Value. Valeur.	Quantity. Quantité.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Quantity. Quantité.	Value. Valeur.	Quantity. Quantité.	Value. Valeur.
Brockville	Gallons.	\$	Gallons.	\$	\$	\$	\$	\$	Cwts.	\$		\$
Bytown					192	1,441	192	1,441				
Cobourg					286	2,153	286	2,153				
Dalhousie			2,624	1,866		69		69				
Dundas			3,077	3,139	1,870	1,087	1,870	1,087			291	1,281
Gaspé	87,699	19,932				96		96			166	498
Goderich						6,934		4,903				
Hamilton						187		763				
Hope						763		2,277				
Kingston						1,550		1,550				
London						58,334		156,748			29,008	98,534
Montreal	69,134	17,226	185,626	132,302		24		4,081				
New Carlisle	828	191				51		26,584			6,220	20,212
Paris	205,283	31,906	58,235	34,631		23,525		13,989				
Quebec						161						
Saint John's			470	457		229						
Sarnia	246	79	123	168		53						
Sault Ste. Marie	6,962	1,426	16,800	21,192		9,858					510	2,108
Toronto												
Totals	370,152	64,760	270,954	201,607	102,271	233,162	18,070	36,195	122,633			

No. 5—A DETAILED ACCOUNT showing the Value of the Principal Articles, &c.—Continued.
(No. 5.—TABLEAU détaillé de la valeur des principaux articles, etc.—Suite.)

P O R T S.	Salt. Sel.		Spices. Epices.		Steel. Acier.		Sugar. Sucre.		Tea. Thé.	
	Quantity. Quantité.	Value. Valeur.	Value. Valeur.	Value. Valeur.	Quantity. Quantité.	Value. Valeur.	Quantity. Quantité.	Value. Valeur.	Quantity. Quantité.	Value. Valeur.
Brantford	Bushels—Mts.	\$	\$	\$	Lbs.	\$	Lbs.	\$	Lbs.	\$
Brookville									1,473	409
Bytown									147	80
Chatham			18						45,166	15,005
Cobourg				414	567				997	450
Dalhousie				260	139				13,669	6,005
Gaspé	116,575	26,167		260	135		142,676	9,031	103,783	32,108
Goderich				1,086	8,589				9,972	4,089
Hamilton							25,424	1,620	104,531	45,131
Hope									1,712	919
Kingston				803	1,111		198,688	13,831	75,874	31,481
London					1,441				39,857	10,521
Montreal	272,615	54,523		48,238	110,920		435,071	175,710	3,113,215	1,128,222
New Carlisle	1,800	300		3			83,188	3,645	695	221
Niagara										
Philipsburg		893		5,098	3,665		1,330,009	65,814	279,276	93,422
Quebec	1,318,741	169,945			101				50	49
Sarnia	200	36			131		40,030	3,077	11,713	6,382
Sault Ste. Marie				1,875	2,388		1,073,296	46,379	245,969	73,525
Toronto									23,106	8,626
Whitby										
Totals	1,715,181	251,864	57,785	129,177	3,328,868	319,134	4,071,145	1,467,946		

No. 5.—A DETAILED ACCOUNT shewing the Value of the Principal Articles, &c.—Continued.
 No. 5.—TABLEAU détaillé indiquant la valeur des principax articles, etc.—Suite.

P O R T S .	Tobacco. (Tabac.)		Tin, Zinc, Copper and Lead. (Forblanc, zinc, cuivre et plomb.)	Other Articles. (Autres articles.)
	Quantity. (Quantité.)	Value. (Valeur.)		
Brantford.....	Lbs.	\$	\$	\$
Brockville.....				5,106
Bytown.....				972
Chatham.....			1,058	6,115
Cramahé.....				525
Dalhousie.....				184
Darlington.....				401
Dundas.....				395
Gaspé.....	50,984	15,959	1,213	70
Guélfh.....				110,295
Hamilton.....			42,735	7,399
Hope.....				182,535
Kingston.....			183	1,988
Montreal.....	24,400	8,218	341,282	16,800
New Carlisle.....	350	127		1,339,769
Owen Sound.....				688
Paris.....				1,824
Prescott.....				327
Quebec.....	35,446	9,514	64,240	639,945
Saint John's.....				95
Sarnia.....				428
Saxonia.....				7,485
Sault Ste. Marie.....				80
Stanley.....			427	23,962
Toronto.....				
Totals.....	111,180	33,818	451,138	2,297,448

R. S. M. BOUCHELETTE,
 Commissioner of Customs.
 (Commissaire des Douanes.)

No. 6.—COMPARATIVE STATEMENT of the Quantity and Value of the Principal Articles imported into Canada from Sea, *via* the St. Lawrence during the years 1862 and 1863.

(No. 6.—TABLEAU COMPARITIF de la quantité et valeur des principaux articles importés en Canada par voie de mer, *via* le St. Laurent, pendant les années 1862 et 1863.)

ARTICLES.	1862.		1863.	
	Quantity.	Value	Quantity.	Value.
	Quantité.	Valeur.	Quantité.	Valeur.
		\$		\$
Animals—(Animaux).....		1,527		113
Coals—(Charbon).....Tons.	130,509	335,991	152,461	387,513
Coffee—(Café).....Lbs.	1,100,478	143,657	227,433	35,880
Cordage—(Cordages).....		69,392		90,538
Drugs and Medicines—(Drogues et médecines).....		138,834		109,742
Fish—(Poisson).....		53,328		88,904
Fruits—(Fruits).....		147,221		102,095
Iron—not manufactured—(Fer—non manufacturé).....		945,556		955,602
Leather—tanned—(Cuir—tanné).....		77,992		88,802
Liquors—(Liqueurs).....Galls.	617,031	416,183	644,755	450,411
Manufactures—Candles—(Objects—manufacturées } —chandelles)..... }		10,097		13,981
Cottons—(Cotons).....		3,120,371		2,170,291
Furs—(Fourrures).....		27,360		26,585
Glass, Glassware and Earthenware— } (Verre, verrerie, et poterie)..... }		331,207		342,617
Iron & Hardware—(fer et quincaillerie).....		1,101,595		994,527
Jewellery, Clocks & Watches—(Bi- } jouterie, horloge et montres)..... }		79,279		70,663
Leather—(Cuir).....		51,640		94,087
Linen—(Toile).....		188,987		273,620
Lace and Fancy Goods—(Dentelles } et marchandises de mode)..... }		134,795		187,162
Silks—(Soie).....		392,208		342,409
Soap—(Savon).....		24,006		21,669
Woollens—(Lainages).....		2,849,981		2,694,427
Military and Naval Clothing, and Stores—(Habille- } ments et munitions pour l'armée et la marine)..... }		1,518,469		936,511
Molasses—(Mélasse) pour l'armée et la marine).....Galls.	313,120	55,347	370,152	64,760
Oil—(Huile)....."	143,311	107,394	279,954	201,607
Paints and Colors—(Peintures et couleurs).....		99,258		102,271
Paper, Stationery & Books—(Papier, papeterie et livres).....		244,601		233,162
Railroad Iron—(Fer à rails).....		125,239		16,070
Rice—(Riz).....Cwt.	36,297	129,364	36,195	122,633
Salt—(Sel).....Bus.	1,258,609	163,018	1,715,181	251,864
Spices—(Epices).....		61,296		57,795
Steel—(Acier).....		71,291		129,177
Sugar—(Sucre).....Lbs.	3,988,149	214,989	3,328,868	319,134
Tea—(Thé)....."	4,314,169	1,938,841	4,078,145	1,467,946
Tobacco—(Tabac)....."	60,028	16,864	111,180	33,818
Tin, Zinc, Copper & Lead—(Etain, zinc, cuivre et plomb).....		223,192		451,138
Other Articles—(Autres articles).....		2,015,649		2,297,448
		17,601,019		16,439,930
Add Goods in transitu for United States—(Ajoutez— } les march. en transit pour les Etats-Unis)..... }		490,298		515,245
Totals.....		18,091,317		16,955,175

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des douanes.)

No. 7.—COMPARATIVE STATEMENT of the Quantity and Value of Goods enumerated in the Reciprocity Treaty; being the growth and produce of the United States, and imported into Canada, during the years 1862 and 1863.

(No. 7.—TABLEAU COMPARATIF de la quantité et valeur des marchandises énumérées dans le traité de réciprocité, étant du crû et provenance des Etats-Unis,—et importées en Canada pendant les années 1862 et 1863.)

ARTICLES.	1862.		1863.	
	Quantity. Quantité.	Value. Valeur.	Quantity. Quantité.	Value. Valeur.
		\$		\$
Animals—(Animaux).....No.	23,110	347,926	35,300	520,835
Ashes—(Alcalis).....		24,477		17,549
Bark—(Ecorce).....Cords.	1,010	4,113	1,650	6,670
Broom Corn—(Millet à Balais).....		32,299		34,987
Burr and Grindstones—(Meules et pierres à aiguiser).....		15,088		13,795
Butter—(Beurre).....Lbs.	815,500	104,082	644,547	97,171
Cheese—(Fromage).....	1,937,010	174,456	2,907,680	294,327
Coal—(Charbon).....Tons.	105,905	437,391	103,547	548,846
Cotton Wool—(Laine de Coton).....		56,460		29,928
Dye Stuffs—(Matières tinctoriales).....		60,976		69,176
Eggs—(Eufs).....Doz.	12,920	1,259	39,938	4,654
Fish—(Poisson).....		158,415		168,570
Fish Oil—(Huile de poisson).....Galls.	226,450	109,630	125,345	112,285
Fish—products of—(Poisson—produits du).....				168
Firewood—(Bois de chauffage).....Cords	24,098	47,232	19,384	36,599
Fruit—dried—(Fruits—secs).....		61,112		71,945
Do—undried—(Fruits—verts).....		370,311		379,170
Flax, Hemp and Tow—unmanufactured—(Lin, chanvre et étoupe—non manufacturés).....		106,666		75,464
Flour—(Fleur de farine).....Brls.	239,130	1,088,679	225,439	898,029
Furs, Skins and Tails—undressed—(Fourrures, queues et peaux—non préparées).....		119,896		61,896
Grain of all kinds—(Grains, toute sorte).....Bus.	10,998,720	7,876,919	6,122,692	5,062,610
Gypsum—(Gypse).....		15,333		13,829
Hides, Horns and Polts—(Peaux, cornes et pelletteries).....		350,000		384,051
Lard—(Saïndoux).....Lbs.	582,200	53,331	922,676	81,757
Manures—(Ingrais).....		9,618		7,848
Meal—(Farine).....Brls.	21,085	44,563	10,000	28,603
Meat of all kinds—(Viandes, toute sorte).....Cwt.	137,270	1,040,269	182,850	1,238,923
Ores of Metals—(Minerais).....		12,516		12,505
Pitch and Tar—(Poix).....Brls.	3,006	13,925	2,863	11,158
Plants and Shrubs—(Plantes et arbustes).....		93,665		93,539
Poultry—(Volailles).....		3,852		4,654
Rags—(Guenilles).....		8,991		11,333
Rice—(Riz).....Lbs.	98,560	2,746	2,044	88
Seeds—(Graines).....		80,643		87,545
Slate—(Ardoises).....		1,819		1,914
Stone and Marble—unwrought—(Pierre et marbre—brut).....		43,267		57,076
Tallow—(Suif).....Lbs.	1,445,000	129,516	1,668,831	152,268
Timber and Lumber—(Bois de construction).....		91,772		62,241
Tobacco—unmanufactured—(Tabac—non manufacturé).....Lbs.	6,369,840	842,364	8,769,224	1,927,810
Turpentine—(Térébentine).....				64
Vegetables—(Végétaux).....		61,218		47,729
Wool—(Laine).....		333,570		208,858
Totals.....		14,430,626		12,339,367

R. S. M. BOUCHETTE

Commissioner of Customs.
(Commissaire des Douanes.)

No. 8.—RETURN of the Quantity and Value of Goods imported into Canada, viz the St. Lawrence, from the Provinces of Nova Scotia, New Brunswick, Prince Edward's Island and Newfoundland, during the year 1862.

(No. 8.—ÉTAT de la quantité et de la valeur des marchandises importées en Canada, viz St. Laurent, des provinces de la Nouvelle-Ecosse, du Nouveau-Brunswick, de l'Île du Prince-Édouard et de Terre-Neuve, durant l'année 1863.)

ARTICLES.	Nova Scotia.		New Brunswick.		Prince Edward's Isld.		Newfoundl. & Terre-Neuve.		TOTAL.	
	Nouvelle-Ecosse.		Nouveau-Brunswick.		Île du Prince-Édouard.		Terre-Neuve.			
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Sugar—(Sucre).....Lbs.	3,167,000	\$ 137,751	241	\$ 19	406	\$ 50	106,961	\$ 4,511	3,274,605	\$ 143,361
Molasses—(Mélasse).....Galls.	183,013	36,245	.....	.....	510	163	19,500	4,152	203,623	40,566
Wine—(Vins)....." "	220	520	.....	.....	.....	.....	351	823	551	1,343
Rum—(Rhum)....." "	8,002	2,718	324	213	580	.....	.....	.....	9,221	3,031
Brandy—(Eau-de-vie)....." "	90	183	.....	.....	.....	.....	.....	.....	670	1,017
Gin—(Genièvre)....." "	1,029	677	220	105	45	40	.....	.....	1,394	822
Dried Fruits—(Fruits secs).....Lbs.	19,728	1,823	.....	.....	.....	.....	.....	.....	19,728	1,823
Coffee—(Café)....." "	37,445	6,233	.....	.....	.....	.....	.....	.....	37,445	6,223
Tea—(Thé)....." "	97,815	33,653	76	32	850	223	.....	.....	98,741	33,308
Tobacco—(Tabac)....." "	22,620	6,407	.....	.....	300	88	.....	.....	22,920	6,495
Fish—(Poisson)....." "	.....	58,780	.....	.....	.....	.....	.....	.....	173,393	45,358
Fish Oil—(Huile de poisson).....Galls.	37,161	25,341	1,836	45,185	50	48	27,357	50,173	66,181	143,393
Other Oils—(Autre huile)....." "	152	153	30	40	.....	.....	.....	.....	232	193
Furs and Skins—(Fourrures et peaux)....." "	.....	156	.....	628	.....	.....	.....	.....	379	5,094
Hides—(Peaux crues)....." "	.....	45	.....	322	.....	.....	.....	.....	.....	12
Military Stores—(Munitions pour l'armée)....." "	.....	4,000	.....	.....	.....	.....	.....	.....	.....	3,000
Coal—(Charbon).....Fons.	4,900	16,125	120	480	.....	.....	.....	.....	.....	16,605
Flour and Meal—(Fleur de farine et farine).....Bls.	2,861	15,888	10	80	130	610	.....	.....	3,026	16,678
Salt—(Sel).....Bushels.	25,823	5,114	5,190	615	529	70	.....	.....	31,533	5,829
Cocoa and Chocolate—(Cacao et chocolat)....." "	.....	612	.....	.....	.....	.....	.....	.....	.....	612
Cottons—(Cotons)....." "	.....	7,255	.....	.....	.....	200	.....	.....	.....	7,455
Cordage—(Cordage)....." "	.....	1,114	.....	.....	.....	21	.....	.....	.....	1,188
Wood—(Bois)....." "	.....	1,600	.....	438	.....	25	.....	.....	.....	2,203
Woolens—(Lainages)....." "	.....	1,867	.....	22	.....	.....	.....	.....	.....	1,889
Other Articles—(Autres articles)....." "	.....	32,582	.....	5,782	.....	6,155	.....	.....	.....	49,151
Totals.....	.....	386,562	.....	52,648	.....	10,187	.....	109,409	.....	568,800

R. S. M. BOUCHEFFE,
Commissioner of Customs—(Commissaire des Douanes.)

No. 9.—COMPARATIVE STATEMENT of Goods in Warehouse, under Bond, in the Province of Canada, for the years ending 31st December, 1861, 1862 and 1863, and shewing the Amount of Duty chargeable thereon at those dates.
 No. 9.—TABLEAU COMPARATIF des effets emmagasinés en entrepôt dans la province du Canada, pour les années expirées le 31 décembre 1861, 1862 et 1863, indiquant le montant des droits imposables alors sur ces effets.

	31st December, 1861. (31 décembre 1861.)			31st December, 1862. (31 décembre 1862.)			31st December, 1863. (31 décembre 1863.)		
	Quantity. (Quantité.)	Value. (Valeur.)	Duty. (Droit.)	Quantity. (Quantité.)	Value. (Valeur.)	Duty. (Droit.)	Quantity. (Quantité.)	Value. (Valeur.)	Duty. (Droit.)
Ale, Beer & Porter—(Ale, bière et porter).....	9,785	\$ 3,950	\$ cts. 1,257 30	10,932	4,291	1,257 30	9,636	\$ 2,669	\$ cts. 798 00
Coffee—(Café).....	355,791	36,733	3,075 30	314,541	49,134	11,512 93	138,696	21,977	3,971 48
Cigars—(Cigares).....	13,458	5,716	2,286 40	12,814	7,448	2,979 20	13,449	6,461	2,981 40
Molasses—(Mélasse).....	173,407	23,691	3,553 65	204,298	37,745	13,989 40	28,823	7,330	2,080 15
Snuff—(Tabac en poudre).....	80	18	5 40	5	18	5 40	557	120	36 00
Starch—(Amidon).....	101,382	7,701	2,310 30	43,239	3,723	1,117 50	40,490	3,705	1,111 50
Sonap—(Savon).....	353,980	12,306	3,718 80	199,678	1,916	574 80	74,117	3,441	1,032 30
Spirits—Whisky—(Spiritueux—Whiskey).....	43,065	9,985	7,749 00	5,918	4,130	1,479 50	11,046	8,023	2,911 50
Brandy—(Eau-de-vie).....	42,407	77,033	23,109 90	48,291	76,797	23,039 10	33,997	58,236	17,470 80
Gin—(Gonievre).....	69,941	28,635	28,635 00	29,746	14,478	14,475 00	58,625	20,709	20,709 00
Rum—(Rhum).....	13,772	5,722	5,722 00	31,927	12,243	12,243 00	22,462	8,189	6,189 00
Cordials—(Cordiaux).....	1,049	943	943 00	2,447	2,224	2,224 00	2,133	1,789	1,789 00
Wine of all kinds—(Vin de toutes sortes).....	140,995	119,273	29,884 60	144,656	144,211	29,812 20	147,316	132,014	26,402 80
Confectionary—(Confitures).....	12,617	7,768	1,942 00	1,813	249	91 74	1,103	176	59 40
Sugar—refined—(Sucre—raffiné).....	7,174,067	300,611	45,091 65	5,209,898	9,853	5,378 76	144,828	8,388	5,883 04
do other kinds—(do autres sortes).....	196,856	13,450	2,690 00	474,661	237,547	129,567 66	2,736,217	127,372	67,401 54
Dried Fruits—(Fruits secs).....	30,318	1,655	331 00	74,590	25,276	7,582 80	326,938	18,532	3,700 46
Spices—(Epices).....	1,310,750	549,159	54,915 90	1,329,811	8,264	1,995 50	14,977	2,935	880 50
Tea—(Thé).....	597,491	87,275	26,182 50	167,470	33,125	9,937 50	1,786,897	633,845	166,552 63
Tobacco—(Tabac).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oil—Coal, Kerosene or Petroleum—(Huile—de charbon, kérosène ou pétrole).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Patent Medicines—(Médicines brevetées).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Packages—(Coils).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Goods paying 30 and 25 p. cent.—(Marchandises payant 30 et 25 pour cent.).....	.....	592,229	118,445 80	.....	571,553	114,310 60	.....	355,394	71,078 80
do do 20 do.....	.....	99,067	9,966 70	.....	194,700	12,479 00	.....	96,614	9,661 40
do do 10 do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	.....	2,021,350	374,562 40	.....	1,891,963	529,132 78	.....	1,536,127	420,962 88

R. S. M. BOUCHETTE,
 Commissioner of Customs—(Commissaire des douanes.)

No. 10 — RETURN of the Quantity and Value of Goods Imported, first into the UNITED STATES and thence into CANADA, distinguishing Goods passing through under Bond from those purchased in the United States; also Goods the produce or manufacture of the United States, during the year 1863.—(No. 10.—RAPPORT de la quantité et de la valeur des marchandises importées, en premier lieu aux ETATS-UNIS, et de là en CANADA, indiquant les marchandises passant par ce pays sous entrepôt de colles achetées dans les ETATS-UNIS; ainsi que les marchandises de la provenance ou des manufactures des ETATS-UNIS, pendant l'année 1863.)

A R T I C L E S.

	Passing through the U. S. under Bond. (Passant par les Etats-Unis en entrepôt.)		Purchased in the United States. (Achetées dans les Etats-Unis.)	
	Quantity. (Quantité.)	Value. (Valeur.)	Quantity. (Quantité.)	Value. (Valeur.)
Oil—Coal, Kerosene and Petroleum—(Huile—do charbon, Kerosino et Pétrole)			99,440	42,446
Whiskey	866	593	8,000	4,013
Brandy (Fau-de-vie)	6,889	7,437	1,012	3,136
Gin	3,563	1,283	1,780	1,565
Rum	1,762	652	700	4,140
Spirits & Strong Waters, not included above—(Spiritueux et eaux fortes non énumérées ci-dessus)			321	1,415
Cordials	500	345	75	60
Cigars	25,600	10,811	237	210
Confectionary	7,125	1,066	37,060	19,850
Sugar—refined—(Sucre—raffiné)	10,062	538	17,535	8,767
do other kinds—(Sucre—autres sortes)	13,806,010	539,248	49,950	8,941
Molasses—(Mélasses)	296,407	45,084	179,358	12,258
Ale, Beer and Porter—(Ale, bière et porter)	296	128	1,820,730	77,805
Blacking—(Cirage)	1,283,792	473,363	478,446	87,091
Ton—(Thé)	61,107	9,410	60,354	9,634
Coffee—(Café)	1,939	726	1,738	1,738
Cinnamon, Mace and Nutmegs—(Cannelle, macis et muscade)	316	18	704,575	259,848
Spices, including Ginger, Pimento and Pepper, ground—(Epices, comprennent le gingembre, piment et poivre, moulus)	447,133	26,717	659,306	100,846
Dried Fruits—(Fruits secs)			8,437	2,396
Patent Medicines and Medicinal Preparations—(Médicines brevétées et préparations médicinales)			16,470	1,812
Snuff—(Tabac en poudre)	220	110	893,092	40,113
Soap—(Savon)	16,339	1,548	33,225	
Staroh—(Empois)	22,952	12,848	6,119	
Tobacco, manufactured—(Tabac, manufacturé)	1,046	34,213	27,345	
Wine of all kinds, in wood—(Vin de toutes espèces, en futailles)			51,885	
do do in bottles—(do do en bouteilles)			155,750	
Goods paying 25 per cent—(Marchandises payant 25 pour cent.)		4,584,101	8,267	
do 20 do—(do do 20 do)		202,022	233,530	
do 15 and 10 per cent—(Marchandises payant 15 et 10 pour cent.)			54,101	
Free Goods—Coin and Bullion—(Effets libres—Monnaie et lingots)			8,949	
Other Free Goods—Autres effets libres			720	
Totals		6,172,488	1,499,920	
			174,050	
			4,651,479	
			13,423	
			1,080	
			749,958	
			57,050	
			985,911	
			2,821,001	

R. S. M. BUCHETTE, Commissioner of Customs.—(Commissaire des Douanes.)

No. 11.—COMPARATIVE STATEMENT of imports, exhibiting in contrast the Value of, and Amount of Duties collected on Goods entered for Consumption in Canada, during the years 1860, 1861, '862 and 1863 respectively.
 (No. 11.—TABLEAU COMPARATIF des importations, indiquant la différence de la valeur et des montants perçus sur les marchandises entrées pour la consommation en Canada, durant les années 1860, 1861, 1862 et 1863, respectivement.)

	V A L U E.				D U T Y.			
	1860.		1862.		1860.		1862.		1863.
	\$	\$	\$	\$	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Great Britain—(Grande-Bretagne).....	15,529,080	29,386,997	21,170,312	29,177,372				
North American Colonies—(Colonies de l'Amérique du Nord)	293,864	199,177	333,469	510,713				
West Indies—(Indes Occidentales).....	15,802	371	58,851	132,195	4,755,465	42	4,763,192	80
United States—(Etats-Unis).....	17,272,029	21,069,358	23,173,157	23,109,362			4,652,718	72
Other Foreign Countries—(Autres pays étrangers).....	905,260	1,095,963	1,673,811	2,061,651				
Totals.....	31,447,035	42,051,350	48,600,632	45,064,493	4,753,461	42	4,763,192	80
							4,652,718	72
								5,169,173

R. S. M. BOUCHETTE,
Commissioner of Customs.
 (Commissaire des douanes.)

No. 12.—GENERAL STATEMENT OF EXPORTS, being a detailed Account of the Principal Articles of CANADIAN Produce and Manufactures, shipped during the year 1863—showing the Quantity and Value of each Article shipped at the undermentioned Ports, and indicating to what Country Exported.

Nô. 12.—TABLEAU GÉNÉRAL DES EXPORTATIONS, ou compte détaillé des principaux articles de la manufacture et provenance CANADIENNES, expédiés durant l'année 1863—indiquant la quantité et la valeur de chaque article expédié aux ports ci-dessous mentionnés, et indiquant en quel pays il a été exporté.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	COPPER—Exported to—CUIVRE—Exporté				Foreign Countries. A d'autres pays étrangers.
			Great Britain. A la Grande Bretagne.	British Colonies. (Aux Colonies Britanniques.)	United States. Aux États-Unis.		
Brantford.....	Tons. 1	\$ 113	\$	\$	\$ 113	\$	
Cootesock.....	3,661	189,786			189,786		
Dover.....	1	124			124		
Sault Ste. Marie, F. P.*.....	1,495	125,176					
Other Ports—Autres ports.....	4	127			127		
Totals.....	5,162	315,326	125,176		190,150		
COPPER ORE.							
Cobourg.....	Tons. 2	\$ 182	\$	\$	\$ 182	\$	
Montreal.....	408	30,600					
Quebec.....	1,755	80,976					
Sault Ste. Marie, F. P.*.....	3,038	245,394					
Totals.....	5,203	337,152	336,970		182		
IRON ORE.							
Gananoque.....	Tons. 75	\$ 300	\$	\$	\$ 300	\$	
Kingston.....	5,314	17,515					
Quebec.....	30	305					
Stanstead.....	1	4					
Totals.....	5,420	18,124	305		17,819		

* F. P. denotes Free Ports.—signifie Port Franc.

No. 12.—STATEMENT OF EXPORTS.—Continued.—TABLEAU DES EXPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	PIG AND SCRAP IRON—Exported to— Exporté à—				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande-Bretagne.	British Colonies. (Des Colonies Britanniques.) North America. (Des Indes Occidentales.)	United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.	
Brantford.....	Tons—Tons.	\$	\$	\$	\$	\$	
Conitook.....	174	3,220			3,220		
Fort Erie.....	1,187	22,704			22,704		
Gananoque.....	251	4,035			4,035		
Hamilton.....	101	1,515			1,515		
Kingston.....	96	1,508			1,508		
Montreal.....	784	20,834			20,834		
Toronto.....	696	12,360			12,360		
Stanley.....	208	4,193			4,193		
Other Ports.—Autres ports.....	305	7,349			7,349		
Totals.....	219	4,380			4,380		
	3,981	82,098			82,098		
P I E R R E .							
Amherstburgh.....		\$	\$	\$	\$	\$	
Gaspé & Outports, F.P.—Ports extérieurs		10,234			10,234		
Georgeville.....		60			60		
Kingston.....		301			301		
Sarnia.....		1,730			1,730		
Other Ports.—Autres ports.....		85			85		
Totals.....		111			111		
		12,330			12,330		
M I N E R A L (- o r E A R T H) O I L .							
Conitook.....	Gallons.	\$	\$	\$	\$	\$	
London.....	2,320	246			246		
	2,400	720			720		
H U I L E M I N E R A L E .							

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	P O I S S O N — S E C H E E T F U M E				Foreign Countries. Des pays étrangers.
			Great Britain. De la Grande-Bretagne.	British Colonies. (Des Colonies Britanniques.) North America. (Des Indes Occidentales.)	United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.	
Montreal.....	281,190	61,008	60,402	177	686		
Quebec.....	56,492	2,986	2,809		7,759		
Sarnia & Outports, F.P.—Ports extérieurs	99,068	20,459	12,700		826		
Woodstock.....	3,160	826			74		
Other Ports.—Autres ports.....	470	74					
Totals.....	445,980	86,319	75,911	177	10,231		
P O I S S O N — S E C H E E T F U M E							
Conitook.....	Cwt.	\$	\$	\$	\$	\$	
Dundee.....	62	64			64		
Gaspé & Outports, F.P.—Ports extérieurs	29	99			99		
Kingston.....	180,964	608,847	55,047	46,014	7,296		
Quebec.....	1,137	1,084	45	10	1,084		
Stanley.....	29	57			87		
Totals.....	181,889	604,736	55,092	46,024	7,396	494,399	
P O I S S O N — S A L É .							
Conitook.....	Barrels—Barils.	\$	\$	\$	\$	\$	
Dundee.....	410	1,152			1,152		
Gaspé & Outports, F.P.—Ports extérieurs	308	1,312			1,312		
Kingston.....	39,969	59,754	2,143	24,382	1,859		
Montreal.....	137	815			815		
Pictou.....	2,507	15,882			15,682		
Sarnia.....	1,137	7,944			8,066		
Saugenon.....	1,827	8,056			3,202		
Sault Ste. Marie, F.P.—	703	3,202			1,294		
Toronto.....	265	1,294			1,479		
Other Ports.—Autres ports.....	299	1,479			999		
Totals.....	958	4,835	150	172	4,513		
	48,749	106,524	2,298	24,564	8,656	38	

* F. P. denotes Free Ports—P. P. signifie Port Franc.

No. 12.—STATEMENT OF EXPORTS.—Continued.—TABLEAU DES EXPORTATIONS.—Suite.

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	FISH—Fresh—Exported to—POISSON—Frais—Exporté				United States. Des Etats-Unis.	Foreign Countries. Aux pays étrangers.
			Great Britain. A la Grande Bretagne.	British Colonies. (Aux Colonies Britanniques.) North America. (A l'Amérique du Nord.)	West Indies. (Aux Indes Occi- dentales.)	United States. Des Etats-Unis.		
Coaticook.....		\$ 968				\$ 988		
Gramahé.....		4,794				4,794		
Kingston.....		3,649				3,649		
Montreal.....		1,320				1,320		
Pictou.....		633				633		
Wallaceburgh.....		1,280				1,280		
Windsor.....		11,540				11,540		
Other Ports—Autres ports.....		3,060				3,060		
Totals.....		27,164				27,164		
HUILE DE POISSON.								
	Gallons.	\$	\$	\$	\$	\$	\$	
Clifton.....	316	519				519		
Coaticook.....	1,658	1,191				1,191		
Gaspé & Outports, F. P.* Ports extérieurs	58,360	36,957	20,877	16,080		36,957		
Quebec.....	306	165		165		165		
Other Ports—Autres ports.....	416	166				166		
Totals.....	61,056	38,968	20,877	16,245		37,122	1,846	
FOURRURES OU PEAUX.								
		\$	\$	\$	\$	\$	\$	
Fort Erie.....		20				20		
Gaspé & Outports, F. P.* Ports extérieurs		6,786	613	6,173		6,786	1,280	
Kingville.....		1,280				1,280	4,435	
Prescott.....		4,435				4,435		
Totals.....		12,521	613	6,173		11,200	5,735	

P O T - A S H E S.	Barrels—Barils.	Total Value. Valeur totale.	P O T A S S E.			
			Great Britain. A la Grande Bretagne.	British Colonies. (Aux Colonies Britanniques.) North America. (A l'Amérique du Nord.)	West Indies. (Aux Indes Occi- dentales.)	United States. Des Etats-Unis.
Clifton.....	30	\$ 1,404				\$ 1,404
Coaticook.....	10,102	308,169	234,461			33,708
Dover.....	30	900				900
Montreal.....	24,159	762,855	663,415			99,440
Morrisburgh.....	21	630				630
Quebec.....	379	9,518	9,515			3
Sarnia.....	75	2,220				2,220
Stanstead.....	55	1,705				1,705
Other Ports—Autres Ports.....	35	835				835
Totals.....	34,886	1,088,236	897,391	903		180,942
P E A R L - A S H E S.						
	Barrels—Barils.	\$	\$	\$	\$	\$
Montreal.....	6,478	186,252	154,381			31,871
Quebec.....	204	5,260	5,260			
Totals.....	6,682	191,512	159,641			31,871
T I M B E R - A S H.						
	Tons—Ton's.	\$	\$	\$	\$	\$
Quebec.....	7,669	39,455	38,869			586
Saint John's.....	872	2,800	2,800			
Totals.....	8,541	42,255	41,669			586
B I R C H.						
	Tons—Ton's.	\$	\$	\$	\$	\$
Coaticook.....	100	640				640
Gaspé & Outports, F. P.* ports extérieurs	221	1,412	1,412			
Quebec.....	10,768	86,071	85,156			915
Rimouki.....	88	639	639			
Saint John's.....	79	349	349			
Totals.....	11,256	89,111	87,207			1,985

* F. P. denotes Free Ports.—F. P. signifie Port Franc.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	E.L.M.—Exporté en — ORME—Exportée				Foreign Countries. Des pays étrangers.	
			Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)			United States. Des Etats-Unis.
			North America. (De l'Amérique du Nord.)	West Indies (Des Indes Occidentales.)	North America. (De l'Amérique du Nord.)	West Indies (Des Indes Occidentales.)		
Chippawa.....	Tons—Ton's. 15	\$ 300	\$	\$	\$ 300	%		
Gaspe & Outports, F.P.—ports extérieurs	22	290	290			3,718		
Quebec.....	53,221	419,980	415,000	302	215			
Saint John's.....	5	215			395			
Other Ports—Autres ports	51	395			910			
Totals.....	53,302	421,180	416,250	302	910	3,718		
MAPLE.								
Conitcook.....	Tons—Ton's. 206	\$ 1,119	\$	\$	\$ 1,119	\$		
Quebec.....	218	1,433	1,380		68	53		
Saint John's.....	16	68			1,187	53		
Totals.....	440	2,620	1,380		1,187	53		
OAK.								
Amherstburgh.....	Tons—Ton's. 1,426	\$ 10,098	\$	\$	\$ 10,098	\$		
Chatham.....	560	3,260			3,260			
Chippawa.....	7,252	33,252			33,252			
Dover.....	1,082	7,379	7,379					
Dunnville.....	1,120	6,983			5,983			
Fort Erie.....	1,551	11,118			11,118			
Hamilton.....	712	2,850			2,850			
Kingsville.....	1,395	4,228			4,228			
Quebec.....	62,132	622,148	509,384	1,046		111,718		
Rowan.....	2,889	18,279			18,279			

Sarnia..... Wallaceburgh..... Windsor..... Other Ports—Autres ports..... Totals.....	1,092 1,037 820 159 73,327	12,890 11,899 10,070 874 754,328	PIN BLANC.				111,718
			WHITE PINE.		PIN ROUGE.		
			Tons—Ton's.	\$	Tons—Ton's.	\$	
Bolleville.....	688	4,158				4,158	
Burwell.....	194	818				818	
Dover.....	100	350	350				
Fort Erie.....	644	3,920				3,920	
Gaspe & Outports, F.P.—Ports extérieurs	824	4,006	4,006				
Quebec.....	578,688	3,047,807	2,937,096	700		60,828	60,011
Rowan.....	23,979	60,828				180,234	
Saint John's.....	45,059	180,234				675	
Stanley.....	135	675				2,107	
Other Ports—Autres ports.....	172	2,107					
Totals.....	650,483	3,304,903	2,991,102	1,050		252,740	60,011
RED PINE.							
Fort Erie.....	Tons—Ton's. 340	\$ 4,225	\$	\$	\$ 4,225	\$	
Gaspe & Outports, F.P.—ports extérieurs	565	4,683					
Quebec.....	101,270	732,946	4,683			12,658	
Saint John's.....	47	188	717,188	3,080	20	188	
Trenton.....	807	3,600				3,600	
Totals.....	103,329	745,642	721,871	3,080	20	8,012	12,658
TAMARACK.							
Conitcook.....	Tons—Ton's. 9,347	\$ 63,262	\$	\$	\$ 63,262	\$	
Quebec.....	6,092	41,460	39,236	1,597		627	
Saint John's.....	4,152	20,233				20,233	
Totals.....	19,591	124,955	39,236	1,597		53,495	627

* F. P. denotes Free Ports.—signifie Port Frano.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	WALNUT—Exported to—NOYER—Exporté				Foreign Countries. A d'autres pays étrangers.
			Great Britain. A la Grande Bretagne.	British Colonies. (Aux Colonies Britanniques.)	United States. Aux Etats-Unis.		
	M. Feet—Pieds.	\$	\$	\$	\$	\$	
Chatham	237	4,490			4,490		
Quebec	1,732	51,687	41,687			10,000	
Rondeau	118	2,694			2,694		
Stanley	126	2,446			2,446		
Other Ports—Autres ports	107	2,022			2,022		
Totals	2,320	63,339	41,687		11,652	10,000	
BASSWOOD, BUTTERNUT & HICKORY.							
	M. Feet—Pieds.	\$	\$	\$	\$	\$	
Quebec	373	7,563	5,712			1,851	
Rondeau	1,021	10,888			10,888		
St. John's	22	87			87		
Totals	1,416	18,338	5,712		10,975	1,651	
STANDARD STAVES.							
	Mille.	\$	\$	\$	\$	\$	
Chatham	345	22,075			22,075		
Dover	53	4,174					
Hamilton	35	2,900			2,900		
Kingston	15	1,150			1,150		
Montreal	36	6,296					
Quebec	2,211	377,464	3,901			2,392	
Sault Ste. Marie, F. P.*	8	425	326,350	80		51,034	
Stanley	16	960			425		
Wallaceburg	97	7,233			960		
Totals	2,816	422,677	330,254	4,254	34,743	53,426	

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	WALNUT—Exported to—NOYER—Exporté				Foreign Countries. A d'autres pays étrangers.
			Great Britain. A la Grande Bretagne.	British Colonies. (Aux Colonies Britanniques.)	United States. Aux Etats-Unis.		
	M. Feet—Pieds.	\$	\$	\$	\$	\$	
Chatham	237	4,490			4,490		
Quebec	1,732	51,687	41,687			10,000	
Rondeau	118	2,694			2,694		
Stanley	126	2,446			2,446		
Other Ports—Autres ports	107	2,022			2,022		
Totals	2,320	63,339	41,687		11,652	10,000	
BASSWOOD, BUTTERNUT & HICKORY.							
	M. Feet—Pieds.	\$	\$	\$	\$	\$	
Quebec	373	7,563	5,712			1,851	
Rondeau	1,021	10,888			10,888		
St. John's	22	87			87		
Totals	1,416	18,338	5,712		10,975	1,651	
STANDARD STAVES.							
	Mille.	\$	\$	\$	\$	\$	
Chatham	345	22,075			22,075		
Dover	53	4,174					
Hamilton	35	2,900			2,900		
Kingston	15	1,150			1,150		
Montreal	36	6,296					
Quebec	2,211	377,464	3,901			2,392	
Sault Ste. Marie, F. P.*	8	425	326,350	80		51,034	
Stanley	16	960			425		
Wallaceburg	97	7,233			960		
Totals	2,816	422,677	330,254	4,254	34,743	53,426	

OTHER STAVES.

AUTRES DOUVES.

	Mille.	\$	\$	\$	\$	\$
Chatham	644	12,521			12,521	
Cranahoe	731	2,524			2,524	
Dover	201	4,675			1,220	
Dunnville	202	2,662	3,455		2,662	
Caspé & Outports, F. P.*-Ports extérieurs	59	863				25
Hamilton	69	1,740	278		1,740	
Montreal	377	15,214			2,457	648
Quebec	3,564	199,098	2,086		2,703	
Sarnia	424	196,483	552			
Toronto	17,144	216				
Wallaceburg	808	22,865			16,928	
Other Ports—Autres ports	288	7,099			22,865	
	753	8,324			7,099	
Totals	8,000	294,669	206,332	6,021	78,340	3,376

BATTENS.

VOLIGES.

	\$	\$	\$	\$	\$
Quebec	194				
Totals	194				

KNEES.

COURBES.

	Pieces.	\$	\$	\$	\$
Brockville	238	152			152
Castlecock	16,894	18,504			18,504
Hemmingford	82	200			200
Quebec	2,682	3,440			180
Saint John's	1,617	1,672	232		1,672
Other Ports—Autres ports	236	177			177
Totals	21,749	24,145	232		20,885

* F. P. denotes Free Ports.—signifie Port Franc.

No. 12.—STATEMENT OF EXPORTS.—Continued.—TABLEAU DES EXPORTATIONS.—Suite.

PORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	SCANTLING—Exported to—ECHANTILLONS—Exportés				
			Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)		Foreign Countries. Des pays étrangers.
				North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	United States. Des Etats-Unis.	
(Gaspé & Outports, F.P.*-Ports extérieurs)		\$	\$	\$	\$	\$	
New Carlisle	156	1,195	40	1,155			
Philipsburgh	5,613	156			5,613	12	
Rimouski	12	18,172			18,172		
Saint John's		25,148	40	1,311	23,785	12	
Totals							
GOURNABLES.							
Gaspé & Outports, F.P.*-Ports extérieurs		\$	\$	\$	\$	\$	
Quebec		52	778				
Totals		830					
MADRIERS.							
Gaspé & Outports, F.P.*-Ports extérieurs	Stand. Hund. (Cent éval.)	\$	\$	\$	\$	\$	
Isle Verte	34	896	709		120	67	
Montreal	187	5,800	5,800			30	
Quebec	404	6,716	6,626			15,539	
Rimouski	58,057	1,983,937	1,987,149	60		23,102	
Three Rivers	2,782	71,640	48,538				
Other Ports—Autres ports	280	8,800	8,800				
Totals	63	623	153		470		
Totals	59,807	2,078,412	2,087,922	213	120	38,798	

DEAL ENDS.

BOUTS DE MADRIERES.

Isle Verte Quebec	Stand. Hund. (Cent éval.)	\$	\$	\$	\$	\$	\$	\$	\$
	19	200	200						
	1,974	56,170	54,681						1,489
Totals	1,993	56,370	54,881						1,489
PLANK AND BOARDS.									
Bellefleur	M. Feet-M. pieds.	\$	\$	\$	\$	\$	\$	\$	\$
Brockville	14,438	144,380							
Burwell	6,433	65,918							
Bytown	14,932	105,989							
Chatham	29,302	318,172							
Chippawa	2,852	31,911							
Corticook	2,045	26,448							
Cobourg	6,964	44,334							
Cranah	1,760	14,919							
Dalhousie	2,893	23,963							
Dover	1,094	17,753							
Dundas	3,705	33,494							
Dunville	6,198	51,784							
Gaspé & Outports, F.P.*-Ports extérieurs	6,755	55,463							
Hope	102	1,390	48						
Kingston	11,318	1,510							
Montreal	83,179	83,179							
Napinee	280,953	280,953							
Quebec, finest quality for ship's decks, } (de 1ère qualité pour navires,)	5,589	83,878							
Rowan	2,866	22,180							
Saint John's	11,908	114,849							
Toronto	650	19,189							
Trenton	4,333	30,378							
Wallacburgh	74,550	877,611							
Whitby	23,454	224,933							
Windsor	18,253	209,971							
Other Ports—Autres ports	1,247	15,185							
Totals	1,884	22,008							
	11,901	11,901							
	8,520	67,246							
	302,335	2,990,459							
		24,098							
		2,701							
		78							
		2,963,426							
		9,156							

*F.P. denotes Free Ports—signifio Port Franc.

No. 12.—STATEMENT OF EXPORTS.—Continued—TABLEAU DES EXPORTATIONS.—(Suite)

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	SPARS—Exported to—ESPARS—Exportés.				Foreign Countries. A d'autres pays étrangers.
			Great Britain. A la Grande Bretagne.	North America. (Del'Amérique du Nord.)	British Colonies. (Aux Colonies Britanniques.)	United States. Aux États-Unis.	
Burwell.....	Pieces. 47	\$ 312	\$	\$	\$	\$	
Dorset.....	118	8,106	65	8,106	312		
Gaspé & Outports, F.P.—Ports extérieurs	27	313	248		200		
Kingston.....	4	200	680		380		1,019
Quebec.....	3,908	71,404	69,075		180		
Trenton.....	19	380					
Other Ports—Autres ports.....	11	180					
Totals	4,134	80,895	69,110	3,034	1,072	1,649	
MASTS.							
Burwell.....	Pieces. 29	\$ 1,212	\$	\$	\$	\$	
Coaticook.....	10	380			1,212		
Gaspé & Outports, F.P.—Ports extérieurs	6	83			380		
Quebec.....	814	72,128	66,916	400	1,425		4,782
Rowan.....	30	1,425					
Totals	889	75,228	66,916	483	3,017	4,782	
HANDSPIKES.							
Dorset.....	Pieces. 1,000	\$ 60	\$	\$	\$	\$	
Montreal.....	150	100			60		
Quebec.....	924	448	442				
Totals	2,074	608	512	60	60	6	6

LATHS AND LATHWOOD.

	Cords—Cordes.	\$	\$	\$	\$	\$	\$
Belleville.....	863	1,519					
Burwell.....	95	481					
Coaticook.....	280	280					
Gaspé & Outports, F.P.—Ports extérieurs.	81	315	295	60			
Kingston.....	35	1,127					
Napanee.....	2,247	2,275					
Quebec.....	5,755	34,432	34,336	30			
Trenton.....	1,832	2,245					
Other Ports—Autres Ports.....	61	184	64				
Totals	10,949	42,851	34,665	90	8,050	56	56

LATTES ET BOIS A LATTES.

	\$	\$	\$	\$	\$	\$	\$
Burwell.....							
Coaticook.....							
Gaspé & Outports, F.P.—Ports extérieurs.							
Kingston.....							
Napanee.....							
Quebec.....							
Trenton.....							
Other Ports—Autres Ports.....							
Totals							

FIREWOOD.

	Cords—Cordes.	\$	\$	\$	\$	\$	\$
Amherstburgh.....	24,519	49,243					
Chatham.....	7,318	12,773					
Chippewa.....	9,479	13,996					
Collingwood.....	2,866	5,659					
Cramahc.....	1,062	2,567					
Dunnville.....	7,177	10,665					
Port Erie.....	1,677	3,449					
Gannanque.....	2,751	3,788					
Goderich.....	3,401	6,972					
Kingston.....	1,237	2,674					
Kingaville.....	1,221	2,050					
Koudeau.....	1,686	2,877					
Sarnia.....	40,237	87,786					
Wallaceburgh.....	44,807	61,657					
Windsor.....	7,266	7,266					
Other Ports—Autres ports.....	4,012	6,631	40				
Totals	156,264	280,013	40	40	279,973	30	30

BOIS DE CHAUFFAGE.

* F. P. denotes Free Ports—signifie Port Frane.

P O R T S .	SHINGLES—Exported from—BARDEAUX—Exportés						Total Value. Valeur totale.	Total Quantity. Quantité totale.
	Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.		
	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)						
Brockville.....	\$	\$	\$	\$	\$	\$	Mille.	
Burwell.....	1,220				1,220	2,075	613	
Cornwall.....	18,434				18,434	2,731	9,352	
Dartington.....	896				1,799	1,198	384	
Gaspé & Outports, F. P. Ports extérieurs	1,048				1,048	2,680	10,859	
Georgetown.....	13,333		228		13,561	1,050	267	
Hope.....	1,190				1,190	13,258	1,229	
Kingston.....	2,717				2,717	2,509	1,163	
Napanee.....	2,437				2,437	4,391	885	
New Carlisle.....	1,604				1,604	790	1,325	
Rowan.....	4,698				4,698	35,548	2,792	
Saint John's.....	4,955				4,955		2,468	
Toronto.....	1,468				1,468		877	
Other Ports—Autres ports.....	2,450		120		2,570		1,423	
Totals.....	59,309		15,183		74,492		34,513	

RAILROAD TIES.		TRAVERSES POUR CHEMINS DE FER.					
	Pieces.	\$	\$	\$	\$	\$	\$
Burwell.....	12,554	2,075				2,075	
Coaticook.....	34,470	2,731				2,731	
Dunnville.....	6,260	1,198				1,198	30
Montreal.....	10,920	2,680				2,680	
Philipsburgh.....	10,220	1,050				1,050	8
Quebec.....	11,510	13,258				13,258	
Kowan.....	16,900	2,509				2,509	
Saint John's.....	31,126	4,866				4,866	
Toronto.....	31,000	4,391				4,391	
Other Ports—Autres ports.....	3,700	790				790	
Totals.....	171,660	35,548	13,250			48,798	38

OARS.	RAMES.					
	\$	\$	\$	\$	\$	\$
Gaspé & Outports, F. P. Ports extérieurs	\$ 50					\$ 50
Montreal.....	2,410					2,410
Quebec.....	11,511					10,037
Totals.....	14,001					12,447

OTHER WOODS.	AUTRES ROIS.					
	\$	\$	\$	\$	\$	\$
Amherstburgh.....	\$ 16,059					\$ 16,059
Bellefleur.....	2,342					2,342
Brighton.....	3,606					3,606
Buckville.....	2,212					2,212
Burwell.....	10,979					10,979
Chippawa.....	2,318					2,318
Coaticook.....	2,360					2,360
Dover.....	1,340					1,340
Dundas.....	1,284					1,284
Dunnville.....	3,891					3,891
Fort Erie.....	7,072					7,072
Gaananoque.....	1,521					1,521
Hope.....	1,180					1,180
Kingston.....	7,811					7,811
Kingsville.....	3,850					3,880
Milford.....	1,547					1,547
Montreal.....	13,409					13,109
Napanee.....	3,837					3,837
Pickton.....	6,050					6,080
Prescott.....	10,298					10,298
Quebec.....	3,427					3,427
Rowan.....	1,983					1,983
St. John's.....	1,669					1,669
Sarnia.....	3,345					3,345
Toronto.....	1,417					1,417
Wallaceburgh.....	8,845					8,845
Other Ports—Autres ports.....	130,683					130,683
Totals.....	1,611					1,611

* F. F. denotes Free Ports—signific Port Franc.

No. 12.—STATEMENT OF EXPORTS.—Continued.—TABLEAU DES EXPORTATIONS.—Suite.

PORTS.	SAW LOGS—Exportés en LOTS ou SCIAGE—Exportés							
	Total Quantity. Quantité totale.	Total Value. Valeur totale.	Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
			No.	\$	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)		
Belleville	No. 31,175	\$ 24,175				\$ 24,175		
Chippawa	360	540				540		
Lacolle	1,200	1,200				1,200		
Rowan	42,080	49,832				49,832		
Wallaceburgh	615	690				690		
Totals	68,430	76,437				76,437		
ANIMAUX—CHEVAUX.								
	No.	\$	\$	\$	\$	\$	\$	\$
Brantford	231	23,190				23,190		
Brockville	695	47,954				47,954		
Chatham	964	60,910				60,910		
Clarenceville	83	7,427				7,427		
Clifton	311	23,025				23,025		
Coaticook	129	13,095				13,095		
Cobourg	40	4,130				4,130		
Cornwall	130	9,491				9,491		
Gramme	88	5,830				5,830		
Dundas	250	17,418				17,418		
Dunville	107	8,180				8,180		
Fort Erie	284	26,950				26,950		
Frelighsburg	282	24,200				24,200		
Gananoque	78	5,369				5,369		
Georgville	191	13,949				13,949		
Hammingford	379	23,570				23,570		
Hope	170	17,990				17,990		
Kingston	2,549	324,055				324,055		
Lacolle	748	47,080				47,080		
London	1,944	104,080				104,080		
Montreal	4,707	309,760				309,760		
Totals	19,335	1,465,540				1,465,540		

PORTS.	SAW LOGS—Exportés en LOTS ou SCIAGE—Exportés							
	Total Quantity. Quantité totale.	Total Value. Valeur totale.	Great Britain. De la Grande Bretagne.		British Colonies. (Des Colonies Britanniques.)		United States. Des Etats-Unis.	Foreign Countries. Des pays étrangers.
			No.	\$	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)		
Morrisburgh	83	10,270				10,270		
Phillipsburgh	111	9,405				9,405		
Prescott	1,966	132,813				132,813		
Russelltown	37	2,075				2,075		
Sarnia	1,057	78,150				78,150		
Stanstead	599	57,336				57,336		
Stratford	99	7,700				7,700		
Sutton	68	5,100				5,100		
Toronto	498	50,650				50,650		
Wallaceburgh	109	8,416				8,416		
Windsor	1,155	72,745				72,745		
Other Ports—Autres ports	186	10,356			460	9,896		
Totals	19,335	1,465,540			460	1,465,080		
HORNYED CATTLE.								
	No.	\$	\$	\$	\$	\$	\$	\$
Brantford	1,180	38,957				38,957		
Brockville	1,572	26,156				26,156		
Clifton	991	26,894				26,894		
Coaticook	674	17,361				17,361		
Cornwall	388	4,608				4,608		
Gramme	107	2,870				2,870		
Dundas	1,036	14,950				14,950		
Dunnville	368	5,662				5,662		
Fort Erie	891	19,060				19,060		
Frelighsburg	922	19,230				19,230		
Gananoque	1,571	4,420				4,420		
Georgville	1,267	12,563				12,563		
Kingston	1,267	25,702				25,702		
Lacolle	195	6,080				6,080		
London	1,087	34,620				34,620		
Morrisburgh	444	8,924				8,924		
Phillipsburgh	189	3,286				3,286		
Prescott	152	2,475				2,475		
Sarnia	2,679	83,355				83,355		
Stanstead	257	6,885				6,885		
Stratford	3,135	100,197				100,197		
Sutton	114	4,455				4,455		
Windsor	671	13,050				13,050		
Other Ports—Autres ports	604	22,140				22,140		
Totals	21,665	512,157				512,157		

P O R T S .	SWINE—Exported to—COCHONS—Exportés				Total Value. Valeur totale.	Foreign Countries. A d'autres pays étrangers.
	Great Britain. A la Grande Bretagne.	British Colonies. (Aux Colonies Britanniques.)		United States. Aux Etats-Unis.		
		North American. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)			
Total Quantity. Quantité totale.	Number.	\$	\$	\$	\$	
Brantford.....	271	1,277		1,277		
Clifton.....	53	357		357		
Cornwall.....	157	358		358		
Dover.....	397	3,910		3,940		
Dunville.....	567	2,127		2,127		
Fort Erie.....	1,851	8,081		5,081		
Freightsburgh.....	186	950		880		
Kingston.....	260	908		908		
London.....	452	3,960		3,960		
Prescott.....	12,011	118,140		118,140		
Stausard.....	16,323	53,053		53,053		
Stratford.....	680	2,846		2,846		
Windsor.....	68	350		350		
Other Ports—Autres ports.....	119	762	10	752		
Totals.....	33,541	197,129	10	197,129		

SHEEP.

MOUTONS.

	Number.	\$	\$	\$	\$
Brantford.....	5,155	24,319		24,319	
Brockville.....	5,229	12,131		12,131	
Chatham.....	700	2,489		2,489	
Clarenceville.....	3,079	7,785		7,785	
Clifton.....	1,667	4,120		4,120	
Coaticook.....	5,892	16,496		16,496	
Cornwall.....	1,995	2,408		2,408	
Dundee.....	1,333	3,909		3,909	
Dunville.....	2,495	8,867		8,867	
Elgin.....	2,430	5,140		5,140	
Fort Erie.....	3,529	10,085		10,085	
Freightsburgh.....	2,680	8,060		8,060	
Georgetown.....	3,793	10,980		10,980	
Hemmingford.....	3,366	6,532		6,532	
Totals.....	72,208	198,707		198,651	56

	Number.	\$	\$	\$	\$
Hops.....	365	2,051		2,051	
Kingston.....	6,517	13,543		13,543	
Lacolle.....	695	1,460		1,460	
London.....	1,942	6,011		6,011	
Montreal.....	547	1,605		1,605	
Marriaburgh.....	2,126	4,419		4,419	
Phillipsburgh.....	1,135	1,987		1,987	
Prescott.....	11,548	25,991		25,991	
Sarnia.....	541	1,981		1,981	
Sutton.....	3,400	11,000		11,000	
Toronto.....	644	1,013		1,013	
Other Ports—Autres ports.....	1,392	4,326		4,270	56
Totals.....	72,208	198,707		198,651	56

POULTRY.

VOLAILLES.

	Number.	\$	\$	\$	\$
Clarenceville.....	2,521	2,521		2,521	
Coaticook.....	3,230	3,230		3,230	
Dundee.....	247	247		247	
Fort Erie.....	1,123	1,123		1,123	
Hemmingford.....	253	253		253	
Kingston.....	257	257		257	
Montreal.....	6,396	6,396		6,396	
Prescott.....	2,764	2,764		2,764	
Stausard.....	681	681		681	
Sutton.....	500	500		500	
Windsor.....	669	669		669	
Other Ports—Autres ports.....	563	563	2	561	
Totals.....	18,204	18,204	2	18,202	

BACON and HAM.

LARD SECHE et JAMBONS.

	Cwt.—Cix.	\$	\$	\$	\$
Brantford.....	3,177	12,110		12,110	
Chatham.....	118	589		589	
Clifton.....	6,776	40,240		40,240	
Coaticook.....	2,653	11,491	11,186	305	
Dunville.....	84	511		511	
Hops.....	148	1,185		1,185	
London.....	900	4,560		4,560	
Montreal.....	21,601	166,428		166,428	
Quebec.....	346	3,794		3,794	
Toronto.....	170	1,199	1,264	424	
Other Ports—Autres ports.....	111	941	776	941	
Totals.....	36,084	243,048	180,144	60,865	

P O R T S.	BEEF—Exported to.—BOEUF—Exporté							
	Total Quantity. Quantité totale.	Total Value. Valeur totale.	Great Britain. A la Grande Bretagne.		British Colonies. (Aux Colonies Britanniques.)		United States. Aux Etats-Unis.	Foreign Countries. A d'autres pays étrangers.
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)		
Clifton	Cwt. 758	\$ 3,375	\$	\$	\$	\$ 3,375		
Coat cook	1,690	10,480	9,946			534		
Dunnville	110	680				580		
Gaspé & Outports, P.P.—Ports extérieures	61	428						
Montreal	2,196	15,405	13,404	871	354	1,230		
Quebec	1,008	5,265	3,056	1,325		3,606		
Toronto	601	3,606		61		1,035		
Other Ports—Autres ports	222	1,096						
Totals	6,549	40,335	26,864	2,757	354	10,360		
CIRE.								
Brackville	Lbs. 240	\$ 125	\$	\$	\$	\$ 125		
Clifton	442	1,118	411			148		
Co. ticook	1,366	411	774					
Montreal	2,665	774						
Quebec	800	240						240
Other Ports—Autres Ports	791	176						176
Totals	6,304	1,874	1,185			449		240
BEAN'S GREASE.								
Coaticook	Lbs. 190	\$ 190	\$	\$	\$	\$ 190		
Montreal	162	150				150		
Totals	342	340				340		

P O R T S.	BEEF—Exported to.—BOEUF—Exporté							
	Total Quantity. Quantité totale.	Total Value. Valeur totale.	Great Britain. A la Grande Bretagne.		British Colonies. (Aux Colonies Britanniques.)		United States. Aux Etats-Unis.	Foreign Countries. A d'autres pays étrangers.
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occi- dentales.)		
Clifton	Cwt. 758	\$ 3,375	\$	\$	\$	\$ 3,375		
Coat cook	1,690	10,480	9,946			534		
Dunnville	110	680				580		
Gaspé & Outports, P.P.—Ports extérieures	61	428						
Montreal	2,196	15,405	13,404	871	354	1,230		
Quebec	1,008	5,265	3,056	1,325		3,606		
Toronto	601	3,606		61		1,035		
Other Ports—Autres ports	222	1,096						
Totals	6,549	40,335	26,864	2,757	354	10,360		
CIRE.								
Brackville	Lbs. 240	\$ 125	\$	\$	\$	\$ 125		
Clifton	442	1,118	411			148		
Co. ticook	1,366	411	774					
Montreal	2,665	774						
Quebec	800	240						240
Other Ports—Autres Ports	791	176						176
Totals	6,304	1,874	1,185			449		240
BEAN'S GREASE.								
Coaticook	Lbs. 190	\$ 190	\$	\$	\$	\$ 190		
Montreal	162	150				150		
Totals	342	340				340		

BONES.

OS.

Kingston	163	\$ 163	\$	\$	\$	\$ 163		
Quebec	2,740	2,740				1,642		
Saint John's	1,642							
Totals	4,515	2,740	2,740			1,805		

BUTTER.

BEURRE.

Brantford	Lbs. 53,273	\$ 5,564	\$	\$	\$	\$ 5,564		
Brookville	50,900	7,153				7,153		
Chatham	67,347	8,056				8,056		
Clifton	66,316	7,928				7,928		
Coaticook	939,389	126,708	104,159	244	22,306			
Dover	15,986	1,987		1,290	757			
Dundee	24,360	4,741			4,741			
Dunnville	21,859	2,531			2,531			
Fort Erie	17,357	2,265			2,265			
Frelighburgh	129,550	24,708			24,708			
Gaspé & Outports, P.P.—Ports extérieures	16,961	2,722						
Georgetown	24,179	4,123			4,123			
Kingston	74,160	10,926			10,926			
London	141,150	14,775			14,775			
Montreal	4,316,920	556,442	466,547	41,889	45,722			2,294
Morrisburgh	19,750	2,979			2,979			
Paris	27,704	3,953			3,953			
Philipsburgh	19,063	3,853			3,853			
Prescott	12,220	1,949			1,949			
Quebec	686,540	86,588	58,060	28,538				
Sarnia	18,006	2,127			2,127			
Stratford	22,246	7,366			7,366			
Sutton	70,487	9,101			9,101			
Toronto	141,500	28,400		391	28,400			
Windsor	10,388	2,714			2,714			
Woodstock	20,550	2,935			2,935			
Other Ports—Autres ports	40,065	4,981		167	4,981			
Totals	7,063,898	950,511	629,417	74,519	244,341			2,294

* P. denotes Ice Ports—signifie l'ort Franc.

No. 12.—STATEMENT OF EXPORTS.—Continued—TABLEAU DES EXPORTATIONS.—(Suite)

PORTS.	Total Quantity Quantité totale.	Total Value. Valeur totale.	CHEESE—Exported to—FROMAGE—Exporté				Foreign Countries. A d'autres pays étrangers.
			Great Britain, A la Grande Bretagne.	North America, (De l'Amérique du Nord.)	British Colonies, (Aux Colonies Britanniques.)	United States, Aux Etats-Unis.	
Cooticook	Cwt.—Qtz. 865	\$ 7,096	\$ 6,860	\$	\$	\$	\$
Montreal	7,278	68,451	67,929	53		230	230
Quebec	399	4,396	2,712	1,684		472	472
Stansford	9	102				102	102
Other Ports—Autres ports.....	11	144				144	144
Totals	8,562	80,192	77,501	1,737		954	954
EGGS.							
Clarenceville	Dox. 24,987	\$ 2,759	\$	\$	\$	\$	\$
Clifton	2,474	1,256				2,759	2,759
Port Erie	27,398	2,749				1,285	1,285
Quebec	14,810	1,185				2,749	2,749
Kingston	18,170	1,885				1,885	1,885
Montreal	124,085	15,465				15,465	15,465
Morrisburgh	11,944	1,101				1,101	1,101
Russelltown	17,518	1,786				1,786	1,786
Stratford	17,920	1,531				1,531	1,531
Other Ports—Autres ports	60,269	6,068		298		5,760	5,760
Totals	325,545	35,794		298		35,496	35,496
FEATHERS.							
Amherstburgh	Lbs. 2	\$ 2	\$	\$	\$	\$	\$
Clarenceville	280	140				140	140
Clifton	60	30				30	30
Port Erie	10	5				5	5
Stansford	6	3				3	3
Totals	358	180				180	180

FURS—Dressed.	FURS—Undressed.	FOURRURES—Préparées.		FOURRURES—Non préparées.	
		\$	Lbs.	\$	Lbs.
Clifton		\$ 260		\$	
Dundee		1,641			
Prescott		663			
Quebec		226		226	
Totals		2,780		294	
Chatham		\$		\$	
Clifton		13,492			
Cooticook		2,197			
Gaspé & Outports, F.P.* Ports extérieurs		4,008			
Kingston		1,034			
Montreal		10,611		1,034	
Quebec		190,246			
Sault Ste Marie, F.P.*		175,035			
Three Rivers		14,965			
Windsor		56,029			
Other Ports—Autres Ports.....		4,362			
Totals		3,650		1,034	
HIDES.					
Brantford		\$		\$	
Brockville		21,532			
Chatham		1,813			
Clifton		2,623			
Cooticook		9,242			
Punnettville		5,250			
Port Erie		1,625			
Freightsburch		1,037			
Hamilton		1,980			
Kingston		3,086			
Montreal		9,386			
Prescott		15,021			
Quebec		20,197			
Sarnia		8,000			
Stansford		1,940			
Stratford		976			
Windsor		4,612			
Other Ports—Autres ports.....		4,750			
Totals		118,635		8,000	

* F. P. n. le. Free Ports.—F. P. signifie Port Franco.

No. 12.—STATEMENT OF EXPORTS.—Continued.—No. 12.—TABLEAU DES EXPORTATIONS.—Suite.

PORTS.	HORNED AND HOOFS—Exported to.—CORNES ET SABOTS—Exportés		British Colonies. (Aux Colonies Britanniques.)		United States. Aux Etats-Unis.		Foreign Countries. A d'autres pays étrangers.	
	Total Value. Valeur totale.	Total Quantity. Quantité totale.	Great Britain. A la Grande Bretagne.	North American. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	United States.	Foreign Countries.	Total Value. Valeur totale.
Chatham	\$ 60	60				\$ 60		\$ 60
Clifton	75	300				75		75
Coaticook	2,085	136				2,085		2,085
Montreal	1,828	135	452			1,374		1,374
Present	415	402				415		415
Toronto	75	55				75		75
Totals	4 536	1 002	452			4 084		4 084
HONEY.								
Chatham	\$ 10	60				\$ 10		\$ 10
Clifton	30	300				30		30
Coaticook	8	50				8		8
Montreal	24	135				24		24
Phillipsburgh	28	402				28		28
Other Ports—Autres ports	8	55				8		8
Totals	108	1 002				108		108
LARD.								
Brantford	312	18				\$ 312		\$ 312
Clifton	6,514	269				6,514		6,514
Coaticook	3,115	136	2,611			504		504
Fort Erie	2,461	57				2,461		2,461
Kingsville	341	15				341		341
Montreal	19,371	921	18,976	302		1,841	93	1,841
Prescott	1,841	63	12,850	1,394		268	100	1,841
Quebec	14,344	392						14,344
Other Ports—Autres ports	268	13						268
Totals	48,587	1,884	34,437	1,696		12,261		193

PORK.	LARD.		PEAUX DE MOUTON.	
	Cwt.—Qrx.	Total Value.	Total Value.	Total Value.
Amherstburg	737	2,846		
Chatham	2,679	9,310		
Clifton	1,515	5,329		
Coaticook	248	62		
Gaspé & Outports, P. P.—ports extérieurs	372	1,860		
Quepu	697	444		
Hamilton	740			
Kingsville	548			
Montreal	201	10,533		
Prescott	662	4,839		
Quebec	5,271	28,404		
Stratford	1,185	5,135		
Toronto	1,000	6,000		
Whitby	5 6	1,860		
Windsor	2,801	6,721		
Other Ports—Autres ports	594	3,146		
Totals	22,146	102,398	6,840	485
SHEEP'S FEELTS.				
Brookville		\$ 1,950		
Chatham		3,343		
Clifton		44,785		
Coaticook		1,900		
Dalhousie		1,213		
Dundee		1,064		
Fort Erie		1,100		
Guelph		2,364		
Hops		4,017		
Kingston		42,280		
London		36,500		
Montreal		6,014		
Prescott		14,830		
Sarnia		7,315		
Stansfeld		1,549		
Stratford		7,105		
Toronto		4,765		
Other Ports—Autres ports		2,313		
Totals		187,202	1,960	185,302

P O R T S .	TALLOW—Exported from—SUIP—Exporté						Foreign Countries. Aux pays étrangers.
	Total Quantity. Quantité totale.	Total Value. Valeur totale.	British Colonies. (Aux Colonies Britanniques.)			United States. Aux Etats-Unis.	
			Great Britain. A la Grande Bretagne.	North America. (Dof Amérique du Nord.)	West Indies. (Des Indes Occidentales.)		
Clifton	Brls. 272	\$ 7,000	\$	\$	\$	\$ 7,000	
Montreal	198	4,684	2,907			1,777	
Sarnia	39	1,062				1,062	
Other Ports—Autres ports.....	7	168		26		140	
Totals	510	12,912	2,907	26		9,979	
TONGUES.							
Coaticook.....	Kegs.—Tinnettes. 6	\$ 110	\$	\$	\$	\$	
Quebec.....	0	93	43	50			
Totals.....	15	203	153	50			
VENAISON.							
Clifton	No. 2	\$ 16	\$	\$	\$	\$ 16	
Guelp	10	69				69	
Kingston	18	131				131	
Prescott	11	55				55	
Windsor	3	12				12	
Totals	50	283				283	

P O R T S .	TALLOW—Exported from—SUIP—Exporté						Foreign Countries. Aux pays étrangers.
	Total Quantity. Quantité totale.	Total Value. Valeur totale.	British Colonies. (Aux Colonies Britanniques.)			United States. Aux Etats-Unis.	
			Great Britain. A la Grande Bretagne.	North America. (Dof Amérique du Nord.)	West Indies. (Des Indes Occidentales.)		
Clifton	Brls. 272	\$ 7,000	\$	\$	\$	\$ 7,000	
Montreal	198	4,684	2,907			1,777	
Sarnia	39	1,062				1,062	
Other Ports—Autres ports.....	7	168		26		140	
Totals	510	12,912	2,907	26		9,979	
TONGUES.							
Coaticook.....	Kegs.—Tinnettes. 6	\$ 110	\$	\$	\$	\$	
Quebec.....	0	93	43	50			
Totals.....	15	203	153	50			
VENAISON.							
Clifton	No. 2	\$ 16	\$	\$	\$	\$ 16	
Guelp	10	69				69	
Kingston	18	131				131	
Prescott	11	55				55	
Windsor	3	12				12	
Totals	50	283				283	
LAINES.							
Brantford	Lbs. 97,813	\$ 40,810	\$	\$	\$	\$ 40,810	
Brockville	33,281	16,591	16,591			16,591	
Chatham	39,468	18,804				18,804	
Clarenceville	13,950	6,330				6,330	
Clifton	408,930	163,558				163,558	
Coaticook	143,106	56,951				56,951	
Cobourg	68,184	22,526				22,526	
Dover	37,540	16,108				16,108	
Dundas	277,686	115,608				115,608	
Fort Erie	14,141	6,752				6,752	
Guelp	93,315	13,843				13,843	
Hamilton	16,910	4,600				4,600	
Henningford	13,151	5,705				5,705	
Hope	120,803	55,410				55,410	
Kingston	47,114	21,012				21,012	
London	372,400	126,441				126,441	
Montreal	107,075	42,952				42,952	
Paris	14,176	6,243				6,243	
Prescott	159,522	58,128				58,128	
Sarnia	27,565	10,937				10,937	
Stanstead	50,105	21,635				21,635	
Stratford	64,158	25,487				25,487	
Toronto	205,847	76,596				76,596	
Windsor	12,650	5,390				5,390	
Woodstock	41,352	15,691				15,691	
Other Ports—Autres ports.....	57,257	25,241		196		25,045	
Totals.....	2,475,918	974,749	196			974,153	
BAISAM.							
Coaticook		\$ 377	\$	\$	\$	\$ 127	
Montreal		3,698	1,656			2,044	
Quebec		580	580				
Totals.....		5,155	2,986			2,171	

No. 12.—STATEMENT OF EXPORTS.—Continued.—TABLEAU DES EXPORTATIONS.—Suite.

EXPORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	BARLEY AND RYE.—Exported from—ORGE ET SEIGLE—Exportés			
			Great Britain. A la Grande Bretagne.	British Colonies. (Aux Colonies Britanniques.)	United States. Aux Etats-Unis.	Foreign Countries. A d'autres pays étrangers.
Bolleville	Bbls.—Mes. 294,660	\$ 203,009			\$ 203,009	
Bramford	25,974	17,998			17,998	
Brighton	30,560	24,455			24,455	
Chatham	40,894	33,246			33,246	
Chippewa	8,391	6,725			6,725	
Clarenceville	12,004	10,451			10,451	
Craicook	19,060	14,162			14,162	
Cobourg	21,582	18,181			18,181	
Orama	6,000	4,485			4,485	
Dalhousie	10,900	8,708			8,708	
Darlington	16,576	14,026			14,026	
Dover	38,425	29,729			29,729	
Dunnville	27,721	20,091			20,091	
Fort Erie	19,562	17,521			17,521	
Gananoque	6,312	4,975			4,975	
Hamilton	366,251	305,569			305,569	
Hemmingford	49,760	40,571			40,571	
Hope	57,437	31,010			31,010	
Kingston	79,566	63,319			63,319	
Lacolle	4,767	4,182			4,182	
Montreal	61,759	59,375		4,800	45,575	
Morrisburg	4,962	4,030			4,030	
Napanee	94,026	74,541			74,541	
Newcastle	13,973	10,970			10,970	
Oakville	40,628	35,846			35,846	
Oshtawa	43,591	36,135			36,135	
Pictou	200,059	161,917			161,217	
Prescott	24,323	1,755			18,875	
Saint John's	668,214	489,287			489,287	
Stanley	45,587	36,902			36,902	
Toronto	376,701	329,055			329,055	
Trenton	51,496	42,556			42,556	
Whitby	102,010	81,760		274	81,760	
Other Ports—Autres ports.....	41,190	30,594			30,320	
Totals	2,745,016	2,265,612		5,074	2,260,438	

ORGE.—MONDEE ET PERLEE.

BARLEY.—POT AND PEARL.

EXPORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	BARLEY.—POT AND PEARL.				ORGE.—MONDEE ET PERLEE.				
			Montreal	Quebec	Totals	Other Ports	Montreal	Quebec	Totals	Other Ports	
Chatham	Bushels—Mincts. 25,245	\$ 30,218									
Clarenceville	1,084	1,766									
Clifre	129	190									
Coatook	317	412									
Fort Erie	280	400									
Kingsville	192	247									
Montreal	1,276	1,751									
Phillipsburgh	227	434									
Ronitona	110	171									
Russeltown	980	1,685									
Saint John's	158	213									
Other Ports—Autres ports.....	724	817									
Totals	25,731	38,094									

EXPORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	BARLEY.—POT AND PEARL.				ORGE.—MONDEE ET PERLEE.				
			Montreal	Quebec	Totals	Other Ports	Montreal	Quebec	Totals	Other Ports	
Branford	Cwt.—Q't's. 5,579	\$ 3,421									
Chippewa	2,840	1,673									
Clifton	6,333	2,959									
Coaticook	1,725	3,087									
Dalhousie	38,571	33,677									
Darlington	2,000	1,220									
Goderech	2,475	1,617									
Guelph	3,418	1,618									
Hamilton	2,740	1,630									
Hope	3,120	2,213									
Montreal	10,000	8,052									
Paris	9,610	3,515									
Saint John's	3,285	2,662									
Toronto	4,180	2,520									
Other Ports—Autres ports.....	5,852	3,479									
Totals	101,388	73,573									

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	FLAX—Exported to—LIN—Exporté				Foreign Countries. A d'autres pays étrangers.
			Great Britain. A la Grande Bretagne.	(Aux Colonies Britanniques.) North America, (De l'Amérique (Des Indes Occidentales.)	United States. Aux Etats-Unis.	Other Colonies.	
	Cwt.—Qlx.	\$	\$	\$	\$	\$	
Clifton	70	782	34		782		
Coaticook	3	84					
Guelpb	134	1,529			1,529		
Lacolle	44	476			476		
Montréal	311	6,220	800		5,420		
Paris	92	889			889		
Prescott	121	2,877			2,877		
Totals	775	12,807	834		11,973		
FLAX SEEDS.							
Clarenceville	Mts. 206	\$ 389			\$ 389		
Dunnville	44	88			88		
Montréal	2,684	4,346			4,346		
Other Ports—Autres ports	108	283		7	290		
Totals	3,042	5,076		7	5,069		
FLOUR.							
Brantford	Brls. 23,272	\$ 93,971			\$ 93,971		
Chatham	1,495	6,967			6,967		
Chippawa	1,827	9,150			9,150		
Cifera	82,718	417,684			417,684		
Coaticook	84,952	245,301		1,770	126,894		
Dalhousie	3,146	15,769			15,769		
Darlington	5,100	22,950			22,950		
Dover	10,357	50,681			50,681		

P O R T S.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	FRUITS—Exported to—FRUITS—Exportés				Foreign Countries. A d'autres pays étrangers.
			Great Britain. A la Grande Bretagne.	(Aux Colonies Britanniques.) North America, (De l'Amérique (Des Indes Occidentales.)	United States. Aux Etats-Unis.	Other Colonies.	
	Cwt.—Qlx.	\$	\$	\$	\$	\$	
Dundas	9,698	48,167			48,167		
Elgin	3,408	15,671			15,671		
Fort Erie	27,718	139,309			139,309		
Gaspé & Outports, F.P.*-F. R. & extérieurs	255	1,147	270	777	84,071		
Goderich	19,557	84,071			248,701		
Guelpb	60,976	216,701			247,376		
Hamilton	56,205	247,376			7,065		
Kingston	1,440	7,065			17,840		
Hopu	3,805	17,940			2,880		
London	611	2,880			25,940		
London	4,688	25,940			32,843		
Montréal	515,584	2,030,363		231,476	2,475		
Morrisburgh	500	2,475			4,960		
Oakville	992	4,960			226,446		
Paris	46,208	226,446			69,904		
Prescott	18,313	69,904			14,334		
Quebec	74,008	370,040	78,133	284,345	58,012		
Suma	2,860	14,334			100,162		
Stratford	12,789	58,012		22,445	2,500		
Toronto	39,655	182,607			14,000		
Trenton	600	2,500			45,906		
Whitby	3,500	14,000			10,721		
Woodstock	10,163	45,906					
Other Ports—Autres ports	2,178	10,721					
Totals	1,095,691	4,999,590	2,225,403	540,813	2,216,440	16,834	
FRUIT—Green.							
Chatham	Brls. 250	\$ 503			\$ 503		
Clifton	200	415			435		
Gaspé & Outports, F.P.*-F. R. & extérieurs	172	985			1,120		
Goderich	400	1,120		985	590		
Kingston	280	590			1,166		
Montréal	4,435	8,919	7,572	181	717		
Prescott	309	717					
Quebec	920	3,391	1,926	1,465	905		
St. John's	200	905			727		
Windsor	390	727			592		
Other Ports—Autres ports	425	896		4			
Totals	8,071	19,188	2,498	2,635	7,055		

* F. P. denotes Free Ports—signifié Port Fréce.

N. 12.—STATEMENT OF EXPORTS.—Continued.—TABLEAU DES EXPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	HAY—Exported to—FOIN—Exporté					Foreign Countries. Autres pays étrangers.
			Great Britain. A la Grande Bretagne.	British Colonies. (Aux Colonies Britanniques.)		United States. Aux États-Unis.		
				North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)			
Barwell.....	Tons—Tonnes. 63	\$ 401	\$	\$	\$	\$ 401		
Chippewa.....	3	24				24		
Quebec.....	9	52				52		
Esquimaux.....	2	21				21		
Other Ports—Autres Ports.....	5	47				47		
Totals.....	79	598				598		
HEMP.								
Prescott.....	Cwt.—Qux. 76	\$ 500	\$	\$	\$	\$ 500		
Totals.....	76	500				500		
HOPS.								
Brantford.....	Lbs. 3,180	\$ 636	\$	\$	\$	\$ 636		
Coaticook.....	2,031	837				837		
Conwall.....	12,294	731				731		
Hemmingford.....	9,140	1,200				1,200		
Montreal.....	31,000	5,557				5,557		
Quebec.....	34,250	775				775		
Other Ports—Autres ports.....	3,870	317				317		
Totals.....	2,310	10,053				10,053		

INDIAN CORN.

	Bus.—Min.	Ble-Dinde.	Dreche.	SUCRE D'ERABLE.	FARINE.
Amherstburgh.....	1,385	\$	\$	\$	\$
Coaticook.....	2,031	6,741			
Hamilton.....	11,785	7,030			
London.....	15,525	198			
Kingston.....	268	520			
Present.....	700	500			
Quebec.....	370	88			
Toronto.....	39,194	1,815			
Other Ports—Autres ports.....	1,324	1,075			
Totals.....	93,317	46,835	5,043	1,980	39,897
MALT.					
Toronto.....	404	\$ 500	\$	\$	\$ 500
Totals.....	404	500			500
MAPLE SUGAR.					
Barwell.....	Lbs. 15	\$ 2	\$	\$	\$ 2
Coaticook.....	160	14			14
Chippewa.....	200	5,229			5,229
Quebec.....	357	33			33
Totals.....	732	69	21	12	30
NEAL.					
Clifton.....	Barrels—Barres. 836	\$ 4,226	\$	\$	\$ 4,226
Coaticook.....	139	1,145			1,145
Quebec.....	1,017	5,229			5,229
Montreal.....	7,473	33,242			33,242
Quebec.....	1,954	7,531			7,531
Saint John's.....	1,181	5,905			5,905
St. John's.....	2,868	6,618			6,618
Stratford.....	101	606			606
Toronto.....	135	793			793
Other Ports—Autres ports.....	601	2,460			2,460
Totals.....	16,305	67,756	173	8,800	58,773

No. 12.—STATEMENT OF EXPORTS.—Continued.—TABLEAU DES EXPORTATIONS.—Suite.

PORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	OATS—Exported to—AVOINE—Exportée				United States. Aux Etats-Unis.	Foreign Countries. Aux pays étrangers.
			Great Britain. A la Grande-Bretagne.		British Colonies. (Aux Colonies Britanniques.)			
			North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)		
Brantford.....		\$ 7,608				\$ 7,608		
Chatham.....	19,254	16,262				16,262		
Clarenceville.....	45,085	90,839				90,839		
Coteau k.....	178,781	88,128	16			88,112		
Coteau du Lac.....	208,932	7,705				7,705		
Dundee.....	16,900	4,675				4,675		
Fort Erie.....	11,187	14,292				14,292		
Fort St. Vrain.....	32,324	34,550				34,550		
Hamilton.....	75,235	76,489				76,489		
Hemmingford.....	180,170	39,829				39,829		
Kingston.....	82,639	42,885				42,885		
Lacolle.....	94,817	12,423				12,423		
London.....	36,650	207,005	110			206,895		
Montreal.....	518,164	4,432				4,432		
Philipsburgh.....	9,400	12,624				12,624		
Prescott.....	31,150	1,312,363				1,312,363		
Saint John's.....	2,727,462	30,671				30,671		
Stanley.....	70,805	17,411				17,411		
Stratford.....	45,446	44,618				44,618		
Toronto.....	103,119	35,030			488	34,005		
Other Ports—Autres ports.....	91,965		537					
Totals.....	4,500,017	2,008,839	16	617	488	2,007,688		

OTHER SEEDS.

	BUSHELS—MINOTS.		AUTRES GRAINES.	
	Quantity	Value	Quantity	Value
Brantford.....	310	\$ 720		\$ 720
Chatham.....	293	822		822
Clifton.....	1,647	7,663		6,667
Coteau k.....	11,813	24,920		5,855
Cogherno.....	583	2,153		2,153
Dalhousie.....	1,042	3,917		3,917
Dundee.....	505	875		875
Dunville.....	4,805	18,586		18,586
Fort Erie.....	2,281	8,092		8,092
Kingston.....	1,886	2,772		2,260
London.....	3,825	11,009		11,009
Totals.....	45,517	97,489	360	73,336

	BUS.—Mts.		PCIS.	
	Quantity	Value	Quantity	Value
Belleville.....	18,800	\$ 10,770		\$ 10,720
Brantford.....	8,772	4,074		4,074
Brighton.....	13,303	6,713		6,713
Chatham.....	9,703	4,641		4,641
Coteau k.....	13,268	9,869		2,033
Dover.....	6,956	4,332		4,332
Dunnville.....	16,708	9,066		9,066
Fort Erie.....	7,114	4,856		4,856
Hampton.....	64,113	39,867		39,867
Hopewell.....	8,415	6,247		5,247
Montreal.....	741,853	516,836		9,618
Oakville.....	8,733	4,063		4,063
Pictou.....	14,050	8,360		8,360
Quebec.....	6,321	5,565		
Saint John's.....	6,203	3,325		3,325
Sarnia.....	12,757	6,941		6,941
Stapley.....	18,685	89,705		89,706
Stratford.....	7,032	3,538		3,538
Toronto.....	46,284	26,614		26,448
Trenton.....	25,366	14,010		14,010
Whitby.....	10,000	6,000		5,000
Other Ports—Autres ports.....	24,044	15,186		15,150
Totals.....	1,267,860	799,459	8,676	279,538

TOBACCO.

	LBS.		TABAC.	
	Quantity	Value	Quantity	Value
Chatham.....	1,900	\$ 145		\$ 145
Clifton.....	1,040	620		620
Kingston.....	14,012	2,754		2,754
Kingville.....	5,750	346		346
Quebec.....	13,035	3,933		3,933
Saint John's (Sulka).....	179,314	3,586		3,586
Windsor.....	1,000	70		70
Totals.....	216,691	11,364	1,323	7,421

No. 12.—STATEMENT OF EXPORTS.—Continued.—TABLEAU DES EXPORTATIONS.—Suite.

PORTS.	VEGETA: LES—Exportiel to—VEGETAUX—Exportés					Foreign Countries. A d'autres pays étrangers.
	Great Britain. A la Grande Bretagne.	British Colonies. (Aux Colonies Britanniques.)		United States. Aux Etats-Unis.	Foreign Countries.	
		North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)				Foreign Countries.
Total Value. Valeur totale.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	Total Quantity. Quantité totale.	
Amherstburgh.....		\$ 166		\$ 166		
Burwell.....		247		247		
Charlton.....		119		119		
Clarenceville.....		2,758		2,758		
Dover.....		137		137		
Dundas.....		247		247		
Fort Erie.....		750		750		
Gaspé & Outports, F. P.—Ports extérieurs		236		236		
Kingsville.....		1,371		1,371		
Montreal.....		1,456		1,370	110	
Whippsburgh.....		612		612		
Prescott.....		2,027		2,027		
Quebec.....		609		305		
Saint John's.....		306		1,002		
Stanley.....		1,002		825		
Windsor.....		825		508		
Other Ports—Autres ports.....		508				
Totals.....		13,411		700	110	

WHEAT.		BLE.	
Total Value.	Total Quantity.	Total Value.	Total Quantity.
\$ 17,707	Bushels—Mts. 18,035	\$ 17,707	
52,506	52,506	52,506	
11,329	11,329	11,329	
119,354	126,395	119,354	
27,805	28,673	27,805	
10,060	10,552	10,060	
12,934	16,354	12,934	
60,957	74,235	60,957	
6,001	8,189	6,001	
77,322	70,099	77,322	

BOOKS.	LIVRES.					BISCUITS.	
	Clifton	Coaticook	Cobourg	Dalhousie	Kingston		Foreign Countries.
Total Value.	Total Quantity.	Total Value.	Total Quantity.	Total Value.	Total Quantity.		
\$ 18,483	26,540	\$ 18,483	26,540	\$ 18,483	26,540		
193,674	210,730	193,674	210,730	193,674	210,730		
5,600	6,600	5,600	6,600	5,600	6,600		
91,320	95,765	91,320	95,765	91,320	95,765		
17,260	17,673	17,260	17,673	17,260	17,673		
21,354	24,136	21,354	24,136	21,354	24,136		
1,880,040	1,971,424	1,880,040	1,971,424	1,880,040	1,971,424		
20,862	23,583	20,862	23,583	20,862	23,583		
44,895	45,666	44,895	45,666	44,895	45,666		
105,780	115,319	105,780	115,319	105,780	115,319		
9,263	9,358	9,263	9,358	9,263	9,358		
12,491	16,927	12,491	16,927	12,491	16,927		
119,060	149,245	119,060	149,245	119,060	149,245		
335,386	343,682	335,386	343,682	335,386	343,682		
14,574	16,984	14,574	16,984	14,574	16,984		
61,693	67,165	61,693	67,165	61,693	67,165		
7,366	7,632	7,366	7,632	7,366	7,632		
49,610	58,072	49,610	58,072	49,610	58,072		
Totals.....	3,030,407	1,486,828	8,936	1,410,462	4		

BISCUITS.		BISCUITS.	
Total Value.	Total Quantity.	Total Value.	Total Quantity.
\$ 6,816	Cwt.—Quintaux. 1	\$ 6,816	Cwt.—Quintaux. 1
400	35	400	35
525	46	525	46
1,616	6,110	1,616	6,110
100		100	
647		647	
750		750	
Totals.....	11,357	7,612	1,766

* F. P. denotes Free Ports—signifie Port Franc.

P O R T S	Total Quantity. Quantité totale.	Total Value. Valeur totale.	CANDELES—Exported to—CHANDELLES—Exportées					Foreign Countries. Autres pays étrangers.
			Great Britain. A la Grande Bretagne.	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	United States. Aux Etats-Unis.	British Colonies. (Aux Colonies Britanniques.)	
			\$	\$	\$	\$	\$	
Gaspé & Outports, P.P.*-Ports extérieures	Lbs. 240	\$ 26						
Montreal	180	41						
Quebec	9,498	1,020						
Totals	9,508	1,087						
CARRIAGES.			VOITURES.					
Chatham	No. 26	\$ 1,280	\$	\$	\$	\$	\$	\$
Clifton	10	765					1,280	
Cranebe	5	335					765	
Gananouque	39	4,150					335	
Kingston	38	1,852					4,150	
Montreal	3	1,090					1,852	
Prescott	28	1,165					1,090	
Sarnia	168	9,030					1,165	
Stanstead	12	552					9,030	
Toronto	9	625					552	
Other Ports—Autres ports	25	1,334					625	
Totals	370	21,878	1,280	16	16	20,872	20,872	
COTTONS.			COTONS.					
Chatham		\$ 17	\$	\$	\$	\$	\$	\$
Clifton		2,121					17	
Gananouque		6,017					2,121	
Kingston							6,017	
Totals								

FOURRAGES.		FOURRAGES.	
Lincolle	1,067		
Prescott	657		
Toronto	395		
Totals	10,277	171	10,106
GLASS.		VITRES.	
Montreal	\$ 447	\$	\$
Russelltown	30		
Totals	477		477
GROUND PLASTER AND LIME.		PLATRE EN POWDRE ET CHAUX.	
Clifton	\$ 100	\$	\$
Dalhousie	225		
Kingston	325		
Totals			325
Coaticook	\$ 47	\$	\$
Dalhousie	500		
Dundee	10		
Dunnville	6,917		
Totals	7,504		7,504

* F. P. denotes Free Ports.—F. P. signifie Port Frano.

No. 12.—STATEMENT OF EXPORTS.—Continued.—TABLEAU DES EXPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	H A R D W A R E.—Exported to—QUINCAILLERIE.—Exporté					
			Great Britain. A la Grande Bretagne.	British Colonies. (Aux Colonies Britanniques.)		United States. Aux Etats-Unis.	Foreign Countries. A d'autres pays étrangers.	
				North America. (De l'Amérique du Nord.)	West Indies, (Des Indes Occi- dentales.)			
Chatham		\$						
Clifton		1,108			1,108			
Coaticook		2,515			2,545			
Hemmingford		418	102		316			
Kingston		320			320			
Montreal		31,277			31,277			
Prescott		610	114	351				
Quebec		3,140			3,140			
Sarnia		2,272	36	2,236				
Other Ports—Autres ports		4,493			4,493			
Totals		47,540	252	2,587	44,556			
I N D I A R U B B E R .								
Coaticook		\$	\$	\$	\$	\$	\$	\$
Montreal		4,809						
Quebec		6,697	184	2,365	7,148			
Totals		14,515	184	2,374	11,957			
I N D I A N B A R K W O R K .								
Clifton		\$	\$	\$	\$	\$	\$	\$
Quebec		21	12	15	21			
Sault Ste. Marie, P.P.*		27			29			
Totals		77	12	15	50			

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	L E A T H E R .					
			C U I R .			T O I L E .		
Brantford		\$	\$	\$	\$	\$	\$	
Clifton		1,274					1,274	
Coaticook		834					834	
Kingston		503					503	
Montreal		1,410					1,410	
Prescott		62,018	12,376	1,452	18,785		29,405	
Quebec		362					362	
Sarnia		2,166					2,166	
Other Ports—Autres ports		4,059					4,089	
Totals		77,435	12,376	3,664	18,785		733	
L I N E N .								
Kingston		\$	\$	\$	\$	\$	\$	
Toronto		2,549					2,549	
Totals		17					17	
M A C H I N E R Y .								
Brighton		\$	\$	\$	\$	\$	\$	
Barwell		600					600	
Clifton		1,876					1,876	
Coaticook		7,497			4,539		1,346	
Cobourg		1,600	460				1,464	
Guelph		1,651					1,600	
Montreal		10,875	8,302				32	
Phillipsburgh		2,664					2,573	
Saint John's		2,600					2,654	
Sarnia		1,650					2,600	
Other Ports—Autres ports		2,689	200				1,650	
Totals		35,506	8,962		4,539		2,489	
M U S I C A L I N S T R U M E N T S .								
Clifton		\$	\$	\$	\$	\$	\$	
Gananoque		600					600	
Kingston		200					200	
Totals		705					705	
I N S T R U M E N T S D E M U S I Q U E .								
Clifton		\$	\$	\$	\$	\$	\$	
Gananoque		600					600	
Kingston		200					200	
Totals		1,505					1,505	

* P. P. denotes Free Ports.—signifie Port Frane.

PORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	OIL CAKE—Exported to—TOURTEAUX DE LIN—Exportés			
			Great Britain. A la Grande Bretagne.	North America. (De l'Amérique du Nord.)	British Colonies. (Aux Colonies Britanniques.)	United States. Aux Etats-Unis.	Foreign Countries. A d'autres pays étrangers.
Montreal		\$ 16,714	\$	\$	\$	\$
Quebec		4,032	4,032			
Totals		20,746	20,746			
RAGS.						
Clifton		\$ 10,084	\$	\$	\$	\$
Coaticook		11,681			10,084	
Port Erie		1,389			11,681	
London		5,837			1,389	
Montreal		19,119			5,837	
Morrisburgh		1,441	1,218		17,901	
Prescott		5,393			1,441	
Sarnia		992			5,393	
Toronto		999			992	
Windsor		1,192			999	
Other Ports—Autres ports		4,703			1,192	
Totals		62,830	1,218		4,703	61,612
SOAP.						
Montreal	Lbs. 35,330	\$ 1,700	\$	\$	\$	\$
Quebec	18,698	622	922		1,700	
St. John's	1,740	34				34
Other Ports—Autres ports	324	9	3			6
Totals	55,992	2,665	925		1,700	40

STARCH.	Lbs.	\$	ENPOIS.		Lbs.	\$	PAILLE.	Lbs.	\$
			\$	\$					
Coaticook	148	148							
Montreal	12,352	5,826	4,456	2,070					
Quebec	815	75	73						
Totals	139,385	12,575	4,529	2,070					
STRAW.									
Clarenceville		\$ 1,395	\$	\$					\$
Coaticook		162							1,395
Montreal		959							162
Philipsburgh		27							379
Totals		2,533							27
SUGAR BOXES.									
Coaticook		\$ 15,016	\$	\$					\$
Montreal		1,760							15,016
Saint John's		79,860							1,760
Totals		96,626							79,860
TOBACCO.									
Coaticook	Lbs. 164,900	\$ 45,079	\$	\$					\$
Montreal	1,012,380	303,698	18,245	4,228					22,000
Totals	1,177,280	318,777	124,270	16,884					162,544
WOOD.									
Brighton		\$ 925	\$	\$					\$
Chatham		13,017							925
Gaspé & Outports, F.P.—Ports extérieurs		682							13,017
Montreal		717	426	30					262
Prescott		5,484							5,484
Quebec		24,826	466	9,620					2,214
Sarnia		2,592							2,592
Toronto		1,155							1,155
Other Ports—Autres ports		2,880							2,880
Totals		52,278	891	10,167					26,316

No. 12.—STATEMENT OF EXPORTS.—Continued.—TABLEAU DES EXPORTATIONS.—Suite.

PORTS.	Total Quantity. Quantité totale.	Total Value. Valeur totale.	WOOLLENS—Exported to—LAINAGES—Exportés				Foreign Countries. A d'autres pays étrangers.
			Great Britain. A la Grande Bretagne.	British Colonies. (Aux Colonies Britanniques.)	United States. Aux Etats-Unis.		
Clifton		\$ 768			\$ 768		
Dover		2,100			2,100		
Dundas		616			616		
Kingston		593			593		
Montreal		1,000			1,000		
Other Ports—Autres ports.....		703			703		
Totals.....		5,780			4,480		
ALE, BEER AND CIDER.							
Clifton	Gallons. 2,162	\$ 467	\$	\$	\$ 467	\$	
Coaticook	461	168			168		
Fort Erie	2,752	188			188		
Montreal	1,176	304			304		
Prescott	23,010	2,653	113	191	2,653		
Quebec	16,586	5,168		6,168	5,168		
Other Ports—Autres ports.....	544	95			95		
Totals.....	45,693	9,043	113	5,359	3,571		

WHISKEY.		WILSKY.	
OTHER SPIRITS.		AUTRES : PIRITUEUX	
Clifton	Gallons. 183	\$ 72	\$ 72
Dover	3,840	1,090	1,090
Montreal	1,703	618	618
Quebec	742	39	39
Sutton	2,050	1,715	1,715
Other Ports—Autres ports.....	224	176	137
Totals.....	8,742	4,730	1,900
VINEGAR.			
Clifton	Gallons. 208	\$ 97	\$ 97
Dalhousie	3	10	10
Montreal	180	177	177
Windsoer	40	100	100
Totals.....	431	1,184	1,184
VINAIGRE.			
Kingston	Gallons. 6	\$ 1	\$ 1
Quebec	77	27	27
Totals.....	83	28	28
COIN AND BULLION.			
Clifton		\$ 1,501,531	\$ 1,501,531
Coaticook		150	150
Kingston		122,010	122,010
Montreal		122	122
Quebec		61,590	61,590
Totals.....		1,685,403	1,623,541

* F. P. denotes Free Ports—signifie Port Franc.

No. 12.—STATEMENT OF EXPORTS.—Continued.—TABLEAU DES EXPORTATIONS.—Suite.

P O R T S .	Total Quantity. Quantité totale.	Total Value. Valeur totale.	OTHER ARTICLES—Exported to—AUTRES ARTICLES—Exporté					
			Great Britain. A la Grande Bretagne.		British Colonies. (Aux Colonies Britanniques.)		United States. Aux Etats-Unis.	Foreign Countries. A d'autres pays étrangers.
			\$	£	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)		
Amherstburgh.....		\$ 3,590					\$ 3,590	
Chatham.....		3,194					3,194	
Chilton.....		34,248					34,248	
Cataraugus.....		13,263					9,113	
Fort Erie.....		3,548		4,150			3,548	
Gananoque.....		9,895					9,895	
Gaspé & Oupuris, F. P. ports extérieurs		3,818		949	2,869			
Goderich.....		3,600					3,600	
Guelph.....		5,184					5,184	
Kingston.....		144,053		500	292		143,261	
Montreal.....		3,331					3,331	
Paris.....		4,611					4,611	
Prescott.....		4,387					4,387	
Quebec.....		2,950		1,096	1,854			
Saint John's.....		28,574					28,574	
Sarnia.....		35,408		5			35,403	
Stanshead.....		4,632					4,632	
Other Ports—Autres ports.....		17,703					17,703	
Totals.....		325,649		6,700	5,015		310,603	
							3,331	

R. S. M. BOUCHETTE,

Commissioner of Customs.
(*Commissaire des douanes.*)

*F. P. denotes Free Ports—signifie Port Franc.

No. 13.—SUMMARY STATEMENT of the Quantity and Value of the Principal Articles of Canadian Produce and Manufacture Exported during the year 1863,—and indicating to what Country exported.
 (No. 13.—TABLEAU SOMMAIRE de la quantité et de la valeur des principaux articles des produits des effets fabriqués du Canada exportés pendant l'année 1863, et indiquant dans quel pays ils ont été exportés.)

ARTICLES.	TOTAL EXPORTS.		TO WHAT COUNTRY EXPORTED.				
	TOTAL DES EXPORTATIONS		A QUEL PAYS EXPORTES.				
	Quantities.	Total Value.	Great Britain.	BRITISH COLONIES.		United States	Other Foreign Countries.
	Quantités.	Valeur totale.	A la Grande Bretagne.	AUX COLONIES BRITANNIQUES.	Aux États-Unis.	A d'autres pays étrangers.	
THE MINE:—(DES MINES:)							
Copper—(Cuivre)	5,162	\$ 315,226	125,776		190,150		
Copper Ore—(Mineral de cuivre)	5,203	357,152	356,970		182		
Iron Ore—(Mineral de fer)	5,420	18,124	305		17,819		
Pig and Scrap Iron—(Fer en gueuse et en morceaux). ..	3,481	82,098			82,098		
Stone—(Pierre)		12,330		60	12,470		
Mineral (or Barth) Oil—(Huile minérale (ou terrestre))(Galls.	445,090	86,319	75,911	177	10,231		
Total Produce of the Mine—(Total, produit des mines)...		871,549	558,362	237	312,950		
THE FISHERIES:—(DES PÊCHERIES:)							
Fish—Dried and Smoked—(Poisson—séché et fumé)..... Cwt.	181,289	604,736	55,692	46,024	1,331	494,390	
Pickled—(Mariné)	48,749	106,524	2,293	24,554	76,114	38	
Fresh—(Frais)		27,164			27,164		
Oil—(Huile)	61,056	38,968	20,877	16,245	1,816		
Furs or Skins, the produce of Fish or creatures living in the sea } —(Fourrages ou peaux, produit du poisson ou d'animaux } vivant dans la mer)		12,621	613	6,173	5,735		
Total Produce of the Fisheries—(Total, produit des pêcheries)		789,913	79,475	92,906	112,193	494,428	
THE FOREST:—(DES FORETS:)							
Arches—Peb—(Arche/ie—Potasse)	34,886	1,088,236	897,391	903	189,942		
Pearl—(Perlasse)	6,682	191,512	159,611		31,871		
Timber—Ash—(Bois—Frêne).	8,341	42,255	38,869		2,800	686	
Hirch—Merister)	11,256	89,111	87,207		1,285	619	
Blum—(Orme)	53,392	421,180	416,250	302	910	3,718	
Maple—(Erable)	440	2,620	1,380		1,187	53	

No. 13.—SUMMARY STATEMENT OF THE QUANTITY AND VALUE, &c.—Continued.
(No. 13.—TABLEAU SOMMAIRE DE LA QUANTITÉ ET DE LA VALEUR, ETC.—Suite.)

ARTICLES.	TOTAL EXPORTS.		TO WHAT COUNTRY EXPORTED.					Other Foreign Countries.
	TOTAL DES EXPORTATIONS		A QUEL PAYS EXPORTES.					
	Quantities.	Total Value.	Great Britain	Aux Colonies Britanniques.	United States	Other Foreign Countries.		
Quantités.	Valeur totale.	A la Grande Bretagne.	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	Aux Etats-Unis.	A d'autres pays étrangers.		
THE FOREST.—Continued.—(DES FORETS.—Suite.)								
Timber—Oak (Hois—Chêne).....	73,327	\$ 754,327	509,381	8,425		111,718		
White Pine (Pin blanc).....	650,483	2,304,503	2,991,102	1,050		60,011		
Red Pine (Pin rouge).....	103,329	745,612	721,871	3,080	20	12,658		
Tamarack (Tamarac).....	19,591	124,955	80,230	1,587		89,493		
Walnut (Noyer).....	2,320	63,339	41,687			11,652	10,000	
Basswood, Butternut and Hickory—(Bois blanc, noyer } soudre, etc.).....	1,416	18,338	5,712			10,975	1,651	
Standard Staves—(Douves étalonnées).....	2,816	422,677	330,251	4,251		31,743	33,426	
Other Staves—(Autres douves).....	8,000	291,669	200,332	6,021		78,340	3,376	
Battens—(Voliges).....	194	194	232			20,885	3,028	
Knees—(Courbes).....	21,749	25,148	40	1,311		23,785	12	
Scantling—(Lambourdes).....	58,807	830	830			1,359	38,798	
Treenails—(Gournaibles).....	1,993	2,078,412	2,027,922	213	120	1,489	1,489	
Deal Ends—(Bouts de madriers).....	302,335	24,098	24,098			2,963,426	9,156	
Plank and Boards—(Planches).....	4,134	80,895	69,140	2,701	78	1,072	1,610	
Spars—(Espars).....	889	79,228	60,916	483		3,017	17,22	
Maels—(Mâts).....	2,074	608	512	60		8,050	56	
Handspikes—(Anspects).....	10,949	42,851	34,655	90		279,973	30	
Lath and Lathwood—(Lattes et bois à lattes).....	156,264	280,043	40			43,898		
Firewood—(Bois de chauffage).....	34,513	59,300		15,183	228	22,260		
Stingles—(Bardoux).....	171,000	35,548	13,250	100		120,187	38	
Railroad Ties—(Traverses de chemin de fer).....	14,001	14,001	12,447	70		1,584	1,454	
Oars—(Rames).....	12,032	130,653	\$,815			1,611	1,611	
Other Woods—(Autres bois).....		76,437				76,437		
Saw Logs—(Billets de sciage).....	68,430							
Total Produce of the Forest—(Total du produit des forêts).....		13,543,926	\$,770,348	55,477	446	4,397,103	329,552	

ANIMALS, AND THEIR PRODUCE.—(ANIMAUX, ET LEURS PRODUITS :—)

Animals—Horses—(Animaux—Chevaux).....	19,335	1,465,540	400			1,465,080	
Horned Cattle—(Bêtes à cornes).....	21,665	512,157	10			511,727	420
Swine—(Cochons).....	33,544	197,139				197,129	56
Sheep—(Moutons).....	72,208	198,707	2			198,651	
Poultry—(Volailles).....		18,204				18,202	
Produce of Animals—Bacon and Hams—(Produit des Animaux—Lard (séché et jambons).....	36,084	243,048	180,144	2,039		60,865	
Beef—(Beuf).....	6,549	40,335	26,864	2,757		10,860	240
Beeswax—(Cire).....	6,304	1,874	1,185			440	
Bear's Grease—(Graisse d'ours).....	342	340				340	
Bones—(Os).....	7,053,898	4,545	2,740			1,805	
Butter—(Beurre).....	8,562	80,192	629,417	74,519		244,341	2,294
Cheese—(Fromage).....	325,545	35,794	77,801	1,737		35,496	
Eggs—(Œufs).....	38	180		298		180	
Fur—(Fourrure).....		2,780		226		2,554	
Undressed—(Non-préparées).....		301,054	249,871	1,031		51,040	
Hides—(Peaux et pebleries).....		118,635	8,000			110,635	
Horns and Hoofs—(Cornes et sabots).....		4,536	452			4,084	
Honey—(Miel).....	1,002	108				108	
Lard—(Saindoux).....	1,884	48,587	34,437	1,696		12,261	193
Pork—(Lard).....	22,146	6,840	39,381			55,346	340
Sheep's Fat—(Peaux de moutons).....		187,262	1,060			185,802	
Tallow—(Suif).....	516	12,912	2,907	26		9,979	
Tongues—(Langues).....	15	203	153	50		283	
Venison—(Venaison).....	50	283				283	
Wool—(Laine).....	2,475,918	974,349		196		974,153	
Total Animals & their products—(Total, animaux et leurs produits).....		5,502,633	1,222,471	124,431	839	4,154,543	3,549

AGRICULTURAL PRODUCTS.—(PRODUITS AGRICOLES :—)

Balsam—(Baume).....	5,156		2,985			2,171	
Barley and Rye—(Orges et seigle).....	2,745,016	2,265,512	5,074			2,260,438	
Barley—Pot and Pearl—(Orge—Mondée et perlée).....	24,372	929	859			70	
Beans—(Fèves).....	25,731	38,094	65			38,029	
Bran—(Son).....	101,358	73,573	144			73,429	
Flax—(Lin).....	773	12,807	834			11,973	
Flax Seeds—(Grain de lin).....	3,042	5,076	7			5,069	
Flour—(Fleur).....	1,095,691	4,999,590	2,225,403	540,813	100	2,216,440	16,834
Fruit, Green—(Fruits verts).....	8,071	19,188	9,498	2,635		7,055	
Hay—(Foin).....	80	588				598	
Hops—(Houblons).....	77,974	10,063	5,132	300		4,821	
Hemp—(Chanvre).....	76	500	5,048			500	
Indian Corn—(Blé d'Inde).....	93,317	46,835		1,980		39,807	
Malt—(Dreche).....	404	500				500	
Maple Sugar—(Sucre d'érable).....	732	69	21			36	

No. 13.—SUMMARY STATEMENT OF THE QUANTITY AND VALUE, &c.—Continued.
(No 13.—TABLEAU SOMMAIRE DE LA QUANTITÉ ET DE LA VALEUR, ETC.—Suite.)

ARTICLES.	TOTAL EXPORTS.										
	TOTAL DES EXPORTATIONS										
	Quantities. Quantités.	Total Value.		Great Britain		BRITISH COLONIES.		United States		Other	
		Quantités.	Value totale.	A la Grande Bretagne.	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	Aux Etats-Unis.	A d'autres pays étrangers.			
AGRICULTURAL PRODUCTS.—(PRODUITS AGRICOLES.—Suite)		\$	\$	\$	\$	\$	\$	\$	\$	\$	
Meal (Farine) Brls.	16,305	67,756	123	8,800	458	58,273	58,273	60			
Oats (Avoine) Bus.	4,580,015	2,095,839	16	647		2,097,688	2,097,688				
Other Seeds (Autres graines) "	45,817	97,469	23,803	350		73,836	73,836				
Peas (Pois) "	1,257,860	799,459	511,075	8,676		279,638	279,638	170			
Tobacco (Tabac) Lbs.	216,631	11,354	2,610	1,323	50	7,421	7,421	110			
Vegetables (Végétaux) "	3,030,107	2,905,316	1,486,828	769		12,456	12,456				
Wheat (Blé) "		13,472,134	4,273,432	580,510	638	1,410,462	1,410,462	17,174			
Total, Agricultural Products—(Total des produits agricoles).....		11,357	7,012	1,766		1,979	1,979	110			
MANUFACTURES:		20,848	50	2,181		4	4				
Books (Livres).....	5,192	1,087	1,290	171		20,572	20,572				
Biscuits (Biscuitelles).....	9,608	10,277				10,106	10,106				
Candles (Candelles).....	370	477				477	477				
Carrriages (Voitures) No.		325				325	325				
Cottons (Coton) "		7,504				7,504	7,504				
Furs (Fourrures).....		47,540	252	2,587		44,566	44,566				
Glass (Vitres).....		14,515	181	2,374	115	11,997	11,997				
Ground Plaster and Lime (Plâtre en poudre et chaux).....		77	12	15		50	50				
Hardware (Quincaille).....		73,435	12,376	3,664		38,610	38,610				
India Rubber (Caoutchouc).....		2,566	8,962			2,566	2,566				
Indian Barkwork (Ouvrage en écorce).....		1,905	29,746			19,150	19,150				
Leather (Cuir).....		62,830	1,218			1,905	1,905				
Linen (Toile).....		55,992	5,976			61,012	61,012				
Machinery (Machines).....		139,386				40	40				
Musical Instruments (Instrumens de musique).....											
Oil Cake (Tourteau de lin).....											
Rags (Quenilles).....											
Soap (Savon).....											
Starch (Expois).....											
Total, Agricultural Products—(Total des produits agricoles).....		11,357	7,012	1,766		1,979	1,979	110			
MANUFACTURES:		20,848	50	2,181		4	4				
Books (Livres).....	5,192	1,087	1,290	171		20,572	20,572				
Biscuits (Biscuitelles).....	9,608	10,277				10,106	10,106				
Carrriages (Voitures) No.	370	477				477	477				
Cottons (Coton) "		7,504				7,504	7,504				
Furs (Fourrures).....		47,540	252	2,587		44,566	44,566				
Glass (Vitres).....		14,515	181	2,374	115	11,997	11,997				
Ground Plaster and Lime (Plâtre en poudre et chaux).....		77	12	15		50	50				
Hardware (Quincaille).....		73,435	12,376	3,664		38,610	38,610				
India Rubber (Caoutchouc).....		2,566	8,962			2,566	2,566				
Indian Barkwork (Ouvrage en écorce).....		1,905	29,746			19,150	19,150				
Leather (Cuir).....		62,830	1,218			1,905	1,905				
Linen (Toile).....		55,992	5,976			61,012	61,012				
Machinery (Machines).....		139,386				40	40				
Musical Instruments (Instrumens de musique).....											
Oil Cake (Tourteau de lin).....											
Rags (Quenilles).....											
Soap (Savon).....											
Starch (Expois).....											
Total, Agricultural Products—(Total des produits agricoles).....		11,357	7,012	1,766		1,979	1,979	110			

ARTICLES.	TOTAL EXPORTS.										
	TOTAL DES EXPORTATIONS										
	Quantities. Quantités.	Total Value.		Great Britain		BRITISH COLONIES.		United States		Other	
		Quantités.	Value totale.	A la Grande Bretagne.	North America. (De l'Amérique du Nord.)	West Indies. (Des Indes Occidentales.)	Aux Etats-Unis.	A d'autres pays étrangers.			
AGRICULTURAL PRODUCTS.—(PRODUITS AGRICOLES.—Suite)		\$	\$	\$	\$	\$	\$	\$	\$	\$	
Straw (Paille).....		2,533	203,197	76,530	580	1,953	1,953				
Sugar Boxes (Boîtes de sucre).....		96,626	142,515	21,112		96,626	96,626				
Tobacco (Tabac).....		348,777	891	10,167		185,160	185,160				
Wood (Bois).....		52,278	1,000	300		26,315	26,315			2,244	
Woolens (Laines).....		5,780	1,000	5,359		4,460	4,460				
Liquors, Ale, Beer & Cider—(Liqueurs—Ale, bière et cidre) Galls.		9,043	113	1,747		3,571	3,571				
Whi key.....		4,693				1,996	1,996				
Other Spirits—(Autres spiritueux).....		4,730				1,184	1,184				
Vinegar (Vinaigre).....		1,184		27		1,157	1,157				
Total, Manufactures—(Total des manufactures).....		868,782	203,197	76,530	41,467	542,289	542,289			5,299	
COIN AND BULLION—(LINGOTS ET MONNAIES).....		1,685,403	61,862	5,015		1,623,541	1,623,541				
OTHER ARTICLES—(AUTRES ARTICLES).....		325,649	6,700		3,331	310,603	310,603				
RECAPITULATION.											
Produce of the Mines—(Produits des mines).....		871,549	558,362	237		312,960	312,960				
" " Fisheries—(" pêcheries).....		789,913	79,475	92,946		112,193	112,193			494,428	
" " Forest—(" forêts).....		13,543,926	8,770,348	55,477		4,397,103	4,397,103			320,562	
Animals and their products—(Animaux et leurs produits).....		5,802,633	1,222,471	124,431		4,151,343	4,151,343			3,549	
Agricultural Products—(Produits agricoles).....		13,472,134	4,273,432	580,510		8,600,410	8,600,410			17,174	
Manufactures—(Articles de fabrication).....		868,782	203,197	76,530		542,289	542,289			5,299	
Coin and Bullion—(Lingots et monnaies).....		1,685,403	61,862	5,015		1,623,541	1,623,541				
Other Articles—(Autres articles).....		325,649	6,700		3,331	310,603	310,603				
Total Value of Exports—(Valeur totale des exportations).....		37,059,969	15,175,817	935,196		20,059,432	20,059,432			841,002	
62 vessels built at Quebec and exported during the year—63,207 tons, at \$43 per ton—(62 bâtimens construits à Québec durant l'année—63,207 tonneaux, à \$43 pour tonneau).....		2,287,901	2,287,901								
Total Value of Exports, as reported—(Valeur totale des exportations d'après les rapports).....		39,347,890	17,463,718	935,196		20,060,432	20,060,432			841,002	
Value of Exports from Quebec—(Valeur des exportations de Québec).....		\$11,087,748									
do do Montreal—(" Montréal).....		7,557,799									
do do Gaspé & Outports—(" Gaspé et Outports).....		764,852									
do do Rimouski—(" Rimouski).....		72,355									
do do Isle Verte—(" Isle Verte).....		6,000									
Total from Sea Ports—(Total des ports de mer).....		19,478,754									
do do Inland Ports, as reported—(Total des ports intérieurs, tel que rapporté).....		19,869,136									
do do Inland Ports, as reported—(Total des ports intérieurs, tel que rapporté).....		39,347,890									
Estimated amount not reported at Inland Ports—(Montant estimé non rapporté aux ports intérieurs).....		2,483,642									
Grand Total of Exports—(Grand total des exportations).....		\$ 41,831,532									

R. S. M. BOUCHEFFE, Commissioner of Customs.
(Commissaire des Douanes.)

No. 14.—COMPARATIVE STATEMENT of the Quantity and Value of the Principal Articles of Canadian Produce and Manufacture, Exported during the years 1861, 1862 and 1863.
 (No. 14.—TABLEAU COMPARATIF de la quantité et de la valeur des principaux produits et articles fabriqués du Canada exportés pendant les années 1861, 1862 et 1863.)

ARTICLES.	TOTAL EXPORTS. (TOTAL DES EXPORTATIONS.)					
	1861.		1862.		1863.	
	Quantity. (Quantité.)	Value. (Valeur.)	Quantity. (Quantité.)	Value. (Valeur.)	Quantity. (Quantité.)	Value. (Valeur.)
THE MINES—(DES MINES):						
Copper—(Cuivre).....Tons.	18	\$ 2,414	27	\$ 4,268	5,162	\$ 315,326
Copper Ore—(Mineral de cuivre).....	7,364	440,130	5,363	399,688	5,203	357,152
Iron Ore—(Mineral de fer).....	922	2,430	3,141	10,197	5,420	18,124
Pig and Scrap Iron—(Fer en gueuse et en morceaux).....	321	5,759	2,408	47,750	3,981	82,098
Stone—(Pierre).....	49,880	4,230	1,744,140	236,792	445,080	12,330
Mineral (or Earth) Oil—(Huile minérale, ou terrestre).....Galls.		\$ 1,155				\$ 86,319
Total, Produce of the Mines—(Total, produits des mines).....		463,118		702,906		871,949
THE FISHERIES—(DES PÊCHERIES):						
Fish—Dried and Smoked—(Poisson—Séché et fumé).....Cwt.—Qrx.	143,783	420,631	187,599	570,390	181,289	601,736
Fried—(Frais).....	86,084	203,451	29,168	50,241	48,749	106,624
Oil—(Huile).....Galls.	44,474	16,426	111,527	48,742	61,056	38,968
Furs or Skins, the produce of Fish or Creatures living in the Sea—(Fourrures ou peaux, produits du poisson ou d'animaux vivants dans la mer).....		3,933		15,320		12,321
Total, Produce of the Fisheries—(Total, produits des pêcheries).....		663,700		703,896		789,913
THE FOREST—(DES FORÊTS):						
Ashes—Pot—(Acatiss—Potasse).....Brs.	23,053	705,228	29,759	955,801	34,886	1,088,236
Peat—(Tourbe).....	6,342	173,779	8,098	250,610	6,682	191,512
Timber—Ash—(Bois de construction—Frêne).....Tons.	2,422	12,708	2,496	12,770	8,341	42,255
Birch—(Mérissier).....	8,397	60,585	4,159	22,424	11,256	89,111
Elm—(Orme).....	32,610	265,562	27,689	202,573	53,382	421,180
Maple—(Érable).....	127	1,014	139	882	440	2,620
Oak—(Chêne).....	55,979	526,997	57,436	527,317	73,327	754,328
White Pine—(Pin blanc).....	523,112	2,994,388	430,257	2,110,046	650,483	3,304,903
Red Pine—(Pin rouge).....	71,381	308,609	65,663	482,113	103,329	745,612
Tamarack—(Tamarac).....	1,802	11,116	6,861	33,301	19,591	124,955

Walnut—(Noyer).....M. ft.	948	22,991	1,456	38,443	2,820	63,339
Basswood, Butternut and Hickory—(Bois blanc, noyer, tondre, etc).....	1,786	18,524	1,477	17,687	1,416	18,338
Standard Staves—(Douves étalonnées).....Mille	1,765	248,653	2,008	254,641	2,816	422,077
Other Staves—(Autres douves).....	4,989	107,385	4,207	161,543	5,000	294,669
Battens—(Voliges).....						194
Knees—(Courbes).....	5,833	5,294	17,584	14,648	21,749	24,145
Scantling—(Lambourdes).....		18,190		20,210		25,148
Trenails—(Gournales).....		455		433		830
Deal Ends—(Bouts de madriers).....Stand Hund.	67,333	2,189,702	50,118	1,375,309	58,807	2,078,412
Plank and Boards—(Planches).....	1,929	49,750	3,528	76,032	1,993	56,370
Spars—(Espars).....M. ft.	165,583	1,570,381	246,203	2,335,726	302,335	2,999,459
Masts—(Mâts).....	5,511	29,818	2,522	42,296	4,134	80,893
Handspikes—(A aspects).....	774	38,101	1,127	74,175	889	75,228
Lath and Lathwood—(Lattes et bois à lattes).....	1,988	496	4,371	1,650	2,074	608
Firewood—(Bois de chauffage).....Cords	10,322	54,113	7,429	22,571	10,949	42,851
Shingles—(Bardaux).....	51,078	76,408	114,203	186,481	156,264	280,043
Railroad Ties—(Traverses de chemin de fer).....Mille.	15,686	30,181	24,508	44,462	34,513	59,309
Oars—(Rames).....	80,079	14,038	79,674	15,304	171,660	35,548
Other Woods—(Autres bois).....Pairs.	2,979	2,438	22,630	31,091	12,032	14,001
Saw Logs—(Billots de sciage).....No.	105,688	74,705	47,331	75,653	68,430	130,683
Total Produce of the Forest—(Total du produit des forêts).....	51,231	69,932	47,331	75,653	68,430	76,437
ANIMALS & THEIR PRODUCE—(ANIMAUX ET LEURS PRODUITS):		9,572,645		9,482,887		13,543,926
Animals—Horses—(Animaux—Chevaux).....No.	8,199	667,355	9,608	664,833	19,335	1,405,540
Horned Cattle—(Bêtes à cornes).....	15,704	384,599	14,711	299,901	21,665	512,157
Swine—(Cochons).....	27,091	161,279	12,477	59,427	33,544	197,139
Sheep—(Moutons).....	54,941	149,220	88,141	217,724	72,208	198,707
Poultry—(Volailles).....		34,581		20,546		18,204
Produce of Animals—Bacon and Hams—(Produit des Animaux—	3,854	33,440	10,648	81,602	36,084	243,048
Beef—(Beuf).....Cwt.	1,598	9,865	1,236	7,297	6,549	40,335
Bear's Grease—(Gris).....Lbs.	4,488	1,089	4,289	1,304	6,304	1,874
Bones—(Os).....		136	700	730	342	340
Butter—(Beurre).....Lbs.		7,736	1,912	1,912	2,646	4,545
Cheese—(Fromage).....	7,275,426	841,646	8,305,578	7,053,898	5,671	5,671
Eggs—(Œufs).....Cwt.	2,628	23,937	4,390	49,226	8,662	80,192
Feathers—(Plumes).....Doz.	969,149	93,341	566,305	59,940	325,845	35,794
Furs—Dressed—(Fourrures—Préparées).....Lbs.	1,402	541	284	116	358	180
Undressed—(Non-préparées).....		68		2,646		2,780
Hides and Pelts—(Peaux et pelettes).....		240,528		262,028		301,854
Horns and Hoofs—(Cornes et sabots).....		106,121		134,748		305,897
Honey—(Miel).....Lbs.	33	2,822		2,949		4,536
Lard—(Saindoux).....		4		64		108
Pork—(Lard).....Cwt.	408	9,759	1,043	28,853	1,002	48,587
Tallow—(Suif).....Lbs.	81,032	487,568	34,681	170,218	22,146	102,398
Tongues—(Langues).....Kegs.	23	563	257	6,344	516	12,912
	14	62	31	112	15	203

No. 14.—COMPARATIVE STATEMENT of the Quantity and Value of the Principal Articles, &c.—Continued.
(No. 14.—ÉTAT COMPARATIF de la quantité et de la valeur des principaux produits et articles, etc.—Suite.)

TOTAL EXPORTS.—(TOTAL DES EXPORTATIONS.)						
ARTICLES.	1861.		1862.		1863.	
	Quantity. (Quantité.)	Value. (Valeur.)	Quantity. (Quantité.)	Value. (Valeur.)	Quantity. (Quantité.)	Value. (Valeur.)
ANIMALS, &c.—Continued.—(ANIMAUX, etc.—Suite.)		\$		\$		\$
Wool—(Laine).....	1,564,588	434,189	2,066,230	724,830	2,475,918	974,349
Total Animals & their products—(Total, animaux et leurs produits).....		3,681,408		3,923,590		5,502,633
AGRICULTURAL PRODUCTS.—(PRODUITS AGRICOLES)						
Balsam—(Baume).....	2,203,763	2,825	2,148,926	3,220	2,751,109	5,169
Barley and Rye—(Orges et seigle).....	6,462	1,092,984	24,920	31,981	25,731	2,266,441
Bbeans—(Fèves).....	38,671	23,690	28,591	14,088	101,358	38,094
Bran—(Son).....	388	6,452	483	5,530	775	73,573
Flax—(Lin).....	3,630	4,970	15,410	27,783	3,042	12,807
Flax Seeds—(Graines de lin).....	1,268,299	6,614,665	1,201,819	5,843,884	1,095,691	5,076
Flour—(Fleur).....	4,417	12,258	7,490	18,032	8,071	4,999,980
Fruit, Green—(Fruits verts).....	197	1,443	791	5,101	89	19,188
Hay—(Foin).....	43,757	6,026	69,670	9,769	77,974	10,053
Hemp—(Chanvre).....	742,476	310,637	871,214	410,698	93,317	46,835
Hops—(Houblons).....			160	162	404	500
Indian Corn—(Blé-d'Inde).....	4,427	369	5,245	732	782	69
Malt—(Drèche).....	64,261	258,830	17,650	72,365	16,305	67,756
Maple Sugar—(Sucre d'érable).....	2,111,046	643,023	1,905,980	642,688	4,580,018	2,098,838
Meal—(Farine).....	40,205	98,200	92,637	44,243	97,489	97,489
Oats—(Avoine).....	2,110,968	1,497,309	1,093,169	735,927	1,257,860	799,459
Other Seeds—(Autres graines).....	25,506	1,622	190,682	72,030	216,681	11,354
Peas—(Pois).....	7,098,252	23,877		4,072		13,411
Tobacco—(Tabac).....		7,634,809	5,741,479	5,515,200	3,030,407	2,905,940
Vegetables—(Végétaux).....		18,236,476		15,041,002		13,472,134
Wheat—(Blé).....		2,340		2,254		11,867
Total, Agricultural Products—(Total des produits agricoles).....		7,836		12,679		20,848
MANUFACTURES:						
Books—(Livres).....	6,855	1,018	6,745	661	5,192	1,087
Biscuits.....	287	15,377	256	12,880	370	21,873
Candles—(Chandelles).....						
Carrriages—(Voitures).....						
Total, Manufactures.....		15,377		12,880		21,873

ARTICLES.	1861.		1862.		1863.	
	Quantity. (Quantité.)	Value. (Valeur.)	Quantity. (Quantité.)	Value. (Valeur.)	Quantity. (Quantité.)	Value. (Valeur.)
Cottons—(Cotons).....	2,663	18,387				10,277
Eure—(Fourrures).....	3,067	58				477
Glass—(Vitres).....	1,436	375				325
Ground Plaster and Lime—(Plâtre en poudre et chaux).....	4,240	7,567				7,504
Hardware—(Quincaille).....	7,499	9,403				47,540
India Rubber—(Caoutchouc).....	32,062	34,730				14,515
Indian Barkwork—(Ouvrage en corce).....	936	527				77
Leather—(Cuir).....	7,659	6,308				73,435
Linen—(Toile).....	1,200	899				2,666
Machinery—(Machines).....	11,925	11,053				35,696
Musical Instruments—(Instruments de musique).....	798	925				1,505
Oil Cake—(Tourteaux de lin).....	44,011	41,733				20,746
Rags—(Guenilles).....	13,440	65,101				62,830
Soap—(Savon).....	480	682				12,675
Straw—(Paille).....	7,023	6,629				139,385
Straw—(Empois).....	1,336	1,245				2,533
Sugar Boxes—(Boîtes de sucre).....	36,812	28,401				96,626
Tobacco—(Tabac).....						348,777
Wood—(Bois).....	46,089	41,765				52,278
Woolens—(Laines).....	1,255	91,403				5,780
Liquors—Ale, Beer & Cider—(Liqueurs—Ale, bière et cidre).....	4,238	3,281				9,043
Whiskey.....	17,863	14,257				4,730
Other Spirits—(Autres spiritueux).....	32,618	13,620				1,184
Vinegar—(Vinaigre).....	24,798	4,562				28
	228	58				868,782
Total Manufactures—(Total des manufactures).....	289,130	415,327				1,685,403
COIN AND BULLION—(LINGOTS ET MONNAIES).....	244,513	178,997				325,649
OTHER ARTICLES—(AUTRES ARTICLES).....	154,718	242,002				1868.
PRODUCE OF THE MINES—(Produits des mines).....		180.				\$
“ Fisheries—(“ pêcheries).....		463,115				702,006
“ Forest—(“ forêts).....		663,700				789,913
Animals and their products—(Animaux et leurs produits).....		9,572,645				13,543,926
Agricultural Products—(Produits agricoles).....		3,681,408				5,602,633
Manufactures—(Articles de fabrication).....		18,236,476				13,472,134
Coin and Bullion—(Lingots et monnaies).....		289,130				415,327
Other Articles—(Autres articles).....		244,513				868,782
Total Value of Exports—(Valeur totale des exportations).....		33,305,768				37,059,959
Value of ships built at Quebec—(Valeur des navires construits à Québec).....		1,411,450				988,428
Estimated amt of exports, short returned et Inland Ports—(Estim'n du déficit sur le montant des export. aux ports de l'intérieur).....		1,896,947				2,287,991
Grand Total of Exports—(Grand total des exportations).....		36,614,195				2,483,642

R. S. M. BOUCHETTE, *Commissioner of Customs.*
(*Commissaire des Douanes.*)

No. 15.—COMPARATIVE STATEMENT shewing the Value of the Principal Articles exported from Canada, *Seaward*, via the St. Lawrence, during the years 1862 and 1863. (No. 15.—TABLEAU COMPARATIF indiquant la valeur des principaux articles exportés du Canada par la voie du St. Laurent, pendant les années 1862 et 1863.)

ARTICLES.	1862.		1863.	
	Quantity.	Value.	Quantity.	Value.
	Quantité.	Valeur.	Quantité.	Valeur.
Ashes—Pot & Pearl—(Alcalis—potasse et perlasse)..Brls.	25,350	\$ 819,071	26,987	\$ 832,574
Biscuit				20,650
Butter—(Bcurre).....Cwt.—Qtz.	57,347	755,673	44,775	600,598
Cheese—(Fromage).....“	3,953	45,130	8,608	72,378
Coin and Bullion—(Monnaies et lingots).....		178,847		61,590
Copper Ore—(Minerais de cuivre).....Tons.	147	14,944	6,696	482,146
Fish, dried and pickled—(Poisson, séché et mariné).....		608,650		665,144
Fish Oil—(Huile de poisson).....Galls.	78,246	43,379	58,360	36,957
Flour and Meal—(Fleur de farine).....Brls.	624,130	3,119,324	590,829	2,695,928
Furs and Skins—(Fourrures et peaux).....		214,182		198,046
Lard—(Saindoux).....Cwt.			4,812	33,715
Leather—(Cuir).....				32,659
Manufactures of Wood—(Articles de bois fabriqués).....		18,753		39,509
Pork and Beef—(Lard et bœuf).....Brls.	7,447	100,825	16,436	237,927
Timber, Ash—(Bois—Frêne).....Tons.	2,496	12,770	7,669	39,455
Birch—(Mériscier).....“	4,159	32,424	11,078	88,122
Deal, Stand. hund.—(Madriers) Cent étalon.	40,899	1,838,925	60,471	2,125,512
Elm—(Orme).....Tons.	27,480	201,672	53,243	420,270
Lath—(Lattes).....“	4,468	27,073	5,808	34,801
Oak—(Chêne).....“	36,647	397,892	52,132	622,146
Planks and Boards—(Planches).....M. Fect.	4,457	57,879	4,430	37,523
White Pine—(Pin blanc).....Tons.	387,832	1,960,142	579,512	3,051,813
Red Pine—(Pin rouge).....“	62,278	441,087	101,835	737,629
Spars, Masts and Handspikes—(Espars, } mâts et aspects).....		81,972		144,376
Staves—(Douves).....Mille.	4,005	361,973	6,167	504,418
Walnut—(Noyer).....Tons.	717	25,339	1,732	51,687
Other Woods—(Autres bois).....		64,880		95,225
Peas—(Pois).....Bus.	689,569	510,283	736,179	512,985
Wheat—(Blé).....“	2,614,977	2,609,443	1,488,375	1,487,419
Mineral (or Earth) Oil—(Huile minérale ou terrestre) Gl.	1,353,112	214,649	350,530	76,088
Tobacco, Manufactured—(Tabac, manufacturé).....Lbs			470,520	141,154
Other Articles—(Autres articles).....		154,668		119,326
		14,411,849		16,391,172
Add Goods in transitu from United States—(Ajoutez } —les marchandises en transit pour les Etats-Unis). }		5,198,920		2,997,818
Total Exports Seaward, via St. Lawrence—(Total des } exportations par la voie du St. Laurent). }		19,610,760		19,338,990
RECAPITULATION OF IMPORTS AND EXPORTS, VIA ST. LAURENCE.				
RECAPITULATION DES IMPORTATIONS ET EXPORTATIONS VIA ST. LAURENT.				
Imports—(Importations)		17,601,019		16,439,930
Goods in Transitu for United States—(Marchandises } en transit pour les Etats-Unis)..... }		490,298		512,245
Exports—(Exportations)		14,411,849		16,391,172
Goods in Transitu from United States—(Marchan- } dises en transit des Etats-Unis)..... }		5,198,920		2,997,818
Value of Ships built at Quebec—(Valeur des vais- } seaux construits à Québec)..... }		988,438		2,287,901
Total Value of Imports and Exports, via St. Law- } rence,—(Valeur totale des importations et expor- } tations via le St. Laurent)..... }		38,690,514		38,629,066

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des douanes.)

No. 16.—STATISTICAL VIEW of the Commerce of Canada, exhibiting the Value of Exports to, and Imports from Great Britain, her Colonies, and Foreign Countries, together with the Tonnage of Vessels arriving and departing during the year 1863,—including in such Tonnage the Vessels engaged in the Inland Trade.

(No. 16.—APERÇU STATISTIQUE du commerce du Canada, montrant la valeur des exportations et importations en Angleterre, de ses colonies et autres pays étrangers, ainsi que du tonnage des navires qui y sont arrivés et en sont partis pendant l'année 1863,—comprenant dans ce tonnage les navires engagés dans le commerce de l'intérieur.

	COMMERCE.		SHIPPING.—NAVIGATION.					
	Value of Exports. (Valeur des exportations.)	Value of Imports. (Valeur des importations.)	Tonnage des vaisseaux Britanniques.)		Tonnage of Foreign Vessels. (Tonnage des vaisseaux étrangers.)		Total.	
			Entered Inwards. (Entrés.)	Cleared Outwards. (Sortis.)	Entered Inwards. (Entrés.)	Cleared Outwards. (Sortis.)	Entered Inwards. (Entrés.)	Cleared Outwards. (Sortis.)
Great Britain—(Grande Bretagne)	\$ 17,463,718	\$ 20,177,572						
North American Colonies—(Colonies de l'Amérique du Nord)	935,196	510,713						
British West Indies—(Indes Occidentales Britanniques).....	57,542	132,195						
United States of America—(Etats-Unis de l'Amérique).....	22,534,074	23,109,362	2,578,937	2,575,284	2,001,073	1,855,043	4,580,010	4,460,327
Other Foreign Countries—(Autres pays étrangers).....	841,002	2,034,651						
Totals.....	41,831,532	45,964,493						

NOTE.—For Tonnage of Sea-going Vessels, Inwards and Outwards, included in this Table, see Tables Nos. 29, 31 and 32.—(Pour le tonnage des vaisseaux de mer entrés et sortis, compris dans ce tableau, voir les tableaux Nos. 29, 31 et 32.)

No. 17.—COMPARATIVE STATEMENT of the Value of Imports and Exports of Canada, during the years 1862 and 1863
(No. 17.—TABLEAU COMPARATIF de la valeur des importations et exportations du Canada pendant les années 1862 et 1863.)

	Imports—(Importations.)		Total Imports and Exports—(Total des importations et exportations.)	
	(Exports—Exportations.)	Imports—(Importations.)		
1862	\$ 32,596,125	\$ 48,600,433	\$ 82,196,758	
1863.....	41,831,532	45,964,493	87,796,025	
Increase in 1863— augmentation en 1863.....	.....	.....	5,599,267	or 6 2-5 p. cent—ou 6 2-5 p. c.

R. S. M. BOUCHETTE,
Commissioner of Customs—(Commissaire des Douanes.)

No. 19.—COMPARATIVE STATEMENT of the Gross and Net Revenue received from Customs, for the years 1859, 1860, 1861, 1862 and 1863.

(No. 19.—TABLEAU COMPARATIF des recettes brutes et nettes des douanes, pour les années 1859, 1860, 1861, 1862 et 1863.)

	1859.	1860.	1861.	1862.	1863.
Gross Receipt of Duties—(Recettes brutes des droits).....	\$ cts. (1) 4,439,967 22	\$ cts. (2) 4,700,502 76	\$ cts. (3) 4,770,445 20	\$ cts. (4) 4,655,882 71	\$ cts. (5) 5,170,868 87
Charges for Collection—(Frais de perception).....	318,164 79	338,400 06	344,175 16	360,398 74	345,336 70
LESS—Return Duties and Balances—(Moins—Droits remis et balances).....	4,121,802 43	4,422,102 70	4,426,270 04	4,295,433 97	4,825,632 17
	1,709 51	16,997 86	15,109 22	22,703 72	19,399 68
Net Revenue of Customs Duties—(Revenu net des droits de douanes).....	4,123,511 94	4,405,104 84	4,411,160 82	4,272,780 25	4,806,132 49

NOTE. (1)—In this is included the sum of \$2,121 10, being Amount of Warehouse Account at Quebec, Montreal and Toronto.

(NOTE. (1).—Dans ceci se trouve compris la somme de \$2,121 10, montant du compte d'entrepôt de Québec, Montréal et Toronto.)

(2)	do	do	do	do	do
(3)	do	do	do	do	do
(4)	do	do	do	do	do and Hamilton.
(5)	do	do	do	do	do

R. S. M. BOUCHELETTE,
Commissioner of Customs.
(Commissaire des douanes.)

No. 18.—COMPARATIVE RETURN of the Value of the Exports of the Domestic Produce and Manufactures—the Value of Goods entered for Consumption—and the Amounts of Duties collected at each Port in Canada—during the years 1861, 1862, 1863 and 1864.

(No. 18.—TABLEAU COMPARATIF de la valeur des exportations des produits et manufactures domestiques—de la valeur des marchandises importées pour consommation—et du montant des droits perçus à chaque port en Canada, pendant les années 1860, 1861, 1862 et 1863.)

PORTS.	1860.			1861.			1862.			1863.		
	Exports.	Imports.	Duty.	Exports.	Imports.	Duty.	Exports.	Imports.	Duty.	Exports.	Imports.	Duty.
	Exportat's.	Importat's.	Droit.	Exportat's.	Importat's.	Droit.	Exportat's.	Importat's.	Droit.	Exportat's.	Importat's.	Droit.
	\$	\$	\$ cts.	\$	\$	\$ cts.	\$	\$	\$ cts.	\$	\$	\$ cts.
1 Amherst	264,432	43,281	3,373 92	77,744	11,867	610 50	78,053	6,524	201 68	119,630	7,965	144 01
2 Amherstburgh	58,439	46,919	4,869 62	77,744	58,998	4,418 62	54,988	54,988	3,685 32	50,724	50,724	3,195 92
3 *Bath	109,747	5,427	568 75	45,547	2,811	237 25	7,861	2,781	134 40			
4 *Bayfield	2,593	1,407	85 40	80,163	1,266	126 31	53,333	2,205	14 74			
5 *Beauce	400,008	172,949	22,260 27	291,594	173,955	23,027 85	2,116	6,886	54 46	749	4,263	110 95
6 Belleville	466,674	154,852	27,605 08	379,844	205,777	28,983 52	276,225	150,279	13,675 96	391,799	126,588	11,653 09
7 Brantford	147,102	19,488	1,443 74	110,364	15,558	1,743 47	324,058	155,766	20,344 85	345,906	141,608	19,062 92
8 Brighton	81,528	215,900	23,547 66	88,045	167,351	13,798 10	80,180	10,519	770 42	52,556	10,278	360 88
9 Brockville	183,915	16,444	2,272 05	128,223	11,889	1,469 44	141,455	178,700	9,177 40	187,182	245,724	8,166 38
10 Barwell	308,225	381,329	62,760 96	102,192	464,146	67,418 97	133,314	18,217	1,140 72	167,198	11,818	902 16
11 Bytown	208,560	87,409	11,358 83	152,217	77,333	7,979 02	271,624	442,813	45,393 19	318,772	402,366	42,880 27
12 Chatham	125,530	188,890	2,514 03	47,888	160,549	1,260 70	300,909	92,615	7,871 63	440,785	39,424	7,055 53
13 Chippawa	57,234	9,904	798 45	44,373	7,245	852 55	67,502	247,805	1,515 20	98,975	470,259	932 87
14 Clarenceville	577,295	263,446	21,912 06	556,746	314,437	21,927 92	85,639	6,676	392 50	137,794	7,606	518 33
15 Clifton	2,575,222	286,094	15,281 66	2,548,550	222,450	10,848 36	561,667	345,857	32,193 16	2,382,112	3,023,467	27,689 16
16 Coaticook	325,186	224,114	29,074 64	122,908	206,362	26,431 53	2,209,407	296,436	7,203 48	1,450,582	318,903	7,832 11
17 Cobourg	5,792	12,182	1,157 75	6,134	24,427	1,921 05	78,007	176,860	18,934 31	80,164	114,169	4,519 19
18 Colborne	18,368	348,087	1,272 50	12,731	201,927	565 50	11,229	19,769	1,559 83	14,298	13,171	1,065 81
19 *Collingwood	48,774	38,028	2,092 16	40,645	36,236	1,672 54	19,535	731,261	1,144 61			
20 Cornwall	22,738	3,170	142 25	2,906	2,820	166 62	24,263	27,911	1,655 10	25,985	31,594	885 07
21 *Côteau-du-Lac	84,215	23,286	2,270 36	59,588	22,828	1,831 87	10,887	1,873	35 25	3,309	428	13 20
22 Cramahuc	215,297	13,506	1,674 86	301,657	30,778	1,178 35	37,938	21,614	2,123 68	61,792	36,966	1,834 95
23 *Credit	153,284	370,192	38,332 56	144,882	547,027	23,112 47	205,554	24,994	538 81		9,889	1,977 80
24 Dalhousie	125,582	45,287	6,033 23	146,664	67,451	9,001 15	165,540	418,857	37,306 16	85,046	428,366	32,347 65
25 Darlington	326,620	37,783	5,498 17	176,282	37,025	4,293 91	102,829	40,990	5,345 39	49,192	23,208	1,739 70
26 Dundas	239,263	61,361	8,718 66	113,606	114,713	13,904 65	130,640	49,108	2,389 19	237,235	42,817	6,086 73
27 Dundee	21,354	59,252	1,159 17	50,381	138,468	2,564 62	133,708	91,841	4,831 13	215,811	90,059	3,979 80
28 Dunnville	197,442	24,656	1,603 82	151,083	29,973	1,942 75	48,533	115,934	1,567 92	64,069	125,157	1,570 57
29 Elgin	643	7,110	494 70	2,970	8,308	216 49	202,300	31,967	1,759 71	196,416	32,011	1,257 26
30 Fort Erie	664,266	109,107	11,445 84	698,019	138,809	12,925 62	3,968	16,326	93 73	10,554	6,136	79 00
31 Frelighsburg	70,634	26,969	1,977 53	69,991	29,248	2,222 91	673,685	132,680	9,938 93	335,329	124,356	8,758 81
32 Gananoque	22,872	28,438	2,776 44	15,841	29,569	2,172 11	76,066	22,955	1,452 87	79,298	45,234	1,376 65
33 Gaspé	273,094	106,253	7,465 85	630,477	374,729	11,382 80	13,995	7,963	799 28	23,380	993 63	33
34 *Georgetown	68,440	14,926	2,298 04	26,951	6,888	1,132 80	691,075	420,130	754,832	428,623		
35 Goderich	161,407	42,640	3,542 11	306,254	169,015	9,092 01	34,519	5,700	642 40	49,882	14,703	2,242 16
36 Guelph	164,927	136,236	20,744 75	220,095	137,617	17,995 32	150,946	271,836	7,687 47	122,540	224,456	4,086 18
37 Hamilton	1,353,948	2,376,804	418,149 08	1,674,297	2,656,639	434,457 45	209,285	111,357	11,149 96	290,721	106,438	14,888 32
38 Hemmingford	63,717	17,427	2,421 30	48,989	32,237	1,366 45	1,710,637	2,894,200	432,788 86	933,324	2,719,752	403,193 58
39 Hope	198,732	108,191	12,408 89	175,065	118,615	12,506 03	67,343	42,045	1,503 49	183,164	38,696	1,107 30
40 *Huntingdon	9,270	10,639	361 05				344,470	145,783	10,929 10	516,412	167,112	10,447 45
41 Isle Verte	65,072			69,600						6,000		
42 Kingston	432,598	2,016,979	97,701 36	415,081	4,487,587	102,415 75	31,581	6,560,211	72,060 77	968,635	4,517,827	83,863 96
43 Kingsville	34,197	6,523	662 47	22,841	5,136	492 00	455,192	5,560,211	72,060 77	968,635	4,517,827	83,863 96
44 Lacolle	68,743	7,588	823 35	54,616	9,083	976 80	32,703	5,465	577 30	41,338	7,227	930 71
45 London	476,726	744,086	129,696 70	380,450	882,002	145,943 74	51,571	5,732	608 60	106,904	6,858	466 45
46 *Maitland		18,026	79 39	2,400	11,516	45 03	290,109	841,101	141,893 50	394,237	637,277	123,676 88
47 *Milford	58,534	2,568	241 80	38,803	2,225	152 28	2,903	6,368	47 95	1,154	14,481	256 48
48 Montreal	6,020,715	15,334,010	2,453,853 22	10,415,738	16,197,574	2,393,486 69	25,906	3,224	189 11	7,116	1,619	73 41
49 Morrisburgh	33,600	29,185	859 35	30,694	16,859	1,848 81	8,765,594	20,183,836	2,400,557 11	7,557,799	18,604,794	2,990,011 55
50 Napanee	199,893	38,627	4,080 75	189,014	31,805	3,955 79	43,351	23,575	345 25	43,673	37,061	444 86
51 New Carlisle	253,363	137,024	14,708 38	35,468	5,472	198 13	163,729	39,764	2,443 02	199,492	41,241	1,476 17
52 Newcastle	65,291	19,581	3,029 77	78,600	23,645	3,824 84	2,187	2,187	372 33	4,923	463 40	52
53 Niagara	66	35,440	5,798 49		24,062	3,958 07	35,140	12,428	2,198 21	31,873	13,773	2,709 02
54 Oakville	173,362	15,260	1,462 60	128,273	14,879	1,848 81	18,257	2,635 73	79	11,065	3,472 60	54
55 Oshawa	71,929	75,188	7,087 65	89,049	68,848	6,743 60	2,000	18,257	2,635 73	79	11,065	3,472 60
56 Owen Sound	17,797	12,036	1,665 86	5,211	9,972	1,512 71	84,147	9,414	510 14	103,337	11,823	912 82
57 Paris	153,835	44,466	3,932 40	139,297	57,435	5,214 03	26,563	65,520	6,693 40	42,383	54,262	6,695 88
58 Penetanguishene	7,682	347	22 23	4,440			6,884	6,224	6,983 37	7,845	633 88	57
59 Philipsburgh	83,815	41,859	5,935 60	55,462	31,616	2,540 05	192,677	43,824	4,182 40	254,159	57,059	6,306 07
60 Picton	137,908	43,287	6,241 21	87,100	53,134	8,550 67	2,040	1,405	68 90	3,033	803	49 83
61 Pottou	6,220	16,269	925 84	13,068	14,203	1,037 56	52,442	21,662	1,391 29	37,683	36,422	1,296 73
62 Prescott	179,705	515,319	17,711 39	162,889	801,007	16,711 39	54,095	25,847	3,236 09	187,168	16,820	1,371 55
63 Quebec	7,271,959	3,358,676	468,994 46	8,316,322	6,434,360	494,103 16	5,244	12,009	507 84	3,389	15,480	465 97
64 Queenston	41,895	29,675	2,333 19	30,026	22,850	2,531 95	151,782	863,544	12,346 52	623,636	943,851	10,712 70
65 Rimouski	49,884			74,065			6,813,164	5,337,447	543,555 69	11,087,748	4,984,192	588,053 70
66 Rondeau	33,916	6,116	84 32	29,756	741	58 86	15,251	22,615	2,976 59	3,178	13,175	1,966 53
67 Rowan	184,411	14,555	1,581 22	175,612	6,788	811 64	40,988	122	0 60	72,355		
68 Russelltown	41,328	11,224	946 89	16,984	9,946	882 88	40,988	122	0 60	72,355		
69 Saint John's	2,008,633	171,238	6,868 84	719,367	153,025	5,540 40	235,106	16,070	984 74	179,461	24,679	872 97
70 *Saint Regis	10,377	26,917	2,260 67				42,346	9,984	577 09	13,108	9,001	596 16
71 Sarnia	167,947	724,127	9,499 57	156,820	1,326,777	9,326 12	1,409,215	336,420	6,080 90	3,045,624	268,125	4,091 79
72 Saugeen	19,658	4,504	429 61	8,326	6,136	209 93	260,676	1,176,937	10,233 06	363,163	491,902	7,863 53
73 Sault Ste. Marie	298,478	37,395	3,018 65	235,511	109,730	3,432 81	11,853	8,240	115 23	16,482	4,085	61 53
74 Stanley	256,966	58,722	4,456 90	131,627	65,028	3,570 51	305,858	90,420		430,548	115,872	17 04
75 Stanstead	174,910	144,232	7,272 22	144,232	79,247	8,264 12	13,076	77,205	2,388 56	294,231	46,968	1,134 28
76 Stratford	100,521	60,341	9,579 45	123,227	74,291	9,964 30	152,201	53,020	4,841 15	254,601	75,329	4,327 23
77 Sutton	41,350	15,452	1,547 17	38,505	16,099	1,368 76	162,790	41,170				

No. 20.—COMPARATIVE STATEMENT of the Quantity and Value of Goods imported into the Free Port of Gaspé, from British and Foreign Ports, during the years 1862 and 1863.
(No. 20.—TABLEAU COMPARATIF de la quantité et de la valeur des marchandises importées au port franc de Gaspé, des ports Anglais et étrangers, pendant les années 1862 et 1863.)

ARTICLES.	1862.		1863.	
	Quantity. Quantité.	Value. Valeur.	Quantity. Quantité.	Value. Valeur.
		\$		\$
Spirits—Whiskey—(Spiritueux—Whisky).....Gallons	120	79	733	633
Brandy—(Eau-de-vie)....."	2,212	2,408	2,299	3,246
Gin—(Genièvre)....."	27,622	11,445	46,206	19,554
Rum—(Rhum)....."	6,923	4,284	8,396	5,015
Spirits of Wine and Alcohol—(Esprits de vin et alcool)....."			213	168
Coffee, green—(Café, vert).....Lbs.	16,831	3,167	31,336	5,288
do roasted or ground—(Café, grillé ou moulu)...."	935	181	8,180	1,028
Cigars—(Cigares)....."	20	46	133	61
Molasses—(Mélasse).....Gallons.	111,722	21,988	87,699	19,932
Sugar, refined or white bastard—(Sucre, raffiné ou bâtard blanc).....Lbs. }	11,719	1,333	22,563	2,028
do other than above—(do autres espèces)....."	229,730	11,686	115,674	6,115
Confectionery—(Confiserie)....."	3,143	616	4,439	888
Tea—(Thé)....."	98,868	35,617	103,787	32,108
Tobacco, manufactured—(Tabac, fabriqué)....."	53,552	17,184	50,954	15,959
Snuff—(Tabac à priser)....."	115	23	11	5
Spices—(Epices)....."	699	126	289	90
Dried fruits and nuts—(Fruits secs et noix)....."	10,482	922	23,083	2,224
Starch—(Empois)....."	938	104	700	70
Soap—(Savon)....."	26,542	1,714	37,772	2,322
Blacking—(Cirage)....."		19		12
Patent medicines and medicinal preparations—(Médicines et préparations médicinales brevetées)....."		92		153
Malt liquors in wood—(Liqueurs de malt en cercle)Galls.	90	32		
do in bottles—do (en bouteilles).....doz.	141	193	184	284
Wine of all kinds in wood—(Vins de toutes sortes en cercles).....Gallons. }	1,583	1,604	2,344	2,355
do in bottles—(do en bouteilles).....doz.	93	562	370	2,255
Wearing apparel—(Vêtements)....."		16,991		12,106
Manufactures of Leather—(Cuir ouvré)....."		11,093		14,294
do Woollens—(Laines do)....."		32,276		23,710
do Cottons—(Cotons do)....."		53,580		52,739
do Silks and velvets—(Soies et velours do)....."				577
do Hardware—(Quincaillerie do)....."		17,572		20,845
do Leather or imitation thereof—(Cuir ou imitation do)....."		3,337		4,039
do Glassware—(Verrerie do)....."		1,252		832
do Fancy goods—(Articles de fantaisie do)....."		4,566		512
do Wood—(Articles de bois do)....."		2,358		2,306
Candles—(Chandelles)....."		1,507		1,408
Crockery and Earthenware—(Faïence et poterie do)....."		3,742		5,526
Cordage....."		17,969		10,837
Gunpowder—(Poudre)....."		1,411		944
Oils, rectified or prepared—(Huiles, rectifiées et préparées).....Gallons. }	3,004	2,445	3,658	3,458
Jewellery and watches—(Bijouterie et montres)....."		73		124
Iron—(Fer)....."		3,296		3,350
Steel, wrought or cast—(Acier, forgé ou fondu)....."		151		135
Other articles—(Articles divers)....."		24,086		30,817
Total dutiable goods—(Total des marchandises payant des droits)..... }		313,120		310,352
Free Goods—(Marchandises exemptes de droits)....."		107,060		118,271
Totals.....		420,180		428,623
Value of Imports at Gaspé, Outports, 1863—(Valeur des import's. à Gaspé et ports extérieurs, 1863).....		\$428,623		\$428,623
do do 1862—(do do 1862).....		do		do
Increase in 1863—(Augmentation en 1863).....				\$8,443

R. S. M. BOUCHETTE,
Commissioner of Customs—(Commissaire des douanes.)

No. 21.—COMPARATIVE STATEMENT of the Quantity and Value of Goods Imported into the Free Ports of Sault Ste. Marie, from British and Foreign Ports,—during the years 1862 and 1863.

(No. 21.—TABLEAU COMPARATIF de la quantité et de la valeur des marchandises importées au port franc du Sault Ste. Marie, des ports anglais et étrangers, pendant les années 1862 et 1863.)

ARTICLES.	1862.		1863.	
	Quantity. Quantité.	Value. Valeur.	Quantity. Quantité.	Value. Valeur.
Spirits—Whiskey—(Spiritueux—Whisky)..... Galls.	7,712	2,188	4,264	1,081
Brandy—(Eau-de-vie)..... "	511	549	588	1,261
Gin—(Genièvre)..... "	446	199	142	162
Rum—(Rhum)..... "	49	66	84	56
Coffee, Green—(Café, vert)..... Lbs.	137	29	3,360	656
do Roasted or Ground—(Café, grille ou moulu)... "	262	44	196	34
"..... "	22	15	1,778	271
Cigars—(Cigares)..... Galls.	163	78	550	228
Molassos—(Mélasse)..... "				
Sugar, Refined or White Bastard—(Sucre, raffiné ou blanc bâtard)..... Lbs.	6,001	542	24,649	2,802
Sugar, other than above—(Sucre, autres espèces)..... "	37,787	2,295	73,216	5,546
Confectionery—(Confiserie)..... "	583	85	2,439	554
Tea—(Thé)..... "	6,339	3,406	14,531	3,331
Tobacco, Manufactured—(Tabac, fabriqué)..... "	1,264	556	7,371	2,854
Spices—(Epices)..... "	44	7	115	24
Dried Fruits and Nuts—(Fruits secs et noix)..... "	5,845	385	7,287	733
Soap—(Savon)..... "	3,035	185	7,319	516
Malt Liquors, in Wood—(Liquors de malt, en cercles).. Galls.	5,476	1,228	362	147
do in Bottles—(do en bouteilles)... Doz.	12	31		
Wine of all kinds, in Wood—(Vins de toutes sortes, en cercles)..... Galls.	393	320	494	594
Wine of all kinds, in Bottles—(Vins de toutes sortes, en bouteilles)..... Doz.	120	308	37	115
Wearing Apparel—(Vêtements).....		4,037		13,415
Manufactures of Leather—(Cuir, ouvré).....		877		3,190
do of Woollens—(Laines, do).....		22,293		16,834
do of Cottons—(Cotons, do).....		6,675		7,942
do of Hardware—(Quincaillerie, ouvré).....		5,432		4,711
do of Glassware—(Verrerie, do).....		88		669
do of Fancy Goods—(Arti's de fantais', ouvrés).....		393		1,051
do of Wood—(Articles de bois).....				342
Candles—(Chandelles).....		1,442		675
Crockery and Earthenware—(Faïence et poterie).....		3		8
Cordage—(Cordages).....		100		94
Gunpowder—(Poudre).....		4,992		4,306
Hay—(Foin)..... Tons.	47	660	28	465
Leather—Tanned—(Cuir tanné).....		605		97
Musical Instruments—(Instruments de musique).....		631		50
Machinery—(Machines).....		781		394
Oils, Rect'd or Prep'd—(Huiles, rect'és ou pré'érés).. Galls.	497	219	615	534
Small Wares—(Petits objets).....		1,047		1,273
Brass or Copper Wire and Wire Cloth—(Fil de laiton et de cuivre et tissus métalliques).....		502		387
Iron—(Fer).....		273		466
Steel—Wrought or Cast—(Acier, forgé ou fendu).....		1,102		169
Other Articles—(Articles divers).....		2,919		6,132
Total Duty'ble Goods—(Tot'l des marchandises pay't des dr'ts).		67,587		88,566
Free Goods—(Marchandises exemptes de droits).....		22,833		27,306
Totals—(Totaux).....		90,420		115,872
Value of Imp's, at Sault Ste. Marie, in 1863—(Val'r des import's, au S't. Ste. Marie, en 1863).....				\$115,872
do do in 1862—(do do en 1862).....				90,420
Increase in 1863—(Augmentation en 1863).....				\$25,452

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des Douanes.)

No. 22.—COMPARATIVE STATEMENT of the Quantity and Value of Goods exported from the Free Port of Gaspé to British and Foreign Ports, during the years 1862 and 1863.

(No. 22.—TABLEAU COMPARATIF de la quantité et valeur des marchandises exportées du port franc de Gaspé aux ports anglais et étrangers, pendant les années 1862 et 1863.)

ARTICLES.	1862.		1863.	
	Quantity. (Quantité.)	Value. (Valeur.)	Quantity. (Quantité.)	Value. (Valeur.)
Lead Ore—(Minerai de plomb)..... Tons.	3	\$ 240		\$
Stone—(Pierre).....	325	664	30	60
Fish—Dried and Smoked—Poisson—séché et fumé.Cwt.	184,676	560,948	180,964	603,347
Pickled—(Mariné)..... Brls.	26,252	35,067	39,969	59,754
Oil—(Huile)..... Gals.	78,115	43,298	58,360	36,957
Furs or skins, the produce of Fish or Creatures living in } the Sea—(Fourrures et peaux, provenant des pois- } sons ou d'autres animaux vivants dans la mer).....		15,117		6,786
Timber—Birch—(Bois—Bouleau)..... Tons.	22	111	221	1,412
Elm—(Orme).....			22	290
Oak—(Chêne).....	3	15		
White Pine—(Pin blanc).....	505	2,522	824	4,006
Red Pine—(Pin rouge).....			505	4,883
Staves—(Douves)..... Mille	58	354	39	863
Scantlings—(Voliges).....	841	1,089	874	1,351
Treennails—(Gournables).....		48		52
Deals—(Madriers)..... St'd. Hund—Pied étal.	16	524	47	1,049
Planks & Boards—(Planches)..... M. feet.	207	1,843	179	1,656
Masts and Spars—(Mâts et espars)..... Pieces.	48	198	33	396
Lath & Lathwood—(Lattes et bois à lattes).Crs.	87	357	81	315
Shingles—(Bardaux)..... Mille.	8,173	12,492	12,184	15,291
Other Woods—(Bois divers).....		55		311
Animals—Horses—(Animaux—Chevaux)..... No.	9	250	21	460
Horned Cattle—(Bêtes à cornes).....	7	106	21	420
Sheep—(Moutons).....			28	56
Produce of Animals—Beef—(Produits des animaux } —Beuf).....	\$	28	71	489
Butter—(Beurre)..... Lbs.	13,344	2,259	18,001	2,889
Eggs—(Eufs)..... Dozen.	3,729	336	3,403	298
Furs undressed—(Fourrures non préparées).....		2,821		1,034
Lard—(Saindoux)..... Lbs.	160	30		
Pork—(Lard)..... Cwt.	78	492	372	2,369
Wool—(Laine)..... Lbs.	50	15	484	196
Agricultural Products—Barley and Rye—(Produits } agricoles—Orge et seigle)..... Bus. }	3	8	126	126
Flour and Meal—(Farine)..... Brls.	236	1,092	278	1,227
Fruit—green—(Fruits verts).....	17	60	172	955
Oats—(Avoine)..... Bus.	3,014	1,342	1,296	628
Peas—(Pois).....	3	4	36	36
Wheat—(Froment).....	38	56		
Vegetables—(Végétaux).....				236
Manufactures—Biscuits—(Art. fabriqués—Biscuits)Cwt.	4	2	55	210
Candles—(Chandelles)..... Lbs.	64	10	240	26
Hardware—(Quincaillerie).....		150		
Leather—(Cuir).....		174		46
Soap—(Savon)..... Lbs.	124	9	64	3
Wood—(Bois).....		90		682
Liquors—Ale and Beer—(Liqueurs—Aile et bière) Gals.	7	5		
Whisky—(Whisky).....	40	40	63	39
Other Articles—(Articles divers).....		6,751		3,818
Totals.....		691,075		754,552
Value of Exports at Gaspé and Outports, 1863—(Valeur des exportations à Gaspé et aux ports } extérieurs, en 1863).....				\$754,852
do do 1862.....				691,075
Increase in 1863—(Augmentation en 1863).....				63,777

R. S. M. BOUCHETTE,
Commissioner of Customs.—(Commissaire des douanes.)

No. 23.—COMPARATIVE STATEMENT of the quantity and value of Goods Exported from the Free Port of Sault Ste. Marie, to British and Foreign Ports, during the years 1862 and 1863.

(No. 23.—TABLEAU COMPARATIF de la quantité et valeur des articles exportés du port franc du Sault Ste. Marie des ports britanniques et étrangers, durant les années 1862 et 1863.)

ARTICLES.	1862.		1863	
	Quantity.	Value.	Quantity.	Value.
	Quantité.	Valeur.	Quantité.	Valeur.
		\$		\$
Copper—(Cuivre).....Tons.			1,405	125,176
Copper Ore—(Minerai de cuivre).....“	3,114	250,468	3,038	245,394
Fish—pickled—(Poisson—salé).....Brls.	50	228	299	1,479
Staves—(Douves).....Mille.			8	425
Knees—(Courbes).....Pièces	8,000	4,000		
Deals—(Madriers).....Stand. Hund.—Cent.	10	250		
Firewood—(Bois de chauffage).....Cords.	300	150	350	600
Other Woods—(Autres bois).....“		2,770		814
Saw Logs—(Billots de sciage).....No.	200	100		
Animals—Horses—(Animaux—Chevaux).....“	4	270	4	270
Horned cattle—(Bêtes à cornes).....“	4	150	3	90
Furs—undressed—(Fourrures—non préparées).....		46,764		56,029
Hides—(Peaux vertes).....		10		
Hay—(Foin).....Tons.	10	80		
Maple Sugar—(Sucre d'érable).....Lbs.	3,524	251		
Vegetables—(Végétaux).....		80		
Indian Barkwood—(Ouvrages en écorce).....		287		29
Other articles—(Autres articles).....				242
Totals		305,858		430,548

Value of Exports at Sault Ste. Marie in 1863—(Valeur des exportations au Sault Ste. Marie en 1862) \$430,548

do do 1862—(do do do 1862) 305,858

Increase in 1863—(Augmentation en 1863)\$124,690

R. S. M. BOUCHETTE

Commissioner of Customs.
(Commissaire des Douanes.)

No. 24.—COMPARATIVE STATEMENT of the Quantity and Value of Goods imported into the Free Port of Gaspé, from other Canadian Ports, during the years 1862 and 1863.
(No. 24.—TABLEAU COMPARATIF de la quantité et valeur des articles importés dans le port franc de Gaspé d'autres ports canadiens, durant les années 1862 et 1863.)

ARTICLES.	1862.		1863.	
	Quantity.	Value.	Quantity.	Value.
	Quantité.	Valeur.	Quantité.	Valeur.
Ale, Beer and Porter—(Aile, bière et porter).....	Galls.	7,496	\$	\$
Biscuits.....	Brls.	4,036	1,702	983
Boots and Shoes—(Bottes et souliers).....			16,521	15,521
Brandy—(Eau-de-vie).....	Galls.	227	3,306	6,640
Brooms—(Balais).....			378	667
Butter—(Beurre).....	Lbs.	52,279	202	193
Candles—(Chandelles).....	"	23,806	6,700	7,501
Cheese—(Fromage).....	"	1,524	2,802	3,006
Cigars—(Cigares).....	"	142	180	339
Clothing—(Vêtements).....			71	36
Coal Oil or Kerosene—(Huile de charbon ou Kerosene) Galls.			2,950	
Coffee—green—(Café, vert).....	Lbs.	4,925	930	1,691
Cordage.....			1,484	928
Cottons—(Cotons).....			113	
Deals and Boards—(Madriers et planches).....			4,558	2,740
Dry Goods—(Marchandises sèches).....			26,046	27,844
Fruits—dry and green—(Fruits, secs et verts).....			1,240	1,499
Fish—(Poisson).....			15,177	21,000
Flour—(Fleur).....	Bls.	44,359	221,620	172,755
Gin—(Genièvre).....	Galls.	4,537	1,976	1,755
Glass and Earthenware—(Verrerie et poterie).....			2,010	1,427
Groceries—(Epiceries).....			3,007	2,726
Guns and ammunition—(Fusils et munitions).....			2,524	981
Hardware—(Quincaillerie).....			11,955	12,906
Iron—(Fer).....			26	568
Lard—(Saindoux).....	Lbs.	18,561	2,105	2,116
Leather—(Cuir).....			4,244	6,505
Manufactures of wood—(Manufactures de bois).....			5,847	5,251
Meal—(Farine).....	Brls.	767	2,921	444
Meats—(Viandes).....	"	3,227	43,300	43,363
Molasses—(Mélasse).....	Galls.	12,193	3,513	1,859
Musical Instruments—(Instruments de musique).....			450	309
Medicines and medicinal preparations—(Médicines et préparations médicinales).....				429
Nets, lines, twines, &c.—(Sennes et fils à rets).....			989	2,658
Oats and barley—(Avoine et orgo).....	Brls.	1,131	3,743	1,049
Paints—(Peintures).....			924	959
Peas—(Pois).....	Brls.	1,275	4,006	4,684
Rice—(Riz).....	Lbs.	13,216	472	668
Rum—(Rhum).....	Galls.	683	586	151
Salt—(Sel).....	Bags—(sacs.)	7,158	3,976	4,357
Shingles—(Bardeaux).....			59	172
Ship's Sails—(Voiles).....			420	
Ship's Rigging—(Gréments de navire).....			1,256	900
Snuff—(Tabac à priser).....	Lbs.	3,425	605	763
Soap—(Savon).....	"	35,700	2,223	1,631
Sugar, Muscovado—(Sucre, Moscouade).....	"	52,998	3,184	1,937
Tea—(Thé).....	"	36,514	18,213	9,886
Tobacco—(Tabac).....	"	44,464	9,163	9,257
Vegetables—(Végétaux).....			1,090	1,617
Vinegar—(Vinaigre).....	Galls.	454	190	79
Whiskey.....	"	7,278	4,913	3,724
Wine—(Vin).....	"	917	940	1,697
Woolens—(Lainages).....			6,656	
Unenumerated articles—(Articles non énumérés).....			12,721	10,289
Totals.....			466,316	401,209

R. S. M. BOUCHETTE,
Commissioner of Customs.—(Commissaire des douanes.)

No. 25.—COMPARATIVE STATEMENT of the Quantity and Value of Goods Imported into the Free Port of Sault Ste. Marie, from other Canadian Ports, during the years 1862 and 1863.

(No. 25.—TABLEAU COMPARATIF de la quantité et de la valeur des marchandises importées au port franc du Sault Ste. Marie, d'autres ports canadiens, durant les années 1862 et 1863.)

ARTICLES.	1862.		1863.	
	Quantity.	Value.	Quantity.	Value.
	Quantité.	Valeur.	Quantité.	Valeur.
Animals—Sheep—(Animaux—Moutons).....No.	9	\$ 30		\$
Pigs—(Cochons).....	1	8		
Ale, Beer and Porter—(Aile, bière et porter).....Galls.	7,938	1,789	14,064	4,099
Boots and Shoes—(Bottes et souliers).....		5		
Brandy—(Eau-do-vie).....Galls.	173	289	445	840
Butter—(Beurre).....Lbs.	2,688	288		
Clothing—(Hardes).....		287		10,641
Coffee—Green—(Café vert).....	220	39	370	58
Cordage.....		196		
Cottons—(Cotons).....		4,297		2,675
Dry Goods—(Marchandises sèches).....		283		594
Fruit—(Fruits).....		80		368
Flour—(Fleur de farine).....Brls.	171	624		
Gin—(Gentivère).....Galls.	72	27	86	41
Groceries—(Epiceries).....		319		517
Guns and Gunpowder, etc.—(Fusils et poudre à tirer).....		1,869		1,367
Hardware—(Quincaillerie).....		1,750		4,480
Iron—(Fer).....		249		667
Leather—(Cuir).....		66		
Machinery—(Machines).....		1,885		4,847
Meal—(Farine).....Brls.	5	30		
Meats—(Viandes).....	7	84		
Molasses—(Mélasse).....Galls.	41	11	293	69
Musical Instruments—(Instruments de musique).....		200		49
Nets, Lines and Twines—(Filets, liges et ficelle).....				843
Oats and Barley—(Avoine et orge).....Bush.—Mts.	138	48		
Peas—(Pois).....	96	47		
Rum—(Rhum).....Galls.	30	21	88	44
Salt—(Sel).....Brl.	4	16		
Soap—(Savon).....Lbs.	3,890	216	2,360	112
Steel—(Acier).....		1,039		
Sugar—Refined—(Sucre, raffiné).....Lbs.	420	37		
Muscovado—(cassonade).....	34,050	1,754	41,750	2,178
Tea—(Thé).....	7,225	3,360	12,917	3,741
Tobacco—(Tabac).....	80	5	1,588	754
Whiskey—(Whiskey).....Galls.	6,441	1,667	6,853	2,525
Wine—(Vin).....	351	469	755	696
Woollens—(Lainages).....		15,858		13,987
Unenumerated Articles—(Articles non énumérés).....		2,491		1,027
Totals.....		41,743		57,199

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des douanes.)

No. 26.—COMPARATIVE STATEMENT of the Quantity and Value of Goods Exported from the Free Port of Gaspé to other Canadian Ports, during the years 1862 and 1863.

(No. 26.—TABLEAU COMPARATIF de la quantité et valeur des articles exportés du port franc de Gaspé à d'autres ports canadiens, durant les années 1862 et 1863.

ARTICLES.	1862.		1863.	
	Quantity.	Value.	Quantity.	Value.
	Quantité.	Valeur.	Quantité.	Valeur.
		\$		\$
Barley—(Orge).....Bus.—Mts.	48	24		
Butter—(Beurre).....Lbs.	220	27	446	60
Boots and Shoes—(Bottes et souliers).....		112		
Cordage.....		30		325
Cottons—(Cotons).....		318		
Eggs—(Eufs).....Doz.	1,696	163	1,725	179
Feathers—(Plumes).....		314		478
Fire Brick—(Brique à feu).....				1,500
Fish—viz: Cod—(Poisson, savoir: Morue).....	68,214		73,206	
Herrings—(Harengs).....	13,847		18,941	
Halibut and Haddock—(Alibi et morue).....				567
Salmon and Trout—(Saumon et truite).....	17,170		18,058	
Mackerel—(Maquereau).....	3,118		3,612	
Oysters—(Huîtres).....	2,146		1,225	
Pickled—(Salé).....	457		18,091	
		104,952		133,700
Flour and Meal—(Fleur de farine).....Brls.	7	42	12	59
Fruit—Green—(Fruits verts).....		310		12
Furs and Skins—(Fourrures et peaux).....		6,736		7,126
Grindstones—(Pierres à aiguiser).....		59		345
Hides and Horns—(Peaux vertes et cornes).....		1,795		1,785
Manufactures of Wood—(Articles de bois).....		181		100
Meats—(Viandes).....		197		127
Molasses—(Mélasso).....Gals.	123	28		
Nets, Lines and Twines—(Filets, lignes et ficelles).....		218		392
Oats—(Avoine).....Bus.—Mts.	290	144	2,633	\$17
Oil—(Huile).....Gals.	127,725	66,549	107,326	62,022
Rags—(Guenilles).....		383		637
Salt—(Sel).....Bus.—Mts.	500	117	2,400	580
Scrap Metal and Ores—(Minerais de toutes sortes).....		440		962
Settlers' Goods—(Articles d'émigrants).....		5,564		8,397
Ships' Rigging and Sails—(Grément de navire et voiles).....		452		231*
Tea—(Thé).....Lbs.	293	100		
Vegetables—(Végétaux).....		26		55
Whalebone—(Baleine).....		20		109
Wood—(Bois).....				194
Woolens—(Lainages).....		20		240
Other Articles—(Autres articles).....		465		505
Totals.....		189,756		220,937

* NOTE.—In addition to the above sum, Goods saved from Wrecks and Ship's Rigging, &c., were exported from Gaspé to Quebec, amounting in value to \$31,824.

(* NOTE.—En sus de la somme ci-dessus, des articles sauvés de naufrages, gréments de navire, etc., de la valeur de \$31,824, ont été exportés de Gaspé à Québec.)

R. S. M. BOUCHETTE,

Commissioner of Customs.
(Commissaire des douanes.)

No. 27.—COMPARATIVE STATEMENT of the quantity and value of Goods exported from the Free Port of Sault Ste. Marie to other Canadian Ports, during the years 1862 and 1863.
(No. 27.—TABLEAU COMPARATIF de la quantité et de la valeur des articles exportés du port franc du Sault Ste. Marie à d'autres ports canadiens, durant les années 1862 et 1863.)

ARTICLES.	1862.		1863.	
	Quantity.	Value.	Quantity.	Value.
	Quantité.	Valeur.	Quantité.	Valeur.
Cottons—(Cotons).....		\$		\$
Laces—(Dontelles).....				15
Sugar—raw—(Sucre—brut).....Lbs.			1,200	72
Woolens—(Lainages).....				36
Other articles—(Autres articles).....		74		
Totals.....		74		253

RECAPITULATION of the Foreign and Domestic Trade of the Free Ports of Gaspé and Sault Ste. Marie, as shewn in the foregoing tables, Nos. 20 to 27 inclusive.

(RECAPITULATION du commerce étranger et intérieur des ports francs de Gaspé et Sault Ste. Marie, tel que démontré dans les tableaux précédents, Nos. 20 jusqu'à 27 inclusivement.)

	Gaspé.		Sault Ste. Marie.	
	Imports.	Exports.	Imports.	Exports.
	Importations.	Exportations.	Importations.	Exportations.
Values of trade with Foreign Ports in 1862—(Valeur } du commerce avec les ports étrangers, 1862)..... }	\$	\$	\$	\$
do do do 1863..... }	420,180	691,075	90,420	305,858
Increase in 1863—(Augmentation en 1863).....	428,623	754,852	115,872	430,548
	8,443	63,777	25,452	124,690
Values of trade with Canadian Ports in 1862—(Valeur } du commerce avec les ports canadiens, 1862)..... }	466,316	189,786	41,743	74
do do do 1863..... }	401,209	220,937	57,199	253
Decrease in 1863—(Diminution en 1863).....	65,107			
Increase in 1863—(Augmentation en 1863).....		31,151	15,456	179
Values of trade with Foreign Ports in 1862—(Valeur } du commerce avec les ports étrangers, 1862)..... }	420,180	691,075	90,420	305,858
do Canadian ports, 1862—(ports canadiens, 1862)	466,316	189,786	41,743	74
Total trade in 1862—(Total du commerce en 1862)	886,496	880,861	132,163	305,932
Values of trade with Foreign Ports in 1863—(Valeur } du commerce avec les ports étrangers, 1863)..... }	428,623	754,852	115,872	430,548
do Canadian ports, 1863—(ports canadiens, 1863)	401,209	220,937	57,199	253
Total trade in 1863—(Total du commerce en 1863)	829,832	975,789	173,071	430,801

Increase on the Aggregate Trade—Imports and Exports—1863 over 1862 } (Augmentation du commerce collectif—import. et export.—1863 sur 1862) }	Gaspé.	Sault Ste. Marie.
	\$38,264	\$165,777

R. S. M. BOUCHETTE,

Commissioner of Customs.
(Commissaire des douanes.)

No. 28.—STATEMENT of British and Foreign Vessels entered Inwards, from Sea, with Cargoes or in Ballast, at the Ports of Quebec, Montreal, Gaspé and Outports, New Carlisle, Isle Verte, and Rimouski, during the year 1863.
 (No. 28.—TABLEAU DES VAISSEAUX britanniques ou étrangers, chargés ou non chargés, venant de la mer entrés aux ports de Québec, Montréal, Gaspé et ports extérieurs, New Carlisle, Isle Verte et Rimouski, durant l'année 1863.)

Countries from which they Entered. Pays d'où ils viennent.	P O R T O F Q U E B E C — (P O R T D E Q U E B E C)										
	With Cargoes—Chargés.					In Ballast—(Britanniques.)					Foreign—(Non-chargés.)
	British—(Britanniques.)		Foreign—(De l'étranger.)		British—(Britanniques.)		Foreign—(De l'étranger.)		No. of Vessels. (No. de vaisseaux.)	Tons. Ton 'x.	Men. Hom.
United Kingdom—(Royaume Uni).....	431	313,238	10,501	25	9,160	392	253,231	6,786	89	41,806	1,231
Nova Scotia—(Nouvelle-Ecosse).....	30	4,800	491			7	1,596	56	1	375	12
New Brunswick—(Nouveau-Brunswick).....	25	1,155	105			16	1,035	72			
Newfoundland—(Terreneuve).....	34	2,518	178	1	200	28	5,348	215	2	284	17
Prince Edward's Island—(Isle du Prince Edouard)	7	565	35	1	57	3	122	12			
St. Pierre-Miquelon.....	1	84	5								
Free Ports of Canada.....	186	8,495	762			27	1,248	108			
St. Paul's Island—(Isle St. Paul).....	6	982	63								
Brit. West Indies—(Etats Unis).....	2	2,089	47			1	595	11	2	1,598	36
Spanish W. Indies—(Indes Occidentales Anglaises).									1	993	20
South America—(Amérique du Sud).....											
France.....	8	2,780	87			1	690	17			
Spain—(Espagne).....	6	2,974	86	2	815	18	4,900	122			
Portugal.....	3	1,402	45	4	1,222	74	7,087	200	14	6,467	191
Netherlands.....	6	1,402	45	3	645	10	33,464	961	14	5,708	176
Belgium—(Belgique).....	3	1,811	48				6,035	178	15	5,231	185
Holland.....	1	203	7	3	1,056	5	3,051	77	3	1,948	49
Hamburgh—(Hambourg).....	1	310	10	1	257	9			1	327	11
Bremen—(Brême).....				5	2,164	69			4	1,843	60
Norway—(Norvège).....				2	1,051	29			5	2,915	82
Sweden—(Suède).....				3	795	30			2	1,131	83
Gibraltar.....									65	29,488	885
Africa.....									1	544	15
Italy—(Italie).....						12	5,752	157	2	1,020	27
Siolly—(Stolle).....						5	1,901	58	2	617	23
Sardinia—(Saraigne).....	2	1,160	29			20	10,271	285	2	1,894	54
Minorca.....	1	1,005	25	1	391	13			4		
Azores or W. Islands—(Azores on Isles Occident.).....											
Totals.....	747	945,571	12,524	51	17,813	634	339,012	9,367	229	105,251	3,188

No. 28.—STATEMENT of British and Foreign Vessels entered Inwards, from Sea, &c.—Continued.
(No. 28.—TABLEAU des vaisseaux britanniques et étrangers, chargés ou non chargés, venant de la mer, entrés, etc.—Suite.)

PORT OF MONTREAL.—PORT DE MONTREAL.

Countries from which they Entered. Pays d'où ils viennent.	With Cargoes.—(Chargés.)				In Ballast.—(Non chargés.)					
	British.—(Britanniques.)		Foreign.—(De l'étranger.)		British.—(Britanniques.)		Foreign.—(De l'étranger.)			
	No. of Vessels (No. de vaisseaux.)	Tons. (Tonnes.)	Men. (Hommes.)	Tons. (Tonnes.)	No. of Vessels (No. de vaisseaux.)	Tons. (Tonnes.)	Men. (Hommes.)	No. of Vessels (No. de vaisseaux.)	Tons. (Tonnes.)	Men. (Hommes.)
United Kingdom—(Royaume-Uni)	230	141,165	6,066	9	2,473	87	16	5,976	2,165	59
Nova Scotia—(Nouvelle-Ecosse)	51	6,577	310			43	2	1,515	1,682	33
New Brunswick—(Nouveau-Brunswick)	12	510	12							
Newfoundland—(Terreneuve)	9	1,420	74					307	200	10
Prince Edward's Island—(Île du Prince Édouard)	2	121	8					19	142	
St. Pierre-Miquelon								1	25	
Free Ports of Canada—(Ports Français du Canada)	11	655	51					1		
United States—(États-Unis)	1	139	8					1	297	10
Brit. West Indies—(Indes Occidentales Anglaises)	7	1,354	52							
France	6	1,630	55					3	1,162	34
Spain—(Espagne)	8	2,415	85					5	1,737	57
Portugal	1	306	11					1	319	12
Belgium—(Belgique)	3	1,812	47					2		
Holland—(Hollande)	1	204	7					1	603	22
Hamburgh—(Hambourg)										
Norway—(Norvège)	2	1,104	29					1	786	22
Steyl—(Sicile)								1	194	8
Gibraltar										
Algiers—(Algérie)										
Madaira										
China—(Chine)	4	1,527	50					2	838	29
Totals	348	160,948	6,895	17	5,086	177	55	22,580	7,195	224

GASPE AND OUTPORTS.—GASPE ET PORTS EXTERIEURS.

United Kingdom—(Royaume-Uni)	27	7,453	339				6	839		46
Nova Scotia—(Nouvelle-Ecosse)	77	3,980	384				39	1,892		100
New Brunswick—(Nouveau-Brunswick)	40	2,120	274				25	1,148		116
Newfoundland—(Terreneuve)	2	334	20				12	1,107		80

Prince Edward's Island—(Isle du Prince Édouard)

St. Pierre-Miquelon	12	477	56				6	262		29
United States—(États-Unis)	1	30	5					1	23	8
Brit. West Indies—(Indes Occidentales Anglaises)	2	117	12				3	346	29	10
Spain—(Espagne)	3	296	22				1	236		
Portugal	17	1,421	119							
Papal States—(États du Pape)	2	126	10							
Brazil—(Brésil)	2	300	16					1	132	7
Totals	195	18,164	1,275	3	346	20	96	6,650	537	210

PORT OF NEW CARLISLE.—PORT DE NEW CARLISLE.

New Brunswick—(Nouveau-Brunswick)										
Totals										

PORT OF ISLE VERTE.—PORT DE L'ILE VERTE.

United Kingdom—(Royaume-Uni)										
Totals										

PORT OF RIMOUSKI.—PORT DE RIMOUSKI.

United Kingdom—(Royaume-Uni)										
Nova Scotia—(Nouvelle-Ecosse)										
United States—(États-Unis)										
Bremen—(Brême)										
Norway—(Norvège)										
Sweden—(Suède)										
Totals										

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des Douanes)

No. 29.—RETURN of the Number and Tonnage of Vessels which arrived at and departed Sea, in the year 1863, distinguishing the
(No. 29.—TABLEAU indiquant le nombre et le tonnage des vaisseaux qui sont arrivés Verte et Rimouski, par la mer, en l'année

PORT OF QUEBEC.—(PORT DE QUEBEC.)					
ARRIVED.—(ARRIVES.)			DEPARTED.—(PARTIS.)		
Under what Colours. Sous quels pavillons.	No. of vessels. No. de vaisseaux.	Tonnage.	Under what Colours. Sous quels pavillons.	No. of vessels. No. de vaisseaux.	Tonnage.
British—(Anglais).....	1,381	684,583	British—(Anglais).....	1,499	736,500
United States—(E.-Unis)	4	2,800	United States—(E.-Unis)	6	3,121
French—(France).....	1	100	French—(France).....	2	502
Norwegian—(Norvège)...	187	83,743	Norwegian—(Norvège)...	189	84,418
Prussian—(Prusse).....	41	17,498	Prussian—(Prusse).....	41	17,408
Austrian—(Autriche).....	1	389	Austrian—(Autriche).....	1	389
Swedish—(Suède).....	5	2,192	Swedish—(Suède).....	5	2,192
Hamburgh—(Hambourg)	8	5,558	Hamburgh—(Hambourg)	8	5,558
Bremen—(Brême).....	4	1,862	Bremen—(Brême).....	4	1,862
Spanish—(Espagne).....	1	191	Spanish—(Espagne).....	1	191
Portuguese—(Portugal)...	12	2,584	Portuguese—(Portugal)...	13	2,740
Russian—(Russie).....	2	1,304	Russian—(Russie).....	2	1,304
Oldenburg—(Oldenberg)...	3	1,090	Oldenburg—(Oldenberg)...	3	1,090
Mecklenberg.....	4	1,589	Mecklenberg.....	4	1,589
Danish—(Danois).....	3	846	Danish—(Danois).....	3	846
Hanoverian—(Hanovre)...	3	668	Hanoverian—(Hanovre)...	3	668
Holland—(Hollande).....	1	650	Holland—(Hollande).....	1	650
Totals.....	1,661	807,647	Totals.....	1,785	861,208

* A new Vessel sold to a French House and sailed under French Flag.
(* Un nouveau vaisseau vendu à une maison française et naviguant sous le pavillon français.)

PORT OF MONTREAL.—(PORT DE MONTREAL.)					
ARRIVED.—(ARRIVES.)			DEPARTED.—(PARTIS.)		
Under what Colours. Sous quels pavillons.	No. of vessels. No. de vaisseaux.	Tonnage.	Under what Colours. Sous quels pavillons.	No. of vessels. No. de vaisseaux.	Tonnage.
British—(Anglais).....	403	183,528	British—(Anglais).....	404	184,797
United States—(E.-Unis)	.....	.....	United States—(E.-Unis)	4	981
Norwegian—(Norvège)...	20	7,360	Norwegian—(Norvège)...	20	7,322
Prussian—(Prusse).....	5	1,966	Prussian—(Prusse).....	5	1,966
Austrian—(Autriche).....	1	391	Austrian—(Autriche).....	1	391
Danish—(Danois).....	2	285	Danish—(Danois).....	2	285
Hamburgh—(Hambourg)	5	1,724	Hamburgh—(Hambourg)	5	1,724
Portuguese—(Portugal)...	3	555	Portuguese—(Portugal)...	3	555
Totals.....	439	195,809	Totals.....	444	198,021

PORT OF GASPE AND OUTPORTS.—(PORT DE GASPE ET PORTS EXTERIEURS.)					
ARRIVED.—(ARRIVES.)			DEPARTED.—(PARTIS.)		
Under what Colours. Sous quels pavillons.	No. of vessels. No. de vaisseaux.	Tonnage.	Under what Colours. Sous quels pavillons.	No. of vessels. No. de vaisseaux.	Tonnage.
British—(Anglais).....	290	24,322	British—(Anglais).....	258	19,018
United States—(E.-Unis)	38	2,682	United States—(E.-Unis)	36	2,470
French—(France).....	1	22	French—(France).....	1	22
Totals.....	329	27,526	Totals.....	295	22,410

from Quebec, Montreal, Gaspé and Outports, New Carlisle, Isle Verte, and Rimouski, by Countries to which they belonged.
et partis des ports de Québec, Montréal, Gaspé et les ports extérieurs, New-Carlisle, Ile-1862; distinguant leur nationalité.)

PORT OF NEW CARLISLE.—(PORT DE NEW CARLISLE.)					
ARRIVED.—(ARRIVES.)			DEPARTED.—(PARTIS.)		
Under what Colours. (Sous quels pavillons.)	No. of Vessels. (No. de vaisseaux.)	Tonnage.	Under what Colours. (Sous quels pavillons.)	No. of Vessels. (No. de vaisseaux.)	Tonnage.
British—(Anglais).....	12	620	British—(Anglais).....	7	549
Total.....	12	620	Total.....	7	549

PORT OF ISLE VERTE.—(PORT DE L'ISLE VERTE.)					
ARRIVED.—(ARRIVES.)			DEPARTED.—(PARTIS.)		
Under what Colours. (Sous quels pavillons.)	No. of Vessels. (No. de vaisseaux.)	Tonnage.	Under what Colours. (Sous quels pavillons.)	No. of Vessels. (No. de vaisseaux.)	Tonnage.
British—(Anglais).....	1	650	British—(Anglais).....	1	650
Total.....	1	650	Total.....	1	650

PORT OF RIMOUSKI.—(PORT DE RIMOUSKI.)					
ARRIVED.—(ARRIVES.)			DEPARTED.—(PARTIS.)		
Under what Colours. (Sous quels pavillons.)	No. of Vessels. (No. de vaisseaux.)	Tonnage.	Under what Colours. (Sous quels pavillons.)	No. of Vessels. (No. de vaisseaux.)	Tonnage.
British—(Anglais).....	5	4,007	British—(Anglais).....	5	4,007
United States—(Etats-Unis)	2	2,318	United States—(E.-U.)...	2	2,318
Norwegian—(Norvège).....	5	1,799	Norwegian—(Norvège).....	5	1,799
Swedish—(Suède).....	1	553	Swedish—(Suède).....	1	553
Bremen—(Brême).....	1	380	Bremen—(Brême).....	1	380
Totals.....	14	9,057	Totals.....	14	9,057

RECAPITULATION.												
PORTS.	VESSELS ARRIVED. VAISSEAUX ARRIVES.						VESSELS DEPARTED. VAISSEAUX PARTIS.					
	British. (Anglais.)		Foreign. (Etrangers.)		Total.		British. (Anglais.)		Foreign. (Etrangers.)		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Quebec.....	1,381	684,583	280	123,064	1,661	807,647	1,499	736,500	286	124,708	1,785	861,208
Montreal.....	403	183,528	36	12,281	439	195,809	404	184,797	40	13,224	444	198,021
Gaspé and Outports (Gaspé et ports extér.)	290	24,822	39	2,704	329	27,526	258	19,918	37	2,492	295	22,410
New Carlisle.....	12	620	.....	.....	12	620	7	549	.....	.....	7	549
Isle Verte.....	1	650	.....	.....	1	650	1	650	.....	.....	1	650
Rimouski.....	5	4,007	9	5,050	14	9,057	5	4,007	9	5,050	14	9,057
Totals.....	2,092	898,210	364	143,099	2,456	1,041,309	2,174	946,421	372	145,474	2,546	1,091,895

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des douanes.)

No. 30.—STATEMENT of British and Foreign Vessels cleared Outwards, for Sea Gaspé and Outports, New Carlisle,

No. 30.—TABLEAU des vaisseaux tant britanniques que de l'étranger qui sont partis pour la mer, durant l'année 1863, des ports de Québec, Montréal, Gaspé et Isle Verte et Rimouski.

PORT OF QUEBEC.—(PORT DE QUEBEC.)						
Countries for which they cleared. Pays où ils sont allés.	With Cargoes—(Chargés.)					
	British—(Britanniques.)			Foreign—(De l'étranger.)		
	No.	Tons. — Tonn'x.	Men. — Hom.	No.	Tons. — Tonn'x.	Men. — Hom.
United Kingdom—(Royaume-Uni)	1,087	698,762	19,900	243	110,443	3,220
Nova Scotia—(Nouvelle-Ecosse)	35	5,152	566			
New Brunswick—(Nouveau-Brunswick)	93	4,873	386			
Newfoundland—(Terreneuve)	40	3,121	216			
Prince Edward's Island—(Isle du Prince Edouard)	12	786	55	1	57	5
St. Pierre-Miquelon	3	245	16			
Free Ports of Canada—(Ports francs du Canada)	217	9,369	901			
St. Paul's Island—(Isle St. Paul)	4	301	20			
United States—(Etats-Unis)	2	776	20	2	321	15
British West Indies—(Indes Occidentales Anglaises)	4	637	35			
Spanish W. Indies—(Indes Occidentales Espagnoles)	3	738	46			
France	10	6,272	159	5	1,905	62
Spain—(Espagne)				1	380	12
Portugal				14	2,931	138
Belgium—(Belgique)	5	3,456	82	1	483	13
Holland				1	569	15
Bremen—(Brême)	1	621	15	5	2,143	68
Norway—(Norvège)				3	582	26
Prussia—(Prusse)				3	992	52
Germany—(Allemagne)	1	408	13	5	2,631	63
Jersey	1	203	11			
Azores or West. Islands—(Azores ou Isles Occident)	1	280	9	1	737	20
Australia—(Australie)				1	534	15
Totals	1,499	736,500	22,453	256	124,708	3,714

PORT OF MONTREAL.—(PORT DE MONTREAL.)						
Countries for which they cleared. Pays où ils sont allés.	With Cargoes—(Chargés.)					
	British—(Britanniques.)			Foreign—(De l'étranger.)		
	No.	Tons. — Tonn'x.	Men. — Hom.	No.	Tons. — Tonn'x.	Men. — Hom.
United Kingdom—(Royaume-Uni)	275	155,277	6,513	31	10,802	369
Nova Scotia—(Nouvelle-Ecosse)	32	3,275	214			
New Brunswick—(Nouveau-Brunswick)	12	746	54			
Newfoundland—(Terreneuve)	23	2,437	144			
Free Ports of Canada—(Ports francs du Canada)	8	380	33			
St. Pierre-Miquelon	5	341	22			
United States—(Etats-Unis)	1	82	5			
British West Indies—(Indes Occidentales Anglaises)	4	460	26			
France	1	373	13			
Portugal				1	156	9
Norway—(Norvège)				1	207	9
Totals	361	163,371	7,024	33	11,165	387

and Seaward, during the year 1863, from the Ports of Quebec, Montreal, Isle Verte and Rimouski.
partis pour la mer, durant l'année 1863, des ports de Québec, Montréal, Gaspé et Isle Verte et Rimouski.

PORT OF GASPE AND OUTPORTS.—(PORT DE GASPE ET PORTS EXTERIEURS.)						
Countries for which they cleared. Pays où ils sont allés.	With Cargoes—(Chargés.)					
	British—(Britanniques.)			Foreign—(De l'étranger.)		
	No.	Tons. — Tonn'x.	Men. — Hom.	No.	Tons. — Tonn'x.	Men. — Hom.
United Kingdom—(Royaume-Uni)	13	2,717	127			
United States—(Etats-Unis)	4	263	20	36	2,470	218
Portugal	2	201	13			
Italy—(Italie)	28	3,264	214			
Spain—(Espagne)	13	1,068	76			
Papal States—(Etats du Pape)	6	651	41			
British West Indies—(Indes Occidentales Anglaises)	3	296	18			
Brazil—(Brésil)	10	1,976	99			
Nova Scotia—(Nouvelle-Ecosse)	72	3,615	360			
New Brunswick—(Nouveau-Brunswick)	24	1,702	176			
Newfoundland—(Terreneuve)	12	1,056	68			
Prince Edward's Island—(Isle du Prince Edouard)	17	558	71			
St. Pierre-Miquelon	1	30	6	1	22	8
Totals	205	17,397	1,289	37	2,492	226

PORT OF NEW CARLISLE.—(PORT DE NEW CARLISLE.)						
Countries for which they cleared. Pays où ils sont allés.	With Cargoes—(Chargés.)					
	British—(Britanniques.)			Foreign—(De l'étranger.)		
	No.	Tons. — Tonn'x.	Men. — Hom.	No.	Tons. — Tonn'x.	Men. — Hom.
New Brunswick—(Nouveau-Brunswick)				7	549	34
Total				7	549	34

PORT OF ISLE VERTE.—(PORT DE L'ISLE VERTE.)						
Countries for which they cleared. Pays où ils sont allés.	With Cargoes—(Chargés.)					
	British—(Britanniques.)			Foreign—(De l'étranger.)		
	No.	Tons. — Tonn'x.	Men. — Hom.	No.	Tons. — Tonn'x.	Men. — Hom.
United Kingdom—(Royaume-Uni)	1	650	16			
Total	1	650	16			

PORT OF RIMOUSKI.—(PORT DE RIMOUSKI.)						
Countries for which they cleared. Pays où ils sont allés.	With Cargoes—(Chargés.)					
	British—(Britanniques.)			Foreign—(De l'étranger.)		
	No.	Tons. — Tonn'x.	Men. — Hom.	No.	Tons. — Tonn'x.	Men. — Hom.
United Kingdom—(Royaume-Uni)	4	3,713	84	3	1,982	137
France	1	294	9	5	2,800	68
Africa—(Afrique)				1	268	9
Totals	5	4,007	93	9	5,050	214

No. 31.—SHIPS INWARDS.—Statement of the Number of Vessels entered Inwards *from Sea*, at the undermentioned Ports, shewing their Tonnage, Number of Men employed, and the Countries from whence they came during the year 1863, and the two preceding years.
(No. 31.—VAISSEAUX ENTRES.—Tableau du nombre de vaisseaux venant de *la mer*, entrés aux ports sous-mentionnés, indiquant leur tonnage, le nombre d'hommes employés et le pays de leur portance, pour l'année 1862 et les deux années précédentes)

	TOTAL.						Great Britain. Grande Bretagne.		British Colonies. Colonies Britanniques.		United States. Etats-Unis.		Other Foreign Countries. (Autres pays étrangers.)		
	No.	Tons. (Ton's.)	Men. (Hommes.)	No.		Tons. (Ton's.)		No.		Tons. (Ton's.)		No.		Tons. (Ton's.)	
Quebec.....	1,661	807,647	25,618	537	617,435	389	36,545	3	2,193	332	151,474				
Montreal.....	439	195,809	7,880	260	151,779	113	21,336	1	297	65	22,377				
Gaspé and Outports—(Gaspé et ports extérieurs).....	323	27,826	2,042	43	8,292	216	12,626	41	2,035	29	3,573				
New Carlisle.....	12	620	47			12	620								
Rimouski.....	21	9,427	248	4	3,396	8	681			7	2,732				
Isle Verte.....	1	650	16	1	650										
Totals, 1863.....	2,463	1,041,679	35,851	1,215	781,552	738	72,128	47	7,843	433	180,156				
..... 1862.....	2,187	922,439	33,151	1,099	697,843	726	77,519	40	10,931	322	136,146				
..... 1861.....	2,442	1,077,128	37,091	1,276	835,760	752	66,126	74	21,291	340	130,957				

No. 32.—SHIPS OUTWARDS.—Statement of the Number of Vessels entered Outwards *for Sea*, at the undermentioned Ports, shewing their Tonnage, Number of Men employed, and to what Country cleared, for the year 1863, and the two preceding years.
(No. 32.—VAISSEAUX SORTIS.—Tableau du nombre de vaisseaux partis pour *la mer*, aux ports sous-mentionnés, indiquant leur tonnage, le nombre d'hommes employés et le pays de leur destination, pour l'année 1863, et les deux années précédentes.)

Quebec.....	1,785	801,208	26,167	1,310	809,205	408	25,533	4	1,097	63	25,373				
Montreal.....	402	176,736	7,518	306	166,079	80	7,343	7	1,716	9	1,398				
Gaspé and Outports—(Gaspé et ports extérieurs).....	205	22,410	1,729	13	2,717	181	9,748	40	2,733	61	7,212				
New Carlisle.....	7	549	34			7	549								
Rimouski.....	24	9,554	239	4	3,396	11	1,108	2	2,318	7	2,732				
Isle Verte.....	1	650	16	1	650										
Totals, 1863.....	2,514	1,071,107	35,723	1,634	982,047	687	44,281	53	7,864	140	36,915				
..... 1862.....	2,124	905,094	31,617	1,373	845,337	632	41,875	28	3,449	91	14,433				
..... 1861.....	2,389	1,039,667	36,678	1,585	995,473	677	49,029	57	9,833	70	11,720				

R. S. M. BOUCHETTE, *Commissioner of Customs.*
(*Commissaire des Douanes.*)

No. 33.—STATEMENT shewing the Number and Tonnage of Steamers and Sailing Vessels Built, and those Registered, at the undermentioned Ports in Canada, during the year 1863.

(No. 33.—ETAT indiquant le nombre et le tonnage des bateaux à vapeur et navires à voiles construits, et ceux enregistrés, aux ports ci-dessous mentionnés en Canada, durant l'année 1863.

PORTS.	BUILT. CONSTRUITS.						REGISTERED. ENREGISTRES.					
	Steam. A vapeur.		Sail. A voiles.		Total.		Steam. A vapeur.		Sail. A voiles.		Total.	
	No.	Tons. Tonneaux.	No.	Tons. Tonneaux.	No.	Tons. Tonneaux.	No.	Tons. Tonneaux.	No.	Tons. Tonneaux.	No.	Tons. Tonneaux.
Amherstburgh.....			1	38	1	38			3	93	3	93
Belleville.....			3	303	2	303			2	303	2	303
Brighton.....			3	172	3	172			3	172	3	172
Brockville.....	2	454	1	1,500	5	1,954	1	227			1	227
Burwell.....			1	251	1	251			1	251	1	251
Bytown.....	4	296			4	296	2	89			2	89
Cobourg.....							2	149	1	35	3	184
Dalhousie.....	2	752	4	1,163	6	1,915	2	345	3	836	5	1,181
Darlington.....			1	96	1	96			1	96	1	96
Dover.....			2	479	2	479			2	479	2	479
Gaspé & Outports— (Gaspé et p. extér.) }			4	175	4	175			7	278	7	278
Goderich.....			1	110	1	110	2	417	1	110	3	527
Hamilton.....			1	222	1	222	2	471	2	471	2	471
Kingston.....			4	902	4	902	2	348	18	3,789	20	4,147
Kingsville.....			1	19	1	19			2	69	2	69
Milford.....			2	204	2	204			3	295	3	295
Montreal.....	3	340	14	2,275	17	2,615	4	600	43	5,150	47	5,750
Napanee.....			1	137	1	137			1	137	1	137
Newcastle.....									1	125	1	125
Oakville.....			1	348	1	348			1	348	1	348
Penetanguishene.....	1	330	1	460	2	790						
Philipsburgh.....			2	80	2	80			2	80	2	80
Pictou.....			1	68	1	68	1	53	2	168	3	221
*Quebec.....	5	418	83	54,317	88	54,735	10	1,261	81	44,925	91	46,186
Rowan.....			2	336	2	336			2	336	2	336
Saint Johns.....			1	106	1	106						
Stanley.....			1	307	1	307			2	352	2	352
Toronto.....							1	247	4	715	5	962
Wallaceburgh.....			4	551	4	551			6	671	6	671
Windsor.....							1	93			1	93
Totals.....	17	2,590	141	64,619	158	67,209	28	3,829	194	60,294	222	64,123

* NOTE.—In the Quebec Return for 1862, a clerical error occurred: 68 Vessels were built in that year, instead of 62, as then shown; making a difference of 6 Vessels—5,225 tons—short returned at that port.

* NOTE.—Dans le rapport de Québec pour 1862, une erreur cléricale s'est glissée, 68 navires ont été construits en cette année au lieu de 62, faisant une différence de 6 vaisseaux, 5,225 tonneaux.

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des Douanes.)

No. 34.—STATEMENT of the Canadian and American Tonnage, Inwards and Outwards, at the undermentioned Ports, shewing the Inter-course (exclusive of ferryage) by Inland Navigation, between Canada and the United States, during the year 1863.

(No. 34.—ETAT du tonnage des navires Canadiens et Américains, entrés et sortis aux ports sous-mentionnés, montrant la relation commerciale (exclusive des traverses) par la navigation intérieure, entre le Canada et les États-Unis, durant l'année 1863.)

Table with 12 columns: PORTS, INWARDS (ENTRÉS), AMERICAN (AMÉRICAINS), CANADIANS (CANADIENS), AMERICAN (AMÉRICAINS), CANADIANS (CANADIENS), OUTWARDS (SORTIS). Sub-columns for Steam (Vap'rs.) and Sail (Voiliers.) with No. and Tons.

Table with 12 columns: PORTS, INWARDS (ENTRÉS), AMERICAN (AMÉRICAINS), CANADIANS (CANADIENS), AMERICAN (AMÉRICAINS), CANADIANS (CANADIENS), OUTWARDS (SORTIS). Sub-columns for Steam (Vap'rs.) and Sail (Voiliers.) with No. and Tons.

RECAPITULATION.

Summary table with 6 columns: INWARDS (ENTRÉS), AMERICAN (AMÉRICAINS), CANADIANS (CANADIENS), OUTWARDS (SORTIS), AMERICAN (AMÉRICAINS), CANADIANS (CANADIENS). Sub-columns for Steam and Sail with Tons.

No. 35.—RETURN of the Description and Quantity of Grain and other Substances used, ending December
(No. 35.—TABLEAU de l'espèce et de la quantité de grains et autres substances con du Canada, durant l'année

REVENUE DIVISIONS, C. W. DIVISIONS DU REVENU C. O.		FOR DISTILLATION.—(POUR LA DISTILLATION.)								
		Malt.	Wheat.	Barley.	Rye.	Indian Corn.	Peas.	Buck Wheat.	Mill-feed.	Oats.
		Drèche.	E.6.	Orge.	Riz.	Blé d'Inde.	Pois.	Sarasin.	Re-buts.	Avoine.
		Bus.	Bus.	Bus.	Bus.	Bus.	Bus.	Bus.	Bus.	
		Minots.	Minots.	Minots.	Minots.	Minots.	Minots.	Minots.	Minots.	
1	Brant	1,132			1,940	24,295		4,627	172	
2	Bruce									
3	Carleton									
4	Durham	206	70		1,899	3,389	289	927		
5	Essex	1,555	270		4,871	49,957		1,515	1,564	
6	Essex No. 1	2,256	72		5,176	71,608		3,459	1,995	
7	Essex No. 2	223			603	4,610		104	223	
8	Frontenac, Lennox and Addington	2,958	1,748		13,346	63,385			759	
9	Granville	1,148	1,343	133	4,020	17,110			1,671	
10	Grey									
11	Haldimand	376			460	7,075		1,807	166	
12	Hastings	1,478			11,765	22,847	445	2,610	109	
13	Huron and Bruce									
14	Huron									
15	Kent and Lambton	10	21		74	357		66		
16	Kent	3			5	45		23		
17	Lambton									
18	Lancark	1,275								
19	Leeds and Grenville	1,829	434		7,120	38,166			1,401	
20	Leeds	1,102	42		1,992	16,324			1,378	
21	Lincoln and Welland	1,484			2,242	37,997			2,977	
22	Lincoln									
23	Middlesex and Elgin, No. 1	14	58		361	736		80		
24	Middlesex and Elgin, No. 2	73	40		41	1,364		703	8	
25	Norfolk	929	77	13	3,135	13,914	971	484	3,838	
26	Northumberland	4,336	793	138	9,552	48,561	84	895	2,074	
27	Oxford									
28	Perth		95			378				
29	Peterboro' and Victoria									
30	Peterborough									
31	Prince Edward									
32	R. ofrew				Returns imperfe		(Rotours incom	plets.)		
33	Simcoe	42			523			884		
34	Victoria									
35	Waterloo	1,667	1,554		1,329	11,805	43	14,365	743	
36	Welland	1,506	630		2,265	37,887			3,012	
37	Wellington and Grey	699	1,753		260	4,247		13,967		
38	Wellington	399	1,005	23	69	4,429		10,531	6	
39	Wentworth and Halton	753	2,678		61	6,900		3,857		
40	York No. 1	5,395			25,945	179,826			5,640	
41	Peel No. 2									
42	Ontario No. 3	173			312	4,368		1,075	312	
43	York No. 4									
Total, C. W.		33,026	12,688	307	98,840	672,043	1,014	1,302	65,333	24,216

and Spirits and Malt Liquor Manufactured in the Province of Canada, for the year 31st, 1863.
sommes, ainsi que des spiritueux et autres liqueurs fermentées fabriquées dans la province expiré le 31 décembre 1863.

Molasses or other substances. (Alcassoou autres substances.)	FOR BREWING.—BRASSERIE.		Total quantity of Grain, &c. for Distillation. (Quantité totale de grains, etc., pour la distillation.)	Spirits at Proof in Wine Gallons. (Spiritueux soumis à l'épreuve en gallons de vin.)	Malt Liquor in Wine Gallons. (Liqueurs fermentées en gallons de vin.)	EXCISE DUTY.—DROIT D'ACCISE.			
	Malt.	Hops.				Spirits at 15 cents per Gallon. Wine measure. (Spiritueux à 15 cents par gallon, mesure de vin.)		Malt Liquor at 3 cents per Gallon, Wine measure. (Liqueurs de Malt à 3 cents par gallon, mesure de vin.)	
	Drèche.	Houblon.				\$	cts.	\$	cts.
Galls.	Bus.	Lbs.	Bus.	Galls.	Galls.				
	M'ts.		M'ts.						
	5,158		32,166	100,146	54,402	15,021 90	1,632 06		
	84				900		27 90		
	8,592				72,570		2,177 10		
	4,082		6,780	20,421	42,024	3,063 15	1,287 72		
	1,368		59,732	229,533	12,249	34,429 95	367 47		
	1,636		84,565	311,045	15,877	46,656 75	476 31		
			5,763	21,251		3,187 65			
	23,188		82,196	242,781	230,724	36,417 15	6,921 72		
	3,295		25,425	80,405	34,674	12,060 75	1,040 22		
	1,431				13,282		396 96		
	6,525		9,884	27,123		4,068 45			
	2,179		39,254	118,435	61,106	17,765 25	1,838 18		
	661				18,476		554 28		
	2,531		528	1,185	5,412		162 36		
	191		79	153	23,188	177 75	695 64		
	443				1,523	22 95	45 84		
	1,972				4,430		132 90		
	4,760		1,275	1,552	22,303	232 80	669 09		
			48,950	140,845	47,374	21,126 75	1,421 22		
			20,833	73,823		11,073 45			
	8,441		44,700	134,446	80,341	20,166 90	2,410 23		
	4,165				33,910		1,167 30		
	2,510		1,240	3,223	22,656	484 20	679 68		
	36,418		2,234	6,870	358,441	1,030 50	10,753 23		
	424		23,367	64,145	3,928	9,621 75	117 84		
	4,646		66,373	217,150	45,769	32,572 50	1,373 07		
	4,230				52,023		1,560 69		
	1,196		473	1,396	9,692	209 40	290 78		
	2,788				28,530		855 90		
	691				6,910		207 30		
	375				3,750		112 50		
	420				3,440		103 20		
	5,176		1,449	3,608	51,640	541 20	1,549 20		
	443				4,714		141 42		
	5,221		31,506	79,346	61,490	11,901 90	1,844 70		
	1,529		45,300	136,338	16,460	20,450 70	493 80		
	4,670		20,931	75,563	47,214	11,334 45	1,416 42		
	3,109		16,462	60,179	32,478	9,026 85	974 34		
	49,971		14,249	46,723	576,370	7,008 45	17,291 10		
			216,806	794,555		119,183 25			
	10,475				116,512		3,495 36		
	50,406				554,235	3,010 95	16,627 05		
	8,727		6,240	20,073	100,438		3,013 14		
	274,141	224,788	908,775	3,012,318	2,877,310	451,847 70	86,319 30		

No. 35.—RETURN of the Description and Quantity of Grain and other Substances ending December (No. 35.—TABLEAU de l'espèce et de la quantité des grains et autres substances province du Canada, durant l'année

REVENUR DIVISIONS, C. E. DIVISIONS DU REVENU C. E.		FOR DISTILLATION.—(POUR LA DISTILLATION.)								
		Malt. Drèche.	Wheat. Blé.	Barley. Orge.	Rye. Riz.	Indian Corn. Blé-d'Inde.	Pous. Pois.	Buck Wheat. Sara-sin.	Mill feed. Re-buts.	Oats. Avoine.
1	Montreal No. 1	Bus. M'ts. 12,457	Bus. M'ts.	Bus. M'ts. 700	Bus. M'ts. 19,223	Bus. M'ts. 82,866			Bus. M'ts. 5,400	
2	Montreal No. 2	17,040 also } Malt Wheat	Liquor from r	770 use of	30,467 Raisins	1,535 —(aussi)	Liquor de Liquor de	40 Malt mure de	57,464 (sure)... raisin ..	
3	Quebec									
4	Arthabaska									
5	Beauharnois									
6	Bedford									
7	Iberville									
8	Joliette									
9	St. Francis									
10	St. Hyacinthe									
11	Terrebonne	1 108		246	454		410		4,800	
12	Three Rivers (Trois-Rivières)									
	Total, C. E.	30,635		1,718	50,144	84,401	410	40	67,664	
	do C. W.	53,026	12,688	307	98,846	672,043	1,014	1,302	65,333	
	Grand Total for the Province (Grand total pour la Province)	63,661	12,688	2,025	148,990	756,444	1,014	1,712	65,373	

- (a) Yielding 11,973 gallons of Proof Spirit.
- (a) (Donnant 11,973 gallons de spiritueux soumis à l'épreuve.)
- (b) Yielding 7,481 gallons of Spirit.
- (b) (Donnant 7,481 gallons de spiritueux.)
- (c) Yielding 450 gallons of Spirit.
- (c) (Donnant 450 gallons de spiritueux.)

These several quantities of Spirit are included in the total for Montreal No. 2.
Ces (différentes quantités de spiritueux sont comprises dans le total pour Montréal No. 2.)

used, and Spirits and Malt Liquor Manufactured in the Province of Canada, for the year 31st, 1863.—(Continued.)
consommées, ainsi que des spiritueux et autres liqueurs fermentées fabriquées dans la province le 31 décembre 1863.—(Suite.)

Molasses or other substances. (Molasses ou autres substances.)	FOR BREWING. BRASSERIE.		Total quantity of Grain, &c., for Distillation. (Quantité totale de grains, &c., pour la distillation.)	Spirits at Proof in Wine Gallons. (Spiritueux soumis à l'épreuve en gallons de vin.)	Malt Liquor in Wine Gallons. (Liquor de Malt en gallons de vin.)	EXCISE DUTY. DROITS D'ACCISE.	
	Malt. Drèche.	Hops. Houblon.				Spirits at 15 cents per Gallon, Wine Measure. (Spiritueux à 15 centins par gallon, mesure de vin.)	Malt Liquor at 3 cents per Gallon, Wine Measure. (Liquor de Malt à 3 centins par gallon, mesure de vin.)
Galls.	Bus. Minots.	Lbs.	Bus. Minots.	Galls.	Galls.	\$ cts.	\$ cts.
	108,803		120,676	387,683	1,266,804	58,152 45	88,004 12
(a) 17,754 (b) 85,860 (c) 2,400	40,334†		107,316	249,982	469,726	37,497 30	14,091 78
	78,203				832,557		24,976 71
	20				160		4 80
	1,688				12,690		380 70
	166				1,200		36 00
	5,568				55,680		1,670 40
	30				150		4 50
	980				9,520		285 60
	1,772				20,457		613 71
	1,637		7,020	11,719	16,795	1,757 55	503 85
	339				3,570		107 10
	230,632	210,102	233,012	649,384	2,689,309	97,407 60	80,679 27
	274,141	224,788	908,775	3,012,318	2,877,310	451,847 70	86,319 30
	513,773	434,690	1,143,787	3,661,702	5,566,619	549,255 30	166,998 57

† Besides 1800 lbs. of Sugar.
† (A part 1800 lbs. de sucre.)

R. S. M. BOUCHETTE,
Commissioner of Customs and Excise.
(Commissaire des Douanes et de l'Accise.)

No. 36.—COMPARATIVE STATEMENT of the Number of the Distilleries and Quantity of Proof Spirits distilled, and the Number of Breweries, with the Quantity of Malt used, and Malt Liquor produced therefrom, during the years 1860, 1861, 1862 and 1863.
 (No. 36.—ETAT COMPARATIF du nombre de distilleries, et de la quantité de spiritueux distillés; aussi, le nombre de brasseries, avec la quantité de grain employé et de liqueurs de malt en provenant, durant les années 1860, 1861, 1862 et 1863.)

	Number of Distilleries			Proof Spirit distilled.			Total quantity of Malt used in brewing						Malt Liquor brewed.											
	Nombre de brasseries.			Spiritueux soumis à l'éprouve.			Quantité totale de drêche employée dans les brasseries.						Liquueur de Malt brassé.											
	1860	1861	1862	1860	1861	1862	1860	1861	1862	1863	1860	1861	1862	1863										
Canada W (On)	71	70	72	42	2,183,291	2,911,897	3,237,969	3,012,318	231,174	287,489	318,794	274,141	2,410,700	2,923,440	3,314,337	2,877,310								
Canada E. (Bse)	5	5	5	5	1,141,528	905,763	877,104	618,884	182,480	167,912	229,304	239,682	1,809,144	1,879,586	2,609,399	2,689,309								
Totals.....	76	75	77	47	3,327,819	3,817,660	3,315,073	3,661,702	386,624	455,001	548,098	513,773	4,219,984	4,808,095	5,920,296	5,666,619								
Total amount of Grain and other articles used in distillation—(Montant total des grains et autres articles employés dans la distillation).....	1,275,288																							
Total amount of Malt used in brewing—(Montant total de malt employé dans les brasseries).....	386,624																							
Totals.....	1,661,912																							
	1860.			1861.			1862.			1863.			1860.			1861.			1862.			1863.		
	Bushels.			Bushels.			Bushels.			Bushels.			Gallons.			Gallons.			Gallons.			Gallons.		
	Minots.			Minots.			Minots.			Minots.			Gallons.			Gallons.			Gallons.			Gallons.		
	1,802,884			1,802,884			1,802,884			1,802,884			1,802,884			1,802,884			1,802,884			1,802,884		

R. S. M. BOUCHETTE,
 Commissioner of Customs and Excise.
 (Commissaire des Douanes et de l'Accise.)

No. 37.—COMPARATIVE STATEMENT of the Description and Quantity of Grain and other substances used in Distillation in the Province of Canada, during the years 1860, 1861, 1862 and 1863.
 No. 37.—ETAT COMPARATIF de l'espèce et de la quantité de grains et autres substances employés pour la distillation dans la province du Canada, durant les années 1860, 1861, 1862 et 1863.)

GRAINS, &c.	CANADA WEST.			CANADA EAST.			PROVINCE OF CANADA.			
	1860.	1861.	1862.	1861.	1862.	1863.	1860.	1861.	1862.	1863.
	Bus. — Minots.	Bus. — Minots.	Bus. — Minots.	Bus. — Minots.	Bus. — Minots.	Bus. — Minots.	Bus. — Minots.	Bus. — Minots.	Bus. — Minots.	Bus. — Minots.
Malt—(Drecho)	38,256	46,517	40,140	54,086	47,072	30,635	108,347	100,603	87,212	63,661
Wheat (Blé)	21,022	22,400	12,047	24,461	19,018	1,718	21,022	22,490	12,049	12,688
Barley (Orge)	2,170	2,792	1,661	81,005	46,318	50,114	42,112	27,256	20,679	3,023
Rye (Seigle)	137,724	152,540	136,266	41,903	46,318	50,114	169,627	238,554	183,284	145,390
Indian Corn—(Blé-d'Inde)	390,042	542,989	630,637	19,753	10,750	84,401	409,795	542,989	691,417	756,414
Peas (Pois)	4,816	2,851	1,815	.....	.....	.....	1,815	2,851	1,815	1,014
Buckwheat—(Sarasin)	1,102	1,978	2,016	515	604	410	2,812	2,404	2,630	1,014
Mill feed—(Déchets)	88,404	92,537	80,544	64	73	40	88,622	92,637	80,617	65,373
Oats—(Avoine)	23,616	34,455	42,893	269,500	159,631	67,664	416,744	323,955	202,424	91,880
Pointees—(Pennes de terre)	819	54	4	.....	.....	.....	1,391	44	4	.....
Totals	703,031	919,249	998,755	429,634	283,366	235,012	1,275,288	1,348,863	1,282,121	1,143,787
Molasses—(Mélasse) Gls. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sour Beer—(Bière-tire) Gls. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ruins (Worts)—Rat-sins (mort) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....Gls. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

R. S. M. BOUCHETTE,
Commissioner of Customs and Excise.
 (Commissaire des Douanes et de l'Accise.)

No. 38.—COMPARATIVE STATEMENT of Excise Duties collected during the years 1859, 1860, 1861, 1862 and 1863, on Proof Spirits distilled in the Province of CANADA, with the Number of Stills and amount of Revenue derived therefrom.
 (No. 38.—ÉTAT COMPARATIF des droits d'accise perçus durant les années 1859, 1860, 1861, 1862 et 1863, sur les spiritueux distillés et soumis à l'épreuve dans la province du CANADA, avec le nombre de distilleries et le montant du revenu en provenant.)

	Number of Stills—(Nombre de distilleries.)				Number of Gallons paying Excise Duty. Nombre de gallons payant le droit d'accise.					
	1859.		1860.		1861.		1862.		1863.	
	14	10	5	7	5	1,059,063	1,078,261	945,970	577,104	619,407
CANADA EAST (EST).....	95	85	83	78	42	2,249,035	2,200,027	2,915,589	3,248,724	3,012,632
CANADA WEST (OUEST).....	100	95	88	85	47	3,309,095	3,278,288	3,861,559	3,825,828	3,632,039
Totals.....										

	REVENUE COLLECTED.—(REVENU PERÇU.)									
	1859.		1860.		1861.		1862.		1863.	
	Duty on Stills.	Total duty.	Duty on Stills.	Total duty.	Duty on Stills.	Total duty.	Duty on Stills.	Total duty.	Duty on Stills.	Total duty.
Canada E. (Est)	\$ 560	\$ 63,543.75	\$ 400	\$ 61,695.67	\$ 200	\$ 56,753.17	\$ 600	\$ 47,319.61	\$ 1,100	\$ 92,911.50
Canada W. (Oue)	3,500	134,942.12	3,400	132,001.60	3,420	174,995.37	3,180	321,613.62	6,000	491,894.82
Totals.....	4,360	198,485.87	3,800	196,697.27	3,620	231,693.54	3,810	368,993.25	7,100	544,806.32

Note.—return No. 35 shows an apparent difference, in excess, of 29,663 gallons of Spirits as compared with the quantity returned above, viz: 3,632,039 gallons upon which Excise Duty has been collected; this difference arises from the fact that some of the Collectors of Inland Revenue did not account for the full amount of their Excise Collections upon Spirits, until after the Public Account's had been closed for the fiscal year.
 (Note.—L'état No. 35, indique une différence apparente, de surplus, de 29,663 gallons de spiritueux, comparé avec la quantité indiquée plus haut, savoir: 3,632,039 gallons sur lesquels il a été prélevé un droit d'accise. Cette différence est due au fait que plusieurs des percepteurs du revenu de l'intérieur n'ont rendu compte du montant de leurs perceptions du droit d'accise sur les spiritueux, qu'après que les comptes pour l'année financière furent clos.)

R. S. M. BOUCHETTE,
 Commissioner of Customs and Excise—(Commissaire des Douanes et de l'Accise.)

No. 39.—COMPARATIVE STATEMENT of Excise Duties collected during the years 1860, 1861, 1862 and 1863, on Malt Liqueur brewed in the Province of Canada, with the number of Licences issued and Revenue derived therefrom.
 (No. 39.—ÉTAT COMPARATIF des droits d'accise perçus durant les années 1860, 1861, 1862 et 1863, sur les liqueurs de malt distillées dans la province du Canada, avec le nombre des licences émises et le revenu en provenant.)

	1860.										1861.										1862.										1863.									
	Duty collected. (Droits perçus.)					Total.					Duty collected. (Droits perçus.)					Total.					Duty collected. (Droits perçus.)					Total.					Duty collected. (Droits perçus.)					Total.				
	Number of licences issued. (Nombre de licences émises.)	Number of gallons paying duty. (Nombre de gallons payant des droits.)	For licences. (Pour licences.)	On Malt Liqueur. (Sur les liqueurs de Malt Liqueur.)	Sur les liqueurs de Malt.	\$	cts	\$	cts	\$	cts	Number of licences issued. (Nombre de licences émises.)	Number of gallons paying duty. (Nombre de gallons payant des droits.)	For licences. (Pour licences.)	On Malt Liqueur. (Sur les liqueurs de Malt Liqueur.)	Sur les liqueurs de Malt.	\$	cts	\$	cts	\$	cts	Number of licences issued. (Nombre de licences émises.)	Number of gallons paying duty. (Nombre de gallons payant des droits.)	For licences. (Pour licences.)	On Malt Liqueur. (Sur les liqueurs de Malt Liqueur.)	Sur les liqueurs de Malt.	\$	cts	\$	cts	Number of licences issued. (Nombre de licences émises.)	Number of gallons paying duty. (Nombre de gallons payant des droits.)	For licences. (Pour licences.)	On Malt Liqueur. (Sur les liqueurs de Malt Liqueur.)	Sur les liqueurs de Malt.	\$	cts	\$	cts
Canada E. (56)	25	1768053	250	1765253	250	19752	54	2002	51	28	260951	380	4656	67	46436	67	23	260704	1380	7821	20	73931	20	2580812	7500	864	4	36	93921	36	5487852	8880	164635	56	173315	56				
Canada W. (On)	134	2469077	1310	2468067	1310	1490	29241	51	30731	51	151	3460703	1640	59938	69	61578	69	125	2580812	7500	864	4	36	93921	36	5487852	8880	164635	56	173315	56									
Totals.....	156	4237130	1560	4237130	1560	43931	30	43931	30	174	4899105	1710	48994	65	50731	65	182	6060271	2020	103994	71	108014	76	148	5487852	8880	164635	56	173315	56										

Amount of Duties from distilleries above..... (Montant des droits provenant des distilleries ci-dessus).....		1860.	1861.	1862.	1863.
Do do breweries do (do do brasseries do).....		\$ 200,497 27	\$ 5,213 54	\$ 372,833 25	\$ 651,906 32
Total Excise Revenue— (Revenu total de l'Accise).....		43,931 30	50,734 05	108,014 76	173,515 50
		244,428 57	285,947 39	480,848 01	725,421 88

RECAPITULATION.

NOTE.—Return No. 35 shows an apparent difference, in excess, of 78,767 Gallons of Malt Liqueur as compared with the quantity returned above, viz: 5,487,852 Gallons, upon which Excise duty was collected. This difference arises from the fact that some of the Collectors of Inland Revenue did not account for the full amount of their Excise Collections upon Malt Liqueur until after the Public Accounts had been closed for the fiscal year.
 (NOTE.—L'état No. 35 en fait une différence apparente, de surplus, de 78,767 gallons de Liqueur de Malt, comparée avec la quantité indiquée plus haut, savoir: 5,487,852 gallons, sur lesquels il a été prélevé un droit d'accise. Cette différence est due au fait que plusieurs des percepteurs du revenu de l'intérieur n'ont rendu compte du montant entier de leurs perceptions du droit d'accise sur les Liqueurs de Malt, qu'après que les comptes pu les pour l'année financière furent clos.)

R. S. M. BOGGETT, Esq.
 Comptroller of the Public and Excise. (Comptroller des Douanes et de l'Accise.)

No. 1.—GENERAL STATEMENT showing the quantity of each Article transported on the WELLDAN CANAL, during the year 1863, and the Amount of Revenue collected thereon.
(No. 1.—TABLEAU GENERAL indiquant la quantité de chaque article transporté sur le CANAL WELLDAN, pendant l'année 1863, et le montant du revenu perçu sur cette quantité.)

ARTICLES.	TOTAL TONNAGE.		From Canadian to American Ports.		From American to Canadian Ports.		From American to American Ports.		TOTALS.			AMOUNT OF TOLLS. MONTANT DES PEAGES.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Descen- Montée.	
Ashes, Pot and Pearl—(Alcalis, potasse et perles)	552	131	130	100	1	33	36	66	265	235		79 85
Apples, Ontons & other Vegetables—(Pommes, oignons et autres végétaux)	1,023	138	567	2	1	1	479	33	620	402		137 24
Bacon—(Lard salé)	170	96	6	95	1,423			7	170	25		5 52
Bark—(Ecorce)	3,520							1,901	3,335	101		21 25
Barley—(Orge)	699	6	6	2	135	235		368	699	391		363 50
Beer—(Bière)	600	1	43	2				23	209	1		174 81
Beer, Cider & Vinegar—(Bière, cidre, vin-gre)								199	1			163 99
Bees' Wax—(Cire d'abeilles)		1,075	14	393	3,234			3	1,471	3,313		272 25
Biscuits and Crackers—(Biscuits)	4,784	162	259	2	120	6		63	596	305		127 27
Bran & Ship Stuffs—(Son et prov. de bord)	991	12	23	1	6			45	13	80		22 17
Bricks, Lime, Sand—(Briques, chaux, sable)	93	2	1	1				3	152	5		46 39
Butter—(Beurre)	157	2						3	8			1 32
Carts, Wagons and Sleighs—(Charettes, wagons et voitures d'hiver)	8							3	8			
Cattle—(Bestiaux)		22	5		21			1	5,426	7		1,081 10
Cement and Water Lime—(Ciment et chaux hydraulique)	5,427	1		12				1	162			45 64
Cheese—(Fromage)	163	80			3			1	75	5		22 88
Charcoal—(Charbon de bois)	22							22				4 40
Clay—(Argile)	388							22				46 56
Coal—(Charbon)	63,763	457	29	29	1,563	41,227		388	26,607	43,156		12,615 37
Coffee—(Café)	6							1,626	302	1		90 75
Copper—(Cuivre)		392			27,485			6	100,461	313		19,068 82
Corn—(Blé, seigle)	100,807				2	12			195			3 07
Corn Meal—(Farine de blé d'Inde)	14											58 50
Dye & dye stuff—(Teinture et mat. tinctoriales)	195											

ARTICLES.	TOTAL TONNAGE.		From Canadian to American Ports.		From American to Canadian Ports.		From American to American Ports.		TOTALS.			AMOUNT OF TOLLS. MONTANT DES PEAGES.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Descen- Montée.	
Fish—(Poisson)	3,797	51							457			1,453 06
Flax and Flax Seed—(Lin et graine de lin)	83	4,239	13,836	107	391			83	5,272	15		20 63
Flour—(Farine)	75,614	22			6			22	22,412	71,140		14,822 09
Furniture and baggage—(Meubles et bagage)	1,095	12	12	21	3			1,477	66	85		471 11
Gypsum—(Gypse)	6,001	55	1,750	87	3,251			912	1,954	5,007		363 17
Hams—(Jambons)	785	2	2	2				499	2	793		198 37
Hemp—(Chanvre)	110							39	39	71		23 00
Hides and Skins, Raw—(Peaux et cuirs, non préparés)	357	7			50			6	49	288		89 41
Hogs—(Coehons)	23	1			1			182	3	33		8 11
Horns, Hoofs & Bones—(Cornes, sabot et os)	197	1						7,155	187	10		48 86
Horses—(Chevaux)	9,269	3							9,269			1,005 20
Ice—(Glaces)												
Iron, Bloom and Broken Castings—(Fer, fonte en saée)	1,627	568	1					1,627	1,927			305 30
do Pig and Scrap—(en pieces et ferrailles)	7,837	5			30			4,416	7,502	185		1,526 68
do Railroad—(pour chemins de fer)	25,017	7						19,942	24,746	271		5,003 30
do Stoves & Castings—(poêles et fonte)	2,102	436	6	8				2,034	2,085	17		519 01
do all other not elsewhere—(tout autre non énuméré)	3,991	3			1			2,585	3,222	169		801 22
Lard—(Saindoux)	1,859	45	375	11	1			3	8	3		2 40
Lard and other Oils—(Huile de saindoux et autres)	2,431	1						107	3	1,356		339 79
Leather—(Cuir)	303								373	159		597 90
Manilla—(Manille)	160				100				8			2 40
Manure—(E engrais)	3,431	6						302	302	100		5 00
Marble—(Marbre)		19							3,055	3,431		851 65
Mechanics' Tools—(Outils d'artisans)	2,732	6										
Molasses—(Mélasse)	493	213			1			2,721	2,732			819 09
Oats—(Avoine)	89	3			89			53	22	31		103 74
Oatmeal—(Farine d'avoine)	338	1										23 38
Oil Cake—(Tourteaux de lin)												0 65
Oil Meal—(Farine de lin)												84 39
Greases, all kinds—(Minérai, toutes sortes)	24,422	2,191	3,982	54				17,907	21,889	2,533		4,031 03
Pitch, Tar and Rosin—(Poix, goudron, résine)	117	19							116	1		32 39
Ploughs and Agricultural Implements—(Charrues et instruments d'agriculture)	61				2			56	58	3		17 46
Pork—(Lard)	10,456	113			30			5	7,365	10,421		2,602 05
Potatoes—(Pommes de terre)	31	4										0 59
Pressed Hay and Broom Corn—(Foin pressé et millet à balai)	290											6 14
Rags, Junk and Oakum—(Quenilleg, vieux cordages et étoupe)	26	44										498 68
Raw Cotton—(Coton brut)	2,428	687			3							1,927
Rye & Rye Meal—(Seigle et farine de seigle)	105,698											20,963 87
Salt—(Sel)												

No. 1.—GENERAL STATEMENT showing the quantity of each article transported, &c.—Continued.
No. 1.—TABL. AU GENERAL indiquant la quantité de chaque article transporté, etc.—Suite.

ARTICLES.	From Canadian to American Ports.		From Canadian to French American, to Canadian Ports, to American Ports.		From American to French American, to Canadian Ports, to American Ports.		TOTALS.	AMOUNT OF TOLLS.
	De ports du Canada à des ports américains.		De ports du Canada à des ports américains, à des ports américains.		De ports américains à des ports américains.			
	Up.	Down.	Up.	Down.	Up.	Down.		
Sheep—(Moutons).....	34	.....	.....	.....	.....	.....	.....	8 07
Ship Stores—(Provisions pour navires).....	376	.....	.....	.....	.....	.....	.....	112 48
Slut—(Arrière).....	629	.....	.....	.....	.....	.....	.....	185 02
Soda Ash—(Sonde).....	339	.....	.....	.....	.....	.....	.....	80 28
Spike—(Fiches).....	1,398	.....	.....	.....	.....	.....	.....	412 27
Stone, Earthen and Gl. Sway—(Pierre, poterie et verrerie).....	8,137	.....	.....	.....	.....	.....	.....	1,569 42
Sugar—(Sucre).....	4,160	.....	.....	.....	.....	.....	.....	1,239 21
Tallow—(Suif).....	191	.....	.....	.....	.....	.....	.....	48 21
Tin and Steel—(Perilane et acier).....	606	.....	.....	.....	.....	.....	.....	191 8
Tobacco, Manufacture—(Tabac, fabriqué).....	13	.....	.....	.....	.....	.....	.....	179 67
Tobacco, Manufacture—(Tabac, non fabriqué).....	51	.....	.....	.....	.....	.....	.....	3 64
Turpentine—(Terpentine).....	370,194	.....	.....	.....	.....	.....	.....	10 23
Whisky and other Spirits—(Whisky, autres spiritueux et vins).....	1,939	.....	.....	.....	.....	.....	.....	69,903 08
White Lead and Paint—(Blanc de plomb et peinture).....	652	.....	.....	.....	.....	.....	.....	521 63
Window Glass—(Vitres).....	225	.....	.....	.....	.....	.....	.....	193 47
Wood—(Laine).....	362	.....	.....	.....	.....	.....	.....	53 51
All Agricultural Products not elsewhere enumerated—(Tous autres produits d'agriculture non énumérés).....	10,488	.....	.....	.....	.....	.....	.....	108 60
All other Goods and Merchandise not elsewhere enumerated—(Tous autres effets et marchandises non énumérés).....	9,009	.....	.....	.....	.....	.....	.....	2,467 54
Barrels, Empty, each—(Bris vides, chaque).....	1,960	.....	.....	.....	.....	.....	.....	5,716 22
Boat Knives each—(Couteils, chaque).....	265	.....	.....	.....	.....	.....	.....	170 38
Fleat—per 1000 lineal feet—(Plots—par 1000 pieds linéaires).....	2,057	.....	.....	.....	.....	.....	.....	23 97
Firewood—per cord, in Vessels—(Bois de chauffage, par corde, en vaisseaux).....	114,973	.....	.....	.....	.....	.....	.....	9 24
do do in Raft—(en radeaux).....	.....	.....	.....	.....	.....	.....	.....	3,399 92

ARTICLES.	From Canadian to American Ports.		From Canadian to French American, to Canadian Ports, to American Ports.		From American to French American, to Canadian Ports, to American Ports.		TOTALS.	AMOUNT OF TOLLS.		
	De ports du Canada à des ports américains.		De ports du Canada à des ports américains, à des ports américains.		De ports américains à des ports américains.					
	Up.	Down.	Up.	Down.	Up.	Down.				
Mahogany, per ton—(Acajou—par ton.).....	50	.....	.....	.....	.....	.....	.....	14 85
Masts and Spars—per ton of 40 cubic feet, in Vessels—(Mâts et espars, par tonneau de 40 pieds cubes, en vaisseaux).....	71	.....	.....	.....	.....	.....	.....	5 86
do do in Raft—(en radeaux).....	1,006	.....	.....	.....	.....	.....	.....	169 64
Railway Ties—each, in Vessels—(Laines pour chemin de fer, chaque, en vaisseaux).....	5,788	.....	.....	.....	.....	.....	.....	27 13
do do in Raft—(en radeaux).....	948	.....	.....	.....	.....	.....	.....	25 30
Sawed Stuff, Board, Plank, Scantling & Sawed Timber, per M. cubic feet, in Vessels—(Bois scié, madrier, planche, volige et bois de construction, par M. cubaire de la planche, en vaisseaux).....	51,087	.....	.....	.....	.....	.....	.....	6,493 12
do do in Raft—(en radeaux).....	302	.....	.....	.....	.....	.....	.....	58 50
Square Timber, per M. cubic feet, in Vessels—(Bois carré, par M. pieds cubes, en vaisseaux).....	21,930	.....	.....	.....	.....	.....	.....	3,270 91
do do in Raft—(en radeaux).....	15,806	.....	.....	.....	.....	.....	.....	1,550 43
Wagon Stuff, Wooden Ware and Wood partly manufactured, per ton of 40 cubic feet—(Matériaux pour wagon, articles en bois et bois en partie manufacturé, par tonneau de 40 pieds cubes).....	2,596	.....	.....	.....	.....	.....	.....	503 65
Split Posts and Fence Rails, per M. in Vessels—(Piquets et perches pour clôtures, par M. en vaisseaux).....	3	.....	.....	.....	.....	.....	.....	0 47
do do in Raft—(en radeaux).....	1	.....	.....	.....	.....	.....	.....	0 54
Saw Logs—Standard Log—each—(Billots de sciage).....	7,691	.....	.....	.....	.....	.....	.....	758 36
Staves & Headings (Barrel) per M.—(Douves (baril), par M.).....	6,546	.....	.....	.....	.....	.....	.....	538 82
do do (Pipe) do.....	7,289	.....	.....	.....	.....	.....	.....	1,377 15
do do (West India)—(Indes Occid.) do.....	6,980	.....	.....	.....	.....	.....	.....	1,242 82
Traverses—per 100 pieces—(par 100 pièces).....	1	.....	.....	.....	.....	.....	.....	0 81
Totals.....	1,141,120	26,244	130,853	49,348	107,174	41,234	167,583	394,688	390,822	750,298
Total Tolls on Property—(Total des péages sur les effets).....								\$	107,506 77	
Do Vessels—(Total des péages sur les vaisseaux).....									28,312 18	
Do Passengers—(Total des péages sur les passagers).....									707 37	
Total Tolls—(Total des péages).....								\$	226,676 32	
Total Rents, \$8,303 37; Storage \$.....									8,303 37	
Total Damages and Fines—(Total, dommages et amendes).....									4,665 00	
Total Revenue from all sources—(Total, revenu provenant de toutes sources).....								\$	231,341 32	

R. S. M. BOUCHETTE, Commissioner of Customs.
(Commissaire des Douanes.)

No. 2.—GENERAL STATEMENT showing the quantity of each article transported on the ST. LAWRENCE CANAL, during the year 1863, and the Amount of Revenue collected thereon.
(No. 2.—TABLEAU GENERAL, indiquant la quantité de chaque article transporté sur le CANAL ST. LAURENT, pendant l'année 1863, et le montant des péages perçus sur cette quantité.)

ARTICLES.	TOTAL TONNEAUX.		From Canadian to American Ports.				From American to Canadian Ports.				From American to American Ports.				TOTALS.		AMOUNT OF TOLLS. MONTANT DES PÉAGES. \$ cts.
	TOTAL	DES	De ports du Canada.		De ports du Canada.		De ports Américains.		De ports Américains.		De ports Américains.		Up.	Down.	Up.	Down.	
			Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.							
Ashes, Pot and Pearl—(Alcalis, potasse et perasse).....	4,023		120	4,331	69		100				3		189	4,434			801 33
Apples, Onions and other Vegetables—(Pommes, oignons et autres végétaux).....	8,805		13	2,670	17	61	6,040			4		74	8,731			1,743 60	
Bacon—(Lard séché).....	1,107		80	1,006			71					30	1,077			107 15	
Barley—(Boorze).....	7,217		278	2,135	95	4,457				48		278	520			69 44	
Barley Meal—(Farine d'orge).....	190		11	72			104					14	176			35 06	
B-e-r, Cider et Vinegar—(Bière, cidre, vin gre).....	437		136	113	2	53	133					191	246			84 30	
Bees Wax—(Cire d'abeilles).....	2			2								1	1			0 25	
Biscuits and Crackets—(Biscuits).....	112			66	41							46	66			6 55	
Bran and Ship Stuff—(S-m et prov. de bord).....	4,509		1,819	1,814		845						46	66			232 89	
Bricks, Lime, Sand—(Briques, chaux, sable).....	1,163		23	1,047						93		23	1,140			248 56	
Butter—(Beurre).....	43		17	21	4							21	22			6 89	
Carts, Wagons and Sleighs—(Charrettes, wagons et voitures d'hiver).....	977		20	661			16					39	617			78 60	
Cement and Water Lime—(Ciment et chaux hydraulique).....	715		274	141								576	142			41 67	
Chalk & Whiting—(Craie et blanc de céruse).....	112		101	182	1					2		113	215			21 51	
Cheese—(Fromage).....	845		1				661					2	843			209 09	
Charcoal—(Charbon de bois).....	312		65	178		39						134	178			16 86	
Clay—(Argile).....	156		68	60								96	60			15 41	
Clover Seed—(Traines de trèble).....	6,988		6,386	131		121						6,835	133			745 31	
Coal—(Charbon).....	52		59	2								50	2			12 81	
Coffee—(Café).....	2		2									3	3			0 63	
Copperas—(Copperose).....	22,869		37	22,615	22		139			25		59	22,819			3,361 56	
Corn Meal—(Farine de blé d'Inde).....	139		73			66						139				12 32	
Dye & dyestuff—(Teinture et mat. tinctoriales).....																	

Iron, Bloom and Broken Castings—(Fer, fonte cassée).....	112		73	36													9 38
do Pig and Scrap—(en gueuse et ferrailles).....	13,625		12,769	173													1,833 41
do Railroad—(pour chemins de fer).....	6,766		6,598	2													1,014 68
do Store & Castings—(petits et fonte).....	780		436	292													105 65
do all other not elsewhere describe—(tout autre non énuméré).....	8,857		8,729	57													1,575 90
de Sales—(saire de sucré).....	325		3	237													65 30
Lard and other Oils—(Huile de saindoux et autres).....	2,925		551	1,088	4	5											504 45
Leather—(Cuir).....	5		85	5													1 25
Manilla—(Manille).....	92		85	4													10 83
Manures—(Engrais).....	670		10	300													40 32
Marble—(Marbre).....	109		100	8													8 25
Mechanics Tools—(Outils d'artisans).....	1,153		1,011	11													187 07
Molasses—(Mélasse).....	3,110		3,070	13													552 15
Nails—(Clous).....	171		6	165													16 10
Oats—(Avoine).....	446		3	350													88 75
Oatmeal—(Farine d'avoine).....	5,347		1,399	2,302													622 36
Oil Cake—(Tortaux de lin).....	359		71	40													88 29
Oil Meal—(Farine de lin).....	69		41	10													9 05
Ores, all kinds—(Minérai, toutes sortes).....	4,936		1,237	2,878													790 25
Pitch, Tar and Rosin—(Poix, goudron, résin).....	133		85	40													18 95
Plough and Agricultural Implements—(Charrues et instruments d'agriculture).....	847		548	281													80 37
Port—(Lard).....	36		36														7 20
Potatoes—(Pommes de terre).....	896		818	818													170 20
Pressed Hay and Broom Corn—(Poin pressé et millet à balai).....	31,770		29,000	114													4,128 27
Rags, Junk and Oakum—(Guenilles, vieux cordages et étoupe).....																	
Raw Cotton—(Coton brut).....																	
Rye & Rye Meal—(Seigle et farine de seigle).....																	
Salt—(Sel).....																	

No. 2.—GENERAL STATEMENT showing the quantity of each article transported, &c.—Continued.
No. 2.—TABLEAU GENERAL indiquant la quantité de chaque article transporté, etc.—Suite

ARTICLES.	TOTAL TONS.		From Canadian to American Ports.				From Canadian to Canadian Ports.				From American to American Ports.				TOTALS.		AMOUNT OF TOLLS. MONTANT DES PEAGES. \$ cts.
	TOTAL TONNEAUX.	TONS.	Descente.		Montée.		Descente.		Montée.		Descente.		Montée.		Up.	Down.	
			Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.							
Sheep—(Moutons).....	225																23 02
Ship Stores—(Provisions pour navires).....		40															3 30
Slate—(Ardoise).....	620																149 00
South Ash—(Soudo).....	50																9 10
Spikes—(Fiches).....																	
Stone, Earth and Glassware—(Pierre, poterie et verrerie).....	2,548																478 52
Stono—(Pierre).....	7,466																188 23
Sugar—(Sucre).....	5,411																1,103 30
Tallow—(Suif).....	217																43 20
Tin and Steel—(Ferblanc et acier).....	889																199 48
Tobacco, Manufactured—(Tabac, fabriqué).....	14																3 50
Tobacco, unmanufactured—(Tabac, non fabriqué).....	214																43 90
Turpentine—(Térébenthine).....	6																1 31
Wheat—(Blé).....	152,251																22,607 34
Whiskey and other spirits and Wines—(Whiskey et autres spiritueux).....	991																102 51
White Lead and Paints—(Blanc de plomb et peintures).....	281																17 99
Window Glass—(Vitrès).....	776																142 91
Wool—(Laine).....	32																8 00
All Agricultural Products not els where enumerated—(Tous autres produits d'agriculture non énumérés).....	29,135																4,053 39
All other Merchandise not elsewhere enumerated—(Tous autres effets et marchandises non énumérés).....	10,969																2,796 40
Barrels, empty, each—(Fûts, vides, chaque).....	535																79 42
Boat Knees, each—(Courbes, chaque).....	100																5 72
Floot—per 1000 lineal feet—(Plottes—par 1000 pieds linéaires).....	7,532																137 28
Firewood—per cord, in Vessels—(Bois de chauffage, par corde, en vaisseaux).....	217,392																6,765 65
do do in Raft—(en radeaux).....																	

Mahogany, per ton—(Acajou—par ton).....																		
Masts and Spars—per ton of 40 cubic feet, in Vessels—(Mâts et espars, par tonneau de 40 pieds cubes, en vaisseaux).....																		
do do in Raft—(en radeaux).....																		
Railway Ties—each, in Vessels—(Traverses pour chemin de fer, chaque, en vaisseaux).....	25,018																	
do do in Raft—(en radeaux).....																		
Sawed Staff, Board, Plank, Scantling & Sawed Timber, per M. Board Measure, in Vessels—(Bois scié, madrier, planche, volige et bois de construction, par M. mesure de la planche, en vaisseaux).....	184,487																	
do do in Raft—(en radeaux).....	21,576																	
Square Timber, per M. cub. ft., in Vessels—(Bois carré, par M. pieds cubes, en vaisseaux).....	610																	
do do in Raft—(en radeaux).....	21,574																	
Wagon Stuff, Wooden Ware and Wood partly manufactured, per ton of 40 cubic feet—(Matériaux pour wagon, articles en bois et bois en partie manufacturés, par tonneau de 40 pieds cubes).....	1,042																	
Split Posts and Fence Rails, per M. in Vessels—(Piquets et perches pour clôtures, par M., en vaisseaux).....	4																	
do do in Raft—(en radeaux).....	6																	
Saw Logs—Standard Log, each—(billots de sciage).....	697																	
Staves & Headings (Barrel) per M.—(Douves (baril), par M.).....	7,280																	
do do (Pipe) do.....	1,231																	
do (West India)—(Indes Occid.) do.....	2,898																	
Traverses—per 100 pieces—(par 100 pièces).....	14,851																	
TOTALS.....	895,133	107,917	696,573	8,506	67,295	3,107	20,111	10	1,554	119,600	775,333							
Total Tolls on Property—(Total des péages sur les effets).....																		
Do Vessels—(Total des péages sur les vaisseaux).....																		
Do Passengers—(Total des péages sur les passagers).....																		
Total Tolls—(Total des péages).....																		
Total Storage and Winterage—(Total emmagasinage et hivernage).....																		
Do Rents—(do loyers).....																		
Do Fines and Damages—(do amendes et dommages).....																		
Do Wharfage—(do quaiage).....																		
Total Revenue from all sources—(Total, revenu provenant de toutes sources).....																		
Do Storage and Winterage—(Total emmagasinage et hivernage).....																		
Do Rents—(do loyers).....																		
Do Fines and Damages—(do amendes et dommages).....																		
Do Wharfage—(do quaiage).....																		
Total Revenue from all sources—(Total, revenu provenant de toutes sources).....																		

R. S. M. BOUGHETTE, Commissioner of Customs.
(Commissaire des Douanes.)

No. 3.—GENERAL STATEMENT shewing the quantity of each Article transported on the CHAMBLEY CANAL, during the year 1863, and the Amount of Revenue collected thereon.
(No. 3.—TABLEAU GENERAL, indiquant la quantité de chaque article transporté sur le CANAL CHAMBLEY, pendant l'année 1863, et le montant du revenu perçu sur cette quantité.)

ARTICLES.	From Canadian to American Ports.				From American to Canadian Ports.				TOTALS.		AMOUNT OF TOLLS.— MONTANT DES PEAGES.
	Up.		Down.		Up.		Down.		Up.	Down.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Albes, Petant, Pout—(Alabes, Petant, Pout)	2								2		0 30
Apples, Apples & Her Vegetables—(Pommes, Apples, Apples & Her Vegetables)	1,353	6	275	1			1,572		6	1,587	231 20
Bacon—(Lard salé)											2 61
Bark—(Bark)	20										1,134 30
Barley—(Orge)	11,276	129	10,094						11,228	108	1,171 71
Barley seed—(Fruit d'orge)											0 30
Beef—(Boeuf)											37 98
Beer, Cider & Vinegar—(Bière, cidre, Vinaigre)	106	2					104		2	106	221 43
Bees Wax—(Cire à bougies)											2 00
Biscuits and Crackers—(Biscuits)	2		2						2		1,688 27
Brick & Ship Staves—(Sap et bois de bord)	157		157						157		1 81
Bricks, Lime, Sand—(Briques, chaux, sable)	2,351	109					2,459		199	2,155	13 28
Butter—(Beurre)											0 15
Carts, Wagons and Sticks—(Chariots, wagons et voitures flétries)	5	1	2						1	2	5 55
Cattle—(Bœufs)	58		48						38		0 20
Cement and Water Lime—(Ciment et chaux hydraulique)	2								2		1 81
Clark & Whiting—(Crabe et blanc de crabe)	1								1		0 15
Cheese—(Fromage)											5 55
Charcoal—(Charbon de bois)	56										1,688 27
Clay—(Argile)											1 81
Clover Seed—(Graine de trèfle)											13 28
Coal—(Charbon)	16,964	302	8				16,654		302	16,662	1,688 27
Coffee—(Café)											1 81
Copperas—(Copperase)	49								49		13 28
Corn—(Blé d'Inde)											0 20
Corn Meal—(Farine de Blé d'Inde)											0 20
Dye & dye stuff—(Teinture et mat. tinctoriales)	97	12							12		3 13

ARTICLES.	From Canadian to American Ports.				From American to Canadian Ports.				TOTALS.		AMOUNT OF TOLLS.— MONTANT DES PEAGES.
	Up.		Down.		Up.		Down.		Up.	Down.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Fish—(Poissons)	33								31		3 13
Flax and Flax Seed—(Lin et graines de lin)	35								57		1 85
Flour—(Farine)	324	256	3	42					256	68	22 77
Furniture and Baggage—(Meubles et bagage)	46	16	12	2					18	28	5 66
Gypsum—(Plâtre)	262	253	9						253	9	8 74
Hams—(Jambons)											8 63
Hemp—(Chanvre)	58								58		40 30
Hides and Skins, Raw—(Peaux et entr. non préparés)	274	6	1	1					6	268	0 10
Horns—(Corchons)											0 90
Horns, Hoofs & Bones—(Cornes, sabots et os)	2		2						2		0 10
Horses—(Chevaux)	12	2	7	3					5	7	0 90
Ice—(Glace)											11 30
Iron, Bloom and Broken Castings—(Fer fonte cassé)	113								113		15 15
do Pig and Scrap—(en gueuse et ferrailles)	48	4	1	29					43	5	8 31
do Railroad—(pour chemin de fer)											4 15
do Stoves & Castings—(poêles et fonte)	58	2							2	56	8 31
do all other not elsewhere described—(tout autre non énuméré)	81	78	2						78	3	4 15
Lard—(Saindoux)	5								5		9 75
Lard and other Oils—(Huile de saindoux et autres)	10								9	10	1 96
Leather—(Cuir)											133 40
Manilla—(Manille)											9 17
Manures—(Engrais)	1,331								1,334		21 15
Marble—(Marbre)	61								61		2 06
Mechanics' Tools—(Outils d'artisans)											5,177 95
Molasses—(Mielasse)	180	52							55	125	16 75
Nails—(Clous)	41	34	7						31	7	16 75
Oats—(Avoine)	37,793	296	76	37,058					37,717	76	16 75
Oxstail—(Excuse d'avoine)	112								112		306 00
Oil Cake—(Tourteaux de lin)											36 90
Oil Meal—(Farine de lin)											20 68
Ores, all kinds—(Minerais, toutes sortes)	4,265								4,265		3 37
Pitch, Tar and Rosin—(Poix, goudron, résine)	246								246		8 50
Ploughs and Agricultural Implements—(Charrues et instruments d'agriculture)											3 01
Pork—(Lard)	141	4	1						4	137	20 68
Potatoes—(Pommes de terre)	11	11							11		3 37
Pressed Hay and Broom Corn—(Poin pressé et millet à balai)	94	48							48	46	8 50
Raw Cotton—(Coton brut)	21	5							7	14	3 01
Rye & Rye Meal—(Seigle et farine de seigle)											201 99
Salt—(Sel)	2,821	1,920		397					1	2,317	

No. 3.—GENERAL STATEMENT showing the quantity of each article transported, &c.—Continued.
(No. 3.—TABLEAU GENERAL indiquant la quantité de chaque article transporté, etc.—Suite.)

ARTICLES.	From Canadian to From Canadian to From American to From American to				From American to From American to				TOTALS.	AMOUNT OF TOLLS.	
	Canadian Ports.		Canadian Ports.		Canadian Ports.		Canadian Ports.				
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Sheep—(Moutons).....	124	3	121						3	121	6 30
Ship Stores—(Provisions pour navires).....	23									23	2 30
Slate—(Ardoise).....	2								2		0 10
Soda Ash—(Soude).....	195	23	42						23	172	27 10
Spikes—(Fiches).....	72	12							72	72	10 48
Stone, Fashion and Glassware—(Pierre, poterie et verrerie).....	115	2							12	103	16 05
Stones—(Pierres).....											
Sugar—(Sucre).....	139	55	5	58					113	26	11 72
Tallow—(Suif).....	111	1							1	111	0 05
Tin and Steel—(Porblanc et acier).....	44	25	5	14					39	5	3 60
Tobacco, manufactured—(Tabac, fabriqué).....	9	2							2	7	1 08
Tobacco, unmanufactured—(Tabac, non fabriqué).....	18	16	2						16	2	0 90
Turpentine—(Térébenthine).....	3	2	1						2	1	0 44
Wheat—(Blé).....											
Whiskey and other Spirits and Wines (Whiskey et autres spiritueux et vins).....											
White Lead and Putty—(Blanc de plomb et peintures).....											
Window Glass—(Vitres).....											
Wood—(Laine).....											
All Agricultural Products not elsewhere enumerated—(Tous autres effets et marchandises non énumérés).....	2,251	1,653	163	179					1,832	419	129 58
All other Merchandise not elsewhere enumerated—(Tous autres produits d'agriculture non énumérés).....	625	219	168	105					324	241	60 03
Barrels, empty, each—(Bris., vides, chaque).....	42	7		25					42		8 31
Boat Knees, each—(Courbes, chaque).....	132			132					132		10 68
Plat—per 1000 lineal feet—(Plates—par 1000 pieds linéaires).....	1,967			1,967					1,967		107 12
Firewood—per cord, in Vessels—(Bois de chauffage, par corde, en vaisseaux).....	3,177	99	3,067						90	3,067	81 85
do do in Raft—(en radeaux).....											

ARTICLES.	From Canadian to From Canadian to From American to From American to				From American to From American to				TOTALS.	AMOUNT OF TOLLS.	
	Canadian Ports.		Canadian Ports.		Canadian Ports.		Canadian Ports.				
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Mahogany, per ton—(Acajou, par ton).....											
Masts and Spars—per ton of 40 cubic feet, in Vessels—(Mâts et espars, par tonneau de 40 pieds cubes, en vaisseaux).....											
do do in Raft—(en radeaux).....											
Railway Ties—each, in Vessels—(Liens pour chemin de fer, chaque, en vaisseaux).....	225		225						225		90 00
do do in Raft—(en radeaux).....											
Sawed Stuff, Beard, Plank, Scantling & Sawed Timber, per M. Board Measure, in Vessels—(Bois scié, madrier, planche, volige et bois de construction, par M. mesure de la planche, en vaisseaux).....	138,986	239	180	126,617					128,856	130	7,722 12
do do in Raft—(en radeaux).....	4		4						4		0 80
Square Timber, per M. cubic feet, in Vessels—(Bois carré, par M. pied cube, en vaisseaux).....	109		100						100		5 00
do do in Raft—(en radeaux).....	23,222	120	23,102						23,222		3,922 11
Wagon Staff Wooden Ware and Wood partly manufactured, per ton of 40 cubic feet—(Matériaux pour wagon, articles en bois et bois en partie manufacturé, par tonneau de 40 pieds cubes).....	496	27	3	265					493	3	140 18
Split Posts and Fence Rails, per M. in Vessels—(Piquets et perches pour clôtures, par M., en vaisseaux).....											
do do in Raft—(en radeaux).....											
Saw Logs, Standard Log—each—(Billots de sciage).....											
Staves & Headings (Barrel) per M.—(Douves (baril) par M.).....	10,176			10,175					10,175		8 40
do do (Pipe) do.....											
do do (West India)—(Indes Occid.) do.....											
Traverses, per 100 pieces—(par 100 pièces).....	229		229						229		38 47
TOTALS.....	258,319	6,205	4,312	20,509	43	26,451	11,209		1,222,512	30,997	
Total Tolls on Property—(Total des péages sur les effets).....											\$ 22,230 09
Do Vessels—(sur les vaisseaux).....											3,128 47
Do Passengers—(sur les passagers).....											30 42
Total Tolls—(Total des péages).....											\$ 25,388 98
Total Revenue from all sources—(Total, revenu provenant de toutes sources).....											\$ 25,408 98

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des Douanes.)

No. 4.—GENERAL STATEMENT shewing the quantity of each article transported on the BURLINGTON BAY CANAL, during the year 1863, and the Amount of Revenue collected thereon.
 (No. 4.—TABLEAU GENERAL indiquant la quantité de chaque article transporté sur le CANAL de la BAIE DE BURLINGTON, pendant l'année 1863, et le montant des péages perçus sur cette quantité.

ARTICLES.	From Canadian to American Ports.				From American to Canadian Ports.				From American to American Ports.				TOTALS.	AMOUNT OF TOLLS. MONTANT DES PÉAGES.
	Do ports du Canada à des ports Américains.		Do ports Américains à des ports du Canada.		Do ports Américains à des ports Américains.		Do ports Américains à des ports Américains.		Do ports Américains à des ports Américains.		Do ports Américains à des ports Américains.			
	Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.		
Ashes, Pot and Pearl—(Alcalis, potasse et porcelaine).....	44	1,450	2						44	1,452			224 40	
Apples, Onions and other Vegetables—(Pommes, oignons et autres végétaux).....	5	100		4					5	100			16 35	
Bacon—(Lard séché).....	213	1,282							213	1,282			192 30	
Bark—(Écorce).....	8		8,010						8	8,010			21 30	
Barley (Org.).....													801 80	
Barley Meal—(Farine d'orge).....	2								2				0 30	
Beef—(Bœuf).....	97	136							97	136			40 60	
Beer, Cider & Vinegar—(Bière, cidre, vin gro).....													4 20	
Bees' Wax—(Cire d'abeilles).....	222	21	7						222	21			42 00	
Biscuits and Crackers—(Biscuits).....	2								2				90 00	
Brass and Ship Stairs—(Escalier de bord).....	498	496		189					411	9			3 40	
Bricks, Lime, Sand—(Briques, chaux, sable).....	4								4				0 60	
Butter—(Beurre).....	21								21				4 80	
Carts, Wagons and Sleighs—(Charrrettes, wagons et voitures d'hiver).....	4	13	4						4	13			6 30	
Cattle—(Bestiaux).....	16	4							16	4			1,297 50	
Coal—(Charbon).....	34								34				6 00	
Coal—(Charbon).....	34								34				4 80	
Coal—(Charbon).....	34								34				0 40	
Chalk & Whiting—(Craie et blazete cœruse).....	24								24				4 80	
Cheese—(Fromage).....	2								2				0 40	
Charcoal—(Charbon de bois).....	42								42				6 30	
Clay—(Argile).....	12,975	29		12,480					12,975	29			1,297 50	
Clay—(Argile).....	30	8							30	8			6 00	
Coffee—(Café).....	4,501	23							4,501	23			450 10	
Copperas—(Copperose).....	3								3				0 48	
Corns—(Blé-à l'Inde).....	34								34				6 80	
Corn Meal—(Farine de Blé-à l'Inde).....														
Dye & dye stuff—(Teinture et mat. tinctoriales).....														

Fish—(Poisson).....	335	290	21	24	21	314	21	50 25
Flax and Flax Seed—(Lin et graine de lin).....	34,917	1,177	27,013			1,177	33,740	5,237 50
Furniture and baggage—(Meubles et bagages).....	39	20	17	2		32	17	7 80
Gypsum—(Gypse).....	38	5	5	23		33	5	3 80
Hans—(Jambons).....	22	14	6	2		16	8	13 35
Hemp—(Chanvre).....	234		123	16		16	218	45 80
Hides and Skins, Raw—(Peaux et cuirs, non préparés).....	23		20			23	23	3 40
Horns, Hoofs & Bones—(Cornes, sabots et os).....	38	12	23			12	26	5 70
Horses—(Chevaux).....								
Ice—(Glace).....								
Iron, Bloom and Broken Castings—(Fer, fonte cassée).....	3,642	3,695	98	49		3,744	98	381 20
do Pig and Scrap—(on gâteaux et ferrailles).....	4	4				4	4	0 40
do Railroad—(pour chemins de fer).....	198	40	137			40	156	29 70
do Stoves & Castings—(poêles et fonte).....	3,915	3,679	47	289		3,868	47	587 25
do all other not enumerated—(tout autre non énuméré).....	171	4	107			4	167	25 65
do safes—(coffres de sûreté).....	1,504	152	1,223	27		179	1,325	225 00
Lard and other Oils—(Huile de saindoux et autres).....								
Leather—(Cuir).....								
Manilla—(Manille).....								
Manures—(Engrais).....	92	2		90				13 75
Marble—(Marbre).....								
Mechanics' Tools—(Outils d'artisans).....	300	253						60 00
Molasses—(Mélasse).....	1,203	1,181						180 45
Oats—(Avoine).....	20	22		47				300
Oatmeal—(Farine d'avoine).....	132	16						1,181
Oil Cake—(Tourteaux de lin).....								20
Oil Meal—(Farine de lin).....								182
Ores, all kinds—(Minéraux, toutes sortes).....	6	6						19 80
Pitch, Tar and Rosin—(Poix, goudron, résine).....	13	5	11					1 20
Ploughs and Agricultural Implements—(Charrues et instruments d'agriculture).....	1,377	1,862						5
Pork—(Lard).....	50	50						13
Potatoes—(Pommes de terre).....	104	2	100					13
Pressed Hay and Broom Corn—(Poin pressé et millet à balai).....	48	48						1,377
Rags, Junk and Oakum—(Buenilles, vieux cordages et étoupe).....	198							50
Raw Cotton—(Coton brut).....	3,848	1,654	143	2,046		3,700	143	7 50
Rye & Rye Meal—(Seigle et farine de seigle).....								4
Salt—(Sel).....								48
								198
								29 70
								384 30

No. 4.—GENERAL STATEMENT showing the quantity of each article transported, &c.—Continued.
(No. 4.—TABLEAU GENERAL indiquant la quantité de chaque article transporté, etc.)—Suite.

ARTICLES.	TOTAL TONS.		From Canadian to American Ports.				From Canadian to From American to Canadian Ports.				TOTALS.		AMOUNT OF TOLLS. MONTANT DES PEAGES. \$ cts.		
	TOTAL DES TONNEAUX		De ports du Canada.		De ports Américains.		De ports Américains.		De ports Américains à des ports du Canada.		Up. Montée.	Down. Descente.			
			Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.							
Sheep—(Moutons).....															
Ship Stores—(Provisions pour navires).....															
Slate—(Ardoise).....	134													28 80	
Soda Ash—(Soude).....	49													7 85	
Spikes—(Fiches).....															
Stone, Earthen and Glassware—(Pierre, pot-terie et verrerie).....	626		494	86											
Stone—(Pierre).....	471		62	163				47						126 20	
Sugar—(Sucre).....	1,942		1,503	62				246						60 60	
Tallow—(Suif).....	138		17	121				377						388 45	
Tin and Steel—(Fer blanc et acier).....	555		554	1										20 70	
Tobacco, Manufactured—(Tabac, fabriqué).....	164			164										111 00	
Tobacco, unmanufact.—(Tabac, non fabriqué).....	13,409			4,738										24 60	
Trurpentine—(Terébinthine).....	971		241	730										1,340 80	
Whiskey and other Spirits—(Whiskey, au-tres spiritueux et vins).....	153		149											191 20	
White Lead and Paint—(Blanc de plomb et peintures).....	209		202	7				4						30 60	
Window Glass—(Vitrés).....	71		53	18										31 85	
Wool—(Laine).....	7,417		72	3,326										14 20	
All Agricultural Products not elsewhere enumerated.....	4,801		3,801	590										1,112 65	
All other Goods and Merchandise not elsewhere enumerated.....	188		136	52				12						600 28	
where—(Tous autres effets et marchandises non énumérés).....														18 90	
Barrels, Empty, each—(Bris vides, chaque)														31 85	
Boat Keels, each—(Courbes, chaque).....														14 20	
Floats—per 1000 lineal feet—(Flottes—par 1000 pieds linéaires).....															
Firewood—per cord, in Vessels—(Bois de chauffage, par corde, en vaisseaux).....	2,169		2,655	111										72 80	
do. do. in Raft—(en radeaux).....															

ARTICLES.	TOTAL TONS.	From Canadian to American Ports.		From Canadian to From American to Canadian Ports.		TOTALS.		AMOUNT OF TOLLS. MONTANT DES PEAGES. \$ cts.
		De ports du Canada.		De ports Américains.		Up. Montée.	Down. Descente.	
		Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.			
Mahogany, per ton—(Acajou, par ton).....								
Masts and Spars—per ton of 40 cubic feet, in Vessels—(Mâts et espars, par tonneau de 40 pieds cubes, en vaisseaux).....								
do do in Raft—(en radeaux).....								
Railway Ties—each, in Vessels—(Liens pour chemin de fer, chaque, en vaisseaux).....								
do do in Raft—(en radeaux).....								
Sawed Stuff, Board, Plank, Scantling & Sawed Timber, per M. Board Measure, in Vessels—(Bois scié, madrier, planche, volige et bois de construction, par M. mesure de la planche, en vaisseaux).....	20,998	25	606			20,867		
do do in Raft—(en radeaux).....								
Square Timber, per M. cubic feet, in Vessels—(Bois carré, par M. pieds cubes, en vaisseaux).....	4,010		2,430					
do do in Raft—(en radeaux).....	7,680		7,680					
Wagon Stuff, Wooden Ware and Wood partly manufactured, per ton of 40 cubic feet—(Matériaux pour wagon, articles en bois et bois en partie manufacturé, par tonneau de 40 pieds cubes).....	2					2		
Split Posts and Fence Rails, per M., in Vessels—(Piquets et perches pour clôtures, par M. en vaisseaux).....	1							
do do in Raft—(en radeaux).....								
Saw Logs, Standard Log—each—(Billets de sciage).....								
Staves & Headings (Barrel) per M.—(Douves (baril) par M.).....	4,301		4,029					
do do (Lipo) do.....	9,355		9,267					
do (West India)—(Indes Occid.) do								
Travorses, per 100 pieces—(par 100 pièces).....								
Totals.....	162,805	22,608	69,638	53,648	16,411	30,019	123,286	
Total Tolls on Property—(Total des péages sur les effets).....								\$ 10,659 62
Do Vessels—(Total des péages sur les vaisseaux).....								862 12
Do Passengers—(Total des péages sur les passagers).....								123 56
Total Tolls—(Total des péages).....								\$ 17,645 30
Do Wharfage—(do quaiage).....								173 56
Total Revenue from all sources—(Total, revenu provenant de toutes sources).....								\$ 17,818 86

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des Douanes.)

No. 5.—GENERAL STATEMENT showing the quantity of each article transported on the ST. ANN'S LOCK CANAL, during the year 1863, and the Amount of Revenue collected thereon.
 (No. 5.—TABLEAU GENERAL, indiquant la quantité de chaque article transporté sur l'Écluse du CANAL ST. ANNE, pendant l'année 1863, et le montant des péages perçus sur cette quantité.)

ARTICLES.	From Canadian to Canadian Ports.		From American to Canadian Ports.		From American to American Ports.		TOTALS.		AMOUNT OF TOLLS. MONTANT DES PÉAGES.
	De ports du Canada à des ports du Canada.		De ports Américains à des ports du Canada.		De ports Américains à des ports Américains.		Totals.		
	Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.	
Ashes, Pot and Pearl—(Alcatis, potasse et mélasso).....	685						685		33 25
Apples, Onions and other Vegetables—(Pommes, oignons et autres végétaux).....	4	4					4	4	0 20
Bacon—(Lard séché).....	6	6					6	6	0 30
Barley—(Écote).....	80	80					80	80	2 40
Barley—(Oyre).....	1,131	1,131					1,131	1,131	33 93
Barley Meal—(Farine d'orge).....	2	2					2	2	0 10
Beef—(Bœuf).....	80	80					80	80	3 85
Beer, Cider & Vinegar—(Bière, cidre, vinaigre).....	45	45					45	45	2 35
Bees' Wax—(Cire d'abeilles).....	70	70					70	70	2 37
Biscuits and Crackers—(Biscuits).....	165	165					165	165	6 25
Bra and Ship Stuffs—(Sau et prev. de bord).....	19	12					12	7	0 95
Bricks, Lime, Sand—(Briques, chaux, sable).....	144	5					5	139	7 20
Butter—(Beurre).....	82	82					82	82	2 46
Carts, Wagons and Sleighs—(Charrrettes, wagons et voitures d'hiver).....	182	30					30	152	5 46
Cement and Water Lime—(Ciment et chaux hydraulique).....	1,054	1,054					1,054	1,054	31 52
Chalk & Whiting—(Grat et blanc de cérase).....	16	16					16	16	0 48
Cheese—(Fromage).....									
Coal—(Charbon).....									
Charcoal—(Charbon de bois).....									
Clay—(Argile).....									
Clover Seed—(Graines de trèfle).....									
Coal—(Charbon).....									
Coffee—(Café).....									
Copperas—(Copperose).....									
Corn Meal—(Farine de Blé d'Inde).....									
Dye & dye stuff—(Teinture et mat. tinctoriales).....									

Fish—(Poisson).....	645	639	6				639	6	32 25
Flax and Flax Seed—(Lin et graine de lin).....	2,281	2,241	40				2,241	40	114 05
Flour—(Farine).....	111	79	32				79	32	5 55
Furniture and baggage—(Meubles et bagage).....									
Gypsum—(Gypse).....								28	
Hams—(Jambons).....	5		5					5	0 25
Hemp—(Chanvre).....	20		20					20	1 00
Hides and Skins, Raw—(Peaux et cuirs, non préparés).....	5		5					5	0 25
Horns, Hoofs & Bones—(Cornes, sabots et os).....	122	20	102				20	102	6 10
Ice—(Glace).....									
Iron, Bloom and Broken Castings—(Fer, fonte cassée).....	151	119	32				119	32	4 53
do Pig and Scry—(on guesser et ferrailles).....									
do Railroad—(pour chemins de fer).....	194	194					194		9 70
do Stoves & Castings—(poêles et fonte, de all other not elsewhere described—(tout autre non énuméré).....	1,021	1,021					1,021		51 05
do Saws—(coffres de scierie).....									
Lard and other Oils—(Halle de saindoux et autres).....	108	108	2				108	2	5 40
Leather—(Cuir).....	71	66	5				66	5	3 55
Manilla—(Manille).....									
Manures—(Engrais).....	16	10	6				10	6	0 80
Marble—(Marbre).....									
Moolanios' Tools—(Outils d'artisans).....	359	359					359		17 95
Molasses—(Mélasso).....	401	401					401		20 05
Oats—(Avoine).....	115	7	108				7	108	5 75
Oil Cake—(Farine d'avoine).....									
Oil Meal—(Tourteaux de lin).....									
Oil Meal—(Farine de lin).....									
Ores, all kinds—(Minérai, toutes sortes).....	4		4					4	0 20
Pitch, Tar and Rosin—(Peix, goudron, résine).....	16	15	1				15	1	0 80
Ploegs and Agricultural Implements—(Charrues et instruments d'agriculture).....	919	877	42				877	42	45 05
Pork—(Lard).....	10	10	10				10	10	0 30
Potatoes—(Pommes de terre).....									
Pressed Hay and Broom Corn—(Foin pressé et millet à balai).....	26		26					26	1 30
Rags, Junk and Gunk—(Guenilles, vieux cordages et déchets).....	5		5					5	0 25
Raw Cotton—(Coton brut).....									
Rye & Rye Meal—(Seigle et farine de seigle).....	2,520	2,520					2,520		75 60
Salt—(Sel).....									

No. 5.—GENERAL STATEMENT shewing the quantity of each article transported, &c.—Continued.
(No. 5.—TABLEAU GENERAL indiquant la quantité de chaque article transporté, etc.—Suite.)

ARTICLES.	TOTAL TONS.		From Canadian to Canadian Ports.		From Canadian to American Ports.		From American to Canadian Ports.		From American to American Ports.		TOTALS.		AMOUNT OF TOLLS.			
	DES TONNEAUX.		Up. Montée.		Down. Descente.		Up. Montée.		Down. Descente.		Up. Montée.		Down. Descente.		DES PEAGES.	
	42	6	42	6	42	6	42	6	42	6	42	6	42	6	2 10	0 18
Sleep—(Moutons).....	42															
Ship Stores—(Provisions pour navires).....		6														
Stave—(Ardoise).....																
Soft Ash—(Soudé).....																
Spikes—(Fiches).....	288															
Stone, Earthen and Glassware—(Pierro, pot-terre et verrerie).....	2															
Stone—(Pierre).....	2															
Sugar—(Sucre).....	528															
Tallow—(Sulf).....																
Tin and Steel—(Fer blanc et acier).....	89															
Tobacco, manufactured—(Tabac, fabriqué).....																
Tobacco, unmanufact—(Tabac, non fabriqué).....																
Turpentine—(Térébentine).....																
Wheat—(Blé).....	436															
Whiskey and other Spirits and Wines—(Whiskey et autres spiritueux et vins).....	265															
White Lead and Paints—(Blanc de plomb et peintures).....																
Window Glass—(Vîtres).....	47															
Wool—(Laine).....																
All Agricultural Products not elsewhere described—(Tous autres produits d'agriculture non énumérés).....	649															
All other Goods and Merchandise not elsewhere enumerated—(Tous autres effets et marchandises non énumérés).....	2,266															
Barrels, empty, each—(Brls, vides, chaque).....	98															
Boat Knees, each—(Courbes, chaque).....	10															
Float—per 1000 lineal feet—(Flottes—par 1000 pieds linéaires).....	1,332															
Firewood—per cord, in Vessels—(Bois de chauffage, par cordo, en vaisseaux).....	84,675															
do do in Raft—(en radeaux).....																

ARTICLES.	TOTAL TONS.		From Canadian to Canadian Ports.		From Canadian to American Ports.		From American to Canadian Ports.		From American to American Ports.		TOTALS.		AMOUNT OF TOLLS.			
	DES TONNEAUX.		Up. Montée.		Down. Descente.		Up. Montée.		Down. Descente.		Up. Montée.		Down. Descente.		DES PEAGES.	
	42	6	42	6	42	6	42	6	42	6	42	6	42	6	2 10	0 18
Mahogany, per ton—(Acajou—par ton).....																
Masts and Spars—per ton of 40 cubic feet, in Vessels—(Mâts et espars, par tonneau de 40 pieds cubes, en vaisseaux).....																
do do in Raft—(en radeaux).....																
Railway Ties—each, in Vessels—(Liens pour chemin de fer, chaque, en vaisseaux).....																
do do in Raft—(en radeaux).....																
Sawn Stuff, Board, Plank, Sawnling & Sawed Timber, per M. Board Measure, in Vessels—(Bois scié, madrier, planche, volige et bois de construction, par M. mesure de la planche, en vaisseaux).....	118,892															
do do in Raft—(en radeaux).....	12,080															
Square Timber, per M. cub. ft., in Vessels—(Bois carré, par M. pieds cubes, en vais's'x).....	380															
do do in Raft—(en radeaux).....																
Wagon Stuff, Wooden Ware and Wood partly manufactured, per ton of 40 cubic feet—(Matériaux pour wagon, articles en bois et bois en partie manufacturé, par tonneau de 40 pieds cubes).....	253															
Split Posts and Fence Rails, per M., in Vessels—(Piquets et perches pour clôtures, par M., en vaisseaux).....																
do do in Raft—(en radeaux).....																
Saw Logs—Standard Log, each—(Billets de sciage).....	2															
Slaves & Bondings (Barrel) per M.—(Douves (baril) par M.).....	3,498															
do do (Pipe) do.....																
do (West India)—(Indes Occid.) do.....																
Traverses—per 100 pieces—(par 100 pièces).....	110															
Totals.....	240,370															
Total Tolls on Property—(Total des péages sur les effets).....	14,221															
Do Vessels—(Total des péages sur les vaisseaux).....	226,149															
Do Passengers—(Total des péages sur les passagers).....	14,221															
Total Tolls—(Total des péages).....	14,221															

R. S. M. BOUCHETTE, Commissioner of Customs.
(Commissaire des Douanes.)

No. 6.—GENERAL STATEMENT showing the quantity of each Article transported on the OTTAWA and RIDEAU CANAL, during the year 1863, and the Amount of Revenue collected thereon.
 (No. 6.—TABLEAU GENERAL indiquant la quantité de chaque article transporté sur le CANAL OTTAWA et RIDEAU, pendant l'année 1863, et le montant du revenu perçu sur cette quantité.)

ARTICLES.	TOTAL TONS.		From Canadian to American Ports.		From Canadian to From American to Canadian Ports.		From American to American Ports.		TOTALS.		AMOUNT OF TOLLS, MONTANT DES PEAGES. \$ cts.
	TOTAL TONNEAUX.		De ports du Canada.		De ports du Canada.		De ports Américains.		Up. Down.		
			Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.	Up. Montée.	Down. Descente.	
Ashes, Pot and Pearl—(Alcalis, potasse et perlasse).....	680		19	661					19	661	35 20
Apples, Onions & other Vegetables—(Pommes, oignons et autres végétaux).....	113			113						113	11 20
Bacon—(Jard scéché).....	17		12	5				12	5	1 10	
Bark—(Ecorce).....	2,374		2,312	62				2,312	62	50 47	
Barley Meal—(Farine d'orge).....	3		3						3	0 15	
Beer, Cider & Vinegar—(Bière, cidre, vin'gro).....	188		115	73				115	73	16 60	
Bees' Wax—(Cire d'abeilles).....	34			34					34	1 70	
Biscuits and Crackers—(Biscuits).....	255		233	22				233	22	6 30	
Bran & Ship Stuffs—(Son et prov. de bord).....	198		11	187				11	187	12 62	
Bricks, Lime, Sand—(Briques, chaux, sable).....	12		4	8				4	8	0 95	
Butter—(Beurre).....	3		2	1				2	1	0 15	
Carts, Wagons and Stiegts—(Charrrettes, wagons et voitures d'hiver).....	3			3					3	2 70	
Cattle—(Bestiaux).....	102		100	2				100	2	1 41	
Cement and Water Lime—(Ciment et chaux hydraulique).....	22		20	2				20	2	0 12	
Chalk & Whiting—(Craie et blanc de oëuvre).....	1		1					1		0 7	
Cheese—(Fromage).....	1		1					1		1 85	
Charcoal—(Charbon de bois).....	74		74					74		0 10	
Clay—(Argile).....	2		1	1				1	1	0 10	
Clover Seed—(Fane de trèfle).....	1,709		1,631	28				1,631	28	44 29	
Coal—(Charbon).....	3		3					3		0 10	
Coffee—(Café).....	96		15	81				15	81	3 85	
Coppers—(Coupresse).....	4		4					4		0 26	
Corn—(Blé-d'Inde).....											
Corn Meal—(Farine de Blé-d'Inde).....											
Dye & dye stuff—(Teinture et mat-facturiales).....											

Fish—(Poisson).....	1,050	1,039	11						1,039	11	53 25
Flax and Flax Seed—(Lin et graines de lin).....	8	8							8		0 40
Flour—(Farine).....	2,549	1,915	634					1,915	634	138 10	
Furniture and Baggage—(Meubles et bagage).....	233	173	60					173	60	16 47	
Gypsum—(Gypse).....	128	75	53					75	53	3 21	
Hams—(Jambons).....	1	2	2						2	0 20	
Hemp—(Chanvre).....	1	1	1						1	0 12	
Hides and Skins, Raw—(Peaux et cuirs, non préparés).....	76		76						76	5 58	
Horns, Hoofs & Bones—(Cornes, sabots et os).....	2	2	10					2	10	0 60	
Horses—(Chevaux).....	10										
Ice—(Glace).....											
Iron, Bloom and Broken Castings—(Fer, fonte ensicc).....	16	13	3						13	0 45	
do Pig and Scrap—(on guence et ferrailles).....	314	271	43					271	43	9 06	
do Railroad—(pour chemins de fer).....											
do Stoves & Castings—(poêles et fonte).....	362	206	66					206	66	19 00	
do all other not elsewhere described—(tout autre non énuméré).....	1,904	1,862	42					1,862	42	95 01	
Lard—(Saindoux).....											
Lard and other Oils—(Huile de saindoux et autres).....	232	204	28					204	28	12 30	
Leather—(Cuir).....	151	137	14					137	14	9 34	
Manilla—(Manille).....	16	10	6					10	6	68 80	
Manures—(Engrais).....	596	583	3					583	3	37 12	
Marble—(Marbre).....	784	777	7					777	7	39 10	
Mechanics' Tools—(Outils d'artisans).....	48	48						48		2 40	
Molasses—(Mélasse).....	135	5	130					5	130	6 75	
Nails—(Clous).....											
Oats—(Avoine).....	4,978	4,978	6					4,978	6	139 46	
Oil Cake—(Tourteau de lin).....											
Oil Meal—(Farine de lin).....											
Ores, all kinds—(Minéral, toutes sortes).....	6		6						6	0 88	
Pitch, Tar and Resin—(Poix, goudron, résine).....	51	11	40					11	40	3 48	
Ploughs and Agricultural Implements—(Charrues et instruments d'agriculture).....	2,184	1,242	942					1,242	942	147 25	
Pork—(Lard).....	1		1						1	0 02	
Potatoes—(Pommes de terre).....	2	1	1					1	1	0 10	
Pressed Hay and Broom Corn—(Foin pressé et millet à balai).....											
Rags, Junk and Oakum—(Guenilles, vieux cordages et étoupe).....	27		27						27	1 35	
Raw Cotton—(Coton brut).....											
Rye & Rye Meal—(Seigle et farine de seigle).....	4,867	4,783	84					4,783	84	122 77	
Salt—(Sel).....											

No. 6.—GENERAL STATEMENT showing the quantity of each article transported, &c.—Continued.
(No. 6.—TABLEAU GENERAL indiquant la quantité de chaque article transporté, etc.)—Suite.

ARTICLES.	From Canadian to American Ports.				From Canadian to American Ports.				From American to American Ports.				TOTALS.		AMOUNT OF TOLLS. MONTANT DES PÉAGES. \$ etc.
	De ports du Canada à des ports Américains.		De ports du Canada à des ports Américains.		De ports Américains à des ports du Canada.		De ports Américains à des ports du Canada.		De ports Américains à des ports Américains.		Up.	Down.	Up.	Down.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Sheep—(Moutons).....	16	10	16	10	16	10	16	10	16	10	16	10	16	10	1 00
Ship Stores—(Provisions pour navires).....	19	19	19	19	19	19	19	19	19	19	19	19	19	19	0 47
Slate—(Ardoise).....	27	20	27	20	27	20	27	20	27	20	27	20	27	20	0 67
Soda Ash—(Soude).....	2	1	2	1	2	1	2	1	2	1	2	1	2	1	0 10
Spikes—(Fiches).....	541	540	541	540	541	540	541	540	541	540	541	540	541	540	34 31
Stone, Earthen and Glassware—(Pierre, pot-terre et verrerie).....	19	12	19	12	19	12	19	12	19	12	19	12	19	12	1 25
Stone—(Pierre).....	1,024	1,012	1,024	1,012	1,024	1,012	1,024	1,012	1,024	1,012	1,024	1,012	1,024	1,012	63 15
Sugar—(Sucre).....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0 05
Tallow—(Suif).....	205	205	205	205	205	205	205	205	205	205	205	205	205	205	12 39
Tin and Steel—(Verblanc et acier).....	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0 25
Tobacco, Manufactured—(Tabac, fabriqué).....	2,159	668	2,159	668	2,159	668	2,159	668	2,159	668	2,159	668	2,159	668	70 20
Tobacco, unmanufact.—(Tabac, non fabriqué).....	587	406	587	406	587	406	587	406	587	406	587	406	587	406	41 15
Turpentine—(Térébenthine).....	20	14	20	14	20	14	20	14	20	14	20	14	20	14	1 30
Whiskey, other Spirits and Wines—(Whisky, autres spiritueux et vins).....	89	97	89	97	89	97	89	97	89	97	89	97	89	97	5 00
White Lead and Paint—(Blanc de plomb et peintures).....	104	59	104	59	104	59	104	59	104	59	104	59	104	59	2 90
Window Glass—(Vitres).....	1,436	1,220	1,436	1,220	1,436	1,220	1,436	1,220	1,436	1,220	1,436	1,220	1,436	1,220	187 97
Wool—(Laine).....	131	78	131	78	131	78	131	78	131	78	131	78	131	78	7 42
All Agricultural Products not elsewhere enumerated—(Tous autres produits d'agriculture non énumérés).....	14	2	14	2	14	2	14	2	14	2	14	2	14	2	0 20
All other Goods and Merchandise not elsewhere enumerated—(Tous autres effets et marchandises non énumérés).....	10,888	9,548	10,888	9,548	10,888	9,548	10,888	9,548	10,888	9,548	10,888	9,548	10,888	9,548	309 00
Barrels, empty, each—(Bris vides, chaque).....	132,454	76,311	132,454	76,311	132,454	76,311	132,454	76,311	132,454	76,311	132,454	76,311	132,454	76,311	9,635 43
Boat Knees, each—(Courbes, chaque).....															
Flots—per 1000 lineal feet—(Flottes—par 1000 pieds linéaires).....															
Firwood—per cord, in Vessels—(Bois de chauffage, par corde, en vaisseaux).....															
do do in Raft—(en radeaux).....															

ARTICLES.	Up.		Down.		Up.		Down.		Up.		Down.		AMOUNT OF TOLLS. MONTANT DES PÉAGES. \$ etc.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Mahogany, per ton—(Acajou, par ton).....													
Masts and Spars—per ton of 40 cubic feet, in Vessels—(Mâts et espars, par tonneau de 40 pieds cubes, en vaisseaux).....													
do do in Raft—(en radeaux).....													
Railway Ties—each, in Vessels—(Liens pour chemin de fer, chaque, en vaisseaux).....	312	312	312	312	312	312	312	312	312	312	312	312	10 00
do do in Raft—(en radeaux).....													
Saved Stuff, Board, Plank, Scantling & Sawed Timber, per M. Board Measure, in Vessels—(Bois scié, madrier, planche, volige et planche, en vaisseaux).....	142,265	14,879	142,265	14,879	142,265	14,879	142,265	14,879	142,265	14,879	142,265	14,879	4,304 11
do do in Raft—(en radeaux).....	315	315	315	315	315	315	315	315	315	315	315	315	15 12
Square Timber, per M. cubic feet, in Vessels—(Bois carré, par M. pieds cubes, en vaisseaux).....	16,018	13,982	16,018	13,982	16,018	13,982	16,018	13,982	16,018	13,982	16,018	13,982	677 81
do do in Raft—(en radeaux).....													
Wagon Stuff, Wooden Ware and Wood partly manufactured, per ton of 40 cubic feet—(Matériaux pour wagon, articles en bois et bois en partie manufacturé, par tonneau de 40 pieds cubes).....	4,668	4,430	4,668	4,430	4,668	4,430	4,668	4,430	4,668	4,430	4,668	4,430	432 56
Split Posts and Fence Rails, per M., in Vessels—(Piquets et perches pour clôtures, par M. en vaisseaux).....	1	1	1	1	1	1	1	1	1	1	1	1	0 13
do do in Raft—(en radeaux).....													
Saw Logs, Standard Log—each—(Billots de sciage).....	2,355	896	2,355	896	2,355	896	2,355	896	2,355	896	2,355	896	240 40
Staves & Headings (Barel) per M.—(Douves (baril) par M.).....	6,528	8	6,528	8	6,528	8	6,528	8	6,528	8	6,528	8	189 55
do do (Pipe) do.....	244	244	244	244	244	244	244	244	244	244	244	244	9 15
do do (West India) do.....	11,980	9,980	11,980	9,980	11,980	9,980	11,980	9,980	11,980	9,980	11,980	9,980	141 01
Traverses, per 100 pieces—(par 100 pièces).....													
Totals.....	360,028	145,381	360,028	145,381	360,028	145,381	360,028	145,381	360,028	145,381	360,028	145,381	
Total Tolls on Property—(Total des péages sur les effets).....													11,538 18
do Vessels—(Total des péages sur les vaisseaux).....													5,284 70
do Passengers—(Total des péages sur les passagers).....													19 06
Total Tolls—(Total des péages).....													16,812 84
Total Revenue from all sources—(Total, provenant de toutes sources).....													289 03
Total Revenue from all sources—(Total, provenant de toutes sources).....													17,091 87

R. S. M. BOUCHEFFE,
Commissioner of Customs.
(Commissaire des Douanes.)

No. 7.—SUMMARY STATEMENT of the WELLAND, ST. LAWRENCE, and RIDEAU CANALS and ST. ANN'S LOCK, showing the Total Quantity of Tolls collected during the year 1863, under the Tariff of 1863.
(No. 7.—ÉTAT SOMMAIRE des affaires de CANAUX WELLAND, ST. LAURENT, LINGTON, d'OTAWA et de RIDEAU, et L'ECLUSE STE. ANNE, indiquant pendant l'année 1863, en vertu du tarif de 1863.)

ARTICLES.	Welland Canal. Canal Welland.	
	Tons. Tonneaux.	Tolls. Péages.
VESSELS OF ALL KINDS—(NAVIRES DE TOUTES SORTES)	1,330,097	\$ cts. 23,312 13
PASSENGERS—(PASSAGERS)..... No.	7,769	767 37
FOREST.—(FORÊT.)		
Produce of Wood—Board and other Sawed Lumber — (Produits des bois—Planches et autres bois scié).....	51,389	6,491 62
Soft Wood—(Bois de chauffage).....	114,973	3,399 92
Shingles—(Bardeaux).....	26	12 53
Staves, all kinds—(Douves, toute espèce).....	20,815	3,158 79
Bark—(Ecorce).....	170	21 25
Timber and other wood—(Bois de construction et autres).....	58,277	6,648 16
Total Forest—(Total, forêt).....	245,650	19,732 77
FARM STOCK—(AGRICULTURE.)		
Agriculture—Cattle, Sheep and Hogs—(Agriculture—Bêtes à cornes, moutons et porcs).....	42	9 39
Horses—(Chevaux).....	197	48 86
Total Farm Stock—(Total, agriculture).....	239	58 25
Produce of Animals—Bacon and Hams—(Produits des animaux—Lard séché et jambons).....		
Beef and Pork—(Bœuf et lard).....	820	204 19
Butter and Cheese—(Beurre et fromage).....	11,155	2,776 86
Hides and Skins, Horns, Hoofs and Bones—(Peaux non tannées, peaux, cornes, sabots et os).....	173	45 05
Lard, Tallow and Beeswax—(Suindoux, suif et cire).....	370	97 55
Wool—(Laine).....	1,554	388 15
Total Animal Produce—(Total du produit des animaux).....	362	108 60
Vegetable Food—Barley, Oats, Rye and other Grains—(Comestibles végétaux—Orge, avoine et autres grains).....		
Bran and Ship Stuff—(Son et provisions de bord).....	6,043	1,112 41
Corn Meal, Oat Meal and Oil Meal—(Farine de blé d'Inde et d'avoine).....	4,784	272 25
Flour—(Fleur de farine).....	17	3 70
Onions, Apples and Potatoes—(Oignons, patates et pommes de terre).....	100,807	19,663 82
Wheat—(Blé).....	75,614	14,822 99
Total Vegetable Food—(Total comestibles végétaux).....	1,030	137 83
Other Agricultural Products—Seeds of all kinds—(Autres produits agricoles—Graines, toutes sortes).....	370,194	69,903 08
Hay, Straw and Broom Corn—(Foin, paille et millet à balai).....	471	117 58
Hemp and Manilla—(Chanvre et manil).....	31	6 02
Raw Cotton—(Coton brut).....	413	93 62
Tobacco—(Tabac, toutes sortes).....	26	6 14
Other articles not elsewhere—(Autres articles non énumérés).....	64	13 87
Total Agricultural Products—(Total, produits agricoles).....	10,488	2,487 54
Total Agricultural Products—(Total, produits agricoles).....	11,493	2,704 78

CHAMBLY CANALS, and ST. OURS LOCK, and BURLINGTON BAY, OTTAWA and each description of Property passing through and on the same, and the Amount
et CHAMBLY, et L'ECLUSE de ST. OURS, et des CANAUX DE LA BAIE DE BUR- la quantité totale et le montant du revenu perçu sur chaque espèce d'effets passant

St. Lawrence Canal. Canal St. Laurent.		Chambly Canal, including St. Ours Locks. Canal Chambly, l'écluse St. Ours y compris.		Burlington Bay Canal. Canal de la Baie Burlington.		St. Ann's Lock Canal. Ecluse Ste. Anne.		Ottawa and Rideau Canals and their Locks. Canaux d'Ottawa et Rideau ainsi que leurs écluses.	
Tons. Tonn'x.	Tolls. Péages.	Tons. Tonn'x.	Tolls. Péages.	Tons. Tonn'x.	Tolls. Péages.	Tons. Tonn'x.	Tolls. Péages.	Tons. Tonn'x.	Tolls. Péages.
1,036,309	\$ cts. 9,169 85	272,028	\$ cts. 3,128 74	240,445	\$ cts. 862 12	318,273	\$ cts. 795 70	376,161	\$ cts. 5,254 70
26,873	2,085 99	1,867	30 42	6,178	123 56	20,916	52 29	1,288	19 96
156,063	4,518 80	128,990	7,705 16	29,998	630 86	130,972	2,357 49	142,601	4,319 23
217,392	6,765 65	3,177	51 85	2,169	72 30	84,675	854 24	132,454	3,635 43
187	37 17	147	62 94	6	0 42	171	21 55	255	61 15
11,623	966 11	10,175	8 40	13,656	490 37	3,498	69 95	6,767	198 70
793	69 44	30	2 01	213	21 30	80	2 40	2,374	59 47
73,676	1,493 94	26,233	4,262 10	11,689	484 34	2,233	32 71	45,118	1,749 72
459,739	13,851 11	168,752	12,125 46	48,731	1,699 59	221,652	3,338 34	329,569	10,023 70
1,004	115 47	182	9 20	27	4 05	206	10 30	5	0 20
371	52 00	12	0 90	38	5 70	122	6 10	.....	.....
1,375	167 47	194	10 10	65	9 75	328	16 40	5	0 20
1,335	240 50	.....	.....	1,731	205 65	6	0 20	19	1 30
5,126	825 31	141	20 68	1,377	206 85	921	46 05	2,187	147 40
2,008	457 45	1	0 15	500	100 00	165	8 25	199	12 74
327	64 59	276	40 00	234	46 80	10	0 50	86	6 18
546	107 75	5	0 75	309	46 35	.....	.....	1	0 05
32	8 00	3	0 40	71	14 20	.....	.....	.....	.....
9,374	1,703 60	426	62 38	3,862	619 85	1,102	55 00	2,492	167 67
8,113	623 66	49,150	6,615 35	8,216	831 50	2,337	94 23	48	2 40
102	6 55	187	27 98	28	4 20	45	2 25	34	1 70
171	16 10	112	16 75	23	3 48	115	5 75	135	6 75
22,869	3,361 56	49	4 81	4,501	450 10	76	0 48	96	3 85
81,367	15,439 85	324	22 77	34,917	5,237 50	2,281	114 05	2,549	138 10
8,805	1,743 60	1,604	231 57	109	16 35	14	0 50	114	11 22
152,251	22,607 34	111	11 00	13,409	1,346 99	436	13 08	2,159	79 20
273,693	43,798 66	51,537	6,930 23	61,203	7,884 03	5,244	230 34	5,135	243 22
156	15 41	37	1 85	42	6 30	.....	.....	10	0 50
133	18 95	94	8 50	50	7 50	.....	.....	2	0 10
357	42 39	58	8 03	22	4 40	71	3 55	152	9 46
36	7 20	.....	.....	48	7 20	.....	.....	.....	.....
228	46 40	139	14 72	164	24 60	.....	.....	5	0 25
29,135	4,083 39	2,221	129 98	7,417	1,112 55	653	32 65	148	8 70
30,045	4,213 74	2,549	163 68	7,743	1,162 55	724	36 20	317	19 01

No. 4.—SUMMARY STATEMENT of the WELLAND, ST. LAWRENCE,
(No. 7.—ETAT SOMMAIRE des affaires des CANAUX WELLAND, ST.

ARTICLES.	Welland Canal. Canal Welland.	
	Tons. Tonneaux.	Tolls. Péages.
MANUFACTURES.		
		\$ cts.
Ashes (Pot and Pearl)——(Alcalis, (potasse et perlasse).....	553	79 85
Biscuit and Crackers——(Biscuits).....	991	127 27
Bricks, Lime and Sand——(Briques, chaux et sable).....	5,449	1,085 50
Cement, Water Lime and Clay——(Ciment, chaux hydraulique et argile).....	600	163 99
Cider, Beer and Vinegar——(Cidre, bière et vinaigre).....	1,939	521 63
Domestic Spirits and Wines——(Spiritueux du pays et vins).....	1,960	170 38
Empty Barrels——(Barils vides).....	1,308	412 27
Earthen, Stone and Glassware——(Potterie et verrerie).....	25,017	5,003 30
Railway Iron——(Fer pour chemin de fer).....	9,214	1,831 38
Scrap, Pig and Broken Castings——(Fer en gueuse et ferrailles).....	1,438	265 69
Spikes, Nail, Tin and Steel——(Fiches, clous, fer-blanc et acier).....	2,102	519 04
Stoves and Castings——(Poêles et fonte).....	3,391	804 22
Iron not elsewhere described——(Autre fer non énuméré).....	8	2 40
Iron Safes——(Armoires de sûreté en fer).....	2,431	597 90
Oil——(Huile).....	338	84 39
Oil Cake——(Tourteaux de lin).....	105,598	20,963 87
Salt——(Sel).....	6,892	2,058 30
Sugar and Molasses——(Sucre et mélasse).....	218	63 85
Vehicles and Agricultural Implements——(Voitures et ustensiles d'agriculture).....	225	53 51
Window Glass——(Vitres).....		
Total, Manufactures.....	169,672	34,907 24
MERCHANDIZE——(MARCHANDISES).		
Coffee——(Café).....	303	90 75
Coal——(Charbon de terre).....	69,763	12,615 37
Fish——(Poisson).....	5,797	1,453 06
Furniture and Baggage——(Meubles et bagages).....	1,605	474 11
Gypsum——(Gypse).....	6,061	533 17
Marble, Slate and Stone——(Marbre, arloise et pierre).....	11,568	2,420 97
Ores, all kinds——(Minerais, toutes sortes).....	24,422	4,031 03
Rags, Junk and Oakum——(Guenilles, vieux cordages et étoupe).....	200	47 82
All other Merchandize not elsewhere described——(Toutes autres marchandises non énumérées).....	21,424	7,990 97
Total Merchandize——(Marchandises).....	141,143	30,657 25
Grand Total——(Tonnage of Vessels and Passengers not included)——(Le tonnage des vaisseaux et passagers non compris).....	1,141,120	
Grand Total, Tolls Collected——(Grand total des péages).....		226,676 32

and CHAMBLY CANALS, and ST. OURS LOCK, &c.—Continued.
LAURENT ET CHAMBLY, et L'ECLUSE ST. OURS, etc.—Suite.)

St. Lawrence Canal. Canal St. Laurent.		Chambly Canal, including St. Ours Lock. Canal Chambly, l'Écluse St. Ours y compris.		Burlington Bay Canal. Canal de la Baie Burlington.		St. Ann's Lock. Écluse St. Anne.		Ottawa and Rideau Canals and their Locks. Canaux d'Ottawa et Rideau ainsi que leurs écluses.	
Tons. Ton'x.	Tolls. Péages.	Tons. Ton'x.	Tolls. Péages.	Tons. Ton'x.	Tolls. Péages.	Tons. Ton'x.	Tolls. Péages.	Tons. Ton'x.	Tolls. Péages.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
4,623	801 33	2	0 30	1,496	224 30	665	33 25	680	35 20
2	0 50	2	0 30						
4,509	222 89	2,374	221 43	420	42 00	79	2 37	255	6 39
1,030	61 53	58	5 75			264	7 92	177	4 55
437	84 39	106	15 71	233	46 60	80	3 85	188	16 60
991	162 31	44	3 60	971	194 20	265	13 25	537	41 15
555	79 92	42	8 31	168	18 90	98	9 80	131	7 42
2,248	478 22	195	27 20	626	125 20	288	14 40	341	34 31
6,766	1,014 28			4	0 40				
14,047	1,842 82	161	26 45	3,842	384 20	151	4 53	330	9 51
4,029	760 78	43	2 15	1,807	298 80	490	24 50	991	51 59
786	105 45	58	8 51	198	29 70	194	9 70	382	19 00
8,857	1,575 90	51	4 15	3,915	587 25	1,021	51 05	1,904	95 91
2,925	504 45	19	1 96	1,504	225 60	108	5 40	232	12 99
446	88 75			132	19 80				
31,770	4,128 27	2,321	201 99	3,843	384 30	2,520	75 60	4,867	122 77
6,264	1,290 37	295	37 58	2,242	448 45	887	44 35	1,620	109 27
112	15 94	2	0 20	35	7 00	35	1 75	63	4 43
776	142 91	18	0 90	209	31 35	47	2 35	99	5 00
91,153	13,371 76	5,802	566 47	21,665	3,068 15	7,192	304 07	12,977	567 00
52	12 81			30	6 00				
6,962	735 34	16,964	1,688 27	12,975	1,297 50	1,054	31 62	1,709	44 28
2,680	368 88	33	3 13	335	50 25	645	32 25	1,050	53 25
1,085	213 00	46	5 66	39	7 80	111	5 55	233	16 47
181	6 90	262	8 74	38	3 80			128	3 21
1,615	199 78	156	21 95	563	74 30	24	1 08	54	70 58
5,347	622 36	4,265	396 00					4,978	139 46
847	80 37	21	3 01	104	15 65	26	1 30	27	1 35
10,974	3,028 51	2,312	244 74	4,952	760 40	2,268	113 40	1,436	187 87
29,749	5,320 95	24,059	2,371 50	19,036	2,215 70	4,128	185 20	9,615	516 58
895,133		253,319		162,305		240,370		360,028	
	93,683 13		25,388 98		17,645 30		5,013 64		16,812 84

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des Douanes.)

No. 8.—STATEMENT showing the Amount of Monthly Tolls of the several Canals, during the year 1863.
(No. 8.—ÉTAT indiquant la recette mensuelle des péages aux différents bureaux des divers canaux, durant l'année 1863.)

CANALS AND OFFICES. (CANAUX ET BUREAUX.)	Mars. (Mars.)		April. (Avril.)		May. (Mai.)		June. (Juin.)		July. (Juillet.)		August. (Août.)		Sept'ber. (Sept'bre)		October. (Octobre)		November. (Nov'bre)		December. (Dec'bre.)		TOTALS.			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.		
Welland Canal.—(Canal Welland.)																								
Chippawa.....	80	54	151	60	197	38	141	07	151	28	15,574	90	21,693	07	10,216	70	1,189	00	1,744	40	92	77	1,172	84
Colborne.....	7,213	90	24,401	51	18,779	21	16,306	55	8,529	77	9,140	34	10,802	93	12,650	03	6,865	63	6,865	63	443	78	68,459	63
Dalhousie.....	4,879	05	7,018	74	8,129	36	5,529	77	322	98	322	98	322	98	399	52	378	05	378	05	30	91	3,323	90
Dunville.....	205	09	415	28	750	01	325	03	325	03	165	00	72	63	63	80	110	57	23	16	23	16	818	70
Maitland.....	20	91	40	72	203	40	115	45	115	45	57	17	393	56	525	88	525	88	108	89	108	89	4,869	89
Robinson.....	383	19	901	30	715	61	567	80	576	61	173	78	183	81	254	95	254	95	84	18	84	18	1,002	69
St. Catharines.....	202	59	233	33	182	34	151	23	156	57	26,901	97	27,009	72	35,484	56	27,506	18	2,032	69	2,032	69	276,676	32
Total Welland.....	12,957	42	33,151	42	32,036	50	28,695	87	11,800	19	9,331	27	12,269	76	11,113	24	186	88	93,683	13	93,683	13	400	05
St. Lawrence Canal.—(Canal St. Laurent.)																								
Beauharnois.....	40	75	65	03	80	83	34	27	67	98	41	91	69	28	141	44	36	05	363	91	363	91	189	80
Corwall.....	73	55	27	74	5	55	10	22	21	44	23	46	43	52	6	14	6	14	189	80	189	80	90,646	36
Williamsburgh.....	32	84	46	63	5	55	10	22	21	44	23	46	43	52	6	14	6	14	2,113	01	2,113	01	2,113	01
Montreal.....	16,552	18	10,314	00	11,743	67	11,412	69	8,834	66	11,957	04	10,637	43	201	57	201	57	2,113	01	2,113	01	93,683	13
Lachine.....	128	43	323	67	488	09	337	11	394	84	234	28	201	57	1,113	24	186	88	93,683	13	93,683	13	400	05
Total St. Lawrence (St. Laurent).....	16,827	50	19,812	07	12,341	92	11,800	19	9,331	27	12,269	76	11,113	24	186	88	93,683	13	93,683	13	93,683	13	400	05
Chambly Canal.—(Canal Chambly.)																								
Chambly.....	1,633	50	2,319	46	3,281	09	2,214	07	2,076	74	4,063	21	4,063	12	30	26	2,490	37	37	34	20,635	38	4,426	46
St. Jean's—(St. Jean).....	656	76	901	81	618	65	497	55	679	19	606	91	453	11	47	12	2	90	37	34	20,635	38	4,426	46
St. Ours.....	33	63	39	48	80	14	33	94	36	00	54	05	47	12	2	90	37	34	20,635	38	4,426	46	4,426	46
Total Chambly.....	2,373	91	3,290	74	3,953	48	2,746	16	3,091	93	4,724	11	4,515	35	33	25	25,353	98	25,353	98	25,353	98	4,426	46
Burlington Bay Canal.—(Canal Baie Burlington.)																								
Hamilton.....	424	07	2,937	29	2,862	57	1,848	27	1,793	59	2,633	05	2,303	40	298	06	17,645	30	17,645	30	17,645	30	17,645	30
St. Ann's Lock—(Ecluse St. Anne.).....	1	50	522	93	692	47	718	91	737	74	904	47	697	53	33	24	6,013	64	6,013	64	6,013	64	6,013	64
Ottawa & Rideau Can.—(Can. d'Ottawa et Rideau.)																								
Ottawa.....	323	23	496	37	681	49	185	65	257	72	386	13	276	35	13	33	2,633	27	2,633	27	2,633	27	2,633	27
Garrillon & Greaville.....	976	00	1,143	22	1,138	86	1,224	17	1,336	41	1,623	40	1,002	23	8,444	20	8,444	20	8,444	20	8,444	20	8,444	20
Smith's Falls.....	80	48	10	91	169	39	261	60	23	46	11	38	1	05	47	72	610	99	610	99	610	99	610	99
Kingston Mills.....	1,003	32	816	67	922	17	770	75	587	79	569	05	451	54	5,124	20	5,124	20	5,124	20	5,124	20	5,124	20
Total Ottawa & Rideau.....	2,392	03	2,473	17	2,904	91	2,442	17	2,205	38	2,599	96	1,734	17	16,812	81	16,812	81	16,812	81	16,812	81	16,812	81
Grand Totals (Grands Totaux).....	13,382	99	58,205	41	61,167	52	51,056	03	46,457	67	45,669	63	58,615	92	47,989	87	385	220	21	385	220	21	385	220

R. S. M. BOUCHETTE,
Commissaire des Douanes.

No. 9.—A RETURN of the Business of the undermentioned PROVINCIAL CANALS and Locks, shewing the Gross and Net Amount of Tolls from each Class on each Canal, during the year 1863. (No. 9.—TABLEAU des affaires des CANAUX et ECLUSES de la PROVINCE ci-dessous mentionnés, indiquant le montant brut de chaque classe de péages perçus sur chaque canal durant l'année 1863.)

Table with columns for 'ARTICLES', 'RATES OF TOLLS LEVIED (TAUX DES PEAGES PERÇUS)', and various canals/locks: Welland Canal, St. Lawrence, Chambly Canal, Burlington Bay Canal, St. Ann's Lock, and Ottawa and Rideau Canals and Locks. Rows include various goods like Steam Vessels, Passengers, Bark, Bricks, Coal, Iron, Flour, etc., with toll amounts in dollars and cents.

R. S. M. BOUCHETTE, Commissioner of Customs. (Commissaire des Douanes.)

No. 10.—STATEMENT showing the Number, National Character, and Tonnage of Vessels passed on and through the Undermentioned Canals and Lock, during the year 1863, and the Amount of Tolls collected thereon under the Tariff of 1863, viz.—The Welland, St. Lawrence, Chambly, Burlington Bay, Ottawa and Rideau Canals and St. Ann's Lock.

(No. 10.—ETAT indiquant le nombre des vaisseaux, leur nationalité et leur tonnage, qui ont passé dans les canaux et écluse ci-dessous mentionnés, durant l'année 1863, et le montant des péages perçus d'après le tarif de 1863, savoir :—Les canaux Welland, St. Laurent, Chambly, Baie de Burlington, Ottawa et Rideau et l'écluse de Ste. Anne.)

Table with columns: VESSELS (VAISSEAUX), TOTALS (TOTALS), From Canadian to Canadian Ports (De ports du Canada à des ports du Canada), From Canadian to American Ports (De ports du Canada à des ports Américains), From American to Canadian Ports (De ports Américains à des ports du Canada), From American to American Ports (De ports Américains à des ports Américains), TOTALS (TOTALS), Amount of Tolls on Vessels (Montant des péages sur les vaisseaux). Rows include Welland Canal, St. Lawrence Canal, Chambly Canal, Burlington Bay Canal, St. Ann's Lock Canal, Ottawa and Rideau Canals, and a RECAPITULATION section.

NOTE.—This Table is composed from the aggregate number of Trips each Vessel made during the Season of Navigation. For the number and Tonnage actually employed, see Table No. 14. (NOTE.—Ce tableau est fait d'après le nombre entier des voyages de chaque vaisseau faits pendant la saison de la navigation. Pour le nombre et le tonnage employé, voir le tableau No. 14.)

R. S. M. BOUCHETTE, Commissioner of Customs, (Commissaire des Douanes.)

No. 11.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through and on the undermentioned Canals, for the years 1860, 1861, 1862 and 1863—distinguishing the Up and Down Trade.
(No. 11.—ÉTAT COMPARATIF du tonnage des vaisseaux et des marchandises entrés dans les canaux ci-dessous mentionnés, pour les années 1860, 1861, 1862 et 1863—distinguant le transport de montée et de descente.)

PROPERTY AND VESSELS. (EFFETS ET VAISSEAUX.)	Welland.				St. Lawrence.—(St. Laurent.)				Chambly.				Burlington Bay.—(Baie Burlington.)				St. Ann's Lock.—(Ecluse de Ste. Anne.)				Ottawa and Rideau.—(Ottawa et Rideau.)			
	1860.	1861.	1862.	1863.	1860.	1861.	1862.	1863.	1860.	1861.	1862.	1863.	1860.	1861.	1862.	1863.	1860.	1861.	1862.	1863.	1860.	1861.	1862.	1863.
Tonnage of Property Up—(Tonnage des effets montés)..	177,796	154,888	231,366	390,822	130,248	127,485	135,443	119,600	177,881	75,450	117,608	222,512	25,684	37,806	40,502	39,019	14,852	15,133	11,763	14,221	27,692	39,679	153,407	145,381
Do do Down—(do do descendus)..	766,288	865,595	1,012,408	750,298	603,348	759,423	823,951	775,533	39,236	40,759	39,693	30,807	114,567	140,868	131,274	123,286	189,722	183,964	216,333	226,149	316,387	173,812	183,973	214,647
Total Tonnage of Property Up and Down } (Tonnage total des effets montés et descendus)... }	944,084	1,020,483	1,243,774	1,141,120	733,596	886,908	964,394	895,133	217,117	116,209	149,301	253,319	140,251	178,674	191,777	162,305	204,574	199,097	228,096	240,370	344,079	213,491	337,380	360,028
Tonnage of Vessels Up—(Tonnage des vaisseaux mont.)	823,762	677,025	738,606	669,919	416,680	518,582	537,455	515,435	117,037	59,609	77,854	138,790	36,414	148,711	141,220	119,735	119,884	112,630	121,910	160,644	157,330	86,416	190,322	201,754
Do do Down—(do do descend.)	614,747	650,644	738,238	669,178	407,785	490,887	511,775	520,874	122,450	63,085	76,698	133,838	87,662	145,493	143,498	120,716	112,307	107,625	119,819	157,629	183,008	247,741	183,003	74,407
Total Tonnage of Vessels Up and Down } (Total tonnage des vaisseaux montés et descendus) }	1,238,509	1,327,672	1,476,842	1,339,097	824,465	1,009,469	1,049,230	1,036,309	239,526	122,694	154,552	272,628	124,076	294,244	286,718	240,445	232,191	210,675	241,729	318,273	372,338	331,157	373,325	376,161
Grand Total of Property and Vessels Up and Down... } (Grand total des effets et vaisseaux montés et descend.) }	2,182,593	2,348,155	2,720,616	2,471,217	1,558,061	1,896,377	2,013,624	1,931,442	456,643	238,983	302,853	525,947	264,327	472,918	478,495	402,750	436,765	418,772	469,825	558,643	716,412	547,648	710,705	736,189

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des Douanes.)

No. 12.—COMPARATIVE STATEMENT of the Total movement of Property, Passengers, and Vessels on the Undermentioned Canals and Locks, for year 1863 and three preceding years.
(No. 12.—TABLEAU COMPARATIF du mouvement total des effets, passagers et vaisseaux sur les canaux et écluses ci-dessous mentionnés, pour l'année 1863 et les trois années précédentes.)

GOODS, WARES, AND MERCHANDIZE. MARCHANDISES, DENREES ET EFFETS.	WELLAND CANAL. CANAL WELLAND.				ST. LAWRENCE CANAL. CANAL ST. LAURENT.				CHAMBLEY CANAL. CANAL CHAMBLEY.				BURLINGTON BAY CANAL. CANAL DE LA BAIE BURLINGTON.				ST. ANN'S LOCK. ECLUSE STE. ANNE.				OTTAWA AND RIDEAU CANALS AND THEIR LOCKS. (CANAUX D'OTTAWA ET RIDEAU ET LEURS ECLUSES.)			
	1860.	1861.	1862.	1863.	1860.	1861.	1862.	1863.	1860.	1861.	1862.	1863.	1860.	1861.	1862.	1863.	1860.	1861.	1862.	1863.	1860.	1861.	1862.	1863.
	Farm Stock—(Animaux de ferme).....	157	149	134	239	1,390	1,433	1,268	1,375	311	298	222	194	53	51	103	65	298	162	246	328	15	2	5
Forest—(Produit des Forêts).....	246,696	212,656	238,213	245,650	372,233	361,466	381,305	439,739	127,701	36,248	87,296	168,752	55,168	36,193	47,467	18,729	185,036	179,838	212,268	221,652	312,367	182,356	316,506	329,407
Manufactures—(Articles manufacturés).....	126,627	105,866	171,977	169,672	67,823	68,659	75,012	91,153	11,150	8,614	4,876	5,802	12,129	16,922	20,528	21,665	8,857	9,085	5,605	7,192	14,648	16,831	8,665	13,067
Merchandise—(Marchandises).....	90,759	99,981	96,453	141,143	68,497	68,338	60,566	29,749	29,848	26,975	23,017	24,050	15,912	23,466	23,320	19,036	5,604	5,967	4,835	4,128	9,919	7,973	6,204	9,615
Vegetable Food—(Aliments végétaux).....	487,322	536,583	721,149	558,489	186,573	342,940	421,265	273,698	43,333	20,155	29,770	51,537	52,618	91,915	91,798	61,203	3,532	3,081	4,186	5,244	4,358	4,850	4,803	5,125
Other Agricultural Products—(Autres produits agric.)	12,523	15,248	15,848	25,927	37,080	49,072	21,978	39,419	4,571	4,039	3,100	2,975	4,431	10,124	8,561	11,607	1,306	966	956	1,826	1,772	1,431	1,200	2,909
Total Tons—(Total des tonneaux).....	944,084	1,020,483	1,243,774	1,141,120	783,596	886,908	961,394	895,133	217,117	116,239	148,291	253,319	110,231	178,671	191,777	162,395	201,574	199,097	228,096	24,370	344,070	213,491	337,380	360,028
Passengers—(Passagers)..... No.	11,130	3,091	5,087	7,760	23,896	33,359	28,214	26,673	2,316	1,538	1,523	1,867				6,178	14,354	16,051	17,365	20,916	3,185	2,861	1,018	1,238
Number of Vessels and Boats of all kinds..... (Nombre de vaisseaux et bateaux de toutes sortes).....	6,338	6,708	7,279	6,809	8,911	11,042	11,004	11,245	3,733	2,119	2,518	3,780	771	1,784	1,918	1,647	3,695	3,650	4,000	5,041	5,857	4,963	6,123	6,969
Total tonnage of Vessels and Boats of all kinds..... (Total du tonnage des vais. et bat. de toutes sortes).....	1,238,510	1,327,672	1,476,842	1,330,097	824,464	1,009,469	1,049,230	1,036,309	239,156	122,694	154,552	272,628	124,076	294,244	280,718	240,445	232,191	219,675	241,729	318,273	372,333	334,157	373,325	376,161
	WELLAND.				ST. LAWRENCE. ST. LAURENT.				CHAMBLEY.				BURLINGTON BAY. BAIE BURLINGTON.				ST. ANN'S. STE. ANNE.				OTTAWA AND RIDEAU CANALS AND THEIR LOCKS. (CANAUX D'OTTAWA ET RIDEAU ET LEURS ECLUSES.)			
	Percentage of decrease of 1863 compared with 1862.	Percentage of increase of 1863 over 1862.	Percentage of decrease of 1863 compared with 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of decrease of 1863 compared with 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.	Percentage of increase of 1863 over 1862.
	Percentage de la diminution de 1863 comparée à celle de 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de la diminution de 1863 comparée à celle de 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de la diminution de 1863 comparée à celle de 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.	Percentage de l'augmentation de 1863 sur 1862.
	[A] 8.26.	20.73.	7.19.	22.19.	37.45.	16.67.	15.27.	12.87.	5.38.	17.49.	6.71.	4.63.												

The average decrease of the movement of Property on the six Canals in 1863, compared with 1862, is 1.98 per cent.—(L'augmentation moyenne du mouvement des effets sur les six canaux en 1863, comparée à celle de 1862, est de 1.98 pour cent.)

The average increase of the movement of Property on the six Canals in 1863, compared with 1862, is 18.13 per cent.—(L'augmentation moyenne du mouvement des effets sur les six canaux en 1863, comparée à celle de 1860, est de 18.13 pour cent.)

[A] This Table of Percentage applies to the first line of Totals shewing the movement of Property.—[A] (Ce tableau des pourcentages s'applique à la première ligne des totaux indiquant le mouvement des effets.)

No. 13.—AN ACCOUNT of the Gross and Net Revenue derived from Canal Tolls for the year 1863, as compared with the five preceding years.
 (No. 13.—COMPTES du revenu brut et net provenant des péages des canaux pour l'année 1863, tel que comparé avec les cinq années précédentes.)

		YEARS—(ANNÉES.)					
		1858.	1859.	1860.	1861.	1862.	1863.
		\$	\$	\$	\$	\$	\$
Gross Amount of Tolls—(Montant brut des péages perçus).....		293,322 32	223,714 25	333,262 56	419,355 02	497,302 90	385,220 21
Refunded, overcharges, &c—(Remboursé, &c).....		.....	.....	127,340 53	233,803 27	253,515 55	.....
Net Tolls collected—(Perception nette des péages).....		293,322 32	223,714 25	205,921 93	185,521 75	213,487 41	385,220 21
Charges for Collection—(Frais de perception).....		106,885 23	131,344 61	122,857 11	124,909 59	125,017 35	110,692 74
Net Revenue (Repairs and Incidental Expenses not deducted)—Revenu net (réparations et dépenses incidentes non déduites),.....		186,437 09	92,369 04	83,064 82	60,612 16	88,470 06	274,527 47

(*) This covers expenses attending Lock Tenders and Masters as well as Collectors of Tolls.
 (Cette somme couvre la dépense des éclusiers et des maîtres d'écluse, ainsi que des percepteurs de péages.)

R. S. M. BOUCHETTE,
 Commissioner of Customs.
 (Commissaire des Douanes.)

No. 14.—STATEMENT of the Number and Tonnage of all kinds of Vessels the year
(No. 14.—TABLEAU du nombre et du tonnage de toute espèce de vaisseaux saison de navigation,

CANADIAN—(CANADIENS.)

SAILING VESSELS.—(NAVIRES A VOILES.)				STEAMERS.—(NAVIRES A VAPEUR.)							
Tonnage.	No.	Total tonnage.— Total du tonnage.		Tonnage.	No.	Total tonnage.— Total du tonnage.					
	Brought up.	Report.	639	51,321	Brought up.	Report.	82	4,625			
4	13	52	195	390	2	32	113	113			
8	28	224	200	1,400	7	17	120	120			
10	17	170	205	1,025	5	5	128	128			
15	13	195	210	630	3	66	128	128			
20	16	320	215	1,505	24	48	130	260			
25	5	125	220	440	2	54	132	132			
30	3	90	225	675	27	28	140	420			
35	7	245	230	1,610	1	60	144	144			
40	25	1,000	235	705	2	36	156	156			
45	22	990	240	240	1	74	158	158			
50	23	1,150	245	980	2	74	160	160			
55	24	1,320	250	1,000	4	160	173	173			
60	27	1,620	255	765	1	41	176	176			
65	21	1,365	260	520	1	43	176	176			
70	32	2,240	265	795	1	44	179	179			
75	38	2,700	270	1,350	4	192	180	180			
80	40	3,200	275	550	2	98	184	184			
85	31	2,635	280	1,080	4	200	193	386			
90	22	1,980	285	1,140	3	156	195	195			
95	14	1,330	290	1,160	1	54	200	400			
100	32	3,200	295	590	4	224	215	215			
105	18	1,890	300	300	2	60	221	221			
110	25	2,750	310	620	2	63	223	223			
115	17	1,955	320	960	4	64	226	452			
120	27	3,240	330	330	1	65	228	228			
125	13	1,625	340	1,020	1	68	237	237			
130	15	1,950	350	2,100	1	69	248	248			
135	8	1,080	355	1,775	2	73	250	260			
140	5	700	360	1,800	1	75	260	260			
145	3	435	365	730	1	76	274	274			
150	7	1,050	370	370	1	80	277	554			
155	10	1,550	375	770	3	84	302	302			
160	6	960	385	2,900	2	88	306	336			
165	9	1,485	395	7,900	1	90	336	395			
170	2	340	450	450	6	95	395	395			
175	9	1,575			1	99					
180	6	1,080			1	100					
185	3	555			3	103					
190	5	950			2	104					
					1	106					
Carried up. A reporter.	639	51,321	Totals..	770	89,596	Carried up. A reporter	82	4,625	Totals..	123	12,860

going through and on the Canadian Canals, during the Season of Navigation, in
1863.
employés dans le commerce de transport sur les canaux du Canada, pendant la
pour l'année 1863.)

AMERICAN.—(AMERICAINS.)

SAILING VESSELS.—(NAVIRES A VOILES.)					STEAMERS (NAVIRES A VAPEUR.)			
Tonnage.	No.	Total tonnage.— Total du tonnage.	Tonnage.	No.	Total tonnage.— Total du tonnage.	Tonnage.	No.	Total tonnage.— Total du tonnage.
	Brought up.	Report.	333	27,099	Brought up.	Report.	333	27,099
\$	1	\$	205	410	14	2	28	
10	11	110	210	420	17	1	17	
18	7	136	215	360	18	3	54	
20	9	180	220	1,320	20	4	80	
25	10	250	225	1,350	22	1	22	
30	8	240	230	1,840	24	1	24	
35	9	315	235	940	27	1	27	
40	17	680	240	2,160	31	5	155	
45	21	945	245	2,295	40	5	200	
50	10	500	250	1,750	48	1	48	
55	21	1,155	255	2,295	55	2	110	
60	23	1,380	260	1,560	62	1	62	
65	26	1,690	265	3,180	66	1	66	
70	32	2,240	270	1,080	71	1	71	
75	6	450	275	825	115	1	115	
80	7	560	280	4,200	171	1	171	
85	3	255	285	855	185	1	185	
90	4	360	290	3,770	230	1	230	
95	2	190	295	3,540	245	1	245	
100	5	500	300	2,100	255	1	255	
105	7	735	305	3,050	296	1	296	
115	4	460	309	2,781	297	1	297	
120	6	720	320	2,880	321	1	321	
125	8	1,000	330	1,980	344	1	344	
130	4	520	335	2,345	349	1	349	
135	5	675	340	1,700	350	1	350	
140	4	560	345	2,070	352	1	352	
145	7	1,015	350	5,600	353	1	353	
150	3	450	355	3,195	354	1	354	
155	4	620	360	4,680	380	2	720	
160	8	1,280	370	2,120	367	1	367	
165	4	660	375	4,590	375	1	375	
170	3	510	385	5,005	378	1	378	
175	6	1,050	390	4,290	392	3	1,176	
180	7	1,260	395	2,370	395	1	395	
185	6	1,110	400	800	396	1	396	
190	4	760	405	1,620	432	1	432	
195	6	1,170	412	1,236				
200	5	1,000	421 to 445	4,455				
Carried up. A reporter	333	27,699	Totals.....	631	121,166	Totals...	55	9,420

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des douanes.)

No. 15.—STATEMENT, in six classes, showing the Number and Average Tonnage of all kinds of Vessels going through and on the Canadian Canals, during the Season of Navigation in the year 1863.

(No. 15.—TABLEAU en six classes indiquant le nombre et tonnage moyen de toute espèce de vaisseaux employés dans le commerce du transport sur les canaux du Canada, pendant la saison de la navigation, pour l'année 1863.)

SAILING VESSELS. NAVIRES A VOILES.		STEAM VESSELS. NAVIRES A VAPEUR.		TONNAGE		SAILING VESSELS. NAVIRES A VOILES.		STEAM VESSELS. NAVIRES A VAPEUR.		TONNAGE		SAILING VESSELS. NAVIRES A VOILES.		STEAM VESSELS. NAVIRES A VAPEUR.		TONNAGE	
Class	No.	Class	No.	Class	No.	Class	No.	Class	No.	Class	No.	Class	No.	Class	No.	Class	No.
1 250 to 450 tons—(250 à 450 tonneaux).....	57	1 250 to 395 tons—(250 à 395 tonneaux).....	9	1 250 to 445 tons—(250 à 445 tonneaux).....	258	1 250 to 432 tons—(250 à 432 tonneaux).....	21	1 250 to 445 tons—(250 à 445 tonneaux).....	258	1 250 to 432 tons—(250 à 432 tonneaux).....	21	1 250 to 445 tons—(250 à 445 tonneaux).....	258	1 250 to 432 tons—(250 à 432 tonneaux).....	21	1 250 to 445 tons—(250 à 445 tonneaux).....	258
2 200 to 250 tons—(200 à 250 tonneaux).....	42	2 200 to 250 tons—(200 à 250 tonneaux).....	10	2 200 to 250 tons—(200 à 250 tonneaux).....	55	2 200 to 250 tons—(200 à 250 tonneaux).....	2	2 200 to 250 tons—(200 à 250 tonneaux).....	55	2 200 to 250 tons—(200 à 250 tonneaux).....	2	2 200 to 250 tons—(200 à 250 tonneaux).....	55	2 200 to 250 tons—(200 à 250 tonneaux).....	2	2 200 to 250 tons—(200 à 250 tonneaux).....	55
3 150 to 200 tons—(150 à 200 tonneaux).....	59	3 150 to 200 tons—(150 à 200 tonneaux).....	11	3 150 to 200 tons—(150 à 200 tonneaux).....	51	3 150 to 200 tons—(150 à 200 tonneaux).....	2	3 150 to 200 tons—(150 à 200 tonneaux).....	51	3 150 to 200 tons—(150 à 200 tonneaux).....	2	3 150 to 200 tons—(150 à 200 tonneaux).....	51	3 150 to 200 tons—(150 à 200 tonneaux).....	2	3 150 to 200 tons—(150 à 200 tonneaux).....	51
4 100 to 150 tons—(100 à 150 tonneaux).....	163	4 100 to 150 tons—(100 à 150 tonneaux).....	18	4 100 to 150 tons—(100 à 150 tonneaux).....	50	4 100 to 150 tons—(100 à 150 tonneaux).....	2	4 100 to 150 tons—(100 à 150 tonneaux).....	50	4 100 to 150 tons—(100 à 150 tonneaux).....	2	4 100 to 150 tons—(100 à 150 tonneaux).....	50	4 100 to 150 tons—(100 à 150 tonneaux).....	2	4 100 to 150 tons—(100 à 150 tonneaux).....	50
5 50 to 100 tons—(50 à 100 tonneaux).....	270	5 50 to 100 tons—(50 à 100 tonneaux).....	41	5 50 to 100 tons—(50 à 100 tonneaux).....	134	5 50 to 100 tons—(50 à 100 tonneaux).....	5	5 50 to 100 tons—(50 à 100 tonneaux).....	134	5 50 to 100 tons—(50 à 100 tonneaux).....	5	5 50 to 100 tons—(50 à 100 tonneaux).....	134	5 50 to 100 tons—(50 à 100 tonneaux).....	5	5 50 to 100 tons—(50 à 100 tonneaux).....	134
6 Under 50 tons—(Au-dessous de 50 tonneaux).....	148	6 Under 50 tons—(Au-dessous de 50 tonneaux).....	34	6 Under 50 tons—(Au-dessous de 50 tonneaux).....	98	6 Under 50 tons—(Au-dessous de 50 tonneaux).....	6	6 Under 50 tons—(Au-dessous de 50 tonneaux).....	98	6 Under 50 tons—(Au-dessous de 50 tonneaux).....	6	6 Under 50 tons—(Au-dessous de 50 tonneaux).....	98	6 Under 50 tons—(Au-dessous de 50 tonneaux).....	6	6 Under 50 tons—(Au-dessous de 50 tonneaux).....	98
Totals.....	770	Totals.....	123	Totals.....	631	Totals.....	55	Totals.....	631	Totals.....	55	Totals.....	631	Totals.....	55	Totals.....	631
	89,596		12,860		121,166		9,420		121,166		9,420		121,166		9,420		121,166

AMERICAN.—(AMERICAINS)

CANADIAN.—(CANADIENS.)

NUMBER AND AVERAGE TONNAGE OF ALL VESSELS, DIVIDED INTO SIX CLASSES.
(NOMBRE ET TONNAGE MOYEN DES VAISSEAUX, DIVISES EN SIX CLASSES.)

R. S. M. BOUCHETTE,
Commissioner of Customs.
(Commissaire des Douanes.)

No. 16.—COMPARATIVE STATEMENT, shewing the quantity of each article transported on the Provincial Canals during the years 1862 and '63, and Am't of Tolls thereon as per Tariff.
(No. 16.—ÉTAT COMPARATIF montrant la quantité des articles transportés sur les Canaux Provinciaux, pendant les années 1862 et 1863, et le montant des péages sur chacun de ces articles en vertu du tarif.

ARTICLES.	1862.		1863.	
	Tons. (Tonneaux.)	Tolls. (Péages.)	Tons. (Tonneaux.)	Tolls. (Péages.)
Apples, Onions and other Vegetables— (Pommes, oignons et autres végétaux).....	9,958	\$ cts. 1,343 90	11,647	\$ cts. 2,139 79
Ashes, Pot & Pearl—(Alcalis, potasse, perlasse)	6,074	1,085 21	8,020	1,174 33
Bacon—(Lard séché).....	222	71 52	2,437	396 67
Bark—(Ecorce).....	6,958	495 78	3,665	175 87
Barley & Barley Meal—(Orges et farine d'orges)	29,713	3,263 81	31,228	3,008 08
Beef—(Bœuf).....	1,371	465 08	896	210 42
Beer, Cider & Vinegar—(Bière, cidre, vinaigre)	1,252	277 96	1,644	331 24
Bees' Wax—(Cire d'abeilles).....				
Biscuits and Crackers—(Biscuits).....	5	1 10	6	1 20
Bran and Ship Stuffs—(Son et prov. de bord)	752	47 64	5,190	314 93
Bricks, Lime, Sand—(Briques, chaux, sable)	4,685	395 80	8,578	632 35
Butter—(Beurre).....	3,832	1,083 98	2,117	391 00
Carts and vehicles—(Charrettes et voitures).....	230	51 50	251	57 81
Cattle—(Bestiaux).....	1,045	117 39	894	90 77
Cement and Water Lime—(Ciment et chaux hydraulique).....	3,939	711 03	6,382	1,131 13
Chalk & Whiting—(Craie et blanc de céruse)	675	185 90	322	79 36
Charcoal—(Charbon de bois).....	80	5 00	1	0 07
Cheese—(Fromage).....	451	102 12	929	232 64
Clay—(Argile).....	474	79 52	646	34 12
Clover and other Seeds—(Graines de trèfle)	403	50 49	4,110	118 83
Coal—(Charbon).....	114,566	17,514 04	109,433	17,412 39
Coffee—(Café).....	527	150 71	385	109 56
Copperas—(Couperose).....	7	2 00	12	2 47
Corn & Corn Meal—(Blé-d'Inde et farine de)	264,504	46,199 67	128,338	23,484 17
Dye & dye stuff—(Teinture et mat. tinctoriales)	253	66 14	469	91 16
Fish—(Poisson).....	5,142	1,131 32	10,540	1,959 87
Flax and Flax Seed—(Lin et graine de lin)...	27	6 16	128	22 88
Flour—(Farine).....	190,858	38,879 12	197,072	35,775 26
Furniture and baggage—(Meubles et bagage)...	2,707	597 15	2,119	722 59
Gypsum—(Gypse).....	6,287	576 61	6,670	555 82
Hams—(Jambons).....	825	249 00	1,114	255 27
Hemp—(Chanvre).....	195	30 00	456	77 71
Hides & Skins, Raw—(Peaux et cuirs, crus)...	1,008	258 37	1,030	207 01
Hogs—(Cochons).....	146	17 15	147	18 35
Horns, Hoofs & Bones—(Cornes, sabots et os).....	139	18 84	273	49 04
Horses—(Chevaux).....	411	66 04	740	113 65
Ice—(Glace).....			9,269	1,605 20
Iron, Bloom and Broken Castings—(Fer, fonte cassée).....	1,139	220 79	1,813	326 43
do Pig and Scrap—(en gueuse et ferrailles)...	24,115	3,903 77	25,977	3,772 96
do Railroad—(pour chemins de fer).....	3,781	734 92	31,783	6,018 38
do Stoves & Castings—(poêles et fonte)...	3,903	828 53	3,502	686 60
do Safes—(coffres de sûreté).....	29	8 57	8	2 40
do all other iron not elsewhere—(tout autre non énuméré).....	17,968	3,460 39	19,169	3,118 48
Lard—(Saindoux).....	1,207	314 22	1,863	431 49
Leather—(Cuir).....	329	78 47	15	3 75
Mahogany—(Acajou).....	19	5 55	50	14 58
Manganese & manures—(Manganèse et engrais)	1,762	169 90	2,104	178 72
Manilla—(Manille).....	812	147 41	617	84 34
Marble—(Marbre).....	1,364	240 63	3,725	952 27
Mechanics' Tools—(Outils d'artisans).....	61	11 40		
Molasses—(Mélasse).....	3,450	715 89	5,320	1,142 38
Nails—(Clous).....	6,191	1,750 24	6,032	897 54
Oats & Oatmeal—(Avoine et farine d'avoine).....	19,158	2,357 23	39,687	5,611 94
Oil—(Huile).....	12,190	2,995 67	7,210	1,348 21
Oil Cake and Oil Meal—(Tourteaux de lin et moulée de lin).....	532	129 90	916	192 94
Ores, all kinds—(Minéral, toutes sortes).....	24,409	1,210 63	39,212	5,188 85
Pitch, Tar and Rosin—(Poix, goudron, résine).....	1,313	155 31	734	109 16
Ploughs and Agricultural Implements— (Charrues et instruments d'agriculture).....	343	56 02	209	34 39

No. 16.—COMPARATIVE STATEMENT, shewing the quantity of each article, &c.—*Continued.*
(No. 16.—ETAT COMPARATIF montrant le quantité des articles, etc.—*Suite.*)

ARTICLES.	1862.		1863.	
	Tons. (Tonneaux.)	Tolls. (Péages.)	Tons. (Tonneaux.)	Tolls. (Péages.)
Pork—(Lard)	12,168	\$ cts. 2,944 76	20,013	\$ cts. 3,512 73
Potatoes—(Pommes de terre).....	713	68 40	29	1 28
Pressed Hay and Broom Corn—(Foin pressé et millet à balai).....	855	128 79	310	41 07
Rags, Junk and Oakum—(Guenilles, vieux cordages et étoupe)	980	167 53	1,225	149 50
Raw Cotton—(Coton brut).....	3	0 38	110	20 54
Rye & Rye Meal—(Seigle et farine de seigle)	6,660	1,436 33	3,527	705 68
Salt—(Sel).....	165,934	29,061 07	150,929	25,876 80
Sheep—(Moutons).....	383	37 13	425	39 49
Ship Stores—(Provisions pour navires).....	281	84 15	392	113 48
Slate—(Ardoise).....	128	11 10	88	6 25
Soda Ash—(Soude)	1,524	415 15	1,410	362 39
Spikes—(Fiches).....	210	48 86	441	96 93
Stone, Glass and Earthenware—(Poterie et verrerie).....	4,561	1,107 71	5,296	1,091 60
Stone—(Pierre).....	9,134	992 74	10,167	1,830 58
Sugar—(Sucre).....	13,799	3,654 94	12,850	2,836 56
Tallow—(Suif).....	285	64 22	550	111 16
Tin and Steel—(Fer blanc et acier).....	2,119	763 48	2,324	506 99
Tobacco—(Tabac).....	1,303	250 44	600	99 84
Turpentine—(Térébentine).....	1	0 04	7	1 26
Wheat—(Blé).....	750,665	172,675 65	538,500	93,954 60
Whiskey and other Spirits and Wines— (Whiskey et autres spiritueux et vins)...	3,954	928 94	4,747	936 34
White Lead and Paints—(Blanc de plomb et peintures)	869	245 98	1,118	244 44
Window Glass—(Vitres).....	1,457	374 59	1,374	236 02
Wool—(Laine).....	285	82 77	468	131 20
All Agricultural Products not elsewhere— (Tous autres produits d'agriculture non énumérés)	29,192	5,044 92	50,044	7,828 81
All other Goods and Merchandize not elsewhere— (Tous autres effets et marchandises non énumérés)	41,977	19,811 22	29,806	9,504 21
<i>Timber, etc.—(Bois de construction, etc.)</i>				
Barrel Hoops—(Cercles pour barils).....	1,372	342 32	1,047	504 37
Boards (all kinds) and Sawed Lumber— (Planches (toutes sortes) et bois scié).....	488,292	21,605 15	631,013	26,026 16
Boat Knees—(Courbes).....	470	81 23	521	41 65
Empty Barrels—(Barils vides).....	4,314	399 08	2,954	294 73
Firewood—(Bois de chauffage).....	580,648	16,148 10	554,836	14,800 39
Saw Logs—(Bois de sciage)	24,618	1,729 35	10,745	1,031 85
Shingles—(Bardeaux).....	701	240 13	792	195 76
Staves, all kinds—(Douves, toutes sortes)...	39,183	4,777 06	66,534	4,892 32
Timber and wooden articles—(Bois et objets en bois).....	140,568	15,774 74	199,008	13,092 43
Grand Totals (tonnage of vessels and passen- gers not included)—(Grands totaux (tonn'x de vaisseaux et passagers non compris).....	3,113,722	436,601 14	3,052,244	334,617 33
Passengers, total number—(Passagers, total)	52,573	2,097 96	64,691	3,079 59
Vessels, total tonnage—(Vaisseaux, total)....	3,582,396	58,603 86	3,573,913	47,523 29
Tolls—(Péages)		497,302 96		385,220 21
Less refunded and not collected as per Order in Council—(Moins les péages remis et non perçus par ordre en conseil de mai dernier).....		283,815 55		
Grand Total, tolls collected—(Grand total des péages).....		213,487 41		385,220 21

R. S. M. BOUCHETTE.

Commissioner of Customs—(Commissaire des douanes.)

No. 17.—AN ACCOUNT of Gross Revenue derived from Canal Tolls during the year 1863.
(No. 17.—COMPTE du revenu brut provenant des péages des canaux pendant l'année 1863.)

	Gross Tolls— Péages bruts:
	\$ cts.
Welland Canal—(Canal Welland).....	226,676 32
St. Lawrence Canal—(Canal St. Laurent)	93,683 13
Chambly Canal, including St. Ours' Lock—(Canal Chambly, y compris l'écluse de St. Ours)	25,388 98
Burlington Bay Canal—(Canal de la Baie Burlington).....	17,645 30
St. Ann's Lock—(Ecluse de Ste. Anne).....	5,013 64
Ottawa and Rideau Canal and their Locks—(Canal de l'Ottawa et du Rideau et leurs écluses)	16,812 84
Total Tolls collected—(Total, péages perçus).....	\$ 385,220 21

R. S. M. BOUCHETTE,
Commissioner of Customs.
(*Commissaire des Douanes.*)

No. 18.—AN ACCOUNT of the Gross Amount of Tolls, as under Tariff of 1863, and Net Revenue derived from all sources from the Provincial Canals of Canada, for the year 1863.

(No. 18.—COMPTE du montant brut des péages en vertu du tarif de 1863, et revenu net provenant de toutes sources des canaux provinciaux du Canada, pour l'année 1863.)

	\$ cts.
Amount of Tolls as per Tariff—(Montant brut des péages, en vertu du tarif)	385,220 21
Do Welland Canal, Damages and Fines, \$4,665; Rents, \$9,232.55—(Montant brut des dommages et amendes, canal Welland, \$4,665; Loyers, \$9,232.55)	13,897 55
Do St. Lawrence Canal, Damages and Fines, \$362; Rents, \$11,888.90—(Dommages et amendes, canal St. Laurent, \$362; Loyers, \$11,888.90).....	12,750 90
Do Storage and Winterage, \$6,105.45; Wharfage, \$3,916.36—(Eminagasinage et hivernage, \$6,105.45; Quaiage, \$3,916.36)	10,021 81
Do Chambly Canal, Rents, \$20—(Canal Chambly, Loyers, \$20).....	20 00
Do Ottawa and Rideau Canal, Winterage, \$269.03—(Canal de l'Ottawa et du Rideau, hivernage, \$269.03).....	269 03
Revenue from all sources—(Revenu de toutes sources).....	\$422,170 50
Less—Charges for Collectors' Salaries, Lock Tenders, &c.—(Moins—Montant des salaires des percepteurs, éclusiers, etc.).....	\$110,692 74
Do Repairs and other incidental expenses—(Réparations et autres dépenses incidentes).....	75,362 13
Net Revenue, all incidental expenses deducted—(Revenu net, toutes dépenses incidentes déduites)	\$ 236,124 63

R. S. M. BOUCHETTE,
Commissioner of Customs.
(*Commissaire des Douanes.*)

INDEX in detail of the Imports and Exports of the Province of Canada, for the year 1863.

(INDEX détaillé des importations et exportations de la Province du Canada, pour l'année 1863.)

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NOTE—CONFECTIONERY belongs to the Category of Refined Sugar, in the Tarif.

NOTE—LA CONFISERIE, article dans ce tarif, entre dans la catégorie du sucre raffiné.

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GENERAL REPORT

OF THE

Commissioner of Public Works,

FOR THE

YEAR ENDING 31st DECEMBER, 1863.

FURNISHED

In compliance with the provisions of the 28th chapter of the Consolidated Statutes of Canada, section 24.

.....
Printed by order of the Legislative Assembly.
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REPORT

OF THE

Commissioner of Public Works,

FOR THE YEAR 1863.

To His Excellency the Right Honorable CHARLES STANLEY,
Viscount MONCK, Governor General of British North
America, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :—

The undersigned, Commissioner of Public Works, has the honor to submit, as required by law, the following general report upon the several public works and buildings under the charge of his department, for the year ending 31st September, 1863.

He thinks proper to remark, that although the duty of furnishing an account of the transactions of his department for the whole of the past year devolves on him by virtue of his office, he can only speak of them from personal knowledge since the 23rd of July last, when, at Your Excellency's command, he assumed the responsibility of directing its affairs; the report of its proceedings previous to that date being derived from the records of his office.

In consequence of the necessity which has existed for restricting expenditure in every branch of the service as much as possible, consistent with its efficient administration and actual requirements, the gross outlay upon all the Public Works, for construction, and for repairs and management, during the past year, amounts to the sum of only \$821,073.31, which is less than it has been any year since 1851; the average of the annual expenditure during this period of thirteen years having been \$1,216,362.

The details of this expenditure, arranged under their proper heads in the usual tabular forms, are given in the Statements Nos. 1, 2, 3, 4, 5, 6 and 7, appended to this report.

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No. 4. Statement of expenditure on certain miscellaneous services under this department, during the year 1863.

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No. 7. Abstract statement, shewing the total amount expended under the Department of Public Works, during the year 1863, as detailed in the foregoing statements numbered, 1, 2, 3, 4, 5, and 6.

The undersigned has given his careful attention to the internal organization and working of his department, and is gratified to find that many improvements, tending to its efficiency, have of late years been introduced. Considerable progress has also been made in collecting the title deeds of the public lands in the charge of this Department, and in arranging and classifying the archives of this office. He has also had under consideration, and intends to put in practice without delay, a further classification of the different officers of the department into special categories, better adapted to the services these officers are called on to perform, and the adoption of certain additions to the present system of keeping the books of his department, for the purpose of rendering it more complete, and by which the Commissioner will be enabled to guard against unnecessary and unauthorized expenditure.

INLAND NAVIGATION.

The success of the St. Lawrence, as a competing route for Western trade, is a matter of such vital importance to the interests of this Province, that the subject has already been frequently brought before Your Excellency, in the annual reports of this department. It has also been ably discussed by persons whose experience and commercial standing entitle their opinions to the greatest consideration; and the necessity of action in regard to it becomes yearly more apparent.

It is evident that the River St. Lawrence is the natural outlet to the vast and fertile region bordering upon the great interior lakes of North America. Upon the improvement of this immense stretch of water communication, the Province has already expended over fourteen and a half millions of dollars, and established a scale of navigation, unrivalled in point of capacity, between Chicago and the head of ocean navigation at Montreal.

But it is to be regretted, that the experience of past years has proved that the benefits anticipated from these improvements have been, as yet, but partially realized; and that notwithstanding the undeniable superiority of the Provincial line, it has attracted but a small portion of the great stream of traffic, which flows from the grain-producing districts of the West to the Atlantic seaboard.

It is therefore evident that some powerful cause must be in operation, to produce a diversion of the trade from the channel which seems to have been marked out for it by Nature, into lateral and artificial routes of much less capacity or speed, and greatly increased cost of transport.

The greatest drawback to the success of this route, as a competitor for European trade, is the high rates of ocean freight from Montreal and Quebec, when compared with those from New York. The latter city being the great commercial emporium of the Northern States, controls the bulk of the import trade; consequently, freights run lower at that port than any other on this part of the continent, because vessels arriving out with cargo can afford to carry produce to Europe cheaper than those trading to Quebec or Montreal, which, in great part, have to make the voyage here in ballast. Besides, as the staple exports of Canada are bulky, whilst the tonnage of her imports is comparatively small, it is evident that we cannot hope to compete for European freights, except by carrying so much cheaper on our line of internal communication, as to compensate for the disadvantage of the ocean voyage.

Although the minimum capacity of the canals is nearly double that of our most formidable rival—the enlarged Erie Canal; and, when taken in connection with speed, the season of navigation is equally as long as upon the latter; it is evident, from the existing state of affairs, that still further advantages must be afforded, ere we can obtain a fair share of the trade in question.

It is believed that the only means by which this can be effected, is by an enlargement of the Welland and St. Lawrence Canals to a uniform draught, and carrying capacity for vessels of at least 800 or 850 tons burthen.

This would permit the majority of the fleet of propellers and large schooners now engaged in the transport trade on Lake Erie, to descend to Montreal and Quebec without breaking bulk, and there tranship into sea-going vessels, thus considerably reducing freights, and tending to bring about the desired result.

The manifest advantage in speed which the route possesses, together with the cheapening of freight referred to, would doubtless operate favorably in making Quebec and Montreal *entrepôts* for goods imported into the Lake Regions, and thus diminish ocean charges, by providing a larger percentage of cargoes both ways. It is also probable that the mercantile enterprise of these cities would not be slow to take advantage of such favorable circumstances. It must, however, be borne in mind that the export trade to Europe forms by no means the only important business for which the Provincial canals might successfully compete; as it is now well understood that a very large quantity of the cereals brought to Albany is consumed in the New England States, and never leaves the country at all.

With a view, therefore, of pointedly drawing attention to the means by which it is believed that a large share of this, as well as the trans-atlantic trade, can yet be secured to the Province, reference is again made to the subject.

Even before the present Canal system was in full operation, it was foreseen that to ensure anything like an adequate return upon the large expenditure then being incurred, it would be necessary to complete the series, by connecting the waters of the St. Lawrence with those of Lake Champlain. By this means it was believed that we could successfully compete with the Erie Canal, either for the carriage of grain to the great centre of distribution for home consumption at Albany, or to New York for exportation to Europe.

The inhabitants of the Northern States on the Atlantic seaboard, being largely engaged in manufactures, have to import food from the agricultural districts of the West; and the magnitude of the trade thus created is estimated by various competent authorities, at from *five-eighths* to *three-fifths* of all the vegetable food which annually arrives at the level of tide water in the Hudson River.

It would therefore seem, that any well-matured scheme, by which the Provincial Canals might be made the principal channel for so large and profitable a transport, would be well worthy of consideration.

In the existing state of our connections, the cargo of a vessel arriving at Montreal, loaded with grain for the Eastern States, cannot be portaged to Lake Champlain, except at such an increase in the cost of transport as would nullify all the advantages of the St. Lawrence navigation, and give the Erie route a decided superiority in point of cheapness.

But were the River St. Lawrence united to Lake Champlain by a canal of dimensions equal to the enlarged scale of navigation above referred to, this serious drawback would then be removed; and the Province would reap the full benefit of the unequalled advantages which it ought to derive from the possession of the *natural* route.

The Annual Report for 1862, of the Auditor of Canal Tolls, &c., for the State of New York, shews that the average cost of transport of wheat from Chicago to New York, *viz* Buffalo, or by way of Oswego (including canal tolls), was as follows:—

	1861.	1862.
1 Ton, Chicago to Buffalo.....	\$3.80½	\$3.49
“ Buffalo to New York.....	5.24½	5.27½
Total	\$9.05	\$8.76½

	1861.	1862.
1 Ton, Chicago to Oswego.....	\$5.22	\$5.07
“ Oswego to New York.....	3.70	3.68
Total	<u>\$8.92</u>	<u>\$8.75</u>

This does not seem, however, to include the cost of transshipment either at Buffalo or Oswego.

The vast increase in the trade of the latter port, since the opening of the enlarged Welland canal in 1845, clearly demonstrates the effect of extended natural navigation. Oswego, with vessels of from 250 to 400 tons burthen, which pass through the Welland canal, is able to compete with Buffalo, although propellers of 750 to 1000 tons burthen arrive there from Chicago.

This arises from the simple fact that there are about 118 miles less canal navigation on the Oswego route than on that *viâ* Buffalo to Albany.

The following table will shew the comparative amounts of produce which arrived at Oswego from the West, from 1845 to 1862 :—

	Tons.		Tons.
1845.....	44,560	1854.....	72,975
1846.....	63,905	1855.....	124,004
1847.....	87,329	1856.....	222,542
1848.....	90,411	1857.....	104,332
1849.....	119,201	1858.....	172,674
1850.....	133,473	1859.....	93,345
1851.....	146,204	1860.....	249,069
1852.....	182,424	1861.....	277,679
1853.....	227,631	1862.....	276,237

It may, therefore, be fairly inferred that a proportionate success would attend the Champlain route, could vessels of large tonnage reach Whitehall without breaking bulk ; and that the cities of Montreal and Quebec would also be greatly benefited, as regards the increased facilities for transatlantic trade which would result by bringing the large inland vessel alongside of the ocean ship.

Even at present, a propeller of ordinary speed can make the trip from Quebec to Lake Erie in about five days, and that from Lake Erie to Quebec in four days ; whilst the voyage by canal boats, of less than one half their tonnage, seldom occupies less than 12 days between Buffalo and tide water in the Hudson river. Goods shipped from Quebec also reach the upper lakes earlier in the spring than those from New York *viâ* the Erie canal ; and produce from the European market can be shipped later from Chicago, *viâ* Montreal, than by the Buffalo route, for the reason that the voyage is made on the river and through our canals much quicker than by the Erie canal.

The tables in the appendix shew the dates of opening and closing of navigation at the port of Quebec, the St. Lawrence and Welland canals, the Erie canal at Buffalo, and the Hudson river.

The Champlain connection would also facilitate the large export of sawed lumber, which now finds its way into the United States for home consumption, from various points along the Canadian frontier, by costly and often circuitous routes ; and would enable it to be laid down at the minimum of transport charges at the great lumber mart of Albany. It would also form a direct route for that portion of this staple product of the Ottawa valley, required for the American market.

Thus the trade, which now merely crosses Lakes Ontario and Erie into the United States, from the West and Upper Canada, would find a speedier and less expensive route to market.

This advantage would no doubt be quickly appreciated by merchants and forwarders.

By the return of the auditor for New York tolls, previously cited, the total movement in tons of produce of Western States and Canada, and other freight which arrived at tide water by the Erie canal in 1862, was as follows, viz. :—

	Tons.	Tons.
Flour in bbls.....	197,460	
Wheat in bulk.....	980,035	
		1,177,299
Other agricultural products.....		791,142
Products of the forest.....		563,346
Manufactures.....		14,170
Other articles.....		48,880
Total from the West.....		2,594,837
“ from New York State.....		322,257
Total <i>via</i> Eric Canal to tide water.....		2,917,094
From tide water.....		399,098
Internal movement on canal.....		1,778,453
Arrived at tide water by Champlain Canal.....		485,615
From tide water do. do.		18,525
Total movement on all the New York State Canals.....	Tons	5,598,785

STATEMENT OF GRAIN, &c., which arrived at Montreal by the St. Lawrence Canals, from the Western States and Canada, in the years 1862 and 1863, furnished by the Collector of Canal Tolls:—

	Tons.	Tons.
1862.—Flour in bbls.....	83,323	
Wheat in bulk.....	234,250	
		317,574
Corn, rye, barley and other grain.....		105,297
Pork, beef, butter, ashes, and other freight.....		333,999
Total downward, 1862.....		756,870
do upward.....		125,794
Total movement on St. Lawrence Canals.....		882,664
	Tons.	
1863.—Flour in bbls.....	75,444	
Wheat in bulk.....	149,800	
		225,244
Corn, rye, barley and other grain.....		62,223
Pork, beef, butter, ashes, and other freight.....		390,466
Total downward.....		677,933
do upward.....		113,489
Total movement on St. Lawrence Canals.....		791,422

The comparisons of movement of freight are chiefly confined to the Western trade, as bearing directly upon the question now under consideration. Thus in 1862, there was received at tide water in the Hudson River 2,917,094 tons, whilst only 756,870 tons arrived at Montreal during the same year.

The returns also show that the New York Central and New York and Erie railways carry about 35 per cent. of the aggregate freight moved both by them and all the New York State Canals, which total amounted, in 1862, to the large figure of 8,619,173 tons.

These facts show conclusively that notwithstanding the great length of artificial navigation by the Erie route, it has, through the strenuous exertions and far-sighted policy of the State legislature, attracted an immense trade; the disadvantages of the route having been, as far as possible, obviated by continued and liberal expenditure upon its improvement.

The result has been, that last year a revenue of nearly 5 (five) millions of dollars was derived from this canal.

It is believed that the period has now arrived when it is still more imperative upon the Province to adopt a policy calculated to demonstrate the real superiority of the St. Lawrence route, by completing our canal system, and enlarging it to such dimensions as will place it beyond the reach of successful competition, in the cheap transport of imported goods for the Western market, or in the speedy export of the vast and overflowing vegetable products which now find their way through other channels to the Eastern States and to Europe.

WELLAND CANAL.

The idea of effecting an uninterrupted water communication between Lakes Eric and Ontario, appears to have been entertained by a few enterprising individuals, residing in the Niagara district, long before the means of carrying it into practice could be obtained.

For the gradual development of the scheme by which this was ultimately accomplished, the Province is, however, greatly indebted to the indefatigable exertions of the late Hon. William Hamilton Merritt, who, for many years, devoted himself to the work of maturing our canal system.

Now that the period has arrived when the demands of trade render it necessary to enlarge the capacity of this canal, a brief sketch of its early history, and the difficulties overcome in its construction, may not be deemed uninteresting.

As far back as the year 1818, the dividing ridge between the Chippewa river and the head of the Twelve Mile Creek was examined, with a view to the uniting of these points by a canal, and a profile of the route was shortly afterwards exhibited at York, to members of the legislature, which was then in session. No further action was, however, taken in the matter until 1823, when a line was surveyed; and in 1824 an Act was passed incorporating the Welland Canal Company, with a capital of £40,000, for the purpose of establishing a navigation from lake to lake, for boats of from 20 to 40 tons burthen. The canal to be four feet deep, seven feet wide at bottom and 19 feet at water surface.

Ground was broken on the 30th November, 1824, without any ceremony, nor did the public at that time seem to be at all aware of the importance of the work.

It was scarcely commenced, however, upon this small scale, when the people became rapidly convinced of the great benefits which its construction could not fail to confer upon the trade of the Province, and in 1825, upon a petition from the Company, Parliament resolved to increase the capital to £200,000, and to aid the undertaking by the loan of £25,000. This was done with the proviso that the company should construct a canal for *schooner navigation*, by increasing the dimensions of that originally designed, to 7 feet 6 in. depth of water, 34 feet width at bottom, and 52 feet 6 in. at top, except through the "deep cut," which was to be only 15 feet wide at bottom and 32 feet 6 in. at top. The locks to be made of wood, 22 feet wide and 100 feet long.

Although £75,000 of this increased capital stock was readily subscribed for in New York, and £25,000 in Upper and Lower Canada, some difficulty arose in disposing of the remaining £100,000 in the English market, which threatened seriously to interfere with the progress of the work. Under these circumstances, the legislature, in 1827, passed a Bill by which the Province became a shareholder to the amount of £50,000, and in the same year the Government of Lower Canada also aided the scheme by taking stock in it to the amount of £25,000.

In 1828, the company obtained a loan of £50,000 sterling from the Imperial Government, at 4 per cent.; being forced, from the embarrassed state of their finances, to apply for this, even though, by the acceptance of the loan, they forfeited a gratuity of £27,000 sterling, offered to their agent by the Chancellor of the Exchequer upon certain conditions, chiefly relative to the passage of His Majesty's troops through the canal, free of toll.

But at the close of this year (1828), the engineer reported that disastrous slips had occurred in the "deep cut," which would increase its cost to a much larger sum than the original estimate.

Notwithstanding the occurrence of this, and many other unlooked-for difficulties, which both augmented the outlay upon the works and retarded their completion, the confidence of the projectors of the canal remained unshaken as to the ultimate success of the scheme. At length, by frequent legislative aid, coupled with indomitable energy on the part of the company, it was partly accomplished; and on the 30th November, 1829, a schooner of 85 tons burthen passed between Lakes Erie and Ontario *via* the Chippewa river. On the 20th May 1833, however, the main route was completed, on the same scale, to Port Colborne, and the original project thus fully carried out. In order to effect this, the Province took some additional stock in the undertaking that year.

Although a through navigation was thus secured, the locks and other structures being of wood, put together more with reference to present economy than stability, will account for the frequent failures, the large outlay for maintenance, and the financial difficulties of the company, which continued unabated after the opening of the canal.

These continued annually to increase, and although Government aid was given at various times, it became quite evident that the company were unable to maintain the works in that effective condition which their importance demanded.

Representations having been frequently made to that effect by the company, who urged that the work should be controlled wholly by the Government, the legislature, shortly after the union of the Provinces in 1841, passed an Act to purchase the rights of private stockholders,—subsequently transferred the management of the canal to the Board of Works,—and, by the Act 4, 5 Victoria, cap. 28, £500,000 was appropriated to enlarge and render this line of navigation permanent throughout.

Up to the 31st December, 1841, this canal was debited on the books of the Province with £462,856 18s. 10d.,

equal to.....	\$1,851,427.77
Debentures issued under Act 7 Vic., c. 34, for payment of back interest on stock, &c., &c.....	675,356.42
Amount expended under Department of Public Works for enlargement, erection of permanent structures, land damages, &c., up to 31st December, 1863.....	4,766,460.70

Total expenditure by the Province..... \$7,293,244.89

Of this amount about \$1,400,000 is chargeable to increasing the depth of water to *ten feet* on the mitre sills of the locks, and to widening and bottoming of the summit level, to admit the waters of Lake Erie as a feeder.

This latter work, from the commencement of the enlargement under this department, has been considered indispensable, from the gradual failure of the Grand river as a feeder to furnish the necessary supply.

But although arrangements were made for carrying it out, various unavoidable causes obstructed its progress, and it was proceeded with slowly, even after the Port Colborne branch had been laid dry (and remained so for several years), with a view of affording an opportunity of executing the work to the best advantage.

The water was subsequently let in, and a contract made for its completion by means of steam excavators; but the parties to whom the work was intrusted failed to carry out their agreement.

At length arrangements were made with the present contractor, under whose energetic management the work has been conducted as expeditiously as its nature and attendant circumstances would permit.

The prism of the canal between Allanburg and Port Colborne has been nearly doubled in sectional area; the bottom width, originally intended to be only 26 feet, having been made 50 feet, to admit of two vessels passing each other at any place on the line. The depth has also been increased fully two feet for the whole distance.

This part of the work is now rapidly approaching completion on the scale above stated. The time, however, is not far distant when its capacity must be still further increased.

But the work of greatest importance to be undertaken is the construction of a new line of canal from Thorold downwards to Lake Ontario, with locks capable of passing a large class of propellers. This is believed to be so urgently necessary, that it cannot be

too often brought under notice. As its execution will necessarily occupy several years, its early commencement becomes all the more imperative; and although the Department is not yet in possession of sufficient information to enable it to recommend any precise line this can be readily obtained, and the extent of the necessary improvements determined, when the means of carrying them out are placed at the disposal of the Government.

By the Report of the Superintendent (Appendix B), it will be seen that the progress made during the past season with the work on the summit level, has been such as to warrant the belief that two seasons more will suffice for its completion.

In 1863, there was expended on it the sum of.....\$49,981
Superintendence and contingencies..... 5,010

Total.....\$54,991

For the operations of next season, an appropriation of \$60,000 will be required.

The construction of a second tow-path on the Thorold level, between Hurst's and Marlutt's Bridges—and the widening of the channel-way between these points (alluded to in previous reports)—would so much facilitate the passage of vessels, that it is deemed advisable to bring the subject again under notice. The estimated cost of these works is \$18,100.

Large fleets of upward bound vessels, being often detained at Port Colborne by winds which are favorable to downward vessels entering the canal, frequently leads to such an over-crowding of the harbour as results in considerable delay and damage; which, it is believed, can only be obviated by increased accommodation.

This is the more necessary, from a large portion of it being generally occupied for purposes connected with the Welland Railway, at the southern terminus of which an elevator has been erected for the transfer of grain, and the lighterage of vessels of greater draught than those which can pass with full cargoes through the canal.

The railway, by affording facilities for lighterage, has tended to bring a larger class of vessels to this port, which has, no doubt, been beneficial to all the interests concerned.

It is therefore believed, that in view of the railway requiring further frontage and basin accommodation, it might be granted at such a point as would not interfere with vessels entering or leaving the canal, upon the company contributing a reasonable sum towards defraying the expenses of the enlargement.

The design of the harbour is such, that its area can be made one third greater than at present, without interruption to the trade or interference with existing works. Its enlargement, which is considered indispensable, is estimated to cost \$64,000.

During the season of low water, vessels of ordinary draught cannot pass through the cut between the lock at Port Robinson and the Welland River. This is fully 1300 feet long, and is then barely six feet in depth. Since the works were assumed by Government, no outlay has been made upon it.

There being considerable trade on this route in sawed lumber, grain, &c., it is believed that the deepening and improvement of the channel would be of sufficient advantage to warrant the outlay for the work, which is estimated at \$2,500.

The staunching of the dam at Dunville, referred to in previous reports, has been well tested during the past year (the season being drier than usual), notwithstanding which, the water has been kept up better than heretofore.

All the various works of repairs and maintenance have been promptly attended to, as they became necessary, and spare gates provided to meet any ordinary emergency which may occur during the coming season. On the 13th April navigation was opened, and was closed on the 13th December.

During the season, three interruptions occurred, by the breaking of lock-gates, which collectively amounted to four days.

The storm of the 1st January of the present year has damaged the piers at Port Colborne harbour; but being now covered up by large masses of ice, an estimate of the probable cost of repairing them cannot now be arrived at.

Repairs, 1863.....\$15,392.02
Management, &c., 1863..... 40,855.98

Total.....\$56,248.00

On reference to Appendix B, Schedule No. 5, it will be seen that large arrears are due for lands bought and privileges acquired along the line of this canal, amounting in all to \$28,940.58.

As no payments have been made on these purchases for a number of years, it appears advisable that some action should be taken to recover the large sum in question.

REVENUE FOR THE LAST FOUR YEARS.

	1860.	1861.	1862.	1863.
Tolls.....	\$165,220.65	\$229,769.49	\$271,384.27	\$225,442.01
Collected on rents.....	7,686.97	8,967.20	7,363.90	9,014.79
Do. on lands, &c.....	1,737.07	25.00	.....	516.33
Do. on fines and damages.	2,116.10	2,267.80	573.00	4,664.50
Totals	\$176,760.79	\$241,029.49	\$279,321.17	\$239,687.63

WILLIAMSBURG CANALS.

These canals are the highest in the St. Lawrence series, and have less sectional area than any of the others; their bottom width in cutting being only 50 feet. The comparatively slight rapids which they were constructed to overcome, are generally navigated both ways by passenger steamers, so that they are principally used by upward bound freight craft.

They are now in three divisions, and are collectively $11\frac{1}{2}$ miles in length; but separated by stretches of river navigation $4\frac{1}{2}$ and 10 miles respectively in length.

When these canals were first opened, the embankments on the river side were, in many places, but slightly protected with stone, and the inner face of them was left wholly exposed to the action of the water. This has necessitated a considerable expenditure for the past few years in facing and lining them with stone.

During the past year, nearly one lineal mile of this class of work has been done, and the banks raised and strengthened at all the lowest and weakest points. Another season's work, even at this rate of progress, will complete the whole. With an ordinary outlay for repairs, these canals have been kept (in other respects) in an efficient state throughout the season of navigation, which commenced on the 1st day of May, and closed on the 7th of December.

One pair of lock-gates were built and brought into use last spring; but in order to be prepared for casualties, one pair of spare gates should be provided this year.

The north pier at the upper entrance of Rapide du Plat Canal, which for some years was much out of repair, has been rebuilt from the foundation upwards, for a length of 138 feet. The superstructure has, however, yet to be put on.

To remove slides, and the material deposited in these canals by the action of the water, previous to the banks having been lined with stone, a steam dredge was set to work in September last, and is found to be the most economical mode of clearing out the channel without interfering with the navigation.

The dredge can be similarly employed with advantage for the whole of the next season, as, now that the water in the St. Lawrence is low, deeply-laden vessels cannot pass through the upper reaches of the canals unless the channel be cleared out.

The necessity of proceeding with the several works recommended in the last annual report of this Department, but for which no appropriation was made, is urgently called for. They are as follows:—

The reconstruction of the swing bridge over Lock No. 23, in the Village of Morrisburg.
The rebuilding of the outer part of the pier at the entrance of the Gallops Canal.

It is also very important that the swing bridge over the lock at Edwardsburg should be rebuilt. The guard booms in the rock cut on the Iroquois Canal are so completely worn out, as to be of very little service. It is, therefore, proposed that if the weather is favorable in April next, the water shall be drawn off the canal, and the sharp, angular points of rock, which now project into the cut, removed. The booms can then be entirely dispensed with.

Repairs 1863 (including protection of banks, &c.).....	\$3,818.44
Management.....	6,046.12
Total.....	<u>\$9,864.56</u>

CORNWALL CANAL.

This is the largest of the St. Lawrence Canals, being nearly double the bottom width of those immediately above it, and one-fourth wider than those below. The locks are also 10 feet wider than any of the others which form the series.

By the carefulness of the superintendent, the high embankments forming the upper reach, which are constructed of porous material, have been maintained in good order throughout the season, at a comparatively small outlay.

For about a fortnight previous to the opening of the canal, on the 2nd of May last, the water was drawn off to enable the necessary repairs to be made. The season lasted for 223 days, having closed on the 12th December, with but a single interruption of eight hours, viz., on the 20th of August, whilst repairing one of the mitre sills of Lock No. 19.

The three pairs of spare gates delivered last year make, together with those on hand, eight pairs in all. It is believed that these are sufficient to meet any ordinary contingency for some years.

The various works referred to in last year's report as being required, have now become urgently necessary. They are as follows; viz. :—Rebuilding the wharves at the upper and lower entrances of the canal, and the wharf adjoining the Town of Cornwall.

The other matters necessary to be attended to, are the raising and protection of the embankments during the coming season, for which 200 cords of stone should be furnished this winter, and mooring posts provided and fixed.

Some of the recess platforms of the locks require to be replanked, and new segments provided and laid before the opening of navigation. No steps having been taken by the lessees of the water-powers at Cornwall to place the head gates to their mills in proper repair; the superintendent reports that if this be not attended to at once, danger may be apprehended to the navigation of the canal.

It therefore seems advisable to notify them, that unless these repairs are at once effected, before the canal is opened next spring, that the water will be cut off from their mills by dams or otherwise.

Repairs, 1863.....	\$ 2,089.74
Management	<u>10,089.61</u>
Total.....	\$12,179.35

BEAUHARNOIS CANAL.

This canal is the only one of the series which is located on the south shore of the St. Lawrence. It passes through a well settled part of the country, and is consequently crossed by a large number of swing bridges. These, together with the long dykes on both sides of its upper entrance, rendered necessary by the backing of the water there, considerably increase the cost of maintenance. 4000 lineal feet of the dyke through Hungry Bay was raised last year, to a height of about 20 inches, and a like extent will have to be done during the ensuing season. The dam, built across a branch of the St. Lawrence to deepen the upper entrance, requires constant care and watchfulness to maintain it efficiently.

The bridges are generally in good repair, with the exception of that over the guard lock at the head, which should be rebuilt before the opening of navigation.

The superstructure of the pier at the upper entrance requires to be rebuilt, and suitable timber should be delivered this winter for that purpose.

The by-wash at St. Timothy was partly repaired last spring; but some leakage having been found in it last summer, it will require further attention before the season opens.

It was intended to have repointed the lock walls at many places last spring; but the weather having proved unfavorable, this work was not done.

It must, however, be proceeded with next season.

Three pairs of new lock-gates were provided last year, one of which was immediately brought into use at Lock No. 8. There are now six pairs of spare gates on hand; but some of them being old gates repaired, it is believed that two pairs of new upper gates should be provided this year.

The pier at the lower entrance, referred to in the last annual report, and for the extension of which no appropriation was made, should be lengthened in order to afford sufficient accommodation for vessels navigating the canal: as much inconvenience and delay are experienced from large numbers being collected there without having proper mooring space, it is important that this work should be done next season. Its estimated cost is \$7000.

The navigation of this canal, which was opened on the 2nd of May, was maintained until the 4th December, with but one interruption of about 18 hours, whilst repairing the lower gates of Lock No. 10, which were carried away by a vessel. This occurred on the 16th May last.

The repairs for 1864, generally of an ordinary nature; are estimated to cost \$7,165.	
Management, &c., 1863.....	\$8,857.31
Repairs. do	6,113.33

Total.....	<u>\$14,970.64</u>
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LACHINE CANAL.

The Ottawa river enters the St. Lawrence above Lachine by two branches: one opposite the foot of the Beauharnois Canal, and the other (or navigable channel) a few miles further down Lake St. Louis.

The influx of this large body of water has the effect, in time of floods, of greatly increasing the fluctuation to which the St. Lawrence itself is liable, and necessitates all the works at the head of the Lachine Canal being adapted for a variation of at least seven feet between extreme high and low water.

The repairs of wharves, dock-walls, flour sheds, &c., at the foot of the canal, together with those required at Lachine, greatly increase the annual cost of maintenance.

The excessive current produced in this canal, by the inordinate supply of water used for milling purposes at various points along the line, has led to so much difficulty in its navigation, as to be a heavy tax upon the trade.

Representations to this effect having been frequently made by forwarders and others, this Department, several years ago, took steps to limit the supply to what was then in use. But, notwithstanding the uncertainty of furnishing even that quantity of low water, and the well known injury inflicted on the trade, some of the lessees claim the right to a greater supply than they at present receive, although they have already fully double the amount of power considered available at the time when the leases were granted.

It would, therefore, appear that the interest of these parties are directly opposed to the successful and unimpeded navigation of one of the most important of the canals; and, with a view of settling these matters, the whole question is now before the Provincial Arbitrators.

Another great drawback upon the trade is the deficiency of wharfage and basin accommodation at Montreal; vessels being frequently detained several days waiting for a berth at which they can unload. This has been frequently referred to in the annual reports of this Department; but no means having been appropriated for the purpose of remedying it, it is therefore considered advisable to draw attention to the urgent necessity which still exists for these improvements.

The enlargement of the St. Gabriel Basin (for which plans were prepared some years ago) would afford about 3,000 lineal feet of additional wharfage, where a large number of

inland vessels could lie at one time, and by this means room would be available in Basin No. 1 for the larger class which it is intended to accommodate.

To facilitate the transfer of grain into the larger vessel, the deep water basins referred to in the report of last year, and proposed to be constructed between the present canal and St. Etienne Street, on the property acquired by Government for that purpose, are still urgently required.

As regards their costs, it is believed that the funds arising from the sale or lease of warehouse and other lots adjoining them, would eventually pay for their construction, and would also bring into use a large and valuable tract of land which is now entirely unproductive.

For the accommodation of the inhabitants of the west end of the city, a bridge at the St. Gabriel Lock is much required. This would relieve the Wellington Street Bridge, which is now often inadequate to accommodate large travel over it.

A regulating weir and raceway at this lock are also urgently required. The probable cost of these works will be submitted in the estimate for 1864.

This canal was opened on the 4th of May, and closed on the 10th December, without any interruption to the navigation (arising from accident) during the season.

The bridge above Lock No. 2 was in great part renewed last year; and materials provided for the repairs of Brewster's and Côte St. Paul Bridges, this winter.

A pair of lock gates suitable for either of the locks at the lower entrance, were provided last year. The canal is now well supplied with spare gates, with the exception of one pair required for the guard lock, which must be built this winter.

The steam dredge and scows were put in good order last spring, and have been employed during the entire season clearing out basins Nos. 2, 3 and 4. The expenditure on which was \$4,453.11.

The principal repairs to be attended to this year are as follows:—

Pointing the lock walls. Repairs to bridges and regulating weirs.

Repairs to flour-sheds, wharves, banks and slope walls, &c.

These are estimated to cost \$10,000.

Management, &c., 1863.....	\$11,391.14
Repairs, do	9,608.10
Total.....	<u>\$20,999.24</u>
Collected for fines and damages by order of the Superintendent.	\$ 289.00
Dues on firewood at Lachine.....	\$ 271.65
Do. lumber in basin do.	1,075.45
	<u>1,347.10</u>
Use of old lock at Montreal as a graving dock	684.25
Vessels wintering in canal	584.75
Storage in flour sheds.....	3,181.11
Wharfage on vessels entering canal from lower ports, and on firewood.....	5,530.70
Temporary use of canal lands for repairing vessels during winter of 1863—	190.00
Rent of water-power and other property.....	11,417.50
Total.....	<u><u>\$23,224.41</u></u>

CHAMBLY CANAL.

The trade by this route during the last season has greatly exceeded that of any preceding year; the revenue from tolls having amounted to \$25,070.66.

Within the past few years, several of the locks on this canal have been rebuilt, and the defective parts of other structures thoroughly repaired, so that the works are now in a moderately good condition, except the guard lock at St. Johns, and one of the combined locks at Chambly, which will shortly require extensive repairs.

The unusual height of water in the Richelieu, during the months of May and June last, led to considerable damage by softening the canal banks, and causing slides, especially on the river side.

A large amount of deposit has been formed in the canal bottom during the period of freshets by the numerous creeks, ditches, &c., which discharge into it. This impedes the passage of large flat-bottomed vessels, and otherwise leads to considerable detention.

The removal of such obstructions by hand-labor in the spring being very expensive, it is therefore proposed to perform this work by dredging during the season of navigation.

Last winter, the staff of the canal were employed in constructing a pair of new gates for Lock No. 4, and in rebuilding one of the swing-bridges. They also placed all the lock gates and bridges in good working order.

This canal was opened on the 1st of May, and closed on the 8th December. The only detention experienced was from the causes above mentioned.

The banks between Locks Nos. 3 and 6 have been raised, and such other portions as required it have been strengthened and protected with stone. The ordinary repairs were also attended to during the season.

The cost of repairs for 1863 was.....	\$ 8,430 62
For management, &c	6,022 50

Total.....	\$14,453 12
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The flooring of several of the locks has been displaced, and it will be necessary to replank them before the opening of navigation.

The upper gates at Locks 2 and 4 must be rebuilt, and those at 5 and 7 thoroughly repaired.

The superstructure of part of the wharf at St. Johns must be renewed; and the clearing out of the bottom of the canal and further protection of the banks proceeded with, together with repairs to locks, bridges, &c. All of which are estimated to cost \$7,560.

ST. OURS' LOCK AND DAM.

The high water in the Richelieu, in May and June last, inundated a large portion of these works; and the ice injured the west abutment of the dam and wing wall of the lock. These damages have been repaired, and precautions taken to guard against further injury from a similar cause.

During the season, part of the apron cribs below the dam, and some sink holes above it, have been filled with stone.

The protection walls, banks and piers below the lock have also been repaired, and such other work done as became necessary during the season. The cost of which was—

For repairs.....	\$2,008 70
Management	1,210 70

Total.....	\$3,219 40
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The balance on hand from last year will, it is believed, be sufficient to effect the ordinary repairs of the coming season.

Navigation by this route commenced on the 27th April, and closed on the 3rd day of December. It was interrupted in all for about 30 hours, whilst adjusting the lower gates of the lock.

ST. ANNE'S LOCK.

The returns from this lock show a considerable increase in the trade during the past year; but there has been, nevertheless, a decrease in the revenue, in consequence of the rates of toll having been lowered.

A very small expenditure took place last season upon these works. But from the report of the superintendent (Appendix C), it appears that the superstructure of the wing dam above the lock, for a length of 290 feet, is much decayed and requires immediate renewal. About 500 feet of the inside of it should also be sheathed with elm plank, and the docking on the river side below the lock should also be protected, to prevent damage from rafts or ice during high water.

These works, together with providing some mooring posts, &c., are estimated to cost \$1200. The Ottawa, *via* this route, was opened on the 28th April, and navigation was continued without interruption until closed, on the 5th December.

Management, &c., 1863.....	\$464 82
Repairs, &c., do	72 52
Total.....	\$537 34
Tolls, &c., collected amounted to.....	\$5013 64

CARILLON AND GRENVILLE CANALS.

No expenditure has taken place on these canals, since their transfer to the Government in 1856, beyond what has been found absolutely necessary to maintain them in a passable condition, owing to the scale of navigation being so limited, and many parts of the works radically defective in location.

Eight of the locks are from 123 to 132 feet long, and from 32½ to 32½ feet wide, whilst the remaining three are only from 106½ to 108½ feet long, and from 19½ to 19½ feet wide, with barely five feet draught of water.

The prism is also of very irregular form, the bottom width varying from 18 to 40 feet, and that at the surface from 50 to 90 feet.

The navigation of these canals opened on the 1st of May, and closed on the 2nd of December, with only one interruption of 2½ days during the season, which was caused by the failure of one of the lock gates. Four pairs of new lock gates were built last season, and will be brought into use next spring; three pairs are, however, now required, and should be constructed before the opening of navigation.

The superstructure of the pier at the head of the Grenville Canal was rebuilt last year, and such other indispensable repairs effected as were necessary to keep the canals open.

In August and September last, the water of the Ottawa being unusually low, the depth at the upper entrance of the Grenville Canal was so much reduced as to cause serious detention to vessels at that place.

A few years ago, a channel was partially cleared out by means of a float and scoop, worked by a capstain from the shore. This process, although slow, was tolerably effective; but the channel being narrow, and the banks steep and gravelly, the action of high water and frost on them has again tended to fill it up, so that the passage of loaded square-bottomed barges is greatly impeded at period of low water.

To remove these obstructions, it is proposed to employ a dredging machine next summer, the expenses connected with which are estimated at \$1200.

The structures on these canals are generally in a very bad condition, and considerable repairs to them must now become frequently necessary.

The north wall of Lock No. 2 leaks considerably and will require to be staunched next spring, by pointing both sides and puddling in the rear.

The breast wall of Lock No. 10 must also be rebuilt, which, together with the general repairs to the other locks, is estimated to cost \$2,035. Repairing dam at North River, and clearing out feeder, together with the removal of deposit from the canal bottom, raising the banks, &c., \$3,225. Making the total estimated outlay for repairs next season to be \$6,460.

Management, &c., 1863.....	\$4,105 24
Repairs, do	4,935 54
Total.....	\$9,040 78

RIDEAU CANAL.

The works on this line of navigation have been maintained in a serviceable condition during the past season, with less expenditure than heretofore, which may be accounted for by the fact that several of the most extensive and dilapidated structures have been rebuilt, and others thoroughly repaired since the canal was transferred to the Government.

As stated in previous reports, many of the works were then in a ruinous condition

and from the comparatively small revenue derived from the traffic, the outlay has been confined to such works of maintenance as could not be dispensed with.

The navigation of this canal, which was opened on the 1st May, and closed at the end of November, was uninterrupted throughout the season. The flood of last spring, although nearly as high as that of the preceding year (which caused so much damage), passed off without accident to the works; ample provision having been made for its control, in the new structures. There is, however, some difficulty experienced from jams of ice and driftwood in the spring, to remedy which, booms will have to be provided.

A thorough repair of all the numerous works on this long line of canal would, of course, involve a very large outlay, besides being at a variance with the policy which has hitherto guided its maintenance. Although, no doubt, desirable, it could not, however, be recommended as an expenditure upon which an adequate return might be anticipated.

The superintendent, in his report of last year (*Vide* Appendix D.), estimates the cost of placing the canal in fair condition at \$16,317.93; but adds that some of the works embraced in this estimate might be postponed for another season. By this means, the expenditure for next year would be reduced to \$8,777.43, which should be increased by the cost of six pairs of new lock gates, which appear to be urgently required. This would make a total of \$13,577.33.

Various applications having been received by the Department for additional bridges along this line of canal, rendered necessary for the convenience of the public by the increase of settlers and the erection of mills in the vicinity, it is believed that, considering the small number of these structures now existing, and the long distances by which they are separated, the memorials for the erection of others may, in some cases, be favorably entertained.

BURLINGTON BAY CANAL.

In November last a vessel, in entering this canal, struck both the side piers with such force as resulted in the sinking of the vessel, but caused very little damage to the works. The vessel was, however, raised soon afterwards, without interruption to the navigation.

All the principal works are otherwise in good condition, and have required no outlay for maintenance last year.

But the ferry scow, which has been in use for many years, is now nearly worn out. The construction of a new one and certain repairs to the wale pieces, &c., are estimated by the superintendent to cost \$600. He has been authorized to have these works executed.

INLAND NAVIGATION—NEWCASTLE DISTRICT.

The nature and situation of the works on this line of navigation are such as to call for considerable annual expenditure. If the necessity for maintaining them, however, continues to exist, the outlay must, of course, increase in proportion to the decay of the structures.

Many claims have been, and still continue to be, made for damages alleged to arise from various causes in connection with the works; and as they yield no revenue whatever, whilst the cost of their construction, management, &c., has, so far, been borne wholly by the Government, it seems reasonable that the parties or localities benefited should contribute towards keeping them in repair, either by the payment of tolls, or by the municipalities assuming their control and the responsibility of their proper maintenance.

During last season, some repairs were made to the dam at Bobcaygeon, and the lock gates put in better working order. The dam requires to be further staunched next season, and the lock should be cleared out.

Some repairs and additional gravelling are required to the dam at Buckhorn. The navigation of the Scugog river is obstructed by sharp bends in its course, together with fallen trees and stumps, which should be removed.

The dam at Lindsay was repaired and staunched last season, and the slide in connection with it placed in better condition.

The construction of a bridge over the Scugog at the Town of Lindsay was placed under contract in June last. It consists of three spans. The piers and abutments are of a good

class of masonry; the superstructure is of timber work. The approaches have been executed by the municipality on a valuation previously fixed by the chief engineer, with the proviso that the Corporation should assume all responsibility in connection therewith.

The contract works have not been proceeded with in an expeditious manner, and the coffer-dams yet remain to be removed, besides several minor matters still to be attended to.

On the completion of this work, it will be transferred without delay to the Corporation of Lindsay.

Repairs for 1863	\$1,044 21
Management.....	356 50
Expenditure connected with Lindsay bridge	3,018 67
	<hr/>
	\$4,919 38

LAKE ST. PETER.

The deepening and improvement of the navigable channel between Quebec and Montreal was assumed in 1860 as a Provincial work; but the Montreal Harbour Trust (under whom operations were carried on for the previous nine years) were still charged with its management under certain stipulations, chiefly regarding the dimensions of the channel, and the relative responsibilities of the Government and that Corporation for payment of expenditure incurred in completing the work.

In accordance with the understanding then arrived at, and for the guidance of this Department, the chief engineer was instructed to obtain, by personal examination, the necessary information regarding the mode of conducting the dredging operations, together with the progress made, and the financial and other arrangements connected therewith; but, from several unavoidable causes, his report has been delayed. In the meantime, however, he furnishes the following statements respecting the matter in question.

Commencing at Montreal and proceeding downwards, the channel-way at Pointe-aux-Trembles and Verchères has been deepened and improved to a depth of 20 feet.

Between La Valtrie and Isle Plate, there yet remains about two miles in length which, at low water, is now only 18 feet in depth.

At the upper part of Lake St. Peter, there are yet between $3\frac{1}{2}$ and 4 miles to be deepened from $1\frac{1}{2}$ to 2 feet. From this point to the foot of the Lake, the channel is the full depth of 20 feet at low water. Thence to Quebec, there is also a like depth; but the channel would be much improved by removing a small shoal which lies off the mouth of the Becancour river. This shoal is not marked on the Admiralty Chart. It is of small extent, and has 17 feet over it at low water.

The point of the shoal opposite Ste. Anne de la Parade, should also be removed. There are also three small shoals or "Poullier," one off Cape Levrant, another a short distance below this, and the third off Cap La Roche. These should be deepened.

The work to be done at the various points enumerated above, appears to embrace all that is necessary in the way of dredging, to establish a ship channel of 20 feet in depth, at low water, between Montreal and Quebec.

Additional buoys will, however, be required at various points to more clearly mark it out.

In order to execute this work as rapidly as possible, it is very desirable that all the dredges and plant (under the trust) should be thoroughly repaired; and that those generally employed in the Lake should continue their operations until the full depth is obtained. The dredges employed in the Harbour of Montreal (owned by the Commissioners) should also be brought down to La Valtrie, for the purpose of simultaneously dredging the channel to the required depth at that point.

The obstructions referred to below these places, can be subsequently attended to; and it is believed that were the dredges kept constantly at work in the manner indicated, the whole might be completed by the season of low water in 1865.

The following is an abstract of the expenditure, &c., on these works, up to the 31st December, 1863:—

SOURCES FROM WHENCE THE TRUST OBTAINED FUNDS FOR THE PROSECUTION OF THE WORKS.

Debentures issued.....	£170,000	0	0
1852 to 1860—Tonnage dues collected.....	24,881	17	9
1859. Advance on account of Plant.....	15,000	0	0
1860. Do work done.....	16,000	0	0
1862. Do do.....	4,487	4	5
Received from Trinity House and other sources..	1,294	16	5

£231,663 18 7

1851. Delivered to the Harbour Trust by Government when the works were assumed by the Trust: Plant, &c., at Trust's valuation.....	9,000	0	0
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£240,663 18 7

Total.....£962,655 71

EXPENDITURE ON LAKE ST. PETER AND THE RIVER ST. LAWRENCE IMPROVEMENTS UNDER MONTREAL HARBOUR TRUST.

Expended for outfit and dredging operations, from 1851 to December 31st, 1862 ..	£227,606	10	10
Paid for interest on debentures, &c., from 1851 to 5th January, 1860.....	60,433	7	10

Total.....£288,039 18 8

Expended for 1863, on dredging operations, outfit, &c.	\$1,152,159	73	
	35,484	64	

Total expenditure.....	\$1,187,644	37	
Amount received by Trust (as above shewn).....	962,655	71	

Excess of expenditure over receipts.....	\$224,988	66	
Present estimated value of Plant.....	129,000	00	

\$104,988 66

LAKE AND RIVER LIGHT-HOUSES, BUOYS, &c:

ABOVE LACHINE.

It is the practice of this Department annually to invite tenders for the principal supplies required for the light-house service. A vessel is subsequently chartered for their delivery, which generally occupies from 15 to 20 days.

To enable this system to be properly carried out, the superintendent makes a return in detail of the articles on hand every year, and in the spring submits a statement of the supplies required for the ensuing season.

On the completion of his annual inspection, he reports the condition of the lighting apparatus, towers, &c., at the respective stations.

Works of general repairs and maintenance are executed under the immediate orders of the superintendent; but in carrying out those which involve large outlay, the localities are usually visited and plans for them matured by the chief engineer. There are fifty-one light stations under the control of this Department. At three of these one keeper has charge of two lights—at four stations there are two keepers to one light—and at Port Dover the Company who purchased the harbour provided a light-keeper:—thus the average throughout is one keeper to each light.

The light keepers are considered permanent officers, and are retained whilst they con-

tinue faithfully to discharge the duties entrusted to them. They are paid fixed salaries, according to the service performed. Each keeper makes a quarterly return of the articles consumed at his station, together with a statement of the supplies on hand; and notes any special occurrence which takes place during that period.

The lights are exhibited from shortly after sundown until a little before sunrise, commencing (in the lakes) generally between the 1st and 15th of April, and continuing until between the 15th and 25th December, each year; and in the river, the time of lighting up in the spring, and extinguishing in the fall is regulated by the opening and closing of the navigation.

Thirty-nine of the light houses are now illuminated by means of coal or mineral oil; and it is intended that all the other catoptric or reflector lights shall be fitted up this year for the use of that kind of oil. No change is, however, at present contemplated in regard to the lenticular lights, on Georgian Bay and Lake Huron.

The usual repairs incident to such works have been promptly attended to during the past year; and several of the structures connected with them have also been rebuilt or strengthened. Of the latter class are:—

The construction of protection works adjoining Point Claire light-house pier; raising and securing the superstructure on which the Lancaster light stands; thoroughly overhauling the hull, and renewing the deck of the light-ship moored in Lake St. Francis; painting and fitting up light-ships, Lake St. Louis.

Arrangements have also been made for the erection of a dwelling house for the light keeper at Wolfe Island.

The construction of additional protection works on the lake side of the light-house on Pelée Island, Lake Erie, rendered necessary by the action of the waves during high winds, by which the north point of the Island was cut away.

Filling, and levelling up with a heavy class of masonry in hydraulic mortar, the interior of the caisson on Pointe Pelée reef; putting on and securing iron bands round the structure; caulking and painting the light-house and constructing a landing place; putting up boat cranes and other necessary fixtures for the convenience of the keepers, and for the delivery of stores.

The works at Pointe Pelée are well-advanced but not yet completed. Several of the repairs and works recommended in the previous reports of this Department, but for which no means have been provided, are of course, through lapse of time, now more urgently necessary. The principal of these are:—

A new range light at Grosse Point, head of Beauharnois Canal; further protection works, and a new lantern at McKie's Point, Lake St. Francis; building a pier round Gull Island light-house, on Lake Ontario, (indispensable to its safety); construction of a break-water at Long Point light-house, Lake Erie; and also at Nottawasaga Island, Georgian Bay. All of which, together with ordinary repairs, are estimated to cost \$8,500.

The cost of ordinary repairs, maintenance and salaries last year (1863) was as follows:—

Repairs.....	\$ 2,346 52
Supplies.....	4,047 61
Coal oil.....	2,452 90
Sperm oil.....	4,737 50
Charter of steamer.....	1,500 00
Salary and travelling expenses of Superintendent.....	2,295 00
Light-house keepers' salaries.....	17,327 84
Placing buoys and light-ships.....	304 87
Advertising and printing.....	988 48
Total	<u>\$36,000 72</u>

LIGHT-HOUSES BELOW QUEBEC.

The only work of any extent which was carried on under this Department, in connection with this service during the past year, was an addition to the light-house pier at Crane Island Shoal, rendered necessary in order to protect that structure from the effects of the batture ice. This was put under contract in the latter end of September, but

before it was quite finished, the winter had set in. It will be resumed and completed next spring.

Nothing has yet been done towards the construction of lights either on the Bird Rock or Cape Ray. The importance of these has been repeatedly pointed out by mariners, by the Quebec and Montreal Boards of Trade, and by others directly interested in the Atlantic trade. It has also been frequently brought under notice in the annual reports of this Department, and the sites for the light-houses in question have been examined and reported upon in detail by the chief engineer, who also suggests the mode of carrying out the works.

The objects to be obtained by these improvements are: the diminishing the risks of navigation; the reduction of rates of insurance; and the general benefits which would consequently ensue to the trade.

It is believed that these considerations are of such importance as to demand the early construction of leading sea-lights at the two places above named; and this becomes all the more necessary, in view of the enlargement of the Provincial Canals, by which a larger share of the Western exports to Europe will doubtless be secured to vessels navigating the River and Gulf of St. Lawrence.

TUG SERVICE, UPPER ST. LAWRENCE.

In order that the vessels passing through the Canals may experience no delay on the river and lakes connecting the St. Lawrence Canals, it is necessary that an efficient tug service should exist on each of the four sections, viz:—

- From Lachine to Beauharnois Canal;
- “ Beauharnois Canal to Cornwall Canal;
- “ Cornwall Canal to Prescott;
- “ Prescott to Kingston.

This service has for many years past been sustained by Government subsidies, which have decreased from time to time, as the trade of the St. Lawrence increased. Thus, the bonus given with the contract which expired in the fall of 1860 was \$24,000; with that which expired in 1862, \$20,000; and with that of 1863, \$16,000, with a tariff of ten per cent. less than that of the former contracts. The business done during the past year is given in the following statement taken from returns furnished by the contractors. It exhibits the number of toiwages on each division up and down, and the amounts collected under the contract tariff:

UPWARDS.		
Lachine to Beauharnois Canal.....	939	\$ 6,440 54
Beauharnois Canal to Cornwall.....	640	9,169 79
Dickinson's Landing to Kingston.....	559	18,665 09
DOWNWARDS.		
Kingston to Dickinson's Landing.....	449	10,141 88
Cornwall to Beauharnois Canal.....	482	4,618 62
Beauharnois Canal to Lachine.....	704	3,438 79
	3773	\$52,474 71

As compared with the business of 1862, this shows a falling off in the number of toiwages of 13½ per cent., and in the amount collected of 23 per cent.

It was feared that if the Government were suddenly to withdraw its aid and control, without giving due notice and affording time for the preparations which such a proceeding would render necessary on the part of the forwarders to enable them to carry on their business, the trade would suffer considerable inconvenience and loss. Tenders were therefore invited last summer for the performance of the service for a period of three years, commencing the 1st May, 1864. Two were received, one asking a bonus of \$10,000, and the other \$12,000, a year: the tariff for towage in both cases to be 10 per cent. lower than that of previous years.

But, as the latter tender offered to place a greater number of vessels on the line and was, in other respects, advantageous, it was considered that the service would be more efficiently performed, and the public interests best consulted, by its acceptance. Arrangements were therefore entered into for one year, with Messrs. Calvin and Breck, who had hitherto carried out their contracts for similar service in a satisfactory manner.

RIVER WORKS.

OTTAWA WORKS.

All the public works on the Ottawa and its tributaries under the charge of this Department were placed in good order by the superintendent during the last winter, and withstood the pressure of the spring floods, the shoving of the ice, and the passage of more than the usual number of cribs and timber of saw logs, without suffering any serious damage or calling for more than the ordinary repairs. They have been maintained throughout the year in perfect working order, and a moderate outlay will now suffice to keep them in the same efficient state for the business of the present year.

The cost of repairs and management for the past year, notwithstanding the increase of business, is nearly the same as for the previous year, as may be seen by the following statement:—

	Amount charged to Revenue in 1862	and in	1863.
For repairs	\$ 4,856.46		\$ 4,376.86
Management.....	10,895.89		11,410.09
Total.....	\$15,752.35		\$15,786.95

To facilitate the running of timber down the main channel of the Ottawa river, it was found necessary to clear it of certain formidable obstructions lying directly in the course of the crib channel at Portage du Fort, and at the upper entrance of the Little Chaudière slide.

The former of these obstructions, known as the Black Rocks, was successfully removed by blasting. The latter consists of a rocky shoal, the excavation of which was placed under contract; but, owing to the failure of the contractor, it is not yet completed. It is, however, expected that the work will be finished by his securities in due time, before the rise of water in spring. The expenditure on these works is included in the foregoing statement of the cost of repairs for 1863.

The necessary repairs for 1864 are estimated by the superintendent to cost \$4,910.22. A detailed statement of them is given in his report, Appendix E.

It being necessary that these repairs should be completed before the breaking up of the ice in spring, authority of Council was obtained for proceeding with them during the winter. They are now well advanced, and it is confidently expected that all the works will be placed in good order before the spring business commences.

As regards the lumber business of the past year, it is satisfactory to observe a continued increase in this branch of our productive industry. The returns present the following result for the past two years:

	1862.	1863.
The number in 1862 and in 1863 of pieces of square timber from } the Upper Ottawa which passed the Chaudière slides, was }	326,781	351,255
Of saw logs which arrived at the Chaudière.....	90,000	120,000
Of square timber brought down the Gatineau river	9,251	no return
Of saw logs brought down the Gatineau river.....	154,918	221,184

NEW WORKS.

RIVER DU MOINE.

The improvements authorized on this tributary by the appropriation of \$8,850 of the last Session of Parliament were completed last spring. They extend from the mouth of this river to the head of the Long Rapids, a distance of 45 miles, and consist of the various works enumerated in the report of the superintendent, given in the Appendix E. For a considerable distance above the Long Rapids the river is free from any natural obstruction to the running of timber, and the effect of these improvements has been, as originally intended, to open up 80 miles of this river to the lumber trade. So far as they extend, they answer the purpose and have given general satisfaction; but application has recently been made to this Department for further improvements on the upper part of it, on the ground that the proprietors cannot avail themselves of their limits, on which they have

to pay Crown dues, nor bring down to market the timber cut upon them, until these obstructions are removed.

Without some more satisfactory information in reference to the situation, nature, and extent of the improvements called for than is at present in the possession of this Department, it is impossible to form any opinion as to the propriety, or otherwise, of undertaking them as public works. For the purpose of obtaining such information of a reliable character, the superintendent has been instructed to make an examination of the river, to report upon the application, and to submit an estimate of the probable cost of the proposed improvements.

THE PETAWAWA.

Further improvements have likewise been prayed for by the manufacturers of lumber and holders of licenses on this river, to enable them to carry on their business successfully. Their memorial having been referred to the superintendent, an examination of the river was made by him at the season of low water, in August last. From his report it would appear that the several improvements asked for by them, and estimated by him to cost \$13,847.89, are of a class that might legitimately be undertaken as a portion of the public works on that tributary, provided the parties getting out lumber on it agree to pay an additional toll, to make good this expenditure. He remarks that, "as the Petawawa is one of the principal feeders of the Ottawa, and the lumberman has made little or no encroachment on its upper forests, it appears to me that the extension of the chain of river works as far as Cedar lake would be advantageous both to the Government and the lumberman; since, with reasonable tolls throughout, the lower works already constructed by the Department would yield an increased revenue, and large quantities of valuable timber that might otherwise be destroyed by fire or be left standing in the woods would be taken to market." There are not less than ten limits still further up the stream that would be affected by the proposed improvements between Cedar lake and Trout lake which would thus be made to yield revenue.

THE COULONGE.

It appears to have been the settled policy in reference to the public improvements on the Ottawa, ever since their first commencement, to confine the public expenditure as much as possible to the main channel of the river, and only to extend it to such of its principal tributaries draining large and valuable tracts of well timbered lands as were of sufficient magnitude and importance to warrant the improvement of them as public works, leaving the minor streams to private enterprise.

But, from the nature of the lumber trade, private enterprise is always in advance of the Government Works. In extending these operations up the numerous tributary streams, all abounding in valuable timber, the lumbermen often find it necessary to undertake the construction of extensive works, to enable them to get out their property and protect it from injury in passing the rapids, the cost of which is just so much sunken capital.

To avoid such unprofitable investments, as well as to secure the advantage of authoritative control, they call upon the Government to make the improvements and maintain the booms as a part of the system of public works. But, coming from interested parties, such applications have to be entertained with caution.

Inquiry must first be instituted as to the nature and cost of the works, the character and extent of the forests, and the probable production and permanence of supply.

Up to this time the public expenditure has been confined to the four great tributaries:—The Gatineau, the Madawaska, the Petawawa, and the Du Moine.

This Department is now called upon by the holders of limits and parties engaged in getting out square timber and saw-logs on the River Coulonge, who have sustained great losses on their property, to undertake the improvement of this river as a public work; and steps have been taken to obtain the necessary information. The superintendent has examined the river and submitted a plan and estimate of the works that are required for its improvement. It appears from his report that the difficulties to be overcome are of rather a formidable character.

The chasm of the High Falls necessitates the construction of a slide upwards of half a mile in length, to pass a fall of 125 feet in this distance; and in one place this slide must be suspended against the face of a perpendicular rock rising forty feet above the

surface of the water. The cost of this slide is estimated at \$13,890.61, and the total outlay on the river, including the cost of a boom at the mouth, may amount to \$15,000.

STAFF EMPLOYED.

Permanently.—One superintendent, one clerk, one paymaster, one messenger, nine deputy slide-masters.—13 all the year round.

Occasionally.—Three acting deputy slide-masters, five boom-men, two assistants on slide at Chaudière, one foreman, seventeen laborers.—23 from three to seven months, during the running season, in addition to the regular staff. (See Appendix E.)

ST. MAURICE WORKS.

All the works on this river have been operated with entire success throughout the past season. There has been no accident worthy of remark, nor any loss of timber, and the management appears to have given general satisfaction.

The works are in good order and will not require a greater outlay than \$600, including provision for a storehouse at the mouth of the river, to prepare them for the active operations in spring; and, under your Excellency's authority, the superintendent has been instructed to proceed with the necessary repairs, as called for in his report, Appendix F.

An appropriation having been granted at the last Session of Parliament for the purchase of land at the mouth of river, for right of way and means of access to the public booms, and as a site for a storehouse for the safe keeping of the property connected with them, the undersigned directed one of his engineers to lay off the land so required to be taken, and has entered into arrangements with the proprietors for the purchase of it. Some delay has been occasioned in searching for titles, but it is expected that the transfer will shortly be effected, and all further inconveniences and difficulty attending the management of the works at this point will then be removed.

The cost of repairs and management for the past year contrasts favorably with that of the previous one, as shewn by the following statement:—

	In 1862.	In 1863.
The cost of repairs.....	\$ 5,641 36	\$1,511 50
Do. management.....	7,321 06	6,888 40
	<u>\$12,962 42</u>	<u>\$8,399 90</u>

The staff permanently employed consists of:—One superintendent, one messenger, one slide-master, one assistant slide-master, three book-keepers.—7 in all.

The business done upon this river remains about the same as in former years; but a fair increase may be expected henceforth.

SAGUENAY WORKS.

These works have been in successful operation throughout the past season without sustaining any injury or requiring any expenditure whatever for repairs.

The slide and dams are reported to be in good order for the business of this year.

From the representations of the person in charge, it appears to be indispensably necessary to incur a small expenditure of about \$200 for the erection of a storehouse for the protection of the Government property connected with the works, as well as to afford shelter for himself and his assistant in working the slide during bad weather.

The business done upon this river continues to increase. The property which passed these works was

	In 1862.	In 1863.
White pine log.....	43,289	44,113
Red pine logs.....	.....	8,000
Spruce logs.....	7,000	21,000
Total logs.....	<u>50,289</u>	<u>73,113</u>
Square timber.....	.....	420
Red spruce knees.....	715	218

The cost of management in 1863 was \$688.40.

The staff employed consists of one slide-master, permanent; one assistant, for running season only.

ROADS IN UPPER CANADA.

The under-mentioned turnpike roads, constructed in Upper Canada by this Department, and subsequently, under the authority of the Acts of Parliament, 12 Vic., cap. 5, and 13 and 14 Vic., cap. 14, transferred to certain incorporated companies, by Orders in Council in 1851 and 1852, on the conditions therein set forth, have this year been again resumed by the Government, in consequence of the failure of these companies to perform the conditions of the transfer; and the tolls since collected on them have been paid to the credit of the Receiver General.

The Hamilton and Port Dover Road, 37 miles in length, including the bridge over the Grand River at Caledonia, was resumed by Order in Council, dated 18th May, 1863.

The Windsor and Scugog Road, 19 miles in length, and Whitby Harbour were resumed by Order in Council dated 19th May, 1863.

The Toronto Roads, East, West, North, and Lake Shore, altogether 73 miles in length, were resumed by Order in Council of the 4th September, 1863.

HAMILTON AND PORT DOVER ROAD.

The holders of this road not only failed in making their payments to the Government as they fell due, but so utterly neglected the necessary repairs for several years past as to allow it to go to destruction and become almost impassable, while they still continued to exact tolls. To remedy the evil, legal steps were taken by the local municipalities to compel the holders either to make the repairs or to desist from taking tolls; but failing in this they made formal complaints by memorial to the Government, representing the dangerous state of the road and that persons travelling on it not only incurred great loss and inconvenience, but were, in addition, wrongfully obliged to pay toll.

A thorough examination of the condition of the road and bridges was therefore ordered to be made by an engineer of this Department. This duty was performed by Mr. G. F. Baillargé in the month of August last. From his report it appears that the whole road, with the exception of four miles Macadamized near Hamilton, and the seven miles gravelled on top of the planking in the vicinity of Hagersville, was then in such bad order as to render it absolutely dangerous to travel on. Ten out of the twelve bridges were only prevented from falling by props underneath, and the Caledonia bridge itself was supported in the like temporary manner.

Should these supports be carried away by the spring flood, as they are very likely to be, this important structure will become a complete wreck, and traffic will be suspended.

The estimate which he has submitted for repairing the road in the most economical manner, merely to render it passable, including the rebuilding of the Caledonia Bridge and the other bridges and culverts where indispensably necessary, amounts to \$53,172.00. He also estimates the probable gross revenue from tolls, on the completion of the repairs, at \$12,000.00 a year.

The undersigned, having received your Excellency's authority, on the 15th September last, to expend the sum of \$20,000 towards the repairing of this road where most needed to put it in such a condition that it might be disposed of on terms advantageous to the public, caused the works to be proceeded with at once.

The superintendence of the repairs was entrusted to Mr. Alexander Macdonell, an experienced contractor; and under his judicious and energetic management this important highway between the two great lakes has been so far repaired and put in order as to warrant the re-imposition of tolls, which took place on the 7th December last. The working season having soon after come to a close, the works were suspended on the 16th of December.

From his report of the progress thus made, it appears that the superintendent succeeded, in the short time allowed, and in wet and unfavorable weather, in putting the most important part of the road—that portion between Hamilton and Hagersville, 24 miles in length—in such good condition as to give general satisfaction to the public. The repairs on this portion, owing to its being very much travelled on, have been more costly than

they will be on the remaining part, which is not so much used. New planks were laid on six miles; old planks relaid on two miles; and five miles have been gravelled which were formerly planked. Four bridges and four culverts have been rebuilt, and the remaining ones have undergone general repairs. The southern portion, from Hagarville to Port Dover, 13 miles, is all planked, and has been only partially repaired.

The expenditure in 1863 has been \$16,000. In addition to this there will yet be required to complete the repairs of this road in such a manner as to put it in passable order and justify the continued collection of tolls, for the general repairs of the remainder of the road, bridges, and culverts in the same manner as the rest. \$14,000

For the reconstruction of the Caledonia Bridge .. 10,662

Total amount required..... \$24,662

Amount expended..... 16,000

Total expended and estimated cost of repairs..... \$40,662

In view of the indispensable nature of these repairs and of the fact that the tolls are remunerative, the undersigned recently obtained your Excellency's authority for the expenditure of this amount for their completion. Arrangements have accordingly been made for placing the reconstruction of the bridge under contract, and as soon as the weather will permit, the other repairs will be proceeded with.

TORONTO ROADS.

These roads comprise :—

- 1.—The Young street road, north, from the city limits to Holland Landing 33 miles.
- 2.—The Kingston road, east, from the city limits to Rouge Hill, at the line dividing lots 32 and 33 in Pickering, including Don Bridge. 17 miles.
- 3.—The Dundas street road, west, from the city limits to Springfield, at lot 33, in the township of Toronto..... 19 miles.
- 4.—The Lake Shore road, south-west, from the city limits to the west bank of the Humber River, including the bridge on that river.... 4 miles.

In all..... 73 miles.

Immediately after possession of these roads was resumed by the Government, the collector was called upon to report their condition and furnish a statement of the necessary repairs. On the 19th October last he reported that

The Young Street Road, for a distance of miles from the city, was nearly worn out, and, in some places, cut through; the next five miles not quite so bad; and the remaining twenty three miles in fair condition. The repairs on this road he estimated at \$12,650.

The Kingston Road, for a distance of three miles from the city, was in very bad order; the next five miles very much worn and requiring heavy repairs; and the remaining nine miles in fair order. The Don Bridge is considered unsafe, but may be preserved for two years longer by a present outlay of \$400. The bridge at Rouge Hill also requires some repairs, and, altogether, the necessary repairs on this road are estimated at \$8,540.

The Dundas Street Road is reported to be in a ruinous state, owing to the wet and sandy nature of the soil and the absence of proper drainage. The repairs on this road are estimated at \$10,490.

The Lake Shore Road, for the first three miles, is in tolerably fair condition, but the remaining portion, which was planked, is worn out and must be made over again.

The cost of repairs and reconstruction is estimated at \$1,740.

The total estimated cost of repairs is \$33,420.

On this report, the undersigned received your Excellency's authority, on the 31st October last, to expend the sum of \$10,000 dollars for the repairs of such portions of these roads as might appear most urgently to require them; but the season was then too far advanced to admit of doing them before winter set in. Authority has been given to the collector to procure stones and have them broken this winter, to be in readiness for use in the spring, and this work is now in progress.

There was no expenditure in 1863.

WINDSOR AND SCUGOG ROAD.

This road runs from Whitty Harbour on Lake Ontario to Port Perry, at the head of Lake Scugog, and is nineteen miles in length.

The repairs called for last year are not of a serious nature. Authority was given to the collector to expend \$300 on the road and a like sum on the harbour; but the accounts not having come in, no expenditure is charged to this work in 1863.

LANCASTER ROAD, U. C.

Under the appropriation of 1854, a new road of a little more than four miles in length has been made and opened in the front concession in the township of Lancaster, County of Glengarry, between the old Province-line and the village of Lancaster, as a substitute for the old road, rendered impassable for a large portion of the year by the high water in Lake St. Francis. The new road branches off from the old one about a mile and a half west of the Province line near the centre of Lot No. 11, and runs in a direct course to the centre of Lot No. 28, and then down the centre of that lot to its intersection with the old road at a point about two miles east of Lancaster Village, being about 22,100 feet in length. It has been graded, ditched, and fenced, and substantial bridges have been built over the three creeks that cross it.

All the work was performed under one contract entered into in March last. It was commenced in June and fully completed in August for the contract sum of \$8,147. The total expenditure, including the cost of superintendence, is \$8,284. Previous to its commencement, a by-law of the Municipality of the Township of Lancaster was passed, on the 23rd February, 1863, for opening and establishing this new line as a public highway, and since its completion, and in pursuance of the provisions of the statute, it has been delivered over to the local municipality by proclamation of the 9th December last, to be maintained by that body from and after the 1st January, 1864. It is very desirable that all works of this class, after they have once been constructed and opened for the public at the expense of the Province, should in this manner be given over to, and be received by, the local municipalities through which they run, to be thereafter maintained and kept in order by the people who use them; the Government being thus relieved of all further control over them.

ROADS IN LOWER CANADA.

THE CAUGHNAWAGA ROAD.

When the sum of \$1,500 was voted by the Legislature for the repairs of the road across the Indian Reserve at Caughnawaga, the season was too far advanced to allow this Department to get the work performed by contract last fall.

All that could be accomplished, therefore, towards improving the condition of the road leading from Caughnawaga to St. Martin and to Chateauguay has been performed by day's labour, under a competent foreman. In this way the worst parts have been repaired and made passable at an outlay of \$767.51. The remainder will be completed in the ensuing spring.

TEMISCOUATA ROAD.

No work was done towards the completion and repair of this road during the past year, in consequence of the late date—the 15th October—at which the appropriation was made. The amount entered in the Statement No. 3 was expended in 1863 is for payment of services rendered by Joseph Hudon, Esquire, as paymaster during the construction of the road.

There still remain one and three-quarters of a mile of road to be completed, and the general repairs so much needed in many places, the cost of which, as given in the annual report for 1862, will be

.....	\$6,000.00
Deduct the balance of appropriation on hand.....	1,237.71
Amount required.....	\$4,762.29

MATANE AND CAP CHATTE ROAD.

Certain portions of this road, more particularly the banks of the Ruisseau à Sem and the Ruisseau de la Vapeur, were reported by Mr. Rosa, the superintendent of the Metapedia Road, in the month of September last, to be in a dangerous state. Authority was then given him to proceed at once with such repairs as were indispensably necessary to maintain it in a safe condition. These repairs, estimated to cost \$1,000, will be defrayed out of the general appropriation of 1862 for roads in Lower Canada, of which there is a balance yet on hand available for this purpose.

These repairs were commenced too late in the season to admit of their completion last fall.

The bridge over the Grand Mechin has been secured, and the timber has been got out for the bridge over the Ruisseau à Sem, which will be about 20 feet long and 38 feet high, and, when finished, will enable travellers to avoid two dangerous hills.

The repairs which Mr. Rosa has undertaken will be completed early in the ensuing spring, within the estimate; but there will still remain about ten miles of road to be repaired and a bridge to be constructed over the Ruisseau de la Vapeur, the banks of which are steep and dangerous. The amount required for these works next summer will be about \$1,725, in addition to the \$1,000 already authorized.

The amount expended in 1863 was \$178.10.

METAPEDIA ROAD.

This important line of communication between Canada and New Brunswick, connecting the settlements on the St. Lawrence with those on the Bay of Chaleurs by the most practicable passage across the great peninsula of Gaspé is now so far completed as to be available for carrying the mails, and has been used this year by travellers to and from the Lower Provinces; but, considering its position and the purposes it was designed to serve, it is still in an imperfect condition.

The portions of it undertaken by this Department have been completed in a manner suitable for a provincial highway; but owing to the rough state of the connecting links formed by the old Kempt road, it is as a whole impracticable, either as a military road, or even as a good common road, for the use of the settlements it was intended to serve.

The old Kempt road had been traced out and constructed as early as the year 1830, and some improvements made upon it in the years 1842, 1843, and 1844; but it was never cleared out more than fifteen feet in width, nor formed as a road, and was little better than a bridle-path, by which the mails were carried on horse-back in summer and by dog-teams in winter.

By the direct course which it took over the mountainous region which intervenes between the St. Lawrence and the Ristigouche, it necessarily presented a succession of steep hills and bad swamps wholly unsuited for the location of a provincial road or a transit of merchandize. Hence it occurred that after it had been reported by Major Robinson that the valley of the Metapedia afforded the most feasible line for the contemplated intercolonial railway, having a summit of only 763 feet above the sea, the line of the old Kempt road was abandoned, and the roads since known as the north and south Metapedia, following nearly the line of his survey, have been undertaken by this Department.

The northern division, begun in 1857, extends from St. Flavie, on the St. Lawrence, to the head of Lake Metapedia, a distance of 33½ miles.

The southern division, commenced in 1859, extends from Noble's, at the forks of the Causapsca, along the Metapedia Valley, to its intersection with the Ristigouche, and thence, along the left bank of this river, to the residence of Mr. James Sillars, a distance of 38½ "

The central division extends from the head of Lake Metapedia, along the west side of that lake to Nobles, at the mouth of the Causapsca,—a distance of 27½ miles by the old Kempt road. A new location is necessary, to avoid the hills and swamp of the old road, but the distance may be assumed to be the same..... 27½ "

Making in all..... 99½ miles.

The old Kempt road was so badly traced in the first instance that no part of it could be made to work in with the new line chosen for the northern division; nor is it expected that any part of the central division, now forming an imperfect connection between the other two divisions will be available when an equally good class of road is to be made; while on the southern division a new line altogether has been taken, which, although more circuitous than the old line, is yet the only practicable one for the kind of road that has been constructed.

The reason for this general abandonment of the line of the old Kempt road is found in the fact that the hills encountered upon it are very numerous, and frequently present inclinations as steep as one in six, sometimes one in four, and in one case, for a distance of 300 feet, one in three; while those on the northern and southern divisions, as far as completed, have been reduced,—the former generally to one in fourteen, and in a few cases to one in ten,—the latter generally to one in twenty, and in some cases to one in fourteen.

It is easier, therefore, to change the line and avoid the hills than to undertake the reduction of them to a corresponding inclination.

The progress made on this road during the past year, under Mr. Rosa's superintendence, is as follows:—

Northern Division.

Five miles of road completed under contracts. A truss-bridge of three spans of 50 feet each constructed over the River Métis—measuring in all 271 feet in length. Some portions of the old road repaired.

With the exception of two sections of about seven arpents each, all the work given out by contract on this division has been completed. These sections, however, only require a little more crowning of the roadway, for which a sufficient drawback has been retained to finish them in the spring.

The total length of new road now completed on this division is about 25½ miles, leaving only 7¾ miles to be made through the forest and one bridge to be constructed over the River Blanche, to make the connection between the St. Lawrence and Lake Metapedia. The completion of these 7¾ miles of road will be a great benefit to travellers, as this part of the old Kempt road, which they are now obliged to use, is very hilly and rough.

Southern Division.

There have been completed under contract this year a truss-bridge over the Assemetquagan, a bridge of round cedar-logs over the Three Islands Gulch, and 57 sections,—making in all 15½ miles of road.

There still remain to be completed 34 sections, of an aggregate length of 8½ miles, which were placed under contract. Of these, 16 sections have been abandoned by the contractors, seven of which have since been given out to others, and the remaining nine will have to be finished next year, at an advance upon the original contract price.

This division, even in its present unfinished state, is passable throughout, and has been used this year by the mail-carriers and by all travellers in preference to the old road.

Central Division.

This consists at present of the old Kempt road, on which it has been necessary to make certain repairs in order to keep up the communication. Two bridges of round cedar logs, put under contract last year, have been completed, those across the Metapedia and Causpéal repaired, and many parts of the road cleared of underbrush and otherwise improved.

The total expenditure this year has been \$36,449.86.

The amount required to complete this road and to pay balances due on existing contracts, according to the estimate of the superintendent in charge, is as follows:—

Northern Division—33½ miles.

Balance due on existing contracts.....	\$ 70 39
Making 7¾ miles of road through the forest at \$1100 a mile.....	8,525 00
A bridge over Rivière Blanche.....	2,200 00
Repairing portion of road made in 1860-61, and completing other portions made by days' labour.....	500 00

————— \$11,295 39

Central Division—27½ miles.

Constructing 27½ miles of road at \$1100 a mile.....	\$27,250 00
A truss-bridge over the River St. Pierre.....	2,000 00
Ditto, over the River Metapedia.....	3,500 00
	\$32,750 00

Southern Division—38½ miles.

Balance due on existing contracts.....	\$ 3,305 05
Probable amount required to complete the remaining lots abandoned by the original contractors.....	816 00
A bridge over the River Causapsca.....	3,000 00
Making hand-railing, culverts; widening and repairing road made in 1858-9-60-61.....	6,000 00
	\$13,121 05
Total amount required to complete, including superintendence and contingencies.....	\$57,166 44

The excess of this over the former estimates submitted by this Department in its previous annual reports, is accounted for as follows:—

First.—As regards the works undertaken on the northern and southern divisions, a better class of road has been constructed since the time when it was considered expedient to render it available as a military road, for which purpose it has been made wider, with easier grades and stronger bridges than contemplated by the first specification.

Secondly.—As regards the central, and certain unfinished portions of the northern division, it was originally intended to make use of the old Kempt road, without change of line; but the superintendent has now provided in his estimate for making a new road on these portions also, on the same scale as the rest, but on an entirely new location, so as to avoid the hills which render the old line incapable of improvement if the same specification is to rule.

Upon the inexpediency of attempting the amelioration of the old road and making use of it to complete the connection; the undersigned submits the special report of the superintendent, given in Appendix G.

From this report it appears that, owing to its unfavorable location, the old road is impracticable as a military road, from the fact that many of the hills on it are very steep, having some inclinations of one in four, and the others ranging generally from one in six to one in eight; while to clear it out to the proper width, build the bridges, and make such improvements as it admits of, would cost \$17,262, which is more than half the estimate for the better class of road; and still, with all this expenditure, it would be inferior to the other divisions, and the money spent on it would be wasted.

GASPÉ ROADS.

No work has been performed on any of these roads by this Department during the past year. The sum of \$219.15, taken out of the general appropriation of 1862 for roads in Lower Canada, was paid to one of the contractors, being the balance due him for work performed in 1862.

NORTH SHORE ROADS.

As no money was voted for any of these roads last year, the works were not resumed, and there has been no expenditure, except \$21 for a survey on the Escoumaius road, which was paid for out of the same appropriation as above.

PROVINCIAL STEAMERS.

These vessels are four in number. Three of them, the "Queen Victoria," "Napoleon III," and "Lady Head," are iron screw-steamers, and the other, the "Advance," is a wooden side-paddle steamer.

They have all, with one exception, been employed during the past year in the same service as before, that is to say, in visiting and delivering supplies to the light-houses and

dépôts on the river and Gulf of St. Lawrence, and attending to the buoys and beacons under the charge of the Trinity House of Quebec; in the annual examinations of the channels by officers of the Trinity House and apprenticed pilots, as required by the Statute; in the Postal Service to the lower ports; in towing for the trade, and relieving vessels in distress. But the use of any of these steamers for the protection of the Fisheries was superseded by the employment of the Provincial schooner "*La Canadienne*." This vessel, which was wrecked in 1861 at Point Caribou, on the North Shore, was brought back to Quebec, and repaired and refitted by this Department in time to perform the service for the fisheries in 1863.

The particular service rendered by each of these steamers is as follows:—The "*Lady Head*," carrying the mails, passengers and freight to Pictou, Nova Scotia, and the intermediate ports in Canada and New Brunswick, commenced her first trip on the 6th May, and continued regularly in the service until she broke her shaft on her eighth trip, while on her way to Pictou, thirty miles below Shediac. She was brought back to Quebec by the "*Napoleon*," and there laid up for the remainder of the season. A new shaft and screw were fitted in this vessel in time to permit her to go into winter-quarters on the 30th November, in the floating-dock at Palais Harbour.

The "*Victoria*," after going into Gilmour's dock to receive a new screw, a spare one being on hand, was made ready for service on the 19th May. On the 12th June, she was sent to Pictou in the service of the military authorities, with a detachment of Her Majesty's troops; and, on the 25th of the same month, was despatched to the assistance of the shipwrecked passengers and crew of the Canadian Royal Mail steamer "*Norwegian*," lost on St. Paul's island. On the 8th September she took the place of the "*Lady Head*," and performed the postal service to the lower ports for the remainder of the season. The whole number of trips made in 1863, notwithstanding the break-down of the "*Lady Head*," was fourteen, the same as in preceding years.

The "*Napoleon III*" was ready at her wharf on the 5th May for towing vessels for the trade. She left early in June, in the service of the Trinity House, for the light-houses and dépôts along the river and Gulf, down to the Straits of Belle-Isle, taking with her several passengers for the salmon fisheries on the Rivers Godbout, Moisie, and Mingan, returning to Quebec on the 12th July. She remained from that time until the 4th August in the service of the trade, when she was again despatched on the Trinity House service, to visit and provision the light-houses on the St. Lawrence between Quebec and Father Point. On the 14th September, she started on her third trip in connection with that service, taking down the autumn supplies to the light-houses and dépôts on the river and gulf. She returned on the 3rd October, and remained from that time at the disposal of the trade, towing vessels, until the 19th November, when she was sent to convey to Anticosti the light-house keeper appointed in place of Mr. Ballantine, deceased, and to bring back the family of the latter. She was placed in winter-quarters in Blais' booms on the 30th November.

The "*Advance*."—It was considered necessary to make very extensive repairs to the hull of this vessel, and to procure her a new boiler, causing an expenditure of \$12,132.93, which is charged to the service of the Provincial steamers. These repairs were completed by the 6th August, when this vessel was placed at the service of the Trinity House, and made, during that month, the customary annual trip to the pilot ground in the lower part of the river, with the officers of the Trinity House and the apprenticed pilots, for the examination of the channels, as required by law. After having towed some vessels for the trade, she was employed at the close of the navigation in taking up the buoys in the upper and lower parts of the river, and in bringing up the floating light-ship from the Traverse; and, finally, on the 1st December, went into winter-quarters at Blais' booms.

In the Appendix A, No. 4, the expenditure charged to the Provincial steamers for 1863 is stated to be \$42,898.08; but in this sum are included the extraordinary repairs to the "*Advance*" and "*La Canadienne*;" the former amounting almost to reconstruction, and the latter being properly chargeable against the service of the fisheries. Deducting these heavy items, it will be observed that the services rendered by these vessels have actually cost less in 1863 than in any former year. The position of this account will be better understood by reference to the statement of it given in Appendix K, according to which

the amount expended for outfit, fuel, running-expenses and repairs was...	\$59,365 39
and the amount of revenue therefrom in 1863, paid to the Receiver General, was.....	35,631 87
leaving as the net cost of these services.....	<u>\$23,733 52</u>

Although this presents a favorable view of last year's management, it is still desirable to discontinue the running of vessels on Government account for the benefit of the navigation, so soon as the trade can safely be left to take care of itself.

The authority of Your Excellency having been obtained, on the 13th October last, to sell the "*Queen Victoria*" and "*Napoleon III.*," public notice was given, inviting tenders for them up to the 23rd November last. Upon this notice eighteen tenders were received, but as they were all either too low or unsatisfactory as regards the mode of payment proposed, none could be accepted; and another notice has been issued, again inviting tenders, and fixing the 1st March next as the time for receiving them.

HARBOURS OF REFUGE.

CHANTRY ISLAND—LAKE HURON.

The Breakwater Pier at Chantry Island, off the port of Southampton, was constructed by this department in 1858, at a cost of \$29,208, and, in connection with the light-house on that island, is of great advantage to the general trade of this lake, as well as to that of this port in particular.

It extends from the north-east end of the island in a direction towards the main land, and under its lee vessels find shelter and good anchorage; but, from a desire to run it out as far as possible with the funds appropriated, it was not raised sufficiently high in the first instance to prevent the sea breaking over it and doing injury to the works.

The pier was examined by the chief engineer in the month of July last, and was found to be considerably damaged by the action of the waves and of ice. The covering planks were loose and liable to be torn off; a part of the island had been washed away some years previously, and there was then an opening of 120 feet between it and the end of the pier.

On his report and recommendation, such repairs as were indispensable for the safety and preservation of the works were proceeded with, and completed by contract last autumn, at a cost of \$442.50, and charged to the appropriation of last year.

Under the authority of the same appropriation, the other works for raising the pier and connecting it with the island will be put under contract in the ensuing spring.

LANDING PIERS BELOW QUEBEC.

RIMOUSKI PIER.

The works designed for the protection of this pier and placed under control in October, 1862, and on which some progress was made in that year, were resumed last spring by the contractor, and completed by the end of the season.

They consist of an additional width of 15 feet of crib-work, extending for a distance of 255 feet from the outer end of the pier along its eastern face, and the levelling up of the sunken portion of the old pier to one uniform height.

The expenditure in 1863, including the cost of superintendence, was \$5,161.77, which amount has been charged to the appropriation, 24 Vic., cap. 1, for repairs of existing works.

PIER AT L'ISLET.

The repairs begun at this pier in 1862, being such as were essential to the protection of this important work, were completed last year at a cost of \$486.87, which sum has been charged to the same appropriation as above.

In regard to these piers generally, it is highly important that some measures should soon be adopted for their future care and maintenance. The seven landing piers were constructed between nine and ten years since, at an outlay of \$768,571.02 for construction, and \$21,013.54 for repairs up to the present time.

From natural decay and exposure to the grinding effects of the ice, they are all beginning, as might be expected, to demand an annual outlay for repairs. Hitherto these repairs have been borne by the Government, without receiving in return any revenue from the works, which are of so much importance to the coasting trade as well as to the parishes for whose benefit they were constructed. If they are to remain as a permanent charge on the Government, it is necessary that a person should be appointed at each pier to take care of it and keep it in repair; that regulations should be adopted for the proper using of them; and that tolls should be levied on all vessels touching, and on all property landed or shipped at these piers; the tolls to be regulated so as to be sufficient to pay the cost of management and repairs, and thus preserve this valuable property from deterioration, and maintain it for the benefit of the trade on the Lower St. Lawrence.

With a view of ascertaining their present condition, a survey of all these piers was made last summer by one of the engineers of this department, from which it appears that, in addition to the sums already spent, a further outlay will be required on each to put them in good order, as follows:—

Eboulements, north shore.....	\$345 50
Malbaie, north shore.....	281 03
Berthier, south shore.....	403 20
L'Islet do.....	583 05
Rivière Ouelle do.....	151 66
Rivière du Loup do.....	572 24
Rimouski do.....	674 12

Total estimated cost of repairs.....\$3,010 80

The repairs called for consist chiefly of replacing iron straps, fenders, sheeting, and planking torn from the sides and ends of the piers and slips by the action of the ice and of vessels made fast to them. In all other respects, the engineer reports the piers to be generally in good order, and remarks that "their present condition shows that nothing has been expended on them hitherto but what was essential to render them substantial and durable, and that the work formerly done has been well done in its most important parts." His report on the state of these piers, omitting the details of the estimates, is given in Appendix L.

OFFICIAL ARBITRATORS.

It became necessary to refer five new claims to the Official Arbitrators last year. Three cases were still pending from the previous year. To investigate into these eight claims, the Arbitrators held three meetings in Quebec and two in Montreal, the proceedings before them having occupied forty-five days.

On the claims submitted four awards were made, amounting in all to \$6,027.80; one claim was withdrawn, and three are still pending. For the particulars in relation to these claims, see the detailed statement, Appendix I, furnished by the Secretary.

Two of the awards made by the Arbitrators—one in 1861, and the other in 1862—were appealed from; but both were confirmed by the judgment of the Superior Court.

The amount paid in awards in 1863, including some made in former years, was.....\$10,972 67

The pay and expenses of the Arbitrators and Secretary, printing, stationery, and office expenses, amount to.....4,991 58

Law costs, witnesses, &c.....3,882 23

Total, agreeing with Statement No. 4.....\$19,846 43

PUBLIC BUILDINGS.

The amount expended during the past year in the construction, repairs, and maintenance of the several public buildings under the charge of this department, is given in detail in the Statement No. 3 of Appendix A of this report. In further explanation of this, the following remarks are added:—

SPENCER WOOD.—The expenditure on this property was chiefly for the completion and fitting up of the residence in a suitable manner, and for the clearing-up and improvement of the grounds.

It comprehends the balance due on the contract, the protection of the external walls by clap-boarding; the inside painting, papering, bell-hanging, and plumbers' work; the construction of a conservatory; the painting and glazing of the out-offices; the repairs of fences and barracks; the planting of trees, and putting the grounds in proper order.

The payments for rents, repairs and maintenance of public buildings amount to \$34,802.67. Of this sum there have been paid \$14,674 for the rents of the several buildings in Quebec now occupied by the Departments of the Civil Government, and \$1,536.95 for repairs to the masonry of the old Custom-house at Quebec; the balance is for the ordinary repairs and maintenance of these and the other buildings in Quebec, Montreal, and Toronto, the property of the Government.

Of the public buildings throughout the Province, it is only necessary to state generally that there was expended on the Marine Hospital at Quebec the sum of \$1,641.32 for internal repairs, plastering, and painting, and for repairing the roof. On the Court House at Quebec, \$120 for repairing the boundary wall. On the Court House at Montreal, \$525 for insurance, and \$21.29 for putting up a stove in the Registrar's Office; and on the Post Office at London, \$358 for internal fittings.

COURT-HOUSE AND JAIL, SAULT STE. MARIE.

As the amount voted for the erection of a Court-house and Jail for the District of Algoma falls short of the estimated cost of the buildings, if constructed according to the plan prepared for them by the architect of this Department to meet the requirements of the Board of Prison Inspectors, it is necessary that another plan, falling within the limits of the vote, should be prepared and submitted for the approval of that Board, before the works can be proceeded with.

The appropriation of last year was.....	\$ 8,000
The balance of former appropriations.....	3,230

Total amount available..... \$11,230

The estimated cost of a stone building on the plan above referred to, including cost of drainage, water-supply, and a jail-yard enclosure, was \$17,800.

Another plan, conformable to the present conditions, is now in course of preparation, to secure, if possible, the erection of suitable buildings for the amount appropriated.

NEW DISTRICT COURT HOUSES AND JAILS, L.C.

There has been paid out, during the past year, the sum of \$861.20 for various incidental expenses connected with these buildings, including balances due on contracts and some minor works required for their completion or repair.

At the Court-house at Malbaie, it was found necessary to construct a retaining-wharf for the protection of the building, and to fence in the grounds. For these purposes the expenditure of \$1140 was sanctioned by Your Excellency on the 6th October last, and the works are now in progress.

Additional Works Required.

The thirteen Court-houses and Jails which were erected by this Department for the judicial districts in Lower Canada, under the authority of the Act 20 Vic., cap. 44, and duly handed over to the local authorities in the years 1861 and 1862, have since been examined officially by the Prison Inspectors; and in their reports they recommend the following additional works as indispensably necessary at every place:

The enclosure of the jail-yard, for the use and safe keeping of the prisoners, by a high stone wall. (This was referred to and recommended in the last annual report, but no provision has yet been made for it);

The erection of porches at the entrance-doors, wood-sheds, and outside privies.

The cost of these several works for each district is estimated at \$1,718, and for the thirteen districts the total outlay required to carry out the recommendations of the Inspectors will be \$22,334.

NEW JAIL, QUEBEC.

This building, which, according to the contract, should have been fully completed by the 1st November, 1862, is still in an unfinished state.

The works were resumed at the beginning of the last season by the contractors' securities, and have since been prosecuted by them in a satisfactory manner. Although they were obliged to take down and rebuild a large portion of the outer walls and of interior brick-work which had been damaged by exposure to the winter frosts and rains, they have completed the masonry and brick-work, got the building roofed in and enclosed, and performed a large share of the interior finishing. The works were suspended on the 1st January last, but will be resumed shortly. With proper exertion they can be completed by the 1st June next.

As the building was not covered in until late last autumn, the brick vaulting of the cells and corridors became saturated by the fall rains; and for the protection of the building during winter, it was necessary that this brick work should not be allowed to freeze. To guard against this, the contractors were called upon to heat the building during the winter, as obliged by the contract; but, having refused to do so, this expense has, for the present, to be borne by this Department. It is estimated to cost \$1,000, in addition to \$578 paid for stoves and pipes, which, under any circumstances, would have to be provided, to heat the building when finished.

Mr. P. Gauvreau, of this Department, who has, since May last, succeeded to Mr. Baillargé in the superintendence of this work, has furnished a report on the present position of the contract and additional works, from which the following statement is derived:

1.—*Works Authorized and in Progress.*

Amount of contract.....	\$64,000 00
Substitution of stone lining for brick inside of building, and for door-jambs to cells.....	13,184 00
For adding a fourth story to central part.....	7,500 00
Substituting cement for common lime in arches of brick-work...	760 00
For making loop-holes in cornice.....	1,000 00
Extra work recognized by architect.....	1,292 44
Substitution of tin for slate in the covering of the roof.....	850 00
Total when completed	\$88,586 44
Amount paid to the contractors.....	77,657 96
Balance due on completion.....	\$10,928 48

The estimated cost of the works remaining to be done, to complete the building at the contract schedule rate, is \$5,428.

2.—*Amount Expended.*

Paid to the contractors.....	\$77,657 96
Paid for plans, superintendence, and contingencies	8,909 97
Total.....	\$86,567 93

3.—*Additional Works Required.*

It will be necessary to have the water laid on from the city water-works for the service of this prison, the cost of which is estimated at \$1,000. The lighting of it, either with gas or coal oil, has also engaged the attention of this department, but no decision on this subject has yet been arrived at.

To meet the requirements of the Board of Prison Inspectors, and enable them to carry out their views in reference to prison discipline, it will be necessary, before this jail can be used, that it should be enclosed by a high stone wall, and that this enclosure should be divided off into separate yards for males and females.

About twenty acres of the Bonner property have been reserved for the use of this prison, to afford space for carrying on the various mechanical trades in which the prisoners may be usefully employed. This reserve will have to be enclosed by a rubble-stone wall,

and a road made and maintained all around it; but this is not immediately necessary. It will be sufficient for present purposes to provide for the interior walls, enclosing a space of about 4 acres, including the jail as now built and the projected extension of the southern and western wings. This wall, 18 feet in height, is estimated to cost \$10,400. Its immediate construction is necessary, to afford the means of putting in operation, this year, the system of management and classification recommended by the Inspectors.

If this were done, it would seem quite practicable, with a properly-organized system of prison labor, to perform all the works remaining to complete the jail and its enclosure according to the original design, and thus provide, at the least possible expense, double the amount of accommodation afforded by the building as it now stands.

The works which might be accomplished in this manner by prison labor, and which might be prosecuted from year to year at a moderate outlay, consist of those referred to in this and former reports, which have been estimated to cost, if performed by contract, as follows:—

The extension of the southern wing	\$20,000
The extension of the western wing.....	50,000
The construction of the external boundary walls and of the road around it	18,800
<hr/>	
Total, if done by contract..	\$88,800

It may be remarked that all the rubble-stone required for these works can be quarried on the spot, by the prisoners themselves, within the limits of the reserve set apart for the use of this prison.

KAMOURASKA JAIL.

Under the authority of the appropriation by the Legislature, in its last session, of \$8,000 for repairing this building, which was partially destroyed by fire in December, 1862, the works required for its restoration were put under contract on the 1st December last, and are now in progress. It is expected that they will be completed by the 1st May next, as required by the contract.

IMMIGRATION SERVICE.

On the recommendation of the Honorable the Minister of Agriculture, approved by Your Excellency on the 12th March last, a shed has been erected on the wharf at the old Custom-house, for the use of immigrants arriving in this city, in place of the one at the India wharf, which had been given up; and on the further recommendation of the Parliamentary Committee on Immigration and Colonization, with the same approval, a landing slip has been constructed, and the wharf repaired and enclosed by a hand-railing as a security against accident. Offices have been fitted up for the Emigrant Agent, in the old Custom-house, and water laid on for the use of immigrants. The cost of these improvements was \$2,247.45.

There has also been expended the further sum of \$1,032.50 for the general repairs of the wharf and buildings at the Grosse Isle station; making the whole outlay on this service \$3,279.95, as entered in Statement No. 4 of Appendix A.

PUBLIC BUILDINGS, OTTAWA.

The report of the Commission of enquiry into matters connected with these buildings having been submitted in the latter end of January, 1863, authority of Council was shortly afterwards granted for the resumption of the works upon the basis therein recommended.

As the original-contractors had delivered and prepared a large quantity of materials, and were fully provided with the necessary plant before the suspension of the works in 1861, it was deemed advisable to offer them the completion of the buildings, upon the terms set forth in the report above referred to.

This offer having been accepted by them (after certain preliminary arrangements were made), contracts in accordance therewith were entered into on the 13th April, 1863. Early in the following month, work commenced on all the buildings, and was vigorously proceeded with until the winter set in, when it became necessary to confine operations to

the interior, and to the preparation of materials for next season's use. This is now being expeditiously proceeded with.

The progress made during the past year is strikingly manifest by the present imposing appearance of the buildings; and an idea of what will be their ultimate architectural effect has been largely developed.

They form three sides of a quadrangle, containing an area of nearly ten acres; and are situated upon a rocky point rising about 160 feet above the level of the Ottawa, which flows at its base.

This elevation commands an uninterrupted view of the river, the city and the surrounding country; thus enhancing the suitableness of the site, which is, in other respects, an advantageous one.

Entering the square from Wellington Street (its southern boundary), the east and west sides are flanked by the Departmental Blocks; and the north side is formed by the principal front of the Parliament Buildings.

Even in the present unfinished state of the works, it will be seen that the quadrangle faces of the blocks are sufficiently diversified in outline to avoid the monotony which such an extent of similar style might be supposed to entail; whilst the more regular horizontal lines, and the grand central tower of the Parliament Building, form a pleasing contrast to all the rest, producing a combined effect of grandeur and harmony which, it is believed, cannot be surpassed by any other public buildings on this continent.

The main roofs of the Departmental Blocks are completed and slated throughout. The roof of the principal front of the Parliament Buildings is also put on, and that part of it west of the main tower slated.

The roofs of the Legislative chambers and Library have not yet been commenced; the latter portion of the building remaining nearly as it was when the works were suspended.

The towers of the Departmental Blocks have generally been carried above the level of the roofs, and then temporarily covered in, it having been decided to direct all efforts, after the resumption of the works, to prepare them for occupation at as early a date as possible; for which purpose the completion of the towers was, of course, not of pressing necessity.

In the Parliament Buildings, the front angle towers are carried up full height, and the western ones roofed; whilst the central tower stands a considerable height above the main cornice. The Speaker's towers have also been carried up and covered in.

The windows are in place, and glazed; and it will thus be seen that the exterior fronts of the buildings present a finished appearance, with the exception of the portions above named.

The principal works which have been proceeded with on the *Parliament Buildings*, in addition to those above-mentioned, are as follows, viz:—

The *Basements* have been prepared for the floors; the air-ducts covered with flagging, the hot-air and steam-vents completed, and the ceilings, &c., made ready for plastering.

The division walls in the outer portion of the *Library* have been carried up to the height of the basement; and the iron joists and concrete floors laid over them.

The *Boiler-house* has been paved; and the ducts covered with flagging—the division walls and arches under the fuel tram-way, and the side walls above it have been carried up full height; the necessary iron joists and concrete laid—and the building roofed—stairs constructed, and the side walls carried up to receive the roof of the main building.

Ground floor. The iron joists and concrete floors have been laid in the corridor, marble pillars placed, and arches constructed in Members' lobbies—interior side and end walls of both chambers carried up—marble pilasters placed, and cornice laid around galleries; and walls of legislative chamber carried up to height of roof.

First floor. All the interior walls have been carried up to full height; and the iron joists and concrete floors laid throughout. The interior walls are carried up, and the cornice laid on the flanks and rear of the buildings. About 20 of the chimney-tops are completed, and the others carried up above the roof.

During the season, about 4200 cubic yards of masonry were built—nearly three millions of bricks laid—about 2500 cubic yards of concrete laid—upwards of 165 tons of iron floor joists placed—and over 30 tons of lead used on the flats of the roofs and for other purposes.

On the *Departmental Buildings*, progress has been made on the following works in addition to those referred to above, viz:

Levelling up and laying concrete floors—paving boiler-house and fuel-rooms—completing air and steam-vaults—covering ducts and carrying up division-walls—laying concrete floors in the first and part of the second stories—plastering and finishing the basements and part of the first stories.

During the season about 4500 cubic yards of masonry were built, fully *one million* of bricks laid, and over 2760 cubic yards of concrete.

Considerable inconvenience has been experienced by the non-arrival of the iron joists from England for part of the upper floors and ceilings of these buildings, and for the boiler-houses. Steps have, however, been taken to ensure their delivery early next spring.

The various works connected with the system of heating and ventilation have also been carried on as expeditiously as circumstances would permit.

The amount paid during the past year has been as follows, viz:—

Paid to contractor, Parliament Buildings.....	\$120,725 88
Do do Departmental Buildings.....	101,800 03
Do do for heating and ventilation.....	5,563 81
Superintendence and contingencies.....	20,257 96
Total.....	<u>\$248,347 68</u>

All of which is respectfully submitted.

M. LAFRAMBOISE,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
Quebec, 18th February, 1864.



APPENDIX A.

No. 1.

STATEMENT of the several Works under the charge of this Department which are in use and yield revenue, shewing, under different heads, the expenditure on construction and the amount paid for land damages during the year 1863, the total cost of construction under this Department to the 1st January, 1864, and the cost of repairs and management during the year 1863.

NAME OF WORK.	Expenditure on construction during the year 1863.	Amount paid for damages in 1863.	Total expenditure on construction to 1st Jan'y, 1864.	Cost of repairs and management for 1863.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal	46810 00	181 12	4766460 70	56248 00
<i>St. Lawrence Canals, viz:</i>				
Lachine	10414 98		2116902 58	20999 24
Beauharnois.....		5143 00	1597403 81	14970 64
Cornwall.....	462 87		467150 70	12179 35
Williamsburg.....			1089739 93	9864 56
Junction			230796 11	
New Lock Gates.....	16965 00		39830 22	
General expenditure.....	107 25		74835 20	
Chambly Canal.....		367 75	69774 51	14433 12
St. Ours' Lock.....			123137 65	3219 40
Ste. Anne's Lock.....			114596 49	543 34
Burlington Bay Canal.....			291044 49	
<i>Slides, Dams, &c.</i>				
Ottawa.....	8850 00	520 00	699181 51	15786 95
St. Maurice.....			257880 48	8399 90
Trent, securing dams.....			2380 34	200 00
Saguenay.....	3450 67		44470 41	688 40
Port Stanley Harbour.....	1154 40		230531 88	
Union Suspension Bridge, reconstruction.....			5266 60	
Total.....	88215 17	6211 87	12,221,383 61	157552 90

No. 2.

STATEMENT of Public Works under the charge of this Department, incomplete and, as yet, unproductive, but on which tolls are to be levied as soon as they are available; shewing the expenditure thereon in 1863, on construction, the total expenditure on construction up to the 1st January, 1864, and the cost repairs and management during the year 1863.

NAME OF WORKS.	Expenditure on Construction in 1863.	Total expenditure on construction to 1st Jan'y, 1864.	Cost of repairs and management for 1863.
	\$ cts.	\$ cts.	\$ cts.
Chats Canal.....		373191 98	
Seugog Inland Navigation.....	4362 88	484123 61	556 50
	4362 88	857315 59	556 50

No. 3.

STATEMENT of the several Public Works and buildings in course of construction under the charge of this Department, yielding no direct revenue, but in use for the public service, and authorized by Legislative appropriations; shewing the amount expended thereon during the year 1863, and the total outlay upon them up to the 1st January, 1864; also, the amount expended in repairs and maintenance for the same period.

WORKS.	Total outlay up to 1st January, 1863.	Expenditure during 1863.	Total outlay up to 1st January, 1864.
	\$ cts.	\$ cts.	\$ cts.
Parliament Buildings, repairs, Toronto			274815 05
Government House..... do			5104 18
Custom House..... do			28066 07
Post Office..... do			13884 65
Observatory..... do			2966 83
Female Lunatic Asylum..... do			159 30
Osgoode Hall..... do			3679 23
Gun Sheds..... do			657 69
Barracks, repairs..... do			525 02
Railway Inspector's Office..... do			
Mechanics' Institute, complet- ing Building..... do			16000 00
Custom House..... Hamilton			46587 61
Post Office..... do			52625 42
Gun Sheds..... do			5566 67
Post Office..... London	39454 51	358 00	39812 51
Custom House..... Kingston			45010 24
Post Office..... do			39647 12
Lunatic Asylum and Gaol..... do			4293 92
Court House and Gaol..... Algoma			769 79
Public Buildings..... Ottawa	1106083 73	248347 68	1354431 41
Court House..... Montreal	306877 13	556 29	307433 42
Do extraordinary repairs, do			26378 93
Custom House, repairs, do			1257 63
Gaol, do do			2067 45
Post Office..... do			3027 97
Normal School..... do	9084 49	20 00	9104 49
Armoury..... do			856 68
Marine Hospital..... Quebec	95494 68	1641 32	97136 00
Custom House..... do			268008 50
Gun Sheds..... do			4545 42
Court House..... do	1271 69	120 00	1391 69
Post Office and Parliamentary Buildings..... do			59891 18
Do additions thereto.. do			1623 59
Spencer Wood, repairs, do			4299 35
Do reconstruction..... do	14263 76	13751 95	28015 71
Governor General's Residence, in consequence of fire at Spencer Wood in 1861..... do			9991 67
Observatory, repairs..... do			318 77
Normal School..... do			7181 06
Gaol, repairs..... do			884 25
New Gaol..... do	77381 37	9186 56	86567 93
Gaols and Court Houses, C.E.....			35441 44
Gaols and Court Houses, C.E., 20 Vic., ch. 44.....	438063 04	861 20	438924 24
<i>Court Houses and Gaols, C. E., repairs, viz:</i>			
St. Johns.....		158 00	158 00
Aylmer.....			523 63
Sherbrooke.....			3614 90
Three Rivers.....			4096 62
St. Hyacinthe.....			541 42
Kamouraska.....	11918 70	700 50	12619 20
Percé.....			343 85
New Carlisle.....		113 12	113 12
Carried over.....		275814 62	

No. 3.—STATEMENT of the several Public Works, &c.—(Continued.)

WORKS.	Total outlay up to 1st January, 1863.		Expenditure during 1863.	Total outlay up to 1st January, 1864.	
	\$	cts.		\$	cts.
<i>Brought forward</i>			275815	62	
Dépôt at Anticosti.....					47 82
Governor General's Residences, St. Lewis Street.....					48855 82
Rents, repairs and maintenance, Public Buildings.....	366140	71	34302	67	400943 38
<i>Light Houses.</i>					
Light House below Quebec.....					396503 55
Light House apparatus, Quebec.....					54602 16
Light Houses (new) below Quebec.....	43424	86	5028	36	48453 22
Pointe Pelée Light House.....	67009	09	1959	68	68968 77
Snake Island Light House.....					10430 04
Bay of Quinté Light Houses.....					108 16
Light Houses, Lake Huron.....					147614 75
Light House apparatus, Lake Huron.....					74949 16
Floating Lights above Lachine.....					26397 93
Gaspé Bay and Harbor Buoys.....					499 82
Inland Lake and River Lights.....	7151	29	1162	58	8313 87
Father Point Light House.....					1453 61
Ottawa River Navigation.....					3642 54
<i>Roads.</i>					
Canada and New Brunswick, by the Témiscouata.....	191250	47	1762	29	193012 76
Metapedia, South.....					29505 44
Do North.....					16382 59
Eastern Canada and New Brunswick Road, by the Metapedia.....	27055	71	36449	86	63505 57
Malbaie and Grande Baie.....					11956 73
Matane and Cap Chats.....	23204	33	178	16	23382 48
Escomains.....	2548	50	21	00	2569 50
Marmora.....					4000 00
Garrison Road, Toronto.....					1600 00
Gaspé Road.....	16076	53	219	15	16295 68
Côteau and Province Line Road.....					1482 01
Côteau and Cornwall Road.....			8284	00	8284 00
Cornwall Road.....					510 22
Caughnawaga Road.....			787	51	787 51
Hamilton and Port Dover Road.....			16000	00	16000 00
Batiscan Bridge, repairs.....					642 00
<i>Harbors and Piers.</i>					
Port Bruce.....					6267 47
Lake Huron.....					97448 82
L'Original.....					2000 00
Pier at St. Anicet.....					2007 97
Landing Piers.....					788971 02
Repairs of Piers.....	15364	90	5648	64	21013 54
Pier at Port aux Quilles.....					103 45
Dredging Narrows, and New Bridge, Lake Simcoe.....					10138 30
Dredging at Picton and Presqu'Isle.....					9050 04
Dredging operations.....	2308	56	3722	14	6030 70
Dredging Vessels, Steam Pumps, &c.....					3218 39
Dredging at St. Clair Flats.....					19984 45
Richelieu Rapids Improvements (Ste. Anne de la Pêrade).....					13713 96
North River and Petite Nation Bridge Improvements.....					4254 11
River Thames Navigation Improvements.....					3821 42
Deepening Lake St. Peter.....			18189	39	18189 39
Pier at Chantry Island.....			442	50	442 50
			410452	49	

DEPARTMENT OF PUBLIC WORKS,
February, 1864.J. BAINE,
Book-keeper.

No. 4.

STATEMENT of expenditure on certain Miscellaneous Services under this Department, during the year 1863.

Provincial Steamers.....	\$ cts.	42898 08
Advertising Sale of Provincial Steamers.....		94 94
Tug Service, Upper St. Lawrence.....		16000 00
Do do advertising Tenders for 1864.....		489 31
Surveys generally.....		1558 89
Arbitrations, Awards, &c.....		19989 43
Visit of H.R.H. the Prince of Wales.....		412 25
Contingencies of Department.....		60 00
Do do for Engineering Branch.....		3652 88
Advertising Hydraulic Lots, Rideau Canal.....		337 23
Militia Expenses.....		566 44
Survey, Three Rivers and Arthabaska Railroad.....		317 65
Emigration Service.....		3279 95
		89657 05
<i>Less.</i>		
Included in No. 1 Statement, and also under the head of Arbitrations.....		9662 54
		79994 51

DEPARTMENT OF PUBLIC WORKS,
February, 1864.

J. BAINE,
Book-keeper.

No. 5.

STATEMENT of the expenditure incurred under this Department for the repairs and management of the Ordnance Canals, for the year 1863.

NAME.	Extraordinary	Ordinary	Total
	Repairs.	Repairs and Management.	Expenditure.
	\$ cts.	\$ cts.	\$ cts.
Rideau Canal.....	1805 22	23168 30	24973 52
do Survey.....			600 00
do Repairs at Hogsback.....	26 91		26 91
Carillon and Grenville Canal.....		9040 78	9040 78
Lock Gates for Carillon and Grenville Canal.....			3085 06
			37726 27

DEPARTMENT OF PUBLIC WORKS,
February, 1864.

J. BAINE,
Book-keeper.

No. 6.

A DETAILED Statement of the expenditure incurred in repairs and maintenance of Provincial Light Houses, for the year 1863, under this Department.

Name of Light.	Name of Keeper.	Amount of Salary paid.	Supplies and Repairs.	Total.
		\$ cts.	\$ cts.	\$ cts.
Lachine Pier.....	John Norton.....	385 25	161 84	547 09
Light Ship No. 1.....				
Do No. 2.....				
Do No. 3.....	Pierre Landré.....	250 00	141 22	391 22
Beauharnois.....	Benjamin Picard.....	250 00	136 17	386 17
Grosse Pointe.....	Joseph Meloche.....	225 00	176 20	401 20
Mackie's Point.....	Peter Shannon.....	435 00	165 60	600 60
Cherry Island.....	A. McDonald.....	175 00	160 65	335 65
Do Light Ship.....	E. S. Johnson.....	435 00	140 60	575 60
Lancaster Pier.....	G. H. Johnson.....	250 00	533 48	783 48
Cole Shoal.....	Thomas Hill.....	335 00	479 68	814 68
Grenadier Island.....	Richard Elliott.....	140 00	120 40	260 40
Lindoe Island.....	Joseph Austin.....	120 00	135 40	255 40
Gananoque Narrows.....	J. Wallace.....	140 00	126 50	266 50
Jack Straw Shoals.....	James McDonald.....	260 00	420 40	680 40
Spectacle Shoal.....	Daniel Bryant.....	346 15	195 60	761 69
Red Horse Rock.....				
Burnt Island.....	James Ward.....	219 94		
Wolfe Island.....	Joseph Mervin.....	120 00	184 16	304 16
Snake Island.....	Thomas Gilty.....	225 00	140 90	615 90
Nine Mile Point.....	Robert Gillespie.....	250 00		
False Ducks.....	L. Herchmer.....	435 00	155 80	590 80
Point Peter.....	John Dunlop.....	435 00	401 70	836 70
Scotch Bonnet.....	Joseph Sweetman.....	127 50	430 60	558 10
Presqu'Isle.....	Frederic Sweetman.....	326 25		
Do Range Light.....	W. A. Palin.....	435 00	400 40	835 40
Gull Island.....	Samuel Wilson.....	435 00	320 60	755 60
Gibraltar Point.....	Wm. Sweetman, Sr.....	325 00	410 40	735 40
Burlington Bay.....	Wm. Sweetman, Jr.....	187 50	180 50	368 00
Port Dalhousie.....	James Cummins.....	62 50		
Port Colborne.....	George Roddick.....	435 00	415 40	850 40
Mohawk Island.....	Robert Roddick.....	50 00		
Port Maitland.....	George Durnan.....	435 00	505 40	940 40
Port Dover.....	George Thompson.....	300 00	125 40	425 40
Long Point.....	Jonathan Woodall.....	400 00	265 50	665 50
Port Burwell.....	James Fortier.....	400 00	241 20	641 20
Port Stanley.....	John Burgess.....	435 00	300 60	735 60
Pointe Pelée.....	Peter Baikie.....	435 00	190 60	625 60
Pelée Island.....	Wm. Carlisle.....		83 50	82 50
Bois Blanc.....	H. H. Clarke.....	543 75	420 50	964 25
River Thames.....	Alexander Sutherland.....	320 00	165 90	485 90
Goderich.....	Richard Ead.....	144 00	120 80	264 80
Point Clark.....	P. McIntyre.....	435 00		
Chantry Island.....	Wm. Wadsworth.....	189 22	1020 60	1780 60
Isle of Coves.....	James Edwards.....	135 71		
Griffith Island.....	James Cummins.....	217 50	481 40	916 40
Nottawasaga Island.....	Wm. Sweetman, Jr.....	217 50		
Christian Island.....	James Hackett.....	435 00	255 40	690 40
Green Shoal.....	Thomas Cartier.....	435 00	225 96	660 96
Carried over.....	Humphrey Fidler.....	325 00	225 34	550 34
	John Young.....	435 00	391 22	826 22
	D. McE. Lambert.....	435 00	394 26	829 26
	Wm. McE. Lambert.....	50 00		
	D. McBeath.....	435 00	380 40	1115 40
	Wm. McBeath.....	300 00		
	Vesey C. Hill.....	435 00	310 41	745 41
	George Collins.....	435 00	205 40	640 40
	Wm. Hoare.....	435 00	227 76	762 76
	D. Thomas.....	250 00	85 50	335 50
		16827 84	19756 25	29584 09

No. 6.—A DETAILED Statement of the expenditure incurred in repairs and maintenance of Provincial Light Houses, &c.—*Continued.*

Name of Light.	Name of Keeper.	Amount of Salary paid.	Supplies and Repairs.	Total.
		\$ cts.	\$ cts.	\$ cts.
Brought forward.....		16827 84	12756 25	29584 09
Pointe Claire No. 1.....	Arsène Glode.....	250 00	95 68	345 68
Do No. 2.....	Samuel Biron.....	250 00	82 60	332 60
		17327 84	12934 53	30262 37
Management, salary of Superintendent and his travelling expenses, freight and charter of Steamers delivering supplies, advertising,.....				4783 48
Placing buoys and light ships.....				304 87
Supplies on hand in store.....				650 00
				36000 72

DEPARTMENT OF PUBLIC WORKS,
February, 1864.

J. BAINE,
Book-keeper.

No. 7.

STATEMENT shewing the total amount expended under the Department of Public Works during the year 1863, as detailed in the foregoing Statements, numbered 1, 2, 3, 4, 5 and 6.

STATEMENT.	Repairs and Management.	Construction.	Miscellaneous.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
No. 1.....	157552 90	94427 04		251979 94
2.....	556 50	4362 88		4919 38
3.....	69452 40	341000 09		410452 49
4.....			79994 51	79994 51
5.....	34641 21	3085 06		37726 27
6.....	36000 72			36000 72
Total.....	298203 73	442875 07	79994 51	821073 31

DEPARTMENT OF PUBLIC WORKS,
February, 1864.

J. BAINE,
Book-keeper.

APPENDIX B.

WELLAND CANAL OFFICE,
St. Catharines, December 19th, 1863.

SIR,—I have the honor to submit my annual report on the works under my charge, in compliance with your letter to that effect to me, No. 47,922, of the 4th instant.

It having been announced that the canal would be open on the 13th April, it was found necessary, owing to the firm state of the ice, to break a channel by means of an ice-breaker, in order to allow vessels to pass through on that day, which must otherwise have been detained some days.

There have been three interruptions in the navigation this year, causing a delay of about four days. The first occurred on the 8th July, by the steamer "Bristol" breaking a gate at lock No. 21; on the 16th September, the four gates at lock No. 23 were carried away by the propeller "Vermont," and on the 14th November, one of the upper gates of lock No. 2 was destroyed by the schooner "Selkirk." The cost of making these repairs was promptly paid. The navigation has otherwise been efficiently maintained throughout the season.

The canal was closed by frost on the 10th December. The weather subsequently moderating, a channel was opened on the 12th, by means of the ice-breaker, to pass a steamer through, which had been detained from reaching the canal by adverse weather. It may be considered as closed on the 13th December, on which day the last boat passed through, making 244 days of navigation for the season, inclusive of interruption.

REPAIRS AND MANAGEMENT.

The repairs of the sill of the lock at Port Robinson were attended with considerable trouble, in consequence of great leakage; but this was finally overcome, and the repairs properly effected.

The repairs authorized upon the other works of the canal, so far as practicable, were completed before the opening of navigation. During the season, the principal attention has been in the maintenance of the works and repairs of casualties.

The stanching at the Dunnville dam, alluded to in my last report, has been fully tested this year, and the result is highly satisfactory; with more than ordinary drought, the level of the canal has been much better maintained than hitherto.

WORK OF CONSTRUCTION.

This work comprises the enlargement of the canal above Allanburgh, and consists of the deepening and widening of it, to admit the water of Lake Erie as the summit level. The progress made is much more satisfactory than hitherto. At the same rate, this work may be completed in two years. There will be required an appropriation of \$60,000 for carrying it on another year.

The necessity for the formation of a second towing-path upon the Thorold level, between Hurst's and Marlatt's bridges, fully justifies my again submitting it for your favorable consideration. Its estimated cost is \$18,100.

Repeated complaints have been made by millers, scowmen, and others, of the insufficiency of water in the channel leading from the lock at Port Robinson to the River Welland. This channel has but seven feet depth at ordinary water level, but when the water is low there is scarcely six feet. This depth does not admit of boats passing with a full load. The probable cost of sinking the channel to a sufficient depth, say eight feet at low water, will be about \$2,500. This sum appears a small outlay, compared with the benefits which will be derived therefrom, as a large trade is carried on through it.

The enlargement of the harbor accommodation at Port Colborne is much called for. Large fleets of vessels are frequently detained in the harbor by head-winds, and as these winds are favorable for those vessels making the canal and the southern terminus of the Welland railway, the overcrowding of the harbor is such that much delay and considerable damage frequently ensue. In the estimate a sum of \$64,000 is submitted for enlarging it and the pier work on its south-east side.

I herewith submit Schedules No. 1 to 7 (inclusive), shewing the various expendi-

tures upon this work, the collections of the revenue for rents, lands sold, &c., &c.; and an approximate cost of maintenance another year.

Schedules Nos. 1 and 2 shew the estimated cost of the proposed works of construction, with the several appropriations made by the Legislature, and the expenditures thereon to 1st December, 1863 (*not printed*).

Schedule No. 3 gives the cost of the management and repairs of the canal this year. These expenditures are defrayed from the canal revenue.

The cost of management is.....	\$40,855 98
Do do repairs.....	15,392 02
Total.....	<u>\$56,248 00</u>

The total cost for management and repairs is \$5,002.22 less than last year. Of the repairs \$3,535.50 have been levied against vessels for damaging the works of the canal.

Schedule No. 4 shews the water-powers and other property leased on this canal, with the erections, &c.

The annual rent for property and water-power leased is.....	\$9,039 10
The amount collected in 1863 is	<u>\$9,014 79</u>
The arrears remaining due to 1st December, 1863, are	<u>\$5,441 74</u>

Of the amount shewn as collected, \$8,253.17 (*not printed*)—were received by the paymaster. The residuc was received by the Department, viz: \$309.12 from Oldfield, and \$452.50 from Hendershot. A portion of the amount shewn as arrears cannot be enforced, from the reasons shewn in my last report (*not printed*).

Schedule No. 5 shews the land, &c., disposed of, not being required for canal purposes. Of the sales there have been paid \$516.33 this year, leaving in arrears \$28,940.58 for the sales of lands made to James R. Benson on behalf of the Welland Canal Loan Company and the municipality of the County of Welland. The lands belonging to these Corporations comprised valuable tracts, large portions of which have been disposed of by them, and from their sales there are annually falling due large amounts, no portion of which has been applied towards liquidating their debts; and as the arrears have been accumulating over a period of ten years, during which time no payments have been made, it seems as though no moneys will be collected from these sales, unless enforced.

Schedule No. 6 gives a list of the vessels, &c., upon which penalties have been enforced for committing breaches of the canal regulations. The several sums collected this year amount to \$4,664.50.

Schedule No. 7 gives an approximate estimate of the probable cost of making the ordinary canal repairs for the year 1864, amounting to \$17,500 (*not printed*).

Appended are statements shewing the revenue collected and the number of vessels passed through the canal for several years. There is a decrease of 905 vessels, and 165,865 tons, from last year; but in the tonnage of each vessel there is an increase of 6 per cent., while there is a decrease in the number of 18 per cent., compared with last year. In the tolls there is an apparent decrease of a trifle over 16 per cent., in the amount collected last year. But of that collection on all shipments passing down the canal to Canadian ports, 99 per cent. was refunded. It is, therefore, quite probable that the revenue of this year will show an increase over that of last.

I have the honor to be, sir,
Your obedient servant,
(Signed,)

S. D. WOODRUFF,
Superintendent.

T. Trudeau, Esq.,
Secretary of Public Works, Quebec.

WELLAND CANAL.

TABLE of its Revenue for the last four years.

PORT OF COLLECTION.	1860.	1861.	1862.	1863.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Colborne.....	116,033 55	174,474 27	205,061 81	146,368 62
Robinson.....	3,502 78	4,775 37	6,373 06	4,852 04
Maitland.....	1,685 31	6,912 37	1,756 17	871 77
Dunnville.....	5,261 40	5,918 93	5,337 81	3,323 90
St. Catharines.....	1,259 71	1,412 10	1,527 43	1,608 05
Dalhousie.....	37,477 90	36,276 45	51,327 99	68,417 63
Collected on rents.....	\$165,220 65	\$229,769 49	\$271,384 27	\$225,442 01
Do on lands, &c., sold.....	7,686 97	8,967 20	7,363 90	9,014 79
Do fines and damages.....	1,737 07	25 00	.....	516 33
Do.....	2,116 10	2,267 80	573 00	4,664 50
Total.....	\$176,760 79	\$241,029 49	\$279,321 17	\$239,637 63

NUMBER OF SAILING VESSELS AND STEAMERS WHICH HAVE PASSED THROUGH THE CANAL DURING THE LAST TEN YEARS.

1854.....	3,690
1855.....	3,816
1856.....	3,885
1857.....	3,604
1858.....	3,726
1859.....	2,589
1860.....	3,744
1861.....	4,315
1862.....	4,899
1863.....	3,994

WELLAND CANAL.

SCHEDULE No. 3.—Detailed Schedule of the gross amount of the monthly expenditure in the management and repairs of the Canal, from 1st Dec., 1862, to 1st Dec., 1863, (inclusive.)

	MANAGEMENT.				REPAIRS.			
	Office establishment, clerk, paymaster, &c.	Overseers, lock & bridge tenders, labour-masters.	Lighting canal with gas. (inclusive.)	Oil used in lighting the other parts of the canal not lighted with gas, and in working machinery.	Advertising lists of vessels passing through the canal, printing, postage, stationery, telegraph-communications, office-expenses, fuel, travelling expenses, engineers, contingents, &c.	Total cost of management.	Carpenter's work, constructing and making repairs upon lock-gate, bridges, &c., and making repairs of damages done to the works by vessels.	Castings and iron work for lock-gates, bridges, &c.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1862.	132 00	1,885 95	3,038 47		646 53	5,702 95	57 95	295 26
December.....								
1863.								
January.....	132 00	903 95				1,035 95	2 75	68 49
February.....	132 00	602 15			7 20	741 95	225 10	
March.....	132 00	884 00			120 64	1,137 94	152 47	137 75
April.....	132 00	2,988 69			48 48	3,695 22	165 21	309 79
May.....	132 00	3,267 97		326 05	30 00	3,479 97	134 94	314 72
June.....	132 00	3,303 44			165 97	3,601 41	502 12	375 37
July.....	132 00	3,247 87		269 05	17 72	3,606 64	112 71	439 62
August.....	132 00	3,241 12	(a) 3,586 80			6,969 82	70 83	300 74
September.....	132 00	3,288 81			270 03	3,600 84	412 05	531 12
October.....	132 00	3,271 19		22 00	3 00	3,428 19	146 09	418 42
November.....	132 00	3,273 90		265 10	45 00	3,716 00	309 93	290 11
	\$1,584 00	\$30,159 94	\$6,625 27	\$1,052 20	\$1,404 57	\$40,855 98	\$2,292 15	\$3,601 39

(a) Paid by transmission from Department to Gas Company.

REPAIRS.

	Lumber and timber furnished for constructing lock-gates, and for repairs of lock-gates, bridges, &c.	Putting down sill and repairs of Port Robinson lock, removing dams, &c.	Repairs light-house at Port Dalhousie, damaged by fire.	Repairs at Sulphur Creek waste-weir, lumber, &c.	Repairs old mill at Al-lanburgh.	Repairs of scow used in breaking ice.	Repairs of outer end of West pier at Port Dalhousie.	Bundry materials furnished, consisting of spikes, nails, ropes, paint-oil, paints, shovels, &c.	Total amounts of repairs.	Total for management and repairs.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1862.	158 91	71 00	50 00					52 81	989 35	6,692 30
1863.										
January	.....	422 27	.....	.....	.....	.....	.....	.....	493 51	1,529 46
February	.....	373 53	.....	.....	.....	.....	.....	.....	1,098 63	1,839 08
March	.....	1,050 00	.....	.....	.....	.....	.....	.....	634 03	1,771 67
April	.....	.....	.....	.....	.....	.....	.....	.....	2,222 84	5,917 56
May	.....	.....	.....	.....	.....	.....	.....	.....	104 12	4,492 81
June	.....	.....	.....	.....	.....	.....	.....	.....	1,057 72	5,269 13
July	.....	.....	.....	.....	.....	.....	.....	.....	1,319 79	4,986 43
August	.....	.....	.....	.....	.....	.....	.....	.....	93 03	8,016 01
September	.....	.....	.....	.....	.....	.....	.....	.....	1,768 52	5,489 36
October	.....	.....	.....	.....	.....	.....	.....	.....	1,215 03	4,643 22
November	.....	.....	.....	.....	.....	.....	.....	.....	1,024 67	5,640 67
	\$2,004 95	\$2,416 80	\$50 00	\$420 50	\$75 00	\$71 95	\$349 00	\$888 88	\$15,392 02	\$56,248 00

(Signed,) S. D. WOODRUFF,
Superintendent Welland Canal.

WELLAND CANAL OFFICE,
St. Catharines, 19th December, 1863.

WELLAND CANAL.

SCHEDULE No. 5.—Schedule of Lands on the Welland Canal sold to sundry persons, with the amount of Sales and Interest to 1st December, 1863, amount paid to 1st Dec., 1863, and the balance remaining due on the 1st December, 1863.

PURCHASERS.	Number of Lot.	Wheresituated.	Quantity.	Amount of Sale.	Amount of Interest to 1st Dec., 1863.	Amount of Sale and Interest to 1st Dec., 1863.	Amount paid to 1863 to 1st Dec.	Balance due 1st Dec., 1863.	Remarks.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
James R. Benson, on behalf of Hydraulic Co. Municipality of the County of Welland.....		Lots below Thorold.	211 acres 17 per... }	8,464 25	5,912 59	14,366 84	2,010 85	112,355 99	
Alexander Lattemore.....	Part of lot No. 27	Lands in Wainfleet.	10,796 acres	12,912 00	6,082 15	19,894 15	3,309 56	16,584 59	
Wm. J. McCalla.....	Parts of lots 24, 30 & 36 South... Lot A marked on plan.....	do Humberstone do do 3rd Con. Wainfleet.	2,048 do 68 do 486 acres.	976 00	130 89	1,106 89	1,080 56	26 33	In fall.
Do.....	Lot B do do	Village, Pt Robinson do		75 00		75 00			Do
Do.....	Lot C do do	do do do		56 00		56 00			Do
Do.....	Lot D do do	do do do		46 00		46 00			Do
William Bell.....	Lot E do do	do do do		63 00		63 00			Do
James Mirner.....	Lot F do do	do do do		60 00		60 00			Do
James McCoppen.....	Lot G do do	do do do		45 00		45 00			Do
John Hill.....	Part of lot No. 205, 10 acres.....	Township of Thorold.....	10 acres.	41 00		41 00			Do
				104 00		104 00			Do
				22,832 25	13,025 63	35,857 88	6,400 97	28,940 68	

(Signed,) S. D. WOODRUFF,
Superintendent Welland Canal.
 (Signed,) THOMAS ADAMS,
Paymaster and Clerk.

WELLAND CANAL OFFICE,
 St. Catharines, 19th December, 1863.

WELLAND CANAL.

SCHEDULE No. 6.—Statement shewing the amount of Fines and Damages levied, the amount paid to the 1st December, 1863, and the balance remaining due on the 1st December, 1863.

Year.	Date.	Description of Vessel, &c.	Name of Vessel, &c.	Amount of Fines levied.	Amount of Damages levied.	Amount paid from 1st Dec., 1862, to 1st Dec., 1863.	Amount remaining unpaid to 1st Dec., 1863.	Remarks
				\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1857...	April 22...	Schooner	'S. H. Lathrop'.....		1000 00	1000 00		
"	" 30...	Steamer	'St. Nicholas'.....	80 00	4800 00		4880 00	
1859...	" 30...	Schooner	'Mohegan'.....		1953 00		1953 00	
1860...	May 30...	do	'Amelia'.....		1246 00		1246 00	
1860...	" 16...	do	'Cuba'.....		10 00		10 00	
1861...	" 14...	do	'Henry Hagar'.....		22 00	22 00		
"	June 26...	do	'Hyphen'.....		15 00	15 00		
1862...	May 29...	do	'Mary Morton'.....	10 00			10 00	
"	June 26...	Propeller	'Kentucky'.....		10 00		10 00	
"	Aug. 20...	Schooner	'Bridget'.....		5 00		5 00	
"	Oct. 20...	do	'Theresa'.....		76 00	76 00		
"	" 20...	do	'J. A. McDonald'.....		25 00	25 00		
"	Nov. 20...	Propeller	'West'.....		20 00	20 00		
"	" 30...	Schooner	'T. Y. Avery'.....		30 00	30 00		
"	Dec. 31...	do	'General Burnside'.....		250 00	250 00		
1863...	April 11...	do	'Lewis Wells'.....		50 00	50 00		
"	" 13...	do	'Antelope'.....		2 00	2 00		
"	" 13...	do	'Miami Belle'.....		15 00	15 00		
"	" 15...	do	'Minnehaha'.....		5 00	5 00		
"	" 16...	do	'Persian'.....		4 00	4 00		
"	" 22...	do	'Jonny Lind'.....	40 00		40 00		
"	" 22...	do	'John Breden'.....		5 00	5 00		
"	May 2...	do	'E. P. Ryanse'.....		1 00	1 00		
"	" 5...	do	'Prince of Wales'.....		1 50	1 50		
"	" 11...	do	'James Coleman'.....		1 50	1 50		
"	" 12...	do	'Pak. Henry'.....		5 00	5 00		
"	" 13...	Propeller	'Ogdensburg'.....		7 00	7 00		
"	" 13...	Schooner	'W. S. Wallbridge'.....		10 00		10 00	
"	" 19...	Bark	'Gibraltar'.....	5 00		5 00		
"	" 20...	Schooner	'Nucleus'.....		1 50	1 50		
"	" 21...	Bark	'Cleifton'.....		50 00	50 00		
"	" 22...	Schooner	'Kate Morton'.....	10 00		10 00		
"	June 1...	do	'W. B. Hibbert'.....		20 00		20 00	
"	" 11...	Propeller	'City of Boston'.....		25 00	25 00		
"	" 22...	Schooner	'May Queen'.....		5 00	5 00		
"	July 8...	Propeller	'Bristol'.....		365 00	365 00		
"	" 16...	do	'Akron'.....		210 00	210 00		
"	" 27...	do			3 00		3 00	
"	" 30...	Bark	'George Thurston'.....	20 00			20 00	
"	" 31...	Scow	'London'.....	10 00		10 00		
"	Aug. 8...	Propeller	'Buckeye'.....		6 00	6 00		
"	Sept. 11...	Schooner	'Gilbert'.....		25 00	25 00		
"	" 16...	Propeller	'Vermont'.....		1511 00	1511 00		
"	" 21...	do	'Wisconsin'.....	60 00		60 00		
"	" 28...	Schooner	'Denmark'.....	10 00		10 00		
"	Oct. 16...	Propeller	'Akron'.....		2 00	2 00		
"	" 16...	do	do		2 00	2 00		
"	" 17...	Schooner	'J. F. Warner'.....		2 00	2 00		
"	" 20...	do	'S. Robinson'.....		10 00	10 00		
"	" 20...	do	'Mary Roe'.....		9 00	9 00		
"	" 21...	Propeller	'Bristol'.....		60 00	60 00		
"	" 29...	Schooner	'James Coleman'.....		10 00		10 00	
Carried forward...				\$245 00	\$11885 50	\$3953 50	\$8177 00	

WELLAND CANAL.

SCHEDULE No. 6.—Statement shewing the amount of Fines levied, &c. —Continued.

Year.	Date.	Description of Vessel, &c.	Name of vessel, &c.	Amount of Fines levied.	Amount of Damages levied.	Amount paid from 1st Dec., 1862, to 1st Dec., 1863.	Amount remaining unpaid to 1st Dec., 1863.	Remarks
			Brought forward..	\$ cts. 245 00	\$ cts. 1185 50	\$ cts. 3953 50	\$ cts. 8177 00	
1863...	Oct. 31...	Schooner ..	'W. G. Grant'.....	.....	6 00	6 00	.....
"	Nov. 14...	do	'Wm. Sanderson'.....	.....	50 00	.....	50 00	
"	" 14...	do	'Wm. Case' .....	.....	15 00	.....	15 00	
"	" 14...	do	'Paragon' .....	.....	10 00	.....	10 00	
"	" 14...	do	'Raleigh' .....	.....	16 00	.....	16 00	
"	Oct. 30...	do	'A. Boody'.....	.....	15 00	15 00	.....
"	Nov. 15...	do	'Selkirk' .....	.....	645 00	645 00	.....
"	" 16...	Propeller ..	'Ogdensburg'.....	10 00	.....	.....	10 00	
"	" 23...	do	'Michigan'.....	.....	25 00	.....	25 00	
"	" 24...	Bark.....	'Sovereign of the Lakes	.....	40 00	40 00	.....
"	" 24...	Propeller ..	'Buckeye' .....	.....	10 00	.....	10 00	
"	" 24...	Schooner ..	'Athenian'.....	5 00	.....	5 00	.....
"	" 27...	do	'Tecumseh'.....	.....	15 00	.....	15 00	
"	" 30...	do	'Frontier City' .....	.....	15 00	.....	15 00	
				\$280 00	\$12747 50	\$4664 50	\$8343 00	

(Signed,)

S. D. WOODRUFF,

Superintendent Welland Canal.

(Signed,)

THOMAS ADAMS,

Paymaster and Clerk.

WELLAND CANAL OFFICE,
St. Catharines, Dec. 19th, 1863.



APPENDIX C.

LACHINE CANAL OFFICE,
Montreal, 31st December, 1863.

SIR,—In compliance with instructions of the 4th inst., I beg herewith to submit my Annual Report for 1863.

BEAUHARNOIS CANAL.

The water was shut out of this canal on the 15th day of April, and such examinations and repairs made as the limited time would admit of, preparatory to its being opened for the season, when the main canal and structures connected therewith were generally placed in good order. The water was again let in the canal on the 29th day of April, and opened to the trade on the 2nd day of May, after which the navigation was maintained, with nine feet depth of water on the sills, until the 4th day of December, when it was closed by ice.

During the time the trade was only interrupted eighteen hours, when replacing the lower gates at lock No. 10, which were carried away by the propeller "*Colonist*," on the 16th day of May.

The banks, ditches, dykes, dams, and all other works, have been kept in an efficient state throughout the season.

The dyke through Hungry Bay continues to settle at several points, and about 4,000 lineal feet of the dyke have been raised twenty inches, and it is considered that a like extent will require raising next year.

The season was so unfavorable that the lock-walls were not pointed last April, as intended; but, if the weather prove at all favorable, this must be attended to next spring.

Three pairs of new lock-gates, built by contract at Morrisburg, were delivered in September. The set for lock No. 8 was immediately brought into use, and gates substituted at other places, as became necessary.

There are at present three pairs of spare lower lock-gates on hand, and one pair for the guard-lock, with but two pairs of upper gates. One pair of these must be hauled out and repaired; the other pair are old framed gates that have been repaired, and should not be used except in case of emergency. At least two new pairs of upper gates should be provided for this canal.

All the swing-bridges, except at lock No. 14, have been well painted, and are in good order. The bridge at lock No. 13 must be thoroughly overhauled during the winter; new timber has been provided for that purpose. Several other bridges have been re-planked and repaired.

The regulating weirs are, generally, in good order.

The breast-wall of the by-wash at St. Timothy was partially rebuilt last spring; but, later in the season, a leakage was discovered in a portion of the foundation, which was effectually stopped without drawing down the water. A further examination will be necessary before opening the canal next spring.

The work of extending the south pier, at the lower entrance of the canal, referred to in last year's report, should be proceeded with as early as possible. Much delay and confusion has been experienced during the busy season, caused by the present limited accommodation for mooring vessels, the entrance to the lock being at times entirely blocked up.

The difficulty in obtaining timber for repairing the superstructure of the pier at the head of the canal has prevented the work from being done. It is desirable that authority should be granted to obtain suitable timber during the present winter, and the repairs made as early as possible next season.

A statement of the fines and damages, collected by order of the local superintendent, amounting to \$608.38, will be found enclosed.

The cost of repairs and maintenance for 1863 amount to \$5,942.13, and \$8,902.91 for working expenses. The ordinary repairs for 1864 are estimated to cost \$7,165.00.

LACHINE CANAL.

The various works connected with this canal have been efficiently maintained through-

out the year. The expenditure for repairs and maintenance is necessarily much larger than for any other division of the St. Lawrence Canals, caused by the strong current created in supplying water for the mills, the additional trade of the entire Ottawa route, and the maintenance of the dock-walls, wharves, sheds and basins at Montreal and Lachine. A large portion of this expenditure is, however, caused by the inordinate current produced in supplying mill-power, which tends to render vessels unmanageable, washes the banks, and fills up and forms bars in the channels and basins.

The delays experienced last year below lock No. 1 have, to a great extent, been remedied by the action of the Harbor Master.

The construction of the regulating weir and bridge, at lock No. 3, referred to in report for 1862, should be proceeded with as early as practicable.

The limited dock and basin accommodation afforded by the canal at Montreal, no doubt operates unfavorably towards the natural development of the trade; a large increase in trade cannot be expected until suitable accommodations are provided.

Accommodation for the wood and lumber trade deserves special attention.

The Montreal, or bridge No. 1, was thoroughly overhauled, and the largest portion of the wood-work renewed last winter. Timber has been prepared for repairing bridges Nos. 3 and 4, at Brewster's and at Côte St. Paul. These repairs have of necessity to be done in winter, when a temporary bridge is formed by the ice. The water-wheel and machinery for working the Montreal bridge must also be repaired.

The new pair of lower gates for locks Nos. 1 and 2, that were under contract at the date of last year's report, were delivered early in the season. The spare lower gates for locks 3 and 4 have been put in good order. One new pair of gates should be built for the guard lock; any accident of a serious nature occurring at this lock would be attended with disastrous results. The gates now in use should be taken out and repaired, but this cannot be done until others are provided. A new pair of gates have been built for the old lock, used as a graving-dock at Montreal; and a new bulk-head, with large sluice gates, placed in the old lock at Lachine, used as a regulating weir. The flow of water from this lock checks the cross current from the regular weir, and enables vessels to enter or leave the lock with greater ease and safety.

The walls of locks Nos. 3 and 4 have for years been bad; temporary repairs prove to be of little service, beyond barely keeping them in working order; the faced stones are frequently forced out of place by the pressure of water from the rear. The entire walls of the locks must of necessity be rebuilt in cement mortar before they can be considered safe.

The bridge and decayed portion of the wood-work above surface-water in the large waste weir at basin No. 2 must be renewed, and special attention given to grouting and pointing the dock-walls in front of the mills.

The steam-dredge and scows were put in good order last spring, and have been employed the entire season in basins 2, 3 and 4.

The canal was fully opened on the 4th day of May, and finally closed on the 10th day of December; very little business, however, was done after the 1st.

A statement of the estimated cost for the ordinary repairs and maintenance for 1864, amounting to \$10,090, will be found herewith; also a statement of the amount collected for fines and damages, by order of the local superintendent.

There has been expended for repairs and maintenance.....	\$ 8,879.11
In connection with the steam-dredge.....	4,453.31
Making a total of	<u>\$13,332.42</u>

There has been \$11,806.91 collected, besides permanent rents and regular tolls, viz.:

For fines and damages, by order of the superintendent.....	\$ 289 00
“ dues on firewood at Lachine.....	\$ 271.65
“ dues on lumber in basin at Lachine.....	1,075.45
“ use of old lock at Montreal, used as a graving-dock.....	1,347 10
“ vessels wintering in canal.....	684 25
“ storage in flour-sheds.....	584 75
	<u>3,181 11</u>

For wharfage on vessels entering canal from Lower Ports, and on firewood.....	\$5,530 70
“ temporary use of canal lands for repairing vessels during winter 1863 and '64.....	190 00
Total.....	<u>\$11,806 91</u>

Propellers and other large vessels engaged in the through trade between the West and Montreal, suffer much inconvenience and loss in consequence of being obliged to break bulk by the discharge of a portion of their cargo before entering the St. Lawrence Canals, which must necessarily increase the cost of transportation, and is an inducement on their part to force their way through the St. Lawrence Canals, drawing more than nine feet of water—the depth of water being 10 feet in the Welland Canal and 9 feet in the St. Lawrence Canals. This difficulty can only be overcome by establishing a uniform scale of navigation throughout. The small locks on the Welland Canal are 150 feet in length by 26 in width, with 10 feet water, while the locks on the St. Lawrence Canals are 200 feet in length by 45 in width, with 9 feet water. Still vessels pass through the Welland Canal with nearly one-third more cargo than through the St. Lawrence Canals. It is, therefore, of great importance to the trade of the Province, and especially with the West, that the depth of water in the St. Lawrence Canals should be increased to 10 feet, as in the Welland Canal. Until this is accomplished, this great inland scheme of navigation must remain imperfect and, to a certain extent, unsatisfactory.

CARILLON AND GRENVILLE CANALS.

The water in the Ottawa river was unusually low during a large portion of the months of August and September, causing serious inconvenience to vessels at the upper entrance to the Grenville Canal. This portion of the canal is subject to the fluctuations of the Ottawa river, and is annually filling up with earth, stone and gravel washed from the banks by the surge in high water, which interferes with the passage of large square-bottomed heavy-laden vessels at low water. The temporary dredging which has kept this channel comparatively free for the past three or four years, is found to be insufficient for the requirements of the trade, which is rapidly increasing. The maintenance of these canals in an efficient state for its accommodation is now a matter of absolute necessity. The channel above the guard-lock at Grenville should therefore be enlarged and deepened during medium high water, in the early part of next season, by one of the steam-dredges recently employed on the St. Lawrence Canals. After this is done there will be little difficulty in keeping the full draft of water for which these canals were originally constructed.

Four pairs of new lock-gates have been built by contract. They were completed late in November, and will be brought into use early next season. One pair of lower gates for lock No. 2, and a full set for lock No. 3, should be constructed this winter. The old gates are so rotten that no dependence can be placed upon their stability. One of the lower gates at lock No. 3 gave way in August, but was soon repaired. This caused a delay of about two and a half days; fortunately but few vessels were detained.

The walls of lock No. 2 leak badly. The water appears to find its way through the north wall, and is washing away the bank in rear, and is discharged into the river below lock No. 1. These walls of the lock must be thoroughly overhauled, and pointed on both sides, and well puddled up in rear before the opening of navigation. The breast-wall and mitre sill at lock No. 10 has been crumbling away for some years. A portion of it gave way in September, and was temporarily repaired with timber, without much interruption to the trade. This wall must be rebuilt in April next.

The superstructure of the pier-head at Grenville has been rebuilt from surface of low water, and the general repairs, as in former years, confined to such works as were absolutely necessary for keeping the canal in a passable state. Nearly all the structures being in a dilapidated condition, the cost of keeping them in repair must of necessity increase from year to year, as the structures deteriorate. The maintenance of the North River dams and feeder forms a large item in the expenditure.

There has been expended for repairs.....	\$5,178 70
Expended for working expenses.....	3,644 81

amounting for the year to.....	\$8,823 51

and \$8,547.20 collected, viz:—

For tolls.....	\$8,403 86
“ fines and damages.....	\$26 00
“ wintering vessels in the canal.....	20 00
“ wharfage, ground rent and firewood.....	97 34

	143 34

	\$8,547 20

Statement in detail of the estimated cost for repairs for 1864, amounting to \$6,460, together with a statement of the amounts collected for fines and damages, and for ground rents, &c., will be forwarded herewith.

These canals were opened on the 1st day of May, and closed for the season on the 2nd day of December.

ST. ANNE'S LOCK AND DAM.

The expenditure at this place for the past year has been confined strictly to working expenses; but, at the same time, in works of this description, where such large quantities of timber have been employed in their construction, there must of necessity be more or less repairs required. The timber in the superstructure, of fully 200 feet of the wing dam above the lock, is now quite rotten, and must be renewed next season; and about 500 feet of the face, or inside, sheeted with tamarac or elm plank.

The mooring posts in the north, or land pier, below the lock, must also be renewed; and the docking on the river side of the lock repaired and sheeted with plank, to secure it from damage caused by rafts and ice during high water.

The trade through this lock has been much larger than in 1862, but the revenue less, owing to the diminished rate of tolls, which collectively amount to \$5,013.64. The estimated cost of repairs for 1864 amounts to \$1,200, details of which will be forwarded herewith, with a statement of the trade furnished by the collector.

The navigation was opened on the 28th day of April, and closed on the 5th day of December.

ST. OURS LOCK AND DAM.

The water in the River Richelieu was again unusually high during the early part of the season, which inundated a large portion of the works, and caused considerable damage. The coping on the west abutment of the dam and east-wing-wall of the lock was much shaken and displaced by the ice, and the bank between the lock and main shore, near the mill, injured. These damages have been made good—the bank raised and the surface paved with field-stone, to secure it from further injury by high water. For the past two years the water has risen above the protection walls, at each end of the dam, cutting into the banks and causing slides. These walls should be raised, so as to protect the banks against the action of the water.

About 128 toises of stone have been used in connection with the works, viz:—

80 toises placed in the apron-cribs below the dam.

10 “ “ sink holes above the dam.

38 “ “ repairs to protection-walls, banks and piers at locks.

The scows have been repaired, and a new scow built for breaking the water on the dam.

The lock-gates above the surface water have been painted, and new chains furnished for working them.

The segment plates, on which the toe rollers of the lower gates work, appear to be out of order, and will probably have to be repaired before the end of next season.

There has been \$1,961.95 expended in repairs, leaving \$838.15 of the amount authorized unexpended, which, it is thought, will be sufficient for ordinary repairs for 1864.

There has been \$9.25 collected for fines and damages, by order of the superintendent, a detailed statement of which will be forwarded herewith.

The dam has been thoroughly examined, and the top part for about 300 feet was laid dry, where the cribs were found in good order.

Heavy-laden vessels experienced some difficulty a short distance below the lock, at the season of low water, where the remains of an old dam still exist. This obstruction should be removed.

This lock was opened for the passing of vessels on the 29th day of April, and closed on the 3rd day of December. The delays during the season amount to be about 30 hours, while adjusting the rollers on the lower gates and removing one of the collars.

CHAMBLY CANAL.

This canal was opened on the first day of May, and closed on the 8th day of December. The only detentions were caused by vessels grounding when overloaded; this only occurred to large flat-bottomed vessels, which are always liable to strike the toe of the inside slopes, especially at the curves, and where banks have been formed by the small creeks and ditches discharging into the canal. The large number of steamboats used for towing on this route wash and destroy the banks, which also increases the deposit and expenditure for repairs. The high water in the river during the months of May and June softened the banks between the Island of St. Thérèse and St. Johns, causing slides and damaging the slope-walls, especially on the outside or river-slope; repairs from this cause have added largely to the cost of maintenance.

There was one pair of lower gates for lock No. 4, and a new bridge built by the lock and bridge-tenders last winter, and the gates and bridges on the entire canal put in working order.

A large amount of silt and mud was removed from the bottom of the canal last spring. This deposit is annually accumulating, which, to a great extent, is the cause of detention to vessels, especially on the long level between locks Nos. 1 and 2. The removal of this deposit is very expensive and difficult. The steam-dredge could be employed here during the entire season to good advantage.

The banks between locks Nos. 3 and 6 have been raised, and about 150 toises of stone used on such portions as required protecting and strengthening.

The walls of locks Nos. 1 and 7 leak badly, and will require special attention before opening the canal. Portions of the breast and upper recess-walls at lock No. 7 may have to be rebuilt; but an effort will be made to put them in working order for another season without incurring much expense.

The planks in the bottoms of locks Nos. 4, 5 and 6 have been raising at different times during the season. The entire bottom between the walls of the locks must be replanked, the upper gates at locks Nos. 2 and 4 rebuilt during the winter, and the gates at locks Nos. 5 and 7 repaired.

The bridges are generally in very good order. The wood-work of No. 8 should be renewed, and others replanked.

The superstructure of the upper, or south portion of the wharf at St. Johns is in a very dilapidated condition, and should be repaired.

The by-washes are in good order.

The trade over this route has been very active throughout the entire season, which has, undoubtedly, been one of the most prosperous on record.

The cost of repairs and maintenance for the past year amounts to the sum of.....	\$ 7,631 00
and the working expenses to.....	6,357 08

The total expenditure.....	\$13,988 08
and the total revenue \$25,262.53, viz:—	
For fines and damages.....	\$ 134 00
For wharfage dues.....	57 87
For tolls.....	25,070 69

Total amount collected.....	\$25,262 53
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The repairs and maintenance for 1864 are estimated to cost \$7,560 00.

ROADS.

A new road has been built from the centre of lot No. 11 to the centre of lot No. 28, in the front concession of Lancaster, County of Glengary, as a substitute for the old road, rendered impassable for a large portion of the year by the high water in Lake St. Francis. This work was commenced in June and fully completed in August.

The worst portions of the roads on the Indian Reserve, leading from Caughnawaga to St. Martin, and to Chateaugay, have been repaired and made passable. The season was well advanced when the work was commenced; the repairs were, therefore, confined to such portions as were considered impassable. The work should be resumed in May or June next.

I am, sir,
 Your obedient servant,
 (Signed) JOHN G. SIPPPELL,
 Superintendent Engineer.

BEAUHARNOIS CANAL.

DETAILED Statement of the Estimated Cost for Ordinary Repairs and Maintenance for 1864.

Structures.	ITEMS.	Quantities.	Price.	Amounts.	Totals.
			\$ cts.	\$ cts.	\$ cts.
Main Canal and Banks.....	General repairs.....say			1000 00	
	Stone for protecting banks.....toise	80	6 00	480 00	
	Mooring posts.....	50	2 00	100 00	
	Raising banks.....lin. yds.	300	1 00	300 00	1880 00
Ditches and Culverts.....	Cleaning ditches.....apts.	350	2 00	700 00	
	" culverts .....say			150 00	850 00
Bridges.....	General repairs.....	8	40 00	320 00	
	Bridge at lock No. 14.....say			250 00	
	Plank for farm bridges.....F. B. M.	10000	12 00	120 00	690 00
Locks.....	Painting walls.....	8	30 00	240 00	
	General repairs to gates, &c.....	9	75 00	675 00	
	Wing walls.....c. yds.	300	1 00	300 00	
	Oak timber for gates, &c.....c. feet	300	1 00	300 00	
	Pine " ".....c.	500	20	100 00	1615 00
Lock Houses.....	Ordinary repairs.....	18	20 00		360 00
Pier at Head Canal.....	Pine timber.....lin. feet	4000	18		720 00
Dykes and Dams.....	Dyke through Hungry Bay...lin. yds.	2000	30	600 00	
	Dams.....say			450 00	1050 00
	Total estimated cost.....				7165 00

BEAUHARNOIS CANAL.

STATEMENT of the amount of Fines and Damages collected by order of the Superintendent for the year 1863.

Date.	Names of Vessels.	Master or Owner.	Amount.	Remarks.
			\$ cts.	
Last fall.	Barge Onward.....	Berry & Co.....	3 00	Damage to lock No. 13.
Feb. 22.....	E. Deschamps.....	Carter	1 50	Chopping a snubbing post.
May 11.....	Propeller West.....	Cowan & Co.....	10 72	Damage to gates, lock No. 11.
" 16.....	" Colonist.....	Jacques & Co.....	500 00	Carrying away lower gates, lock 10.
" 19.....	" Indian	do	5 36	Damage to gates, lock No. 12.
" 23.....	Steamer Ranger.....	Black & Co.....	20 00	Violation of canal regulations.
" 23.....	Schooner Admiral.....	Henry.....	12 00	Damage to lock No. 11.
June 15.....	Propeller St. Lawrence.....	Jacques & Co.....	8 20	" upper wing wall, lock 12.
" 16.....	Steamer Gem.....	Smith	10 00	Violation of canal regulations.
" 25.....	Barge Valorous.....	Berry & Co.....	1 50	Damage to lock No. 8.
" 29.....	Steamer Champion.....	Inld.Stm.Nav.Co.	3 50	" to lock gate, lock No. 10.
July 20.....	Propeller America.....	Norris & Co.....	20 00	Fine and damage to bridge over lock 12.
Oct. 15.....	Steamer Osprey.....	Henderson.....	5 60	Damage to upper wing wall, lock 8.
Nov. 6.....	Barge Kate.....	Robertson	4 00	Violation of canal regulations.
		Total.....	\$608 38	

(Signed,)

PIERRE LAURENCEL,

BEAUHARNOIS CANAL,
December, 1863.

Superintendent

LACHINE CANAL.

DETAILED ESTIMATE of the cost of Repairs and Maintenance for 1864.

Structures.	ITEMS.	Quantities.	Prices.	Amounts.	Totals.	
			\$ cts.	\$ cts.	\$ cts.	
Locks	General repairs to walls.....	5	100 00	500 00	1000 00	
	Gates, mitre sills, &c	5	100 00	500 00		
Bridges.....	Overhauling bridges 3 and 4.....say	2	300 00	600 00	1650 00	
	Water wheel for opening No. 1.....say		50 00	50 00		
	Pine Plank.....feet B. M.	40000	20 00	800 00		
	Spikes for do.....lbs	1000	0 10	100 00		
	Pine timber.....lineal feet	500	0 20	100 00		
Regulating Weirs.....	General repairs.....	6	50 00	300 00	590 00	
	Pine timber.....lineal feet	450	0 20	90 00		
	do plank.....feet B. M.	10000	20 00	200 00		
Piers & Booms at Lachine.	General repairs.....say				500 00	
Flour Sheds and Wharves.	Pine plank.....pieces	3000	30 00	900 00	2700 00	
	Spikes.....lbs	2500	0 10	250 00		
	Timber.....lineal feet	1500	0 20	300 00		
	Water conductors to Sheds.....say			75 00		
	Roof to do			125 00		
	Duck Walls....."			500 00		
	Wood and Lumber basins....."			550 00		
Buildings	General repairs.....say	8	50 00			400 00
Prism and Banks of Canal.	General repairs.....say					3000 00
	Mooring posts.....	100	2 50	250 00		3250 00
	Total estimated cost.....				\$10090 00	

STEAM DREDGE.

DETAILED ESTIMATE of Working Expenses and Repairs for 1864.

Structures.	ITEMS.	Quantities.	Price.	Amounts.	Totals.
				\$ cts.	\$ cts.
Repairs.....	Dock and hull of dredge.....		say	200 00	300 00
	Scows.....		"	100 00	
Engine	Blacksmith's work.....		"	100 00	185 00
	Engineer and assistant.....		"	85 00	
Working Dredge.....	Six months' working expenses.....		\$650 00		3900 00
	Total estimated cost.....				\$4385 00

LACHINE CANAL.

STATEMENT of the amount of Fines and Damages collected by order of the Superintendent for 1863.

Date.	Name of Vessel.	Master or Owner.	Amount.	Remarks.
			\$ cts.	
May 22...	Steamer Empress.....	I. S. N. Co.....	20 00	Damage to dock wall, basin No. 3.
do 30...	Barge Saguonay.....	McLennan.....	10 00	Fined for being abandoned in canal.
June 6...	do Maud.....	Robertson.....	50 00	Damage to lock No. 3.
do 16...	do Stadacona.....	Glassford & Co.....	30 00	do steam dredge.
do 25...	Schooner Peerless.....	Cook & Co.....	12 00	do upper gates, lock 4.
July 9...	2 rafts cedar.....	Desperance & Co.....	10 00	Fined for being abandoned in canal.
August 3...	Steamer Bowmanville.....	Black & Co.....	35 00	Damage to bumping post & mas'y, 1. 3.
Sept. 2...	Barge Lyrc.....	Cowan & Co.....	10 00	do stone pillar, centre pier, W. bridge.
do 7...	2 piles of planks.....	Henderson.....	5 00	Fined for obstructing canal bank.
do 10...	1 double crib lumber.....	Corporation.....	5 00	do for being abandoned in canal.
do 21...	Barge Lily.....	Robertson.....	5 00	Damage to railing, Brewster's bridge.
October 1...	Schooner Caroline.....	Petit.....	6 00	do bumping post, lock No. 3.
do 13...	Steamer Regas Ferreos...	Clark & Co.....	40 00	do lower gates, lock No. 1.
do 22...	Schooner Adelaide.....	Thibaudeau.....	6 00	Breaking lamp, lock No. 3.
Nov. 5...	do City.....	Langlois.....	25 00	Damage to b. post & masonry, lock 4.
do 21...	do Christine.....	Hamelin.....	10 00	Fined for violation of canal regulations
do 26...	do Philimen.....	Perrault.....	10 00	do do do do
		Total.....	\$289 00	

(Signed,)

ALEX. BISSETT,

Superintendent.

LACHINE CANAL OFFICE,
Montreal, 18th December, 1863.

CHAMBLY CANAL.

DETAILED ESTIMATE of the cost of Repairs and Maintenance for 1864.

Structures.	ITEMS.	Quantities.	Price.		Amounts.		Totals.
			\$	cts.	\$	cts.		$	cts.
Locks	General repairs.....	9	100	00	900	00	2150 00
	Oak timber for repairs to gates and for new gates.....cubic feet.	1000	1	00	1000	00	
	Pine timber..... do	500	0	20	100	00	
	Iron work.....say				150	00	
Bridges.....	General repairs.....	9	25	00	225	00	800 00
	Pine timber.....cubic feet.	1000	0	20	200	00	
	Pine plank.....feet B. M.	10000	20	00	200	00	
	Iron work..... say				75	00	
	Repairs to abutment.....	4	25	00	100	00	
Wharves	Pine timber.....cubic feet.	3000	0	20	600	00	760 00
	Stone filling.....toise	20	8	00	160	00	
Cleaning out Canal and repairing banks.....	Cleaning bottom of canal.....say				1600	00	3850 00
	Protecting banks,&c.....lin.yards	6000	0	25	1500	00	
	Stone for do toise	150	5	00	750	00	
	Total estimated cost.....						\$7560 00

CHAMBLY CANAL.

STATEMENT of the amount collected for Fines, Damages, &c., by order of the Superintendent, for 1863.

Date.	Names of Vessels.	Amounts.	REMARKS.
1863.		\$ cts.	
June 8.....	Barge Holcomb.....	12 00	Damage to upper gates, lock No. 5.
do 15.....	do J. M. Carrier.....	1 00	do lock No. 3.
do 22.....	do St. Joseph.....	2 50	do bridge No. 7.
July 24.....	do Providence.....	4 00	do do No. 2.
August 19.....	do Jeannette.....	2 50	do do No. 7.
do 27.....	Steamer Erie.....	3 00	do lock No. 4.
Sept. 16.....	Barge Emu.....	1 50	do and fine.
do 18.....	do Providence.....	3 50	do lock No. 2.
do 21.....	Bateau (no name).....	1 50	do lock No. 3.
do 24.....	Barge Matilda.....	10 00	do fender, lock No. 4.
Oct. 2.....	Steamer Eric.....	4 00	do lock No. 4.
do 2.....	Barge Boule D'Or.....	12 00	do lock gate No. 2.
do 2.....	Steamer John Redpath.....	1 00	do lock No. 6.
do 29.....	Barge Mary Mack.....	3 00	do lock gate No. 5.
do 30.....	Bateau Pride.....	4 00	do do 8.
Nov. 2.....	Barge Amy Hart.....	15 00	do bridge No. 6.
do 2.....	Barge of steamer Ida.....	2 50	do lock gate No. 3.
do 2.....	Steamer Eric.....	15 00	do bridge No. 7, and lock No. 3.
do 2.....	Barge of steamer Hope.....	2 00	do do No. 7.
do 5.....	Barge Liffey.....	1 50	do do do
do 6.....	Bateau Hubbard.....	6 00	do lock No. 5.
do 8.....	Barge Transport.....	1 50	do bridge No. 7.
do 8.....	do No. 27.....	1 00	do lock gate No. 2.
do 9.....	Steamer Whitehall.....	2 50	do do No. 3.
do 12.....	Barge of steamer Gem.....	2 50	do do No. 7.
do 12.....	do do.....	4 00	Fined for abusive language used by captain
do 13.....	Barge St. Antoine.....	5 00	Damage to lock gate No. 6.
do 15.....	do St. Louis.....	1 50	do fender, lock No. 5.
do 20.....	do St. Michel.....	2 00	do lock gate No. 3.
do 21.....	do do.....	1 00	do bridge No. 6.
do 21.....	do Mary.....	0 50	do lock No. 9.
do 27.....	do St. Jean Baptiste.....	1 00	do do
do 27.....	do Wortell.....	4 00	do lock gate No. 2.
Amount collected for wharfrage.....		134 00	
		57 87	
Total.....		\$191 87	

(Signed,)

C. PREFONTAINE,

Superintendent.

CHAMBLY, December, 1863.

ST. OURS' LOCK AND DAM.

STATEMENT of the Amount of Fines and Damages Collected by Order of the Superintendent, for the year 1863.

Date.	Names of Vessels.	Master or Owner.	Amount.	Remarks.
1863.			\$ cts.	
May 24.....	Barge "Orb".....	Shelton	1 00	Damage to upper pier.
June 9.....	do "Martin".....	Washburn	2 00	Fine, and damage to pier.
do 27.....	do "Fame".....	Veile	2 00	do do do
July 17.....	do "Corsaire".....	Robillard	1 00	do do to upper gate.
Aug. 2.....	do "Emu".....	Leroux	1 00	Damage to pier.
do 28.....	do "Martha".....	Rook	0 75	One list broken.
Sept. 12.....	do "Jane".....	Louis	0 50	One old list broken.
Nov. 25.....	Stmr. "Chambly".....	Lamoureux	1 00	Damage to bumping post.
		Total.....	\$9 25	

[Signed,]

LEVI LARUE,
Superintendent.

ST. OURS' LOCK, December, 1863.

STE. ANNE'S LOCK AND DAM.

ESTIMATED COST in detail of the necessary Repairs and Maintenance for 1864.

Structures.	ITEMS.	Quantities.	Price.	Amounts.	Totals.
			\$ cts.	\$ cts.	\$ cts.
Wing Dam above Lock.....	Pine timber.....lineal feet	2500	00 20	500 00	
	Pine plank.....feet B. M.	12000	20 00	240 00	
	Tamarac or Elm do.....do...	10000	20 00	200 00	
	Spikes for do.....lbs.	300	00 10	30 00	
					970 00
Laud Pier below Lock.....	Mooring posts.....	25	2 00	50 00	
	Pine plank for footpath.....feet B. M.	4000	20 00	80 00	
	Spikes	50	00 10	5 00	
					135 00
Docking on river side of Lock.	Pine timber.....lineal feet	250	00 20	50 00	
	Tamarac or Elm sheeting.....feet B. M.	2000	20 00	40 00	
	Spikes for do.....lbs	50	00 10	5 00	
					95 00
	Total estimated cost.....				\$1200 00

STE. ANNE'S LOCK AND DAM.

COMPARATIVE Statement of the number of Steamers and other Craft that passed through the Ste. Anne's Lock during the seasons of 1862 and 1863, and the amount of Tolls collected.

VESSELS.	1862.			1863.		
	Number.	Tons.	Amount of Tolls.	Number.	Tons.	Amount of Tolls.
British Steamers.....	923	49906	} \$ cts. 6944 68	1081	55497	} \$ cts. 5013 64
Sailing and other Craft.....	2991	186437		3360	255975	
American Vessels.....	36	5386		100	6798	
	4000	241729	5013 64	5041	316273	\$5013 64
Decrease in Tolls for 1863.....			\$1931 04	4000	241729	
Increase in Vessels and Tonnage for 1863.....				1041	76544	

[Signed]

JOHN BARRETT,
Collector of Tolls.

STE. ANNE'S LOCK, }
December, 1863. }

CARILLON AND GRENVILLE CANAL.

DETAILED Estimate of the Cost for Ordinary Repairs for 1864.

Structures.	ITEMS.	Quantities.	Price.	Amount.	Totals.
Locks.....	Excavating behind lock No. 1...c. yds.	650	\$ cts. 0 30	\$ cts. 195 00	485 00
	Puddle behind wall..... "	380	0 50	190 00	
	Painting, grouting, &c.....say			100 00	
	Rebuilding breast wall at lock No. 10.....cub. yds.	50	\$ 00	400 00	
	Unwatering work.....say			50 00	450 00
	General repairs to lock walls, gates, sluices, &c.....say	11	100 00		1100 00
Feeder for Carillon Canal.	Repairing dams on North River.... say			250 00	500 00
	Cleaning feeder, &c..... say			250 00	
General repairs to Canal...	Cleaning bottom Carillon Canal.....say			150 00	2450 00
	do do Grenville do.....say			500 00	
	Protecting and raising banks.....say			1500 00	
	Repairs to fences and roads.....			300 00	
Lock Houses, &c.....	General repairs.....	11	25 00		275 00
	Total cost for ordinary repairs.....				\$5260 00
	Dredging channel above guard lock, say.....				1200 00
	Total estimated cost.....				\$6460 00

CARILLON AND GRENVILLE CANAL.

STATEMENT of the amount of Fines and Damages collected by Order of the Superintendent:—Also the amount collected for Ground-rent and Firewood, and for Vessels wintering in Canal, for the year 1863.

Date.	Name of Vessels, &c.	Amounts.	Totals.	Remarks.
1863.		\$ cts.	\$ cts.	
May 20.....	Steamers "Buckingham".....	5 00		Displacing coping stone, lock 9.
do	"Sandford".....	5 00		Striking wing wall, lock No. 3.
July 24.....	"Renfrew".....	5 00		Removing stone, lock No. 9.
Aug. 28.....	"Conroy".....	5 00		Breaking stone lower pier, lock No. 9.
do	"Peel".....	2 00		Removing stone in wing wall, lock No. 9.
Nov. 22.....	"Morning Star".....	2 00		Violation of canal regulations.
do	"Excelsior".....	2 00		do do do
			26 00	
	For 5 vessels wintering in canal.....	\$ 4 00	20 00	
	60 Cords wood at locks 1 and 2.....	1 00		
112 do do	3.....	1 86		
232 do do	4.....	3 88		
3110 do do	5, 6, 7 and 8.....	51 33		
1176 do do	9.....	19 62		
92 do do	10.....	1 52		
1060 do do	11.....	17 63		
			97 34	
	Total.....		\$143 34	

[Signed,]

JOHN THOMSON,
Superintendent.

CARILLON, December, 1863.

APPENDIX D.

RIDEAU CANAL.

SIR,—In compliance with instructions conveyed to me in your letter dated 4th inst., No. 47,919, I beg respectfully to submit the following report on the state of the works under my charge.

The navigation of the Rideau Canal has been maintained during the past season, viz: from the 1st of May to the end of the month of November, without any interruption.

A sudden rise of the water occurred on the 14th of April, causing a flood which lasted about ten days, which was almost as high as the one of 1862, that did so much damage to the canal. Additional provision had, however, been made in the works recently constructed to pass such floods, and the water now can easily be passed; the chief difficulty consists in managing the ice and drift wood. A waste-weir, or overflow, of ample dimensions, should be constructed, if possible, at each station on the Rideau river, to pass these. The want of this provision has been a fruitful source of expense and trouble.

Appended is a comparative statement of the expenditure on the canal, for several years past; also a statement shewing in detail all the works and repairs required during the next season, amounting to \$16,317.93, as shewn in the schedule. Some of these, however, may last another season with some slight repairs, but they cannot be depended upon with certainty. It would, however, be advisable to have the timber provided for the lock-gates, and have them framed, as there are no spare ones on hand, in case an accident or breakage should occur. This canal is now in a better state than formerly, when it was transferred to the Provincial Government. A reference to the Hon. the Commissioner's report for 1858 will shew the state of the works at that time that were dangerous. Most of these which

required reconstruction have since been rebuilt. They were chiefly wooden structures, or depending upon wooden structures for support. They had served their time, and were decayed and dilapidated.

The following is a brief description of the different works on the canals, and their condition at present.

OTTAWA STATION.

The masonry of the combined locks, eight in number, is in good order. Two pairs of lock-gates are old and much decayed. They may last another year by care and some small repairs, but are not to be depended upon.

The old dry-dock might be made useful at a moderate cost; vessels have now to be repaired in the locks. The lower lock and entrance to the canal is gradually being filled up with refuse from the saw-mills at the Chaudière, as has frequently been reported.

The embankment at Dow's Swamp, which is 25 to 30 feet high, is subject to slips in the spring, on account of not having sufficient slope on the outside. The inner slope is, however, good and faced with gravel; the top is low and narrow, and has been somewhat worn by the action of the water. It requires a quantity of gravel to make it quite secure.

HARTWELLS.

At this station there are two locks combined; connected therewith is a cut-stone waste-weir, with a small opening in the centre to run off the water. The masonry of the locks is in tolerable good order, having been well grouted during the stoppage of the navigation last year. The masonry of the waste-weir is bad; the stones have been displaced by the frost.

A new pair of gates are required here; the present ones are old and have had the posts spliced, and have been patched as much as they will bear.

From this station to Hogsback, a distance of a mile, the canal is located partly on side hill cutting; the bottom is about 30 feet above the Rideau river. Slips have occurred here which have been expensive to repair, and particular attention has to be paid to these banks.

HOGSBACK.

At this station the side-cut from Ottawa, 5½ miles long, enters the Rideau river. The works are two locks combined, a retaining dam 45 feet high and 200 feet long, a bulk-head with five openings or sluice gates, 20 feet wide by 15 feet deep each, and a by-wash or waste-weir over a rocky ledge about 100 feet wide. The chamber wall of the lower lock, on the westerly side, is bulged in very considerably, and look dangerous. It has been in this condition ten or twelve years or more. It may do duty in its present condition for some time to come, but it is uncertain.

The dam has been raised and faced with stone this fall. The other works are in good order. While the canal was lowered in 1862, a large quantity of sunken timber got dry, and when the water was let in, it floated. This increased the ordinary quantity of drift-wood very much. During the flood last spring an unusual collection, several acres in extent, accumulated in the bay above this station, and came down in a body against the bulk-head. No damage occurred beyond the expens of the removal of the jam. Something more will have to be done here to keep back the flood-wood and ice from the sluices.

BLACK RAPIDS.

At this station, which is four miles above Hogsback, there is one lock, one cut-stone sluice, retaining dam, a wooden waste-weir dam 300 feet long across the river, with a 20 feet sluice-gate in it for drawing down the water. The masonry of the stone sluice is very shaky and out of repair. It is prevented from falling by timber work. The wooden dam was lately built in place of a stone one, which had become unserviceable. There is a leak under the lower lock-gate, which will necessitate the pumping of the lock. This, however, will not be expensive.

LONG ISLAND.

The principal works at this station are three locks combined, a curved stone retaining-dam, 340 long and 30 feet high, a long earth retaining dam, crib-work retaining dam at

the foot of the island; through this there are two sluice-gates each 15 feet wide. One and a half miles above, at the White Horse Shoal, there is a guard-dam, opposite to which, in the westerly channel, there is a bulk-head with five 20 feet openings or sluice-gates. There is no waste-weir dam at this station. Considerable expense and danger are incurred every spring in passing the ice and flood wood through the sluices.

The reach above is 27 miles in length. Every precaution should, therefore, be used to prevent accidents. Several minor works have lately been constructed to prevent damage, viz: ice-breakers, piers, a boom, guard-dam and an apron at the dam at the foot of the island.

The repairs required at this station are very considerable. The stones composing the two centre sills of the locks are very much broken, and should be re-built, the cost of which will perhaps be \$2,600. The upper stones have been bolted down so often that they are all split to pieces. These sills might perhaps be repaired in a temporary manner, by fastening timber over them to make them last a while longer; it will, however, be running some risk of failure.

BURRITT'S RAPIDS.

There is a side cut here upwards of a mile in length, one lock, one swing-bridge, long retaining dams of earth, wooden waste-weir, dam 200 feet long across the river, with sluice gate. The sheeting of the dam requires renewal; some gravel is also required.

NICHOLSON'S.

Two locks detached, stone waste-weir, dam across the river, two sluice-gates; the side cut is partly through rock, and the canal formed by a dry stone retaining wall, a portion of which, about 800 feet in length, is overhanging, and some of it will probably fall in the spring. It ought to be taken down and re-built, but it may possibly last a short time longer.

CLOWES.

One lock, cut stone sluice, curved stone waste-weir, dam across the river 450 feet long; several small repairs are required, amongst which is a new bridge over the by-wash or sluice, and machinery for raising the stop-logs.

MERRICKVILLE.

There are three locks at this station detached, but connected by masonry walls, enclosing small basins, one swing-bridge, retaining embankments and a wooden waste-weir dam 130 feet long across the river, with small sluice-gates at each end of it. One of these sluice-gates is unserviceable and will have to be rebuilt. Some other repairs are required.

MAITLAND'S.

One lock of small variable lift, one swing-bridge, embankments and low wooden dam lately built across the river.

During low water, trouble was formerly experienced here. A considerable quantity of water finds its way through some low lands called the break-grounds, on the easterly side of the station, and about one and a half mile distant. The late Ordnance built dams here, but the inhabitants cut them down, as they flooded a large quantity of valuable meadow land, and was an obstruction to their fishing-boats. Since the dam at the lock was rebuilt and made water-tight, there has been sufficient water for navigation.

EDMONDS.

One lock, cut stone sluice and waste-weir, dam about 500 feet long across the river. Some gravel and sundry small repairs are required here.

OLD SLY'S.

Two locks combined, one draw-bridge, curved stone retaining dam, and wooden sluice. The masonry of the upper wing wall of the lock is in very bad order, and must be rebuilt the first opportunity that occurs.

The reach above this station has been much injured by the saw-mill people and manufacturers of wood at Smith's Falls, allowing the saw-dust and other refuse from their mills to fall into the canal until the navigation is almost destroyed.

SMITH'S FALLS.

At this station there are three locks combined, one swing-bridge, long retaining embankments and wooden flat pressure dam with sluice-gate. The basin above these locks has been made by raising the water upon a lime stone rock full of seams, and it is very leaky. Many ineffectual efforts were made by the late Ordnance to stop these leaks. In very dry seasons the water partially drains off; in this case a supply is let down from the station above to pass vessels. A quantity of gravel and sundry repairs are required here.

SMITH'S FALLS DETACHED.

One lock; retaining embankment and waste-weir dam, composed of posts and struts with stop-logs in front. The dam is very old, and portions of it break away occasionally, but it is easily patched up again. The lower gates require two new rails and the heel posts to be spliced.

POONAMALIE.

This is the outlet of Rideau Lake. The works here are a side cut over a mile in length, one lock, a retaining embankment, long low dam of posts and struts, with stop logs in front. A sluice-gate for regulating the water was constructed here last summer, and a boom about 500 feet long for retaining the drift wood; this boom is old and decayed, and requires renewing.

The lower Rideau Lake, above this station, is $19\frac{1}{2}$ miles long, and in one place seven or eight miles wide. It is the principal reservoir for supplying the navigation during dry weather, so that much depends upon the proper management of the water at this station. During the winter the water is drawn down as low as possible, and as much retained of the spring floods as the works will allow. The River Tay enters the lake at Pike Falls, about five miles above Poonamalie. There are quite a number of dams on this stream, constructed in a very poor and cheap manner; these dams retain in the aggregate a large quantity of water, and are frequently carried away during floods, thereby increasing the trouble on the canal.

NARROWS.

The station is at the outlet of the Upper Rideau Lake, which is the summit level of the Rideau Canal; it is reckoned to be 402 feet above the level of the sea, 292 feet above the level of the River Ottawa at this city, and 165 feet above the level of Lake Ontario. The works here are one lock, one long retaining dam and a small wooden sluice-gate. The masonry of this lock is very shaky; one upper wing wall will have to be taken down and rebuilt. The gates also require some repairs. Piers are necessary here for vessels to fasten to, while waiting for the lock; one above the lock must be rebuilt, and the one below repaired. The supply of water to the summit level is of importance. There are several lakes connected together by creeks, upon which mills are built, extending from Bedford to the upper Rideau Lake, viz.: Sand Lake, West Rideau Lake, and Clear Lake. West Rideau Lake is about 25 miles area, and pondage could be got here to the depth of four feet it is believed, without doing much injury to private property, as the banks are high. The Ordnance did once construct for the purpose a dam at the outlet of West Rideau Lake, but the lumberers cut it down, and it has not been rebuilt since.

The water was lost at this level about seven years ago; the trade was then continued by transporting the goods and merchandize across the isthmus with waggons for about six weeks. This subject of additional pondage has been mooted, and the mill-owners on the Rideau have memorialized the Department respecting it; the greatest trouble will be to avoid infringing private rights, as people keep a sharp look-out for claims upon Government for damages either real or imaginary. It is intended to make some further examination during this winter on the ice in relation to this subject.

ISTHMUS.

This is the first lock downwards towards Kingston. There is one lock, a high wooden Queen post truss-bridge with stone abutments lately built, and the rock cut through the dividing ridge about one and a half mile in length. This rock will require to be pumped to repair the gates and sills; it is proposed to make the dam at the entrance of the cut, so as to clear it from stones that have fallen into it from the banks.

CHAFFEY'S.

From Newboro', or Isthmus, the canal passes through Mud, Clear and Indian, or Opinocan Lakes, to Chaffey's Station.

The works are one lock, a cut-stone sluice connected therewith. New machinery for raising stop-logs is required.

DAVIS.

From Chaffey's the canal passes through Davis Lake to Davis Station. There is one lock, retaining embankment, and wooden sluice-gate built last winter. Repairs are required to the gates, which must be lifted; some of the posts have to be spliced.

JONES' FALLS.

From Davis the canal passes through Sand Lake, three miles to this station. The works here are extensive, and cost upwards of £80,000 sterling. There are four locks in all (overcoming a fall of 60 feet), three combined, and one detached, but connected by a basin; a dressed-stone curved retaining dam 60 feet high and 300 feet long; the waste water runs through an extensive cut in the rock, and is regulated by stop-logs.

The repairs required are the renewal of two pairs of lock-gates, one for the lower gates of the lower lock, and one for the lower gates of the upper combined lock; a retaining wall at the basin connected with the wing wall of the combined locks, is overhanging, and should be taken down and re-built.

These lakes are not the Clear and Sand Lakes mentioned before; they had their outlet formerly down Whitefish Creek to Gananoque, but the water was raised by building a dam in the Whitefish Creek, in which there are two sluice-gates, through which a portion of the surplus water passes, and the canal lowered when required.

BREWER'S UPPER MILLS.

This station is 11 miles from Jones' Falls, passing through Cranberry Lake. This was formerly an extensive swamp, but by raising the water it was converted into a lake which connected the waters of the Gananoque and Catarauqui. The works here are two locks combined, retaining dam, small sluice-gate, and swing-bridge; the latter will soon require renewing.

BREWER'S LOWER MILLS.

One and three-quarter miles below; one lock, retaining dam, wooden sluice. Sundry repairs required.

KINGSTON MILLS.

Ten and a half miles below Brewer's Mills, the canal passes through the channel of Catarauqui Creek and lakes of drowned lands, to Kingston Mills Station. There are four locks (overcoming a fall of 45 feet), three combined and one detached, but connected together by a basin, a very long retaining dam on each side of the locks, a cut-stone sluice-gate, a swing-bridge, and a wooden bridge over the old channel 250 feet long on the public road.

The repairs required here are the renewal of a pair of gates for lower lock; facing portions of the long dam with stone (this has to be done more or less every season, and will be until the whole is faced); repairs to swing-bridge, and sundry repairs to the locks and machinery. A sum of \$120 will have to be laid out for sheeting one-half of the long bridge and renewing the hand-rail.

A macadamized road has lately been made to intersect the Whitefish macadamized road, which has brought a large amount of travel over this bridge, for which the road company received tolls. The road company ought to do something to keep the bridge in repair, or take it altogether; if an accident should occur, the Government will, I suppose, now be responsible.

The tolls received during the past season amount to \$8,242.38. The number of lockages at Kingston Mills has been 3120—being 2928 for vessels, and 192 for rafts. At Ottawa, the number of lockages were 744 for vessels, and 396 for rafts—total 1140.

I have the honor to be, sir,

Your obedient servant,

(Signed)

JAMES D. SLATER,

Ottawa, 9th January, 1864.

Supt.

RIDEAU CANAL.
STATEMENT shewing cost of Maintaining Navigation from 1858 to 1863 inclusive.

	1858.	1859.	1860.	1861.	1862.	1863.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lockmasters and lock laborers.....	14655 36	13550 90	11887 90	11926 10	12087 70	12264 30
Office establishment and management.....	5640 20	4984 78	4413 84	4378 24	4382 06	4207 88
Ordinary repairs and incidental expenses.....	3681 74	4180 52	4492 30	2832 40	5010 04	4421 87
<i>Permanent Works and Construction.</i>						
Long Island dam and bulkhead.....	20044 15					
Smith's Falls do do.....		2132 41	1758 62			
Newboro'—bridge rebuilt.....			1410 58			
Black Rapids—sill of lock rebuilt.....				945 95		
Long Island—new apron below dam.....				392 05		
do guard dam, White Horse Shoals.....				500 25		
Burrill's Rapids—breach in embankment.....				8851 44	29312 91	
Brewer's lower mills—east wall of lock rebuilt, and new floor.....					5143 27	1292 94
Horsback—dam and bulkhead rebuilt.....					1886 02	556 00
Hogback—new dam.....						400 00
Hogback—Hartwells & Edwards, 3 pairs lock gates.....						
Kingston Mills—Brewer's Upper Mills, 2 do do.....						
Old Sly's—new bulkhead.....						
Poonamalie—new bulkhead.....						
Totals.....	\$44021 45	24848 64	23962 04	29324 43	57852 00	23231 99

RIDEAU CANAL.

SUMMARY OF REPAIRS FOR 1864.

STATIONS.	Amount.	Remarks.
	\$ cts.	
Ottawa, first eight locks.....	528 60	
Hartwell's	73 40	
Hogsback	178 77	
Black Rapids.....	312 52	
Long Island.....	2,980 30	Includes two new sills.
Burritt's Rapids.....	178 60	
Nicholson's.....	1,125 15	Includes re-building dry stone wall.
Clowes' Quarry.....	444 62	
Merrickville	308 70	Includes new bulk-head.
Do	170 58	
Maitland's	91 00	
Edmond's	202 60	
Old Sly's.....	277 20	Re-building wing wall.
Smith's Falls, combined.....	327 16	
Do do., detached.....	153 97	
Poonamalie.....	136 40	New boom.
Narrows.....	795 80	
Isthmus	377 50	
Chaffey's.....	224 49	
Davis'.....	165 99	
Jones' Falls.....	981 62	Re-building retaining wall.
Brewer's Upper Mills.....	90 52	
Do Lower Mills	406 66	
Kingston Mills.....	585 78	
	\$11,117 93	
Six pairs new Lock-Gates.....	4,800 00	
Contingencies.....	400 00	
Total.....	\$16,317 93	

Repairs alluded to in Report which may possibly last another season, viz:

Ottawa, two pairs Lock-Gates.....	\$ 1,600 00	Summary of repairs and works brought forward.....	\$16,317 93
Hartwell's, one "	800 00		
Long Island, two new Sills.....	2,593 50		
Nicholson's re-building dry Stone Wall	982 00		
Old Sly's, " Wing Wall....	215 00		
Jones' Falls, " " "	400 00		
Kingston Mills, one pair Lock-Gates..	800 00		
Contingencies.....	200 00		
			7,540 50
Balance required to put the Canal in navigable order.....			\$8,777 43

APPENDIX E.

OTTAWA WORKS, SUPERINTENDENT'S OFFICE,
OTTAWA, 26th December, 1863.

SIR,—I have the honor to acknowledge the receipt of your communication, No. 47,920, of the 4th inst., requesting me to send to the Department, as early as possible, my annual report on the state of the works under my charge.

For the information of the Hon. the Commissioner, I would state that the river works on the Ottawa and its tributaries were little damaged by either the shoving of the ice or the spring floods; one of the support-piers of the Gatineau boom and a snubbing-pier in the Chats Lake, immediately above the rapids, were somewhat damaged, but not so much as to render them altogether useless for the purposes of the lumbermen. I should also add that certain portions of two dams on the north branch of the Petewawa River were destroyed by fire. In reporting on the works in detail, I will commence with those at the upper station on the main river, viz :—

JOACHIM.

The improvements at this station are nearly worn out and will require the following repairs :

500 feet of 5-inch plank for dam on the south side of slide, say 2,500 feet B.M. of pine plank, say \$14 per M.....	\$ 35 00
Four new timbers 40 feet long, 16" + 16"—284 cubic feet, for repairing guide-boom leading from the foot of the upper slide to the head of long slide, @ 15c. per foot.....	42 60
The bulkhead of the long slide will have to be renewed. I have estimated the cost of removing the old materials and substituting new posts, caps, platform, railing and stairs, and of mounting the crab machinery, @	186 00
Four new stop-logs for bulkhead, 28 feet long, 14" + 14"—152 cubic feet @ 16c.....	34 32
	<u>\$287 92</u>

CALUMET STATION.

The repairs required will consist of the renewal of the windlass and some of the oak binders for the large guide-boom, at a cost of about.....	8 00
New roadway planking for the bridge over the canal, 51 ft + 18 ft + 4 in.; and a few outside braces, requiring in all 4,000 feet B.M. of white pine, @ \$12 per M.....	48 00
Two new stop-logs, 78 feet, @ 12c.....	9 36
Removing a quantity of loose stones from the bed of the canal.....	5 00
Two new stop-logs for 2nd bulkhead, 78 feet @ 12.....	9 36
300 cubic feet of white pine timber to replace bulkhead-posts and caps decayed, @ 12c.....	36 00
Planking for bulkhead 32 ft. + 12 ft. + 3 in.—1,152 feet B.M., @ \$12 per M.....	13 82
Two new stop-logs for head of long slide, 78 feet, @ 12c.....	9 36
Pine planking for bottom of slide, 1,500 feet B.M., @ \$12.....	18 00
Oak " " " 45 ft. + 6 ft. + 4 in.—1,080 feet B.M., @ \$24 per M.....	25 92
Oak planking apron at foot of long slide—1,400 feet B.M., @ \$ 24 per M.....	33 60
Repairs for platform and stairs of lower slide.....	2 50
	<u>\$218 92</u>

MOUNTAIN STATION.

The works there are in comparatively good order. A short stay-boom

50 feet long, made of double timber, will be required for the head of the slide, say 100 feet, @ 15c.....	15 00
One chain hook for upper bulkhead.....	1 50
Four white pine stop-logs 28 ft. + 14 ft. + 14 in—152 feet @ 15c...	22 80
1,444 feet B.M. oak plank, @ \$30 per M.....	43 32
300 cubic feet of red pine for side of long slide, @ 15c.....	45 00
Filling guard-pier with stone where the stone filling has settled, 300 cubic yards, @ 60c.....	180 00
	<hr/>
	\$307 62

PORTAGE-DU-FORT STATION.

The outlay at this place will be small; some facing plank for the side at the bulkhead, repairing stairs and platform, furnishing new stop-log and patching the side floor, will cost.....

\$30 00

CHENEAUX STATION.

The retaining booms and works in connection therewith are in good order, with the exception of the platform, which has become water-logged, and a crab that was broken last summer. I would recommend that a cheap flat-bottomed scow be substituted for the platform; it would be very useful for stretching and taking in the booms, besides supporting the crab required to open the "trip" boom to a limit of the passage of steamers and rafts of square timber.

I have estimated the cost of a scow, 30 feet long, 12 feet wide and 24 inches deep, at..... \$100 00
 Strong crab to be placed in scow..... 40 00

\$140 00

HEAD OF CHATS RAPIDS.

One of the piers at that station was considerably damaged by the moving of the ice from Chats Lake last spring; and as the lumbermen snub their rafts at this point, preparatory to running small bands of cribs through the rapids, it is very desirable that the pier referred to should be repaired and strengthened. I propose to put an addition to it of 21 ft. + 20ft. + 20 ft., which will require of timber 1,800 cubic feet (white pine), @ 12½c.....

\$225 00

Stone filling 18 ft. + 18 ft. + 21 ft—252 cubic yards, less space occupied by ties, 11 yards, say 241 cubic yards @ 60c... ..

141 60

Iron spikes, 450 lbs, @ 8c.....

36 00

\$405 60

CHATS STATION.

The slide at this place passes more timber than any other on the Ottawa, as, in addition to the rafts from above the Calumet, those from the Bonnechère, Madawaska and Mississippi rivers are taken through the Chats slide, there being no other opportunity of dividing the traffic between the north and south sides of the river, as at the Chaudière Falls. The fall is about 40 feet, so that the friction of the cribs on the bottom planking is very great; and as the floor of the slide is worn thin, I propose that it should be renewed. For this purpose 6,000 feet of pine plank 5 inches thick will be required—30,000 feet B.M., @ \$15 per M.....

\$450 00

White pine timber for apron, say 1,000 cubic feet, @ 15c.....

150 00

Two pieces boom timber, 200 cubic feet @ 15c.....

30 00

\$630 00

LITTLE CHAUDIÈRE STATION.

The works at this station, consisting of a slide, long pier dam from head of slide to the island, long wing flat dam, from the head of the island to the head of the rapids, and the

guide boom and piers, are all in good order and require no repairs. The same remarks are applicable to the Remous boom and pier in the immediate neighborhood.

HULL (NORTH CHAUDIÈRE) STATION.

The main slide (which was reconstructed two years ago), the wing dam at the head, the slide from the lower basin, and the guide booms and piers leading to the slides, will be available for next year's business, without repairs.

OTTAWA (SOUTH CHAUDIÈRE) STATION.

Having been authorized by the Hon. the Commissioner to execute certain repairs on the four slides at this station and the toll-house at the Union Suspension Bridge, at an expense of about \$450, I would state that the work has been well advanced by the slide employés, and, when completed, everything will be ready for use in the spring.

The long line of booms and support-piers at the head of the slides, the dam and bulk-head extending from the head of Chaudière Island to Russell Island, the bulkhead in Buchanan channel, and the dams connected with the water-privileges at this station, require no repairs.

UNION-SUSPENSION BRIDGE.

Both courses of roadway planking are worn out; the lower tier is white pine, three inches thick, and the upper one oak, two inches thick. The latter is exposed to the great tear and wear caused by the Upper Ottawa traffic, while the pine or lower sheeting rots speedily from the effects of the spray from the Chaudière Falls. I would, therefore, recommend that cedar planking be substituted for pine, as being lighter and more durable, and that black ash be laid on the surface instead of oak, which is scarce and expensive in this part of the country; but, before the change is made, I would suggest that the Deputy Commissioner or Chief Engineer of the Department should be consulted on the subject. The following is an estimate of the cost of the repairs:—

Cedar plank, 246 ft. × 18 ft. × 3 in.—13,284 feet B.M., @ \$15 7/8 M.,	\$199.26
Ash plank, 246 ft. × 18 ft. × 2 in.—8,856 feet, @ \$13.....	115.13
Expense of stripping the bridge and laying both courses of planking...	50.00
“ “ spikes for planking.....	16.00
	\$380.39

These repairs should be executed during the winter months, so that the traffic may be accommodated at a crossing on the ice opposite this city.

THE LINE OF WOODEN BRIDGES

Forming the southern approach to the Union Suspension Bridge, having been repaired lately, may be used another year. The wooden bridge over the Hull side channel requires no repairs. Pooley's bridge is in good order. In former reports—for reasons therein set forth—I recommended that this bridge be handed over to the corporation of this city. I would now respectfully repeat that recommendation.

CARILLON DAMS.

The water in the Ottawa River was lower last season than it has been since 1846, and the consequence was, at this station, that several boulders were found to be in the way of the timber. In winter, the channel between the long dam and the shore is generally blocked up with ice, to the exclusion of water. Should such be the case this winter, I would recommend that these boulders be removed, as the work can be done without going to the expense of constructing a coffer-dam. I have estimated the cost at \$50.00.

TRIBUTARIES OF THE OTTAWA.—I. DU MOINE RIVER.

A detailed list of the works on this stream will be found under the head of new works. These improvements were completed last spring, and have given general satisfaction to the lumbermen on the river. A mooring-chain should be provided for the boom at the mouth of the river, to take the place of one now in use, belonging to a firm connected with the Du Moine. The cost of a suitable 3-inch chain, laid down at the works, will be about \$50.

of the large retaining boom, where it is single, should be strengthened. About two years ago the lower section was converted into six-ply boom for a distance of 1,510 feet, and it is probably stronger than any similar structure in the country. It is now proposed to remove the decayed single timbers from the upper end of the boom for a distance of 710 feet, and substitute new double timbers 15 in. x 15 in. for them. For this purpose 2,219 cubic feet of white pine timber will be required, which will cost, when laid in the boom and prepared to receive the chains and necessary fastenings, 20c per foot

54 screw bolts 34 inches long, 1 1/4 inch. round iron, 830 lbs, @ 10c....	\$443.80
108 cast-iron washers, 3 lbs each—324 lbs, @ 5c.....	83.00
18 strong iron clevises for skein chains, @ \$1.50.....	16.20
	27.00

There is in the storehouse at this station a chain cable from which the skein chains can be made, but the cost of cutting them off, and putting larger end links in, will be, say 18 skein chain, with two links each, 36 links @ 50c..... 18.00

The upper mooring pier was damaged by the ice last spring; that portion of it commencing at the top, for a depth of 14 feet, must be removed and reconstructed. 1,120 cubic feet of white pine timber should be provided @ 12 1/2c..... 140.00

101 cubic yards of stone filling, @ 50c..... 50.50

\$778.50

The wooden bridge over the canal, leading from the river to the pond, was built two years ago and requires no repairs.

NEW WORKS COMPLETED AND IN PROGRESS IN 1863.

The *Du Moine* improvements were completed last spring, and consist of a flat dam at the head of *Long Rapids*, 45 miles from the mouth of the river; a flat dam, two wing-piers, three support-piers, guide-boom and reconstruction of the "Moffat" slide at "High Falls," 15 miles from the mouth; a flat dam half a mile below *High Falls*; a flat dam one mile below *do*; two flat dams and extension of Moffat pier one mile and 60 rods below *do*; a side flat dam at the outlet of *Robinson's Lake*; a flat dam at *Patton's Chute*; a side dam and certain rock excavation at *Trois Roches*; a flat dam at *Ryan's Chute No. 1*; two flat dams at *Ryan's Chute No. 2*; a flat dam at *Ryan's Chute No. 3*; two slide dams near mouth of river, and support-pier and retaining boom at mouth of river.

At a short distance below Portage-du-Fort station, an obstruction known as "Black Rock" was removed from the crib channel. The excavation was done last winter, and it has had a good effect on the running of timber.

The rock excavation, in connection with the deepening of the channel leading to the Little Chaudière slide, was put under contract at the season of low water, but the contractor failed to complete the work within the time specified. The sureties were then called upon in terms of their bond, and they prosecuted the work vigorously, until their workmen were compelled to leave the reef by the flood in the river, occasioned by the heavy fall rains. The work is well advanced, however, and it is hoped that it will be completed in March next.

In asking for an appropriation for the repairs of the works under my charge, I would state that the estimates have been kept as low as possible, and it cannot fail to be satisfactory to the Hon. the Commissioner to know that so small an amount as that shown by the annexed recapitulation will cover the cost of the necessary repairs. An idea may be formed of the importance of these works to the Ottawa lumber trade, by a glance at the following figures:—

Year 1863—Square timber passed Chaudière slides, 16,821 cribs,	
equal to.....	351,255 pieces.
Saw-logs from the Upper Ottawa arrived at Chaudière, about....	120,000 "
" " " Gatineau River.....	222,184 "

The tolls payable to the Government for the use of the public works in passing the above timber, amounted to over (\$50,000) *fifty thousand dollars.*

In respectfully submitting the above,

I have the honor to be, sir,

Your most obedient servant,

(Signed) HORACE MERRILL,
Supt. of Ottawa Works.

RECAPITULATION.

Estimated cost of repairs at Joachim.....	.....	\$287.92
“ “ “ Calumet.....	.....	218.92
“ “ “ Mountain.....	.....	307.62
“ “ “ Portage-du-Fort.....	.....	30.00
“ “ “ Cheneaux.....	.....	140.00
“ “ “ Head of Chats Rapids.....	.....	405.60
“ “ “ Chats.....	.....	630.00
“ “ “ Union Suspension Bridge.....	.....	389.39
“ “ “ Carillon Dams.....	.....	50.00
“ “ “ Du Moine River.....	.....	50.00
“ “ “ Petewawa River.....	.....	840.64
“ “ “ Madawaska River.....	.....	196.63
“ “ “ Gatineau River.....	.....	778.50

\$4,316.22

Add for cost of inspection, as the works are hundreds of miles apart 600.00

Total cost of repairs..... \$4,916.22

OTTAWA WORKS.—PERMANENT STAFF.

1. Horace Merrill, Superintendent of Ottawa Works.
2. David Scott, Clerk of Ottawa Works.
3. Duncan Graham (Collector of Customs, Ottawa), Paymaster.
4. George Johnson, Messenger, Superintendent's office.
5. Hiram Crosby, Dy. Slide Master, River du Moine.
6. Moses Holt, senr., “ Joachim Station.
7. James Rowan, “ Petewawa River.
8. Duncan Carmichael, “ Calumet Station.
9. Walter Thompson, “ Mountain Station.
10. James McLaren, “ Portage-du-Fort Station.
11. James Barry, “ High Falls Station (Madawaska).
12. Duncan Macfarlane, “ Chats Station.
13. John Macdonald, “ Chaudière Station.

II.

Men occasionally employed on the Ottawa Works during the running season, in addition to the regular staff:—

				DAYS' WORK.	
Petewawa River.....	8 laborers employed on slides about 3 months.....	3	months.....	624	
Calumet Station.....	1 laborer “ “ “ 4 “	4	“	104	
Cheneaux Boom.....	1 boom-keeper “ “ “ 4 “	4	“	104	
High Falls Station...	6 slide laborers “ “ “ 3 “	3	“	468	
Arnprior Station....	1 acting deputy slide-master “ “ “ 4½ “	4½	“	117	
“ “	1 slide laborer “ “ “ 2½ “	2½	“	65	
Chats “	1 “ “ “ 4½ “	4½	“	117	
Chaudière “	2 assistants on slide “ “ “ 6 “	6	“	312	
Hull “	1 acting deputy slide-master “ “ “ 5 “	5	“	130	
Gatineau Boom....	2 men “ “ “ 7 “	7	“	364	
“ “	2 men “ “ “ 3 “	3	“	156	

Carillon Dams... ..	1 acting deputy slide-master about 5 months.....	130
Ottawa Work.....	1 foreman on booms " 7 "	182
	28 Total days' work of men	2,873

OTTAWA, 25th January, 1864.

The above is a true statement, to the best of my knowledge and belief.

(Signed) D. Scorr,
Clerk of the Ottawa Works.

APPENDIX F.

SUPERINTENDENT'S OFFICE, ST. MAURICE WORKS,
Three Rivers, 14th December, 1863.

SIR,—In compliance with your instructions of the 4th instant, I beg to submit my annual report on the state of the St. Maurice River Works for 1863.

During the season now closed the St. Maurice works have been carried on with much success, giving, I believe, entire satisfaction, so far as the management of the works were concerned, to every lumber merchant upon the river. With the exception of one piece of boom, which was broken at Shawenegan, but which occasioned no loss of lumber, no accident has occurred during the year.

About the usual amount of business has been done upon the river during the past season. There will, however, probably be a material increase during the coming year, in consequence of the American mills at this place, which have been idle for the past six years, going again into operation.

The repairs recommended by me on the 27th July, 1863, and authorised by the department on the 15th September, have been made within the amount named in my approximate estimate.

It may be seen by reference to my letter of the 27th July, above mentioned, that two small anchor piers and a scow for LaTuque, and one anchor pier and a scow for Shawenegan, will be required before the opening of navigation next spring. Probable cost, \$400.

It will be noticed that the cost of repairs increases from year to year. This will occasion no surprise when it is considered that there are 43,181 lineal feet of expensive booms, 131 piers, 2,841 feet of side dams and 1,000 feet of slides, most of which are now about 12 years old.

The cost of repairs for the last four years has been as follows:—

Repairs, 1860.....	\$ 837 91
Do. 1861.....	850 44
Do. 1862.....	1,432 48
Do. 1863.....	1,511 50

The cost of maintenance for several years past has varied but little. The following statement shows the expenditure for the past seven years:—

Maintenance, 1857.....	\$11,870 00
Do. 1858.....	7,648 07
Do. 1859.....	7,234 51
Do. 1860.....	6,868 53
Do. 1861.....	6,603 05
Do. 1862.....	7,328 56
Do. 1863.....	6,888 40

In my annual report for 1861, I represented to the department the necessity of building a small stone house (hangard) on the island lately purchased from Lambert, for the purpose of securing our ropes, chains and other material. The one now in use is situated nearly a mile from the main booms, in an out-of-the-way place. It was broken open last winter and some articles stolen therefrom. It is covered only with boards, and leaks so

badly as to injure the ropes, &c., very much. A new one can be made for £50. I would strongly recommend the expenditure.

The amounts asked for in this report are, therefore, as follows:—

Anchor piers and scows.....	\$400 00
Stone house at mouth.....	200 00
	<hr/>
	\$600 00

The lumber trade on the St. Maurice is retarded to a very great extent in consequence of the inaccessibility of the timber. Those limits bordering upon the main river have been worked so long that they begin to show signs of exhaustion; while to penetrate the interior by the way of the tributaries, so many obstacles present themselves as nearly to amount to a prohibition. I am of the opinion that were some of the larger tributaries, such as the Mattawa, Vermillon and Bostonais, improved, it would be a great boon to the trade, and ultimately be a source of revenue to the Province.

I have the honor to be, sir,

Your obedient servant,

(Signed.)

HENRY R. SYMMES,

Supt.

T. Trudeau, Esq.,

Secy. Dept. Public Works, Quebec.

STATEMENT of the number of Men employed occasionally on the St. Maurice Works during the Running Season, taking in Booms, &c., with amount of Wages paid for 1863, Men boarding themselves.

STATIONS.	No. of days' work. Jan. '63.	No. of days' work. Mar. '63.	No. of days' work. Apr. '63.	No. of days' work. May '63.	No. of days' work. June '63.	No. of days' work. July '63.	No. of days' work. Aug. '63.	No. of days' work. Sep. '63.	No. of days' work. Oct. '63.	No. of days' work. Nov. '63.	No. of days' work. Dec. '63.	Total days' work. 1863.	Total Wages, 1863.	Average price per day.
Mouth of River.....	2	23	724	3033	196	1213	52	52	823	.....	.....	985½	\$ cts. 706 05	
Grès Falls.....	.....	.....	.....	531	23	.....	.....	.....	.....	.....	.....	761	74 85	
Shawengon.....	7	.....	1174	4694	2524	823	3	151	.....	.....	11	1094½	1086 81	
Grande Meré.....	.....	.....	29	225	50	.....	134	23	.....	.....	.....	340½	326 96	
La Tuque.....	.....	.....	.....	260	744	.....	.....	.....	.....	.....	.....	334½	311 96	89 cents.
	9	23	2182	18513	5964	2044	684	226	823	.....	11	2811	2506 63	89 cents.

The number of days' work above given is equal to nine (9) men permanently employed, or about 1½ men to each Station.
 (Signed) HENRY R. SYMMES, Superintendent.

THREE RIVERS,
 January 25th, 1863.

LIST OF PERMANENT OFFICERS

Employed on the Saint Maurice Works, and the amount of their Salaries for the year 1863.

Stations.	Names.	Occupations.	Salaries.	Remarks.
Office.....	H. R. Symmes.....	Superintendent	\$1400 per year.	
Do	F. Hughes.....	Messenger	\$15 per month.	Left.
Mouth of River.....	J. B. Normand.....	Deputy Boom Master.....	\$2 per day.....	
Grès Falls.....	Francis Rousseau...	Deputy Boom and Slide Master...	\$2 per day.....	
Shawenegan Hêtres.....	Arthur Rousseau....	Assistant do do	\$432 per year...	
Grande Mere.	Alexis Latreille.....	Boom Keeper.....	\$1 per day	
La Tuque.....	Joseph Blondin.....	Do do	\$1 per day.....	

(Signed)

HENRY R. SYMMES,
Superintendent.

THREE RIVERS,
January 25th, 1864.

APPENDIX G.

REPORT OF THE SUPERINTENDENT OF THE METAPEDIAC ROAD.

(Translation.)

QUEBEC, 22nd Jan., 1864.

T. TRUDEAU, Esq., Secretary,
Department of Public Works, Quebec.

SIR,—In answer to your letter of the 20th instant, in which you request me to report on the possibility of making use of the Kempt road for the central division of the Metapediac road, instead of constructing a new road, as proposed.

I have the honor to report that by making improvements on the Kempt road it might be adopted for the central division of the Metapediac road, but the portion thus used will always be inferior to the north and south divisions of the road, especially as regards level, owing to the fact that many of the numerous hills which are found on it have a grade of one in four; the others generally of one in six or eight, whereas on the north and south divisions the steepest grade is one in ten.

If the Kempt road be adopted for the central division the improvements to be made will cost \$17,252, as follows:—

27½ miles at \$450 per mile.....	\$12,262
One bridge in the St. Pierre River.....	1,509
One “ “ Metapediac River.....	3,500

Total.....\$17,262

In my humble opinion it would be more advantageous for the Department to have the central division made similar to the north and south divisions, adopting the new line pro-

posed; because, after the expenditure of the above mentioned sums on this portion of the road, it will, owing to its position, require repairs almost every season, and after some years will have cost as much as the other portions of the road, and will be much inferior to them in every respect.

I think it my duty to add that the Kempt road appears never to have been formed like an ordinary road. The timber was only cleared 12 to 16 feet wide, and the ground levelled, hence the centre of the road, being 12 to 15 inches lower than the sides, acts as a ditch.

Humbly submitted.

I have the honor to be, sir,

Your very humble servant,

(Signed) JOSEPH ROSA,
Supt. Metapedia Road.

APPENDIX H.

STE. FLAVIE, 30th December, 1863.

T. TRUDEAU, Esq., Secretary,
Department of Public Works, Quebec.

SIR,—In compliance with your letter of instructions of the 4th instant, I have the honor to submit the following annual report on the works under my charge for the year ending the 31st Dec., 1863.

METAPEDIAC ROAD.

The works accomplished on the northern, central and southern divisions of this road during the year 1863, are as follows:—

NORTHERN DIVISION.

Five miles of road, under contract, completed. A truss bridge 271 feet long, 18½ feet wide, comprising three spans of 50 feet each, constructed over the River Métis.

Some portions of the road repaired.

All the work given out by contract on this division has been completed, with the exception of two sections of about seven arpents each, which only require more crowning, and for which a sufficient drawback has been retained to ensure their completion next spring, within the contract price.

The total length of new road now completed in this division is about 25¾ miles.

There still remains 7¾ miles of road to be made through forest, and a bridge to be constructed over the "Rivière Blanche," to complete the last link unfinished between the River St. Lawrence and Lake Metapediae. The construction of these 7¾ miles will be a great boon to the travelling public, as this part of the old Kempt road which they are now obliged to use, is very hilly and rough.

CENTRAL DIVISION.

The two bridges of round cedar timber, which were given out by contract last year, have been completed. No other work can be done on this division until the line is located.

SOUTHERN DIVISION.

This division of the road is passable throughout, and has been used this year by the mail-courriers and all travellers to and from Ristigouche.

A truss-bridge over the River Assetmetquagan, a bridge of round cedar timber over the "Three Islands Gulch," and 57 sections, making in all about 15½ miles of road under contract, have been completed this year.

There still remains 34 sections, forming an aggregate length of about 8¾ miles unfinished; 16 of these lots have been abandoned by their respective contractors, of which seven lots have been given out by private contract, and the remaining nine will also have to be completed next year, at an advance on the original contract price.

The total length of road comprised in this division from the forks of the River Metapediae to the residence of James Sillars, Esq., on the River Ristigouche, is about 38½

miles; of this distance 13½ miles were commenced and nearly completed under Mr. Lefebvre's superintendence, and the remaining 25 miles were given out by contract last year.

KEMPT ROAD.

The temporary repairs of the Kempt road, which were commenced last year, have been completed, and the flooring of the bridges over the Rivers Metapediac and Causapsal repaired.

The following statement of the amount expended during this year does not include the amount expended on the southern division of the road last spring, while under Mr. Lefebvre's superintendence.

Total amount expended on the Metapediac road during the year 1863 :

NORTHERN DIVISION.

Cost of repairing portions of the road, including the replacing of a burnt bridge, by a large culvert and embankment.....	\$84 37	
Amount paid on contracts given out last year.....	6,074 52	
Amount paid to contractors for extra work	8 50	
	<u> </u>	\$6,167 39

CENTRAL DIVISION.

Paid balance due on contracts for two bridges completed this year.....	140 07	
	<u> </u>	140 07

SOUTHERN DIVISION.

Cost of repairing portions of the road.....	\$48 00	
Amount paid on the contracts given out.....	20,032 60	
Amount paid contractors for extra work.....	723 14	
	<u> </u>	20,803 74

KEMPT ROAD.

Paid balance due on contracts for repairing portions of road, and for building a pier under the Causapsal Bridge.....	\$181 71	
Paid for repairing bridges over the Rivers Metapediac and Causapsal.....	81 50	
	<u> </u>	263 21

METAPEDIAC AND KEMPT ROAD.

Cost of superintendence, general and incidental expenses, &c., up to 31st December, 1863.....	\$3,646 66	
Cost of outfit for the survey of the road.....	66 55	
	<u> </u>	3,713 21
Total expenditure.....		<u>\$31,087 62</u>

Estimate of the probable amount required to complete the *Metapediac Road*, and to pay the balances due on existing contracts :—

NORTHERN DIVISION.

Balance due on existing contracts	\$70.39	
Making 7½ miles of road through forest, @ \$1,100 per mile	8,525.00	
A bridge over the "River Blanche".....	2,200.00	
Repairing portions of road made in 1860-'61, and completing portions made by day's labor last year.....	500.00	
	<u> </u>	11,295.39

CENTRAL DIVISION.

Constructing 27½ miles of road @ \$1,000 per mile.....	\$27,250.00
A truss-bridge over the "River St. Pierre".....	2,000.00
" " " Metapediac.....	3,500.00
	<u>32,750.00</u>

SOUTHERN DIVISION.

Balance due on existing contracts	\$3,305.05
Probable amounts required to complete the remaining lots abandoned by the original contractors.....	816.00
A truss-bridge over the River Causapsal.....	3,000.00
Making hand-railing, culverts, widening and repairing the road made in 1858-'59-'60-'61.	6,000.00
	<u>13,121.05</u>

Total amount required to complete the road, including superintendence, &c.....	<u>\$57,166.44</u>
--	--------------------

I beg leave to refer you to my letter to your Department, dated the 20th November, 1863, enclosing a statement showing the number of persons employed on the works this year, the salary paid to each, and the nature of their duties; and to inform you that the cost of superintendence would have been much less, and the service would have been more efficiently performed, had I been allowed to choose my own assistants; as, when employes are appointed directly by the department, or through the influence of the Member for the county, they generally feel quite independent of the superintendent, and do not pay a due regard to his orders.

MATANE AND CAP CHATTE ROAD.

In accordance with a letter of instructions from the Department, dated the 21st October, 1863, authorizing me to expend one thousand dollars in repairing the Matane and Cap Chatte road, the work of securing the pier supporting the bridge over the Rivière du "Grand Mechin" was commenced on the 26th of October, and completed in November; but owing to the lateness of the season, only a few of the worst portions of the road were repaired.

In the beginning of this month (December) I set men at work to get out the necessary timber for the construction of a bridge over the "Ruisseau à Sem;" this bridge will be about 200 feet long and 38 feet high, and, when finished, will avoid two very dangerous hills.

There still remains about ten miles of road to be repaired, and a bridge to be constructed over the "Ruisseau à la Wapper." The banks of this stream are steep and dangerous, and a bridge is very much wanted.

The amount required to build this bridge and to repair the ten miles of road next summer will be about \$1,725.

TEMISCOUATA ROAD.

No work has been done on this road, to my knowledge, during the year 1863.

There still remains 1½ miles of road to be completed, and serious repairs are necessary in a great many places.

I have the honor to be, sir,

Your most obedient servant,

(Signed)

JOSEPH ROSA,

Supt.

APPENDIX I.
STATEMENT showing the result of the proceedings before the Official Arbitrators in 1863.

Claims awarded on	Subject of Claim.	When Referred.	Amount Claimed.	Amount Awarded.	With or without costs.	Date of award.
Denj. Brewster.....	Land taken for a slide on the Ottawa.....	1861	\$ cts.	\$ cts.		1863
Ignace G. Gagnon.....	do	Jan. 21...	6000 00	520 00	without	Nov. 16..
Edward Sloyin.....	Extra Work, &c.—Contract for Saguenay Works.....	Oct. 19... 1863	10885 90	3078 00	with	do 12...
Quebec Gas Co.....	do Jail and Court House, Magdalen Islands.....	March 16...	2004 00	1685 00	do	do S...
	Gas used in Legislative Council Building during the period of its occupation by His Excellency the Governor General.....	Oct. 15...	1252 00	741 00	without	do 17...
<i>CLAIMS STILL PENDING.</i>						
Charles Peters.....	Extra Work—Jail and Court House, St. Myacinto.....	1863 Feb. 26...	13473 00			
Wm. P. Barclay.....	Offset against rent—Hydraulic Lots Laehine Canal.....	March 17...				
Ira Gould.....	Compensation—Water withheld and land taken, &c., Laehine Canal.....	April 20...	39968 60			
<i>CLAIMS STRUCK OFF THE ROLL.</i>						
Denis Maguire.....	Supplies to Government Steamers.....	1861 Oct. 19...	130 30	claim withdrawn.		

G. TUDOR PEMBERTON,
Secretary Official Arbitrators.

QUEBEC, 31st December, 1863.

APPENDIX K.

PROVINCE OF CANADA for Provincial Steamers, in account current with Department of Public Works.

1862	Dr.	\$	cts.	1862	Cr.	\$	cts.
Dec. 31.....	To stock of coals, &c., on hand, used in 1862.....	5543	50	December 31.....	By Balance.....	21970	96
	To balance.....	16427	46			21970	96
		21970	96			16427	46
1863				1863			
Dec. 31.....	To amount expended in 1863, for outfit, fuel, running expenses and repairs.....	59365	35	January 1.....	By balance.....	20000	00
	" amount expended rebuilding "Advance,"	12132	93	October 31.....	" appropriation for 1863, 27 Vic., ch. 1.....	35631	87
	" do do "La Canadienne".....	7273	83	December 31.....	" Revenue for 1863 paid Receiver General.....	212	20
	" amount paid for advertising sale of steamers.....	94	94		" proceeds of old iron and masts belonging to "La Canadienne," paid Receiver General.....	7000	00
	" Stock of coals, &c., on hand in 1863, used in 1863.....	5000	00		" (his amount placed to the debit of 1861 to meet extraordinary repairs not proceeded with until 1863.....	4565	56
					" balance.....	\$3867	00
		\$3867	00			6367	80
1863		4565	56	1863			
Dec. 31.....	To balance at debit of Steamers.	2302	24	December 31.....	By stock of coals, &c., on hand, available for 1861....	\$6867	80
	To balance.....	\$6567	80				
				December 31.....	By balance.....	2302	24

DEPARTMENT OF PUBLIC WORKS,
February, 1864.

J. BAINE,
Book-keeper.

APPENDIX L.

CEDARS, 21st October, 1863.

T. TRUDEAU, Esq.,
Secretary of Public Works, Quebec.

SIR,—I beg to transmit you herewith the detailed estimates shewing the probable cost of repairing the landing piers on the north and south shores of the St. Lawrence, below Quebec. (*Not printed.*)

They would have been furnished a fortnight ago, had I not been sent off unexpectedly to Lindsay.

The amount required to put each pier in a proper state of repair, or to restore each to its proper condition, has been estimated thus, viz:—

At Eboulements, on north shore.....	\$ 345 50
Malbaic, “ “ Part of iron required is in Malbaie Jail.....	281 03
At Berthier, on south shore. (I am not aware that any repairs have been done to this pier hitherto).....	403 20
At L'Islet, on south shore. (More traffic at this pier, apparently, than at any of the others. Some plank and timber on the spot).....	583 05
At Rivière Ouelle, on the south shore.....	151 66
At Rivière du Loup, on the south shore.....	572 24
At Rimouski, “ “ “ (Exclusive of new work done)	674 12

Total probable cost of repairs..... \$3,010 80

The repairs to be done consist chiefly in the replacing of the iron straps, fenders, sheeting and planking torn off from the ends and sides of the piers, and from the slips thereof, by the ice or the vessels frequenting the same.

In other respects all the piers are generally in good order. This, I believe, is the ninth or tenth year since they were constructed. Their present condition shows that nothing has been expended on them hitherto, but what was essential to render them substantial and durable, and that the work formerly done has been well done in its most important parts.

IRON STRAPPING AND BOLTS.

In repairing the iron work it is advisable that the heads of all the bolts for the straps to be put on, should be countersunk and the bolts should be ragged, as they will then be less liable to be drawn out, not only by the ice, but especially by those who, I am told, make it a practice to tear off the iron straps and to dispose of them afterwards; when the straps are torn off by ice, or vessels, they fall generally into the rivers, where several of them have been already found and might still be found if a slight remuneration was offered to the boatmen at each locality. Some of the angle straps are fastened partly with copper bolts; although these resist the action of the salt water better than the iron bolts, because the heads last longer, their use is not advisable, because, in the first place, they are too expensive, and, in the second place, they offer too much temptation to draw them out.

FENDERS.

Many of the fenders have been torn off for the want of proper heads to the bolts; this should be provided against hereafter. The L'Islet and Rimouski piers are those that have suffered the most in this respect; there and elsewhere several of the fenders have been either split in two, or almost worn away by the ice; the new fenders should be of tamarack, red pine or black birch.

ZINC COVERS FOR SNUBBING POSTS.

At most of the piers the zinc covers put on the heads of the snubbing posts have been cut through purposely with axes, or pierced with musket shot, nails, walking canes and otherwise, against which cast iron covers alone would be secure; but these, of course, would be too expensive, owing to the great number required and the price of each, say

\$4. I have, therefore, estimated new zinc covers, of No. 15 zinc, to restore the damaged, or missing ones, to preserve the posts against rot. With the exception of Berthier, where nearly all the posts are decayed, the posts elsewhere appear to be generally sound; those at Berthier are of elm, which seems to account for their rapid decay.

FLOORING AND SIDEWALKS.

At Berthier all the planking at the outer end of the pier and part of that on the sidewalks is decayed and requires renewal, together with the kerb-pieces or binders. At L'Islet a portion of the planking and kerb-pieces on the top of the pier is worn out, owing to the cartage and piling of large quantities of firewood, of which there were upwards of 40 cords ready for loading at the time of my inspection. Any replanking done hereafter on the tops of the piers should be fastened with 6-inch nails of about 14 to the pound, instead of spikes, which would save a considerable quantity of iron; the planking of some of the greatest thoroughfares of Quebec is fastened with such nails, which are found to be quite sufficient, after an experience of several years.

PAVING OF SLIPS.

The slips at Malbaie and L'Islet are those that have suffered the most, and where repaving is the most urgently required; they should be repaired this fall if possible.

SLIDE TIMBERS.

The slide timbers at the end of the piers at L'Islet and Rivière du Loup, at or near the line of low water of spring tides, require to be repaired to prevent the escape of the stone filling; a few pieces of timber, if put in immediately, would secure such portions of the works against further damages during the coming winter.

At L'Islet, part of the plank and timber required is already on the spot.

The first three piers to be attended to, therefore, are those of L'Islet and Rivière du Loup and Malbaie.

If the season was not so far advanced, it would have been desirable to do all the repairs this fall, in order to secure the piers against still further damage during the winter.

If, with the exception just noted, the repairs are postponed until next spring, I do not, however, anticipate any material damage, excepting the loss of some of the iron strapping—several straps on the angles and sides of the piers being partly loose for the want of proper bolting; but these might be secured at once, during one tide or two, by a couple of men provided with 6 and 9-inch spikes at each of the piers.

Apart from the item of repairs enumerated in the estimates, it is possible that there may be others required near the line of extreme low water of spring tides, especially at the outer ends of the piers, when the ice appears to do the greatest damage, and which I could not see, the water not being at its lowest level.

The tolls that might be levied, and the regulations necessary for the future maintenance of various landing piers, will form the subject of another letter, so soon as other important matters now being attended to, will be disposed of.

I have the honor to be, sir,

Your most obedient servant,

(Signed)

G. F. BAILLARGÉ.

APPENDIX M.
No. 1.—STATEMENT shewing the opening and closing of navigation at the Ports of QUEBEC, MONTREAL, and KINGSTON; (furnished by the Collectors of Customs of the respective places.)

Year.	PORT OF QUEBEC.			PORT OF MONTREAL.			PORT OF KINGSTON.			
	Arrivals.			No. of days from first arrival to sailing of last vessel.	First Steamer for Quebec.	Last Steamer for Quebec.	Days of Navigation.	Open.	Closed.	Number of days.
	From Montreal Steamer.	From sea.	Ship.							
1830.	April 17	December 4	232					December 19		
1831.	" 21	November 30	229					April 27	4	232
1832.	" 29	" 30	216					Jan. (1834) 1		270
1833.	" 18	" 25	221					December 22		279
1834.	" 18	" 24	222					" 31		270
1835.	May 4	" 26	209					" 26		243
1836.	" 11	" 23	199					Jan. (1838) 10		281
1837.	" 1	" 18	204					December 18		257
1838.	April 28	" 20	207					" 26		255
1839.	" 21	" 23	217					" 8		280
1840.	" 19	" 29	225					March 19	" 23	253
1841.	" 1	" 28	214					April 23	" 31	283
1842.	May 1	" 28	222					March 24	" 31	283
1843.	May 5	" 28	225					April 25	Jan. (1844) 3	254
1844.	April 23	" 23	215					March 9	" (1845) 12	310
1845.	" 25	" 26	216					April 2	" (1846) 9	274
1846.	" 17	" 27	202					March 31		271
1847.	May 8	" 26	225					April 11	Jan. (1848) 6	272
1848.	April 6	" 21	230					" 3	December 30	273
1849.	" 25	" 25	215					" 5	" 26	266
1850.	" 25	" 28	218					" 2	" 22	269
1851.	" 20	" 29	222					" 19	Jan. 14, 1853	271
1852.	" 30	December 4	219				224	November 30		277
1853.	" 23	November 25	218				226	December 13	" 5, 1854	279
1854.	May 5	December 6	208				201	May 1	" 1, 1855	200
1855.	" 6	" 22	200				215	" 5	November 22	388
1856.	April 27	" 23	211				215	April 29	December 31	307
1857.	" 17	" 24	222				215	" 29	Feb. 2, 1858	245
1858.	" 18	" 28	222				229	" 18	Jan. 8, 1859	285
1859.	" 22	" 23	221				229	" 12	December 25	274
1860.	" 26	" 26	215				231	" 16	Jan. 10, 1861	272
1861.	" 26	December 2	221				221	" 26	" 4, 1862	279
1862.	" 30	November 29	214				215	" 29	" 17, 1863	271
1863.	May 3	" 27	209				213	May 2	" 1, 1864	261

No. 2.—STATEMENT shewing the opening and closing of the Welland, Burlington Bay, Williamsburg, Cornwall, Beauharnois, and Lachine Canals, St. Anne's Lock, Ottawa River, St. Ours' Lock, and Chambly Canal.

Year	WELLAND CANAL.			WILLIAMSBURG CANALS.			CORNWALL CANAL.			BEAUHARNOIS CANAL.		
	Opened	Closed.	No. of days open.	Opened.	Closed.	No. of days open.	Opened.	Closed.	No. of days open.	Opened.	Closed.	No. of days open.
1831	April 8											
1832	May 15											
1833	" 20											
1834	April 10	November 15	220									
1835	May 1											
1836	April 28											
1837	May 5											
1838	April 5											
1839												
1840	April 2	December 1	244									
1841	May 4	" 6										
1842												
1843		December 4										
1844	April 1	" 4	248									
1845	May 7	November 29	207									
1846	April 3	December 15	257									
1847	" 14	" 9	240									
1848	" 10	" 19	248	April 13	December 6	238	April 10	November 28	233	October 11	November 26	47
1849	" 3	" 7	249	" 9	" 10	228	" 24	December 2	223	" 16	" 29	228
1850	" 1	" 12	255	" 27	" 10	228	May 1	" 4	218	April 16	" 28	209
1851	March 25	" 14	261	" 25	November 25	215	April 7	" 6	244	May 5	" 30	239
1852	April 13	" 12	245	" 13	December 1	215	" 20	" 7	232	April 12	" 19	234
1853	" 1	" 17	261	May 1	December 1	220	May 19	" 25	232	April 19	" 26	223
1854	" 3	" 4		" 2	" 8	220	April 30	" 18	233	" 26	" 8	223
1855	" 16	" 12	241	April 20	" 15	230	" 30	" 6	233	" 25	November 25	215
1856	" 26	" 13	232	May 28	" 6	223	" 28	" 28	223	" 25	December 13	209
1857	May 1	" 15	229	April 25	" 12	226	May 1	" 12	226	" 1	December 26	212
1858	April 7	" 7	245	May 1	" 11	231	April 26	" 7	226	" 1	November 26	209
1859	" 1	" 8	252	April 30	" 30	220	" 20	" 7	232	April 26	" 26	215
1860	" 1	" 6	250	" 21	" 10	234	" 21	" 10	234	" 19	" 29	225
1861	" 8	" 12	249	" 24	" 10	231	" 24	" 12	233	" 19	December 3	229
1862	" 15	" 15	245	" 29	" 4	218	May 1	" 8	222	" 30	November 30	215
1863	" 13	" 13	245	May 1	" 7	221	" 2	" 12	225	May	December 4	217

No. 2.—STATEMENT showing the opening and closing of the Welland, Burlington Bay, Williamsburg, Cornwall, Beauharnois, and Lachine Canals, St. Anne's Lock, Ottawa River, St. Ours' Lock, and Chambly Canal.—(Continued.)

Year.	LACHINE CANAL.			ST. ANNE'S LOCK.			ST. OURS' LOCK.			CHAMBLY CANAL.		
	Opened.	Closed.	No. of days open.	Opened.	Closed.	No. of days open.	Opened.	Closed.	No. of days open.	Opened.	Closed.	No. of days open.
1831												
1832												
1833												
1834												
1835												
1836	May 1	November 22	200									
1837	April 20	" 24	213									
1838	" 23	" 23	215									
1839	" 11	" 28	227									
1840	" 21	" 23	217									
1841	May 1	" 25	209	June 26	November 27	155						
1842	" 2	" 26	209	April 18	" 28	222						
1843	" 4	" 28	209	April 18	" 28	219						
1844	April 23	" 17	208	April 18	" 28	219						
1845	May 5	" 28	208	" 11	" 29	233						
1846	" 6	December 9	218	May 5	" 29	209						
1847	" 5	" 13	223	April 16	" 30	229						
1848	April 24	" 11	232	April 16	December 6	231	November 17	1st opened	November 17	1st opened	November 17	229
1849	" 21	" 10	234	" 29	December 6	231	April 17	November 17	April 17	November 17	November 27	235
1850	" 22	" 7	230	" 29	November 15	222	" 21	" 25	" 21	" 25	" 25	219
1851	" 22	" 10	234	" 17	November 24	222	" 22	December 22	" 22	" 21	" 21	214
1852	May 7	" 16	224	" 30	December 15	230	" 23	December 13	" 23	" 20	" 20	196
1853	" 20	" 2	197	" 24	November 28	218	" 13	" 4	" 23	" 23	" 23	
1854	" 13	" 2	204	" 29	December 2	218	" 19	" 4	" 23	" 23	" 23	
1855	" 1	November 28	212	" 30	November 27	212	" 23	November 30	" 2	" 2	" 2	215
1856	" 4	December 3	217	" 25	December 1	221	" 18	December 2	" 2	" 2	" 2	218
1857	" 4	December 27	208	" 25	December 4	224	" 17	December 4	" 2	" 2	" 2	212
1858	April 25	December 1	221	" 19	November 29	225	" 9	November 19	" 7	" 7	" 7	212
1859	" 21	November 30	224	" 18	" 28	226	" 6	December 3	" 22	" 22	" 22	207
1860	" 20	December 5	220	" 21	December 2	226	" 4	" 5	" 15	" 15	" 15	235
1861	" 24	" 4	225	" 27	" 2	220	" 16	" 3	" 22	" 22	" 22	215
1862	May 7	" 0	214	" 29	" 2	218	" 25	" 3	" 25	" 25	" 25	223
1863	" 4	" 10	221	" 28	" 5	221	" 27	" 5	" 27	" 27	" 27	222

No. 3.—The following table, taken from the report of the Canal Commissioners of the State of New York, shows the date of the opening and closing of the Hudson River; also the time of opening and closing the Erie Canal, from 1824 to 1862, and the opening of Lake Erie, from 1827 to 1862.

OPENING AND CLOSING OF THE HUDSON RIVER.		COMMENCEMENT AND CLOSE OF NAVIGATION OF THE CANAL.				Opening of the Lake	
River open.	River closed.	Open days.	Canal open.	Canal closed.	Navigable days.		
March 3, 1824.....	January 5, 1825.....	303	April 30, 1824.....	December 4.....	219.....		
do 6, 1825.....	December 13, 1825.....	253	do 12, 1825.....	do 5.....	238.....		
February 25, 1826.....	do 21, 1826.....	362	do 20, 1826.....	do 18.....	243.....		
March 10, 1827.....	November 20, 1827.....	251	do 22, 1827.....	do 18.....	241.....		
February 8, 1828.....	December 23, 1828.....	220	March 27, 1828.....	do 20.....	269.....	April 21, 1827.....	
April 1, 1829.....	January 11, 1830.....	256	May 2, 1829.....	do 17.....	230.....	do 1, 1828.....	
March 15, 1830.....	December 25, 1830.....	233	April 20, 1830.....	do 17.....	242.....	May 10, 1829.....	
do 15, 1831.....	do 6, 1831.....	263	do 16, 1831.....	do 1.....	230.....	do 5, 1830.....	
do 25, 1832.....	do 21, 1832.....	289	do 25, 1832.....	do 21.....	211.....	do 8, 1831.....	
do 21, 1833.....	do 13, 1833.....	277	do 19, 1833.....	do 12.....	231.....	April 27, 1832.....	
February 26, 1834.....	do 15, 1834.....	291	do 17, 1834.....	do 12.....	240.....	do 23, 1833.....	
March 25, 1835.....	November 30, 1835.....	263	do 15, 1835.....	November 30.....	216.....	do 6, 1834.....	
April 4, 1836.....	December 7, 1836.....	248	do 25, 1836.....	do 26.....	230.....	May 8, 1835.....	
March 27, 1837.....	do 14, 1837.....	261	do 20, 1837.....	do 9.....	216.....	April 27, 1836.....	
do 19, 1838.....	November 25, 1838.....	237	do 12, 1838.....	December 9.....	234.....	May 16, 1837.....	
do 25, 1839.....	December 18, 1839.....	256	do 20, 1839.....	November 23.....	228.....	March 31, 1838.....	
February 25, 1840.....	do 5, 1840.....	285	do 20, 1840.....	December 16.....	241.....	April 11, 1839.....	
March 24, 1841.....	do 19, 1841.....	266	do 24, 1841.....	do 3.....	228.....	do 27, 1840.....	
do 19, 1841.....	do 19, 1841.....	266	do 20, 1842.....	November 30.....	221.....	do 14, 1841.....	
February 4, 1842.....	November 28, 1842.....	208	do 20, 1842.....	do 28.....	222.....	March 7, 1842.....	
April 13, 1843.....	December 10, 1843.....	242	May 1, 1843.....	do 30.....	214.....	May 6, 1843.....	
March 16, 1844.....	do 17, 1844.....	278	April 13, 1844.....	do 26.....	222.....	March 14, 1844.....	
do 3, 1845.....	do 3, 1845.....	253	do 15, 1845.....	do 29.....	228.....	April 3, 1845.....	
March 15, 1846.....	do 11, 1846.....	275	do 16, 1846.....	do 25.....	224.....	do 11, 1846.....	
do 11, 1846.....	do 11, 1846.....	275	do 16, 1846.....	do 25.....	224.....	do 11, 1846.....	
April 7, 1847.....	do 25, 1847.....	263	May 1, 1847.....	do 30.....	214.....	do 23, 1847.....	
March 22, 1848.....	do 27, 1848.....	292	do 1, 1848.....	December 4.....	223.....	do 3, 1848.....	
do 10, 1849.....	do 26, 1849.....	286	do 1, 1849.....	do 5.....	219.....	March 29, 1849.....	
do 19, 1850.....	do 17, 1850.....	282	April 22, 1850.....	do 11.....	234.....	do 25, 1850.....	
February 25, 1851.....	do 14, 1851.....	293	do 15, 1851.....	do 5.....	235.....	do 25, 1851.....	
March 28, 1852.....	do 22, 1852.....	270	do 20, 1852.....	do 16.....	230.....	April 20, 1851.....	
do 23, 1853.....	do 21, 1853.....	274	do 20, 1853.....	do 20.....	239.....	do 20, 1852.....	
do 17, 1854.....	do 8, 1854.....	266	May 1, 1854.....	do 20.....	245.....	do 14, 1853.....	
do 27, 1855.....	do 20, 1855.....	268	do 1, 1855.....	do 3.....	217.....	do 29, 1854.....	
do 14, 1856.....	do 14, 1856.....	248	do 6, 1856.....	do 10.....	224.....	do 21, 1855.....	
February 21, 1857.....	do 27, 1857.....	303	do 5, 1857.....	do 4.....	214.....	do 21, 1856.....	
March 20, 1858.....	do 17, 1858.....	273	April 25, 1858.....	do 15.....	223.....	May 27, 1857.....	
do 13, 1859.....	do 10, 1859.....	273	do 15, 1858.....	do 8.....	225.....	do 15, 1858.....	
do 6, 1860.....	do 14, 1860.....	283	do 15, 1859.....	do 12.....	242.....	do 17, 1859.....	
do 5, 1861.....	do 23, 1861.....	294	do 25, 1860.....	do 12.....	232.....	do 17, 1860.....	
do 19, 1862.....	do 19, 1862.....	259	do 1, 1861.....	do 10.....	224.....	do 13, 1861.....	
			do 1, 1862.....	do 10.....	224.....		

APPENDIX N.

STATEMENT of the amount of produce received at Port of Montreal by Steamers and all other Vessels, *via* the St. Lawrence Canals, during the navigable season of 1861.

	Flour.	Wheat.	Indian Corn.	Rye.	Peas.	Oats.	Barley.	Ashes.	Pork.	Beef.	Butter.	Apples.
	Barrels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
By steam vessels, 1861.....	577197	703966	128268	10206	190674	16857	14952	.....	8440	.....	.....	.....
Sailing vessels.....	190922	5385138	1427418	14220	1190805	88424	111636	.....	1584	.....	.....	.....
	768119	6580094	1556886	24516	1381479	105281	126588	11553	10024	245	39380	45549
By steam vessels, 1862.....	696092	394499	92904	4536	68120	20608	26103	10079	18316	.....	13083	61912
Sailing vessels.....	74902	7413862	2591436	76590	449443	63944	201642	817	5305	407	864	3551
	770994	7898361	2684340	81126	517572	84252	277705	10806	23621	407	13947	68463
By steam vessels, 1863.....	603819	416460	11376	.....	109081	5712	31410	12000	18630	512	7675	73522
Sailing vessels.....	94036	4576902	790398	32266	591377	313432	251286	1100	6720	622	298	4726
	697855	4003362	801774	32256	700458	319144	282702	13200	25550	1184	7973	78290

(Signed)

ALFRED GOUGH,
Collector.

LACHINE CANAL OFFICE,
Montreal, 25th January, 1864.

APPENDIX C.
LACHINE CANAL.

STATEMENT showing the number and class of Vessels and Freight which passed Downwards and Upwards through the Lachine Canal during the following mentioned years.

Years.	200 Tons and under. (Trips.)						200 to 300 Tons. (Trips.)						300 to 400 Tons. (Trips.)						Vessels passed through Lock No. 1.						Total No. of Trips.					
	Propellers.			Sailing Vessels.			Steamers.			Propellers.			Sailing Vessels.			Steamers.			Propellers.			Sailing Vessels.					Steamers.			
	Propellers.	Sailing Vessels.	Steamers.	Propellers.	Sailing Vessels.	Steamers.	Propellers.	Sailing Vessels.	Steamers.	Propellers.	Sailing Vessels.	Steamers.	Propellers.	Sailing Vessels.	Steamers.	Propellers.	Sailing Vessels.	Steamers.	Propellers.	Sailing Vessels.	Steamers.	Propellers.	Sailing Vessels.	Steamers.	Propellers.	Sailing Vessels.	Steamers.			
Downwards	586	196	2946	7137	123	42	657	233	3111	2583039	607890	258994	61221	14540	2082	4	51	98	16	14994	2196	32	17856	2902	291	20375	2369	22	28953	2808
Upwards	598	269	2954	7402	172	28	672	311	3154	1242330	521874	308103	69134	16248	2638	16	8	232	7	480107	1863	35	42859	2353	25	50367	2546	20	54642	2771
1858	594	191	3046	7736	159	54	671	230	3259	112454	136780	117597	121060	43244	1766	8	63	90	7	480107	1863	35	42859	2353	25	50367	2546	20	54642	2771
1859	606	262	3182	7940	220	33	685	302	3435	136780	117597	121060	43244	1766	8	63	90	7	480107	1863	35	42859	2353	25	50367	2546	20	54642	2771	
1860	639	302	3216	6734	228	47	706	336	3491	136780	117597	121060	43244	1766	8	63	90	7	480107	1863	35	42859	2353	25	50367	2546	20	54642	2771	
1861	756	285	4081	5673	262	56	813	358	4590	136780	117597	121060	43244	1766	8	63	90	7	480107	1863	35	42859	2353	25	50367	2546	20	54642	2771	
1862	858	49	4209	7800	171	29	956	93	4802	136780	117597	121060	43244	1766	8	63	90	7	480107	1863	35	42859	2353	25	50367	2546	20	54642	2771	
1863	935	27	4237	5640	106	9	1000	67	4364	136780	117597	121060	43244	1766	8	63	90	7	480107	1863	35	42859	2353	25	50367	2546	20	54642	2771	

(Signed) ALFRED GOUGH.

MONTREAL, 25th January, 1864.

REPORT

OF THE

Commissioner of Crown Lands

OF CANADA,

FOR THE YEAR 1863.

.....
Printed by order of the Legislative Assembly.
.....



QUEBEC:

PRINTED FOR THE CONTRACTORS, BY HUNTER, ROSE & CO., ST. URSULE STREET.
1864.

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REPORT

OF THE

Commissioner of Crown Lands

OF CANADA, FOR 1863.

To His Excellency The Right Honorable CHARLES STANLEY, Viscount MONCK, Baron Monck of Ballytrammon, in the County of Wexford, Governor General of British North America, etc., etc., etc.

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor of submitting to Your Excellency the following report of the proceedings, transactions and affairs of the Department of Crown Lands, for the year ending on the 31st December, 1863, in conformity with the provisions of the 8th Section of the Public Lands Act, commencing at usual with statistical details, and concluding by general observations.

LOWER CANADA.

CROWN LANDS.

The sales during the year amounted to 235,390 $\frac{1}{2}$ acres ; the purchase money to \$121,070.77 ; and the receipts to \$75,981.02.

On the Colonization Roads 6681 acres were located as free grants to actual settlers.

To the 5,908,557 acres disposable at the commencement of the year, 337,461 acres were added by surveys, making a total of 6,246,018 acres, from which deducting the sales and free grants, 242,071 $\frac{1}{2}$ acres, a balance of 6,003,946 $\frac{1}{2}$ acres remains on hand.

CLERGY LANDS.

Forty-four thousand six hundred and three and two-third acres were sold in 1863, which, deducted from the quantity remaining unsold at the commencement of the year, 355,998 $\frac{1}{2}$ acres, leaves a balance of 311,394 $\frac{1}{2}$ acres still disposable. The price of the lands sold during the year is \$33,913.20, and the gross amount received in payment of instalments, rent, &c., was \$38,766.18, from which taking the refunds and commission, \$7,850.81, there remains a net revenue of \$30,915.37 on account of the "Lower Canada Municipalities Fund," Consolidated Statutes of Canada, chapter 25, section 6.

JESUITS' ESTATES.

The gross amount collected from these estates in the year 1863, amounts to \$30,320.61. Of this sum, \$16,320.15 are capitals of sales of property and rents to passing of Act 19 Victoria, chap. 54 (Consolidated Statutes of Lower Canada, chap. 15), and appertain there-

fore to the "Lower Canada Education Investment Fund," under the provisions of said Act; the balance, \$14,000.46, being revenue accrued since said Act, goes to the "Lower Canada Superior Education Income Fund."

The expenses amount to the sum of \$2,626.34 and consist of agents' salary, commission and disbursements, law costs, costs of copies of deeds and *Reconnaissances*, both of which latter are hereafter re-collected by the Crown.

The net receipts thus remain at \$27,694.27.

Finding that the lessee of the large and valuable farm belonging to the estates, and situate at Beauport, near Quebec, known as the "Notre Dame des Anges seigniorial domain farm," who had rented it in 1859 on a seven years' lease, at \$704 *per annum*, was unable to meet his engagements, the lease was cancelled by mutual consent, and the property sold at auction in May last. The *Seminary of Quebec* became the purchaser for the sum of \$18,200, besides \$100 to cover costs of sale. Of this price they have paid \$6,000 cash, and the balance is to be liquidated by three annual instalments, with interest quarterly. By this transaction the estates will receive, by way of interest, nearly double the rent derived up till now from the property, and that without expense for insurance, repairs, or risk of loss from non-payment of rent.

The Department also disposed of another property belonging to these estates, in 1863, viz., the *Banal* mill of the seigniorie of Cap de la Magdeleine, situate within a league of Three Rivers. This property was held under an *emphytéotique* lease for 21 years from 1850, at \$280 *per annum*. The lessee had been very unfortunate in his latter occupation of this mill, having laid out several hundreds of pounds in uselessly making a canal to increase the supply of water, and in re-building the dam which had been carried away, when the abolition of the *droit de banalité* in adjoining seigniories, by inducing competition, had a serious effect in reducing the revenue of the property. One of the gables of the building, which is of stone and a very old structure, having given away, the mill was stopped, and the lessee having reported that he was unable and unwilling to reconstruct it, a reduction was made in the arrears of rent he owed, for the loss of *banalité* and stoppage of the mill, and the lease being cancelled with his consent, the property was sold at auction. \$2,040, with \$50 to cover costs of sale, was the sum realized—the price payable one-fourth cash, and the balance as in the case of the Beauport farm. Security was taken that the mill would be repaired, and it has since been put in order, and is now working. It is believed that the property has been sold for its present full value.

In both the above sales, care has been taken to provide against loss by fire, by an insurance at the cost of the purchasers, as customary, though in the case of Beauport farm, the buildings are of small consideration, the main value of the property being the land.

The large and increasing arrears due on these estates have again specially attracted the attention of the Department during the past year, and it being considered that the regulation and collection of these arrears could be effected by the local agents, under the direction and supervision of the officer of the Department having the charge of this branch of the service, the Order in Council, passed in 1857, specially appointing Mr. Varin, of Laprairie, general agent for the purpose, has been cancelled. In January, 1861, Mr. Varin had been appointed Seigniorial Commissioner, and the estates have obtained a refund from the seigniorial account of his salary since said appointment, *minus* the commission on his collections for that time as General Agent, which would have been paid thereon had his office of General Agent ceased when he obtained his appointment as Commissioner. Mr. Varin's services as Local Agent for the estates in the District of Montreal are continued.

The debtors in the estates have been required to pay at once their rents for 1863, and to settle by *Reconnaissances* for the arrears they owe, for which a reasonable delay will be allowed; those failing to comply with these terms will be sued, and, after every effort has been used to induce these debtors to settle and liquidate, in an amicable manner, their just indebtedness towards the Crown, it will be their own fault if by repeated obstinacy they uselessly incur costs in addition to the sums they owe. To the poor and needy debtor, whose lot may not be worth the amount of the debt due on it, such compromise will be proposed as the interest of the estates will warrant.

An inducement has been offered to the *Censitaires* of the Crown Seigniories to redeem their *Cens* and *Rentes* by allowing a deduction of twenty five per cent. on the capital, payable cash. By the liquidation of these capitals the trouble and expense of annually col-

lecting the rent, which is small, will be obviated. It is hoped that many will avail themselves of the offer:

The Squatters settled on the lots on and near the Piles Road in the Seigniory of Cap de la Magdeleine, having failed to comply with the repeated notifications to purchase, previously made by the Department, the land was advertised for sale at auction in January 1863, and the price, which the settlers had always strongly objected to as too high, being reduced to 50 cents an *arpent*, nearly all the Squatters came forward and settled either at the time of the sale or since. 4,816 *arpents* have thus been disposed of. A further and last opportunity till 1st March next, has been given to those still holding back, who, in justice to the others who have complied with the Government terms, should be forced to settle.

For receipts and expenses in detail, see Appendix No. 14.

CROWN DOMAIN.

\$15,189.11 have been realized from the Royal Domain in Lower Canada, in 1863, being \$6,466.98 *Lods et Ventes, Cens et Rentes, &c.*; *Censives* of Quebec and Three Rivers, \$2,070.75 second instalment and interest on sale of St. Maurice Forges and lands, and \$6,651.38 on beach and deep-water lots,—the latter consisting to a large extent of amounts on account of the sale of this description of property in Gaspé Basin and Harbor, the survey of which having lately been completed, nearly 40 lots were disposed of there in 1863.

The expenses comprising agent's salary, commission and disbursements, besides refunds, and a considerable sum for costs of copies of deeds, received back by the Department in judicial cases, amount to \$2,134.51, leaving the net revenue at \$13,054.60.

See Appendix No. 16 for detailed statement.

SEIGNIORY OF LAUZON.

This property produced, in the year 1863, the gross sum of \$9,040.68.

The expenses, consisting of proportion of agent's salary and of disbursements, amount to \$860.81, reducing the revenue to \$8,179.87 net.

The purchaser of the St. Henry *Trait Quarré* mill, sold in 1855, having represented that the effect of the abolition of the *droit de banalité* had made it impossible for him to liquidate his liability towards the Crown, it was decided by an Order in Council to take back the property and treat him as a tenant. This being done, the property was again sold in May last. The mill was put up separately from a farm which was attached thereto, and the sum realized for the former was \$1,360, and for the latter \$622, both being payable by five instalments.

For details of sources of revenue, see Appendix No. 15.

THE LATE SIR JOHN CALDWELL'S ESTATE.

A large sum of money is still due to the Crown by the estate of the late Sir John Caldwell, in virtue of the judgment obtained by Her Majesty for the amount of Sir John's indebtedness to Government.

The revenues arising from the Seigniory of Lauzon, formerly his property, previous to its having been purchased by the Crown, at the Sheriff's sale which took place in 1845 under the above judgment, were received by the late A. A. Parent, Esq., the Curator appointed to the vacant estate; these were, on several occasions, accounted for to Court by Mr. Parent, and the Crown collocated for considerable sums. For some years past, however, there remained over a report of the Curator, no action having been taken to have it homologated, and the consequence was that the sum then in hand remained in Mr. Parent's possession, with the moneys subsequently received by him. This fact came to the knowledge of the Department, and although not then specially entrusted with this business, the attention of the Crown Law Officers was some time since, nevertheless, by it directed thereto, with the object of obtaining a full report from the Curator, and having the moneys paid up to date. Mr. Parent being old and infirm, the advisability of appointing Mr. Félix Fortier, the agent for the Seigniory of Lauzon, in his stead, was at the same time suggested. Mr. Parent since died, and Mr. Fortier, upon the action of this Department, was named by *assemblée de parents*, in his *lieu* and place, and the proper steps were at once taken by the latter to receive from the late Mr. Parent's representatives the sum in hand at

the time of his death. This amount has been paid over to Mr. Fortier. By Order in Council of the 16th December, 1862, this office, which had thus taken the matter in hand, was authorized to receive from the Court the moneys for which the Crown might be collocated, and entrusted with the settlement of all matters between the Crown and the estate. But for the action taken by officers of this Department, it is probable that this matter, which had been so long neglected, would still be unattended to, and the Crown have continued to lose the use of the moneys it is entitled to receive. The sum in hand, as declared by the late Mr. Parent, in court, amounted, in 1847 *alone*, to nearly \$3,600, and the sum received by Mr. Fortier from Mr. Parent's estate, with that since collected by him, reaches over \$8,500. The proper legal steps having been taken to cause this sum to be paid over to the Department (after deduction of disbursements, &c., and costs), it will be accounted for in 1864.

UPPER CANADA.

CROWN LANDS.

At the commencement of 1863 there were 2,839,358½ acres of surveyed Crown lands on hand,—in addition thereto, 289,737 acres were subdivided, making a total of 3,129,095½ acres, of which 91,069 acres were sold, and 9,239 acres located as free grants on the colonization roads, leaving a balance of 3,028,787½ acres disposable at the end of the year.

The purchase money of the lands sold during the year is \$90,432.73—the amount collected \$171,021.09.

CLERGY LANDS.

There were 11,912 acres sold during the year, leaving 82,925½ acres disposable.

The price of the lands sold during the year is \$27,674.26.

The gross amount of collections was \$132,970.10; the disbursements, including commission and refunds, \$28,532.71, leaving a net addition to the "Upper Canada Municipality Fund" of \$104,437.39.

GRAMMAR SCHOOL LANDS.

One thousand five hundred and eighty acres of these lands were sold, leaving 50,134 acres still in the market. The purchase money of the lands sold during the year is \$1,198.90. The gross receipts, \$7,887.73. The net proceeds, deducting commission and refunds (\$1,577.53), were \$6,310.20.

COMMON SCHOOL LANDS.

The sales during the past year, of the lands set apart under the authority of the Act 1th Vic., cap. 200, for creating a Common School Fund, amounted to 3,370 acres, leaving only 6,397³/₁₀ acres unsold.

The purchase money of the quantity sold in 1863 amounted to \$10,056.65. The gross receipts, to \$128,390.25. The commission and refunds, to \$27,959.71. The net income of the year, to \$100,430.54.

The total net amount realized from these lands, up to 31st December last, is \$1,010,495.93.

CANADA.

ORDNANCE LANDS.

The receipts for the year amounted to \$21,905.88. The expenditure to \$6,204.98; of which \$209.59 were for law costs, refunds, and discount on silver received in payment of lands, and the balance (\$5,995.39) was the Ordnance Land agent's disbursements.

WOODS AND FORESTS.

The amount of revenue accrued from timber dues and ground rents during the year 1863 was \$327,389.11, and from slide dues, \$62,185.99; making the total accrued from

these sources, \$389,575.10; which amount includes \$7,364.79 for other services, viz.:—Clergy, School, Indian, and Jesuits' estates.

The amount of revenue collected from timber dues and ground rents, was \$395,700.11; and from slide dues, \$72,763.05,—making the total revenue collected during the year 1863, \$468,463.16; in addition to which the sum of \$7,364.79 was collected for other services, viz.: Clergy, School, Indian, and Jesuits' Estates; and \$27,324.30, value of settlers' timber. Total, \$503,152.25.

The charges of management for collecting timber dues and ground rents are \$25,927.87, and for collecting slide dues, \$1,000.00, making the total cost \$26,927.87. These charges do not include the salaries of the Woods and Forests Branch at head-quarters, nor the following sums: \$3,235.32, refunds; \$5,474.08, transferred; and \$1,106.15 for surveys, specimens of Canadian woods, special services, &c.

INDIAN AFFAIRS.

The receipts for lands and timber in 1863 were \$70,763.78; interest on investments, \$68,756.36; annuities and grants, \$35,020.00,—making a total of \$174,540.14. The payments, comprehending annuities and interest money to Indians, salaries, surveys, and incidental expenses, amounted to \$147,816.54.

At the commencement of the year the total sum, as represented in the books of this Department, at the credit of the various Indian bands, was \$1,484,653.93. At the close of the year, from payments of instalments on lands, from new sales, timber, &c., the amount, after paying salaries and all other charges, was \$1,530,238.40; showing an increase of \$45,634.47. This would have been further augmented to \$67,620.39, had the interest for the quarter, amounting to \$21,985.92, due on the 31st December, 1863, been credited, as was done in the year 1862, to Indian funds. This sum will come into the accounts of 1864.

The smaller amount realized in 1863 from land and timber, as compared with 1862, is owing to the fact that the lands sold in 1863 were generally of an inferior quality, and sold at lower rates.

FISHERIES.

The report for last year refers to certain defective and contradictory provisions of the fishery laws which it is desirable to amend, and to alterations in the system of disposing of fisheries, such as might be adopted with advantage to the public and to fishing interests. Owing to the abrupt termination of legislative business in the last Parliament, the requisite amendments could not be completed. These defects are such as would seriously impair any improvement in the organization of the fisheries' service, and hinder effectual operations under the present statute. Consequently, I have not sought any extension of the system of leasing and licensing fisheries heretofore in practice, but merely continued temporary arrangements throughout the past season.

In point of economy this year's expenses abundantly prove that much can be saved from outlay for current disbursements, by strict official control. Numerous expenses had been allowed at the mere discretion of fishery officers, vested by law with some independent powers. Many of the expenses thus incurred were not justified by results discoverable on critical inquiry. Other expenses, also, have occurred at the instance of different departments. Charges became grafted on the expenditure which bore no practical relation to the maintenance of the service. Waiting legislation, these faults are partially remedied by concentrating in my Department authority for each outlay, and by denying every expense that does not appear to be indispensably necessary.

Compared with the expenditure of 1862, that for the past year shows a reduction of upwards of five thousand dollars. The whole cost of the service, in Upper Canada, during 1862 was \$6,665.19, and in 1863 it is \$4,937.88; a decrease of \$1,727.31. In Lower Canada, for 1862 it was \$29,389.10, and in 1863 it is \$25,720.68; being \$3,668.42 less. For both sections of the province the total difference amounts to \$5,395.73. It should be remarked, that the bulk of this decrease consists of reductions in the contingent expenses of the fishery officers, the habitual outlay which would have continued as a matter of course,—rather than in the regular and unavoidable disbursements of the service. Two items forming part of the expenses reckoned for 1863 are in excess of the previous years; but these could not be controlled by the department. One is the amount payable for fishing,

bounties, and the other is the cost of extraordinary repairs rendered necessary by the wreck of *La Canadienne* in the preceding year. These added together make a sum of \$7,048.62. I believe, if an efficient law be passed, that all needful protection and increasing development of the fisheries of both sections of the Province, can be attained at still less expense than at present.

The leases granted by my predecessors terminate on the 15th March, 1864. It was, therefore, necessary to advertise in advance for tenders and proposals to renew. This I have done, lifting the time for receiving offers to about the end of February next. In order that new leases may commence with an improved system, it is hoped the Legislature will, at its approaching session, amend the fishery laws.

Actual collections from fisheries to the 31st December, amount to \$6,213.28. This sum is composed as follows:—In Lower Canada—rents on leases, \$3,913.26; fees on licenses, \$1,762.75; fines, \$60.05; and in Upper Canada—license fees, \$477.22.

Claims for fishing bounties, to the amount of \$9,035.50 for the year 1862, were paid in this year. Those for 1863 are not yet complete. The amount of those already notified is \$6,157.50. Those in abeyance may be estimated at \$3,320.00. By departmental notice of the 11th of May, I caused all documents relative to bounty claims to be sent direct to this office. Subsequent scrutiny has led to the detection of gross irregularities and evasions, amounting in some cases to fraud. Closer attention has thus been attracted to the operation of the bounty system, and towards faults of the statute which have favored laxity and tempted imposition.

Reports of the several officers engaged in protecting the fisheries will be found among the appendices. These reports represent the condition of our fisheries to be, on the whole, satisfactory.

UPPER CANADA SURVEYS.

In Appendix No. 19 to this report will be found a statement showing the surveys completed during the past year, with the name of the surveyor, and the cost thereof; it will also be seen thereby that most of the surveys enumerated were ordered in the years 1860, '61 and '62, but only finally completed during the past year.

Instructions have been also issued for the subdivision into farm lots of the Township of Monck, part of the Township of Wylie, and residue of the Townships of Wollaston and Dungannon; also for the subdivision of the town plot of Muskokaville, and of Thorah Island, in Lake Simcoe, all of which will be in the market before the 1st of May next. The surveys of four townships, namely: Shequindah, Assignack, Howland and Bidwell, on the Manitoulin Island, are being proceeded with, and will be returned for sale before the 1st of June next.

The rapid settlement taking place to the north and west of the Muskoka River, in the direction of the Muskoka and Parry Sound Road, will soon call for a further subdivision into farm lots of such townships in that section of the Province.

The surveyors engaged in the subdivision of Wylie, Monck, Wollaston, and Dungannon, report that they have met with considerable tracts of hardwood lands, well fitted for settlement in these townships.

A colored map of part of the Ottawa and Huron Territory, shewing the character of the country with respect to timber and soil, accompanies the appendix. This map has been compiled from the timber maps furnished by the surveyors who subdivided the townships into farm lots.

Maps of the country north of Lakes Huron and Superior will also be found accompanying the appendix.

LOWER CANADA SURVEYS.

The surveys performed in Lower Canada, as enumerated in the accompanying annual statement of land surveyed and laid out into ranges and lots, and of the exploration and tracing of certain lines of road for colonization purposes, during the year ending 31st December, 1863, are more or less scattered over eleven counties, comprised in the following districts, namely: Ottawa, St. Francis, Yamaska, Quebec, Beauce, Rimouski, Chicoutimi, and Gaspé.

OTTAWA.

In the District of Ottawa, the survey and subdivision into lots of the residue of the Township of Egan, as also a re-survey of part of the primitive survey thereof, were effected, comprising together an area of 73,570 acres of land, besides a division into lots of the triangular tracts in the Township of Leslie, containing together 2,100 acres of land, urgently required by the actual settlers in the township.

ST. FRANCIS.

In the District of St. Francis, a large proportion of the Townships of Ditton, Chesham and Woburn, almost centrally traversed by the proposed colonization road leading from Bury to the Arnold River, in the Township of Woburn, was laid out into lots and ranges for actual settlement, back from the ranges already surveyed fronting on the proposed road line, presenting, together with the verified part of the primitive subdivision of the Township of Marston, over 1,400 lots for actual settlement, of 100 acres each, and containing, including broken lots, 140,748 acres of land.

YAMASKA.

In the District of Yamaska, a survey of some importance, to establish the boundaries of the property of the St. Francis and Abenakis tribe of Indians, on the River St. Francis, was carried out under the authority of the Attorney General East.

QUEBEC.

In the District of Quebec, a line of road of considerable importance, in the interest of colonization and settlement of the public lands back of the seigniories in the neighborhood of Quebec, was traced and marked in the field a distance of ten miles and a half, connecting the settlements of the Parish of St. Raymond, on the River Ste. Anne, and passing through the Township of Gosford, with the old settlements situate in the seigniories of St. Gabriel and Fossambault, and with the public road leading therefrom to the City of Quebec.

BEAUCE.

In the District of Beauce about fifty miles of road line were run and marked in the field, from the chapel in the 8th range of Cranbourne, County of Dorchester, on or near the present Government road, leading from St. Edouard de Frampton, traversing the remaining southerly ranges of this township and the whole breadth of the township of Watford transversely, and then obliquely through the Township of Lenière, to its intersection with the Kennebec Road half a mile north of the chapel at the "Grande Coudée" river, a tributary of River du Loup.

Another road line, connecting the River Etchemin, in Cranbourne, with the River La Famine, in Watford, was also run and marked, and lots laid out fronting the same, which, together with the rear lines of the road ranges, aggregate 141 miles of survey. Also another line of road was traced and marked on the right bank of the River Chaudière, in the County of Beauce, from the southern limits of the seigniorship of Aubin-Delisle, traversing the front of the Townships of Jersey, Marlow, Rixborough and Spalding, to the outlet of Lake Mégantic, a total distance of 32 miles. This line of road obtains considerable importance from the two-fold reasons of its traversing generally good and favorable lands for agricultural purposes, and leading through the now well established auriferous regions in this part of Lower Canada, and accordingly merits due consideration.

RIMOUSKI.

In the District of Rimouski, the Township of Tessier, situate in rear of the seigniorship of Matane, and containing 25,587 acres of land, was surveyed and laid out into lots; also, the residue of the Township of Cabot, in rear of the seigniorship of Métis, containing 11,528 acres. Part of this residue, lying on the new Matapédia Road, was so laid out that the lots should front on that important communication to its junction with the lands already surveyed on the old Kempt Road. A survey and verification of part of the Township of Dénouville, in the County of Témiscouata, was carried out, to meet the requirements of actual settlers, in the four front ranges of that township.

CHICOUTIMI.

In the District of Chicoutimi, 38,980 acres of land, in the Township of Otis, situate on the south side of the Saguenay river, were laid out into lots and ranges. A range of lots on both sides of the St. Paul and Grand Bay Road was set off, as well also as around a very considerable lake, almost centrally situate in the township.

A large proportion of the projected Township of Boilleau, situate on the 48th parallel of latitude, and traversed by the St. Urbain and Grand Bay Mail Road, to the extent of 33,101 acres, has been surveyed and subdivided into lots and ranges. The grand lake Ha! Ha! offers a favorable frontage for actual settlement on its borders. Also the arable extent of land, about 6,312 acres, was divided into lots in the projected Township of Falardeau, situate in rear of the Townships of Tremblay and Simard; the aggregate area of the land laid out in this district being, therefore, 78,393 acres.

GASPÉ.

In the District and County of Gaspé, a survey *en bornage*, to establish the division line between the seigniory of Grande Vallée des Monts, fronting on the Gulf of St. Lawrence, and the adjacent lands of the Crown, was effected with the co-operation of the proprietor, he defraying half the cost of survey, as customary in such cases.

The whole quantity of land thus laid out and subdivided into lots for actual settlement, in the counties and districts of Lower Canada hereinbefore mentioned, aggregates 337,461 acres; the average cost of survey of which, including outlines, not exceeding 5½ cents per acre, and exclusive of outlines, a fraction over 4 cents per acre; accordingly ranging 1½ cent less per acre than the average cost of surveys in the year 1862.

As regards the surveys of colonization road lines, which frequently involve many miles of exploration before fixing the best line for the road, the average cost does not exceed \$20 per mile for the road lines run and marked, as hereinabove stated, under the head of each district or county.

The undersigned has abstained from entering into any description of the topographical character of the tracts surveyed, as hereinabove enumerated, inasmuch as a full account and description of the land in each tract or township will be given in the abstracts of the surveyors' reports contained in the appendix of the annual report of the Commissioner for the year 1863. All the foregoing surveys were performed under instructions issued in the years 1861 and 1862.

COLONIZATION ROADS.

CANADA WEST.

The Colonization Road improvements effected during the year 1863 are as follows:—

1st	Pembroke and Matawan. From the mouth of the Petewawa River to Chalk River. A new road.....	10 miles.
2nd.	Addington. Repairs chiefly in the townships of Sheffield and Kaladar, extending over.....	12 "
3rd.	Addington. Extension of the same to intersect the Peterson. A new road.	16 "
4th.	Hastings. Changes through the townships of Tudor, Faraday, Herschel and Monteagle. New road.....	25 "
5th.	Burleigh. Extension of the same through Chandos and Cardiff, under contract. Not yet completed.....	20 "
6th.	Victoria. From the north-west corner of Dalton to connect with the Peterson. A new road.....	14 "
7th.	Muskoka. Principally through the township of Stephenson. New road...	10 "
8th.	Orillia and Muskoka Junction. As a feeder to the Muskoka, repairs.....	12 "

One hundred and nineteen miles have been thus improved, of which 85 miles are quite new,—the remaining 34 having been repaired. For additional minor improvements and details, see Superintendent's and Inspector's Reports in the Appendices Nos. 39 and 40.

Beside the above improvements, the following road surveys have been made during the year 1863:—

1st. Change in the Hastings Road through the township of Tudor.....	14 miles.
2nd. Extension of Victoria Road.....	14 "
3rd. Change in Pembroke and Matawan Road.....	20 "
4th. Parry Sound Road.....	44 "
5th. Buckhorn Road.....	34 "
6th. Crow River Road.....	40 "

PROGRESS OF SETTLEMENT OF THE UPPER CANADA COLONIZATION ROADS.

THE ADDINGTON ROAD.

Owing to the scarcity of provisions arising from the failure of the crops in 1862, some of the settlers have left,—the population is consequently less than last year. Although the season was favorable, the quantity of agricultural produce raised was, owing to the want of seed, not much greater than the year before. 285 acres have been cleared during the year, and 150 acres chopped.

Mr. Perry, the resident agent, estimates the aggregate value of the settlers' produce for the year at \$31,465.80.

The employment afforded by the works on the road has been of great benefit to the inhabitants. For statistical details, see Mr. Perry's report, Appendix No. 26.

THE BOBCAYGEON ROAD.

Mr. Hughes, the resident agent, reports that the population on the southerly portion of the road has increased to 1,002—the number of acres cleared to 2,449½; chopped, 322½; and the crops much larger than in 1862.

The population has increased more rapidly than the free grants, as the old settlers have subdivided their lots, and sold portions to new comers. Mr. Hughes values the crops and other products of the settlers' labor, at \$35,373.20. (See details in his report, Appendix No. 28.)

On the northerly part of this road, which is under the charge of Mr. Boswell, there are 39 settlers, occupying free grant lots. They have cleared 144½ acres. He values their produce at \$4,407.80. They have 63 head of live stock.

THE HASTINGS ROAD.

Twenty-two new settlers have been located on this road during the year, making a total of 398 locatees in possession of free grant lots on it. Mr. Hayes, the resident agent, has also sold 7,200 acres of lands in the townships adjacent. 817 acres have been cleared, or are in process of clearing; making a total of 5,370 acres under improvement. Mr. Hayes values the crops and industrial products of the settlers on the road at \$62,725.20.

The crops were not injured by any kind of insect, rust, or blight, and were, in general, all that could be desired.

Saw and grist mills have been kept in operation during the year; several schools have also been kept open. The number of post offices have been increased, and the settlements have been regularly visited by clergymen of different denominations. For details, see Mr. Hayes' report, Appendix No. 29.

THE MUSKOKA ROAD.

Owing to the facility of access and great extent of good land on this road, it promises to be the most important and prosperous of the colonization roads in Upper Canada. The population and agricultural produce have nearly doubled during the last year. 613 acres have been cleared, and 200 chopped, and 47 houses and 13 barns built in 1863.

Mr. Oliver, the resident agent, values the produce of the year at \$16,207.50. The settlers have 222 head of live stock. He sold _____ acres in the townships adjoining the road, in which there are now upwards of eight hundred inhabitants, who have already cleared about 1,200 acres and chopped upwards of 200 in addition. Mr. Oliver values the year's produce of these settlers at \$23,034.02, making a total of \$41,991.20 in his agency.

A good harvest has rewarded the toil of the settlers, and grist and saw mills, taverns, stores, post-offices and school-houses are among the improvements of the year. See Appendix No. 30 for detailed statement.

THE OPEONGO ROAD.

Twenty-three persons have taken lands on this road during the year; nine of these have taken the place of settlers who have voluntarily resigned their lots, and six have taken forfeited lots. Only eleven are *bonâ fide* settlers; the others took the lots for the purpose of securing the pine timber on them. 2,237 acres were under crop last year, which Mr. French values at \$50,728.66. There are now eight common schools on the road, well attended. For details, see Mr. French's report, Appendix No. 31.

PROGRESS OF SETTLEMENT ON THE LOWER CANADA COLONIZATION ROADS.

THE ELGIN ROAD.

Two hundred and fifty-eight lots have been located on this road, on which there are 93 actual residents. The population amounts to 470 souls. 1507 acres have been cleared, and 741½ chopped. The settlers have 342 head of live stock. They sowed 1068 bushels of grain and potatoes; but, owing to the drought in June and July, and the frost in the beginning of September, the harvest was not sufficient for their support, and they were obliged to seek for employment in the lumbering establishments in their neighborhood.

Mr. Drapeau, the resident agent, estimates the value of their crop at \$4359.30, and of their other industrial products, at \$3487.58. For details, see his report, Appendix No. 33.

THE TACHÉ ROAD.

On the south-westerly section of this road Mr. Drapeau has located 312 lots, on which are 160 families residing, forming a total population of 745 souls. 3034 acres have been prepared for cultivation, and 480 more are in process of preparation. The settlers have built 146 houses and 151 barns. They have 1009 head of cattle. Mr. Drapeau values their harvest (which appears not to have suffered from the drought and early frosts) at \$16,056.92, and their industrial products at \$8,913.37. See his Report before referred to.

On the north-easterly part of this road, which is under the superintendence of Mr. J. B. Lepage, there are now 21 settlers in actual occupation of their lands. 323 acres have been cleared, and 74 chopped. Mr. Lepage values the crop of last year at \$1,584.77, the product of domestic industry (woollen and linen stuff), at \$157.02. The settlers have 179 head of live stock, valued at \$1,462.50.

THE MATAPÉDIA ROAD.

Mr. Lepage, who superintends the settlement of the lands on this road, reports that they are progressing rapidly. 74 lots have been located, 29 of which are occupied by actual settlers, who have cleared 989½ acres, and chopped 186. He values their harvest of last year at \$3,711.76, and other industrial products at \$289.36. They have 363 head of live stock, valued at \$2,853.

For further details, see Mr. Lepage's report, Appendix No. 34.

The Matane and Cap Chatte Road, on the south shore of the St. Lawrence, is 36 miles long.

Seventeen thousand five hundred and fifty-four acres on this road have been subdivided into lots for gratuitous location. 11,078 acres have been located, of which 9,322 acres are occupied by actual settlers. The first Free Grants were made in October, 1860. There are now 110 families residing on the lots, 32 of whom settled last year. The total population is 576 souls.

Mr. Charles Roy, Provincial Land Surveyor, the resident agent, reports that the harvest of last year was below the average, owing to the loss by fire, in July, of 100 bushels of grain sown. This also lessened the increase of the live stock, as it diminished

the amount of fodder. There are 75½ acres fit for the plough, 1452 acres cleared and already chopped, and 943 acres being cleared.

Seven hundred and fifty-five acres were under crop last year, yielding 14,209 bushels.

Mr. Roy values the crop of 1863 at \$13,123; the live stock at \$6,112; the produce of the fisheries at \$4,732. A church and two saw-mills have been erected.

THE GULF ROAD.

The line of this road extends from Cap Chatte to the Great Fox River (a distance of 128 miles), connecting the settlements on the south shore of the Gulf of St Lawrence with the rest of the Province. The settlement of this road has also been entrusted to Mr. C. Roy. Only 14½ miles from Cap Chatte downwards have been opened. The line for the residue was surveyed by Provincial Land Surveyor G. H. Baillargé, in 1861, as near the shore of the St. Lawrence as the nature of the country would permit, for the convenience of the different fishing establishments on the coast.

In 1861 the total resident population on the Crown Lands between St. Anne des Monts and the River Magdalen, was only 95 souls; now there are 209. The settlers had 116 acres fit for the plough, 156½ cleared and cropped, and 167½ chopped. They had 163 acres under cultivation last year. Mr. Roy estimates their harvest at \$2,361; the live stock (200 head) at \$2,007; and the produce of their fisheries at \$4004. For further particulars, see his report, Appendix No. 32

GENERAL OBSERVATIONS.

SALES.

The quantity of public lands sold during the year 1863 was not quite equal to that of 1862. The falling off was in Upper Canada. In Lower Canada the quantity sold was slightly in excess of the previous year. The total amount of revenue from lands collected last year, as compared with 1862, shows a still greater diminution; the amount collected in 1862 being \$701,890, while that collected last year was only \$555,016. In my report for 1862 I anticipated these results, and stated the causes, which in my judgement would sufficiently account for them. I see no reason to qualify the statements then made. A large amount of arrears are still due for public lands, amounting nominally to six or seven millions of dollars. It is impossible to effect any considerable reduction of these arrears without a resort to measures of severity. The leniency of the Government in its past dealings with purchasers of public lands has induced a very general feeling of security against forfeiture or loss on account of the non-performance of their engagements, so that mere threats by the Department produce little effect. In fact, the large accumulation of arrears operates rather to deter, than hasten payment. The hope of obtaining a reduction of the original price, as well as of the interest accrued upon it, which the Government has encouraged by its action in numerous cases, floods the department with applications from debtors to be relieved from paying their debts, or some portion of them. These applications are often supported by affidavits, petitions of municipalities, recommendations of members of Parliament, clergymen, &c., causing much labor to the subordinate officers of the department, and no little trouble to its head. The revenue of the department, however, is not much benefited by the correspondence. Regulations were adopted in 1859 embodying the following provisions:—

“15. That prompt payment in all cases be made of the essence of the contract, and any default to be on pain of forfeiture of all previous payments and of all right in the lands.

“16. That in the cases of sales already made, payment of arrears be required, and that public notice be given in the Official Gazette, and through the usual channels, that unless such arrears be paid within twelve months from the first of January, 1859, the land in respect of which default shall continue will be resumed by the Crown and resold, and that in regard to all purchase money and interest hereafter to fall due, prompt payment will be exacted.

“17. That the system of recognising unauthorised occupation of land commonly known as “squatting,” be discontinued, subject to the following provisions, viz:—

"That public and general notice be given by the Crown Lands Department that no claim of pre-emption by reason of such occupation will be entertained after the first day of September next (1859), and that no claim to such pre-emption, not now in a state to be admitted, can be made good by any act of the party hereafter, and that therefore his labor will be thrown away."

These regulations have not been rigidly enforced, nor indeed would it be possible to enforce them without creating a general panic in the new settlements, and much alarm and distress in many of the older ones.

The arrears due by purchasers who have not complied with the conditions of settlement are not so difficult to deal with. Enforcing the regulations in this case does not involve ejection or depopulation. On the contrary, it leads to a more rapid settlement of the country. During the past year I caused lists to be prepared of all lots which had been sold in the counties of Grey, Huron, Bruce, and Wellington, and some of the townships of Simcoe, on which not more than two instalments had been paid (the remaining instalments being overdue), and which were reported by the local agents as still unoccupied. These were declared to be forfeited, and were advertised for sale at public auction. Several of the sales have already (1st March, 1864) taking place, and the results are most satisfactory. Where the original purchaser or his assignee was found to have taken possession and to have made substantial improvements before the day of sale, the lot was withdrawn. In most cases of this kind payment of a portion, if not all of the arrears, was secured. The new sales were made on condition of payment down of two-fifths of the purchase money, the balance being payable in three annual instalments with interest. As a large proportion of the lands thus forfeited and resold were of inferior quality—the cause, no doubt, of their abandonment by the original purchasers—the condition of actual settlement was not imposed. In many cases these forfeited lots were bought by the owners of adjacent lands, who secured them for the sake of the timber, or with a view to pasturage. A considerable sum has thus been realized by the Department, the illegal removal or destruction of timber on lands which really belong to the Crown prevented, the improvement of such of the lots as are fit for it hastened, and all of them subjected to municipal taxation. It is intended to pursue the same course in all other counties where lands are found unoccupied, and subject to forfeiture under like circumstances. In order not to press too severely on parties who had paid large sums to the original purchasers from the Crown for the transfer of their right, and who really intended to occupy their lots, I instructed the officer who conducted these sales to announce to the public that their bids would be subject to cancellation if the original purchaser or his assignee should, before the first day of July next, take possession and pay up the balance due the Crown, with interest on the two instalments deposited by the purchaser at auction. I adopted this method to obviate the hardship which it was discovered would occur in numerous cases, where industrious but poor men were laboring in the old settlements to obtain the means to pay for their lots and move upon them.

MINES.

LOWER CANADA.

Numerous discoveries of Gold in Lower Canada, and of Copper, Lead, and other economic minerals in both sections of the Province, have been reported during the year. The fact of the existence of Gold in the valley of the Chaudière, and at other points in the townships south of the St. Lawrence, had been well established by Sir William Logan, and announced from time to time in his Annual Reports. But the discovery by the residents of the locality during last summer, of considerable quantities of the precious metal on a small stream called the *Gilbert*, a tributary of the Chaudière, created some excitement, and induced a number of persons from different parts of the Province, as well as from the United States, to "prospect" the rivers and valleys of the alleged gold region. These facts coming to the knowledge of the Department, together with numerous applications for the purchase of land in the townships, admittedly for mining purposes and not for settlement, I deemed it prudent to dispatch an officer of the Department to the localities

where gold digging was said to be going on, to report on the nature and extent of the mining operations. Mr. Judah, the officer in charge of the Royal Domain in Lower Canada, received his instructions on the 12th of September, and on the 8th October his Report was sent down to the Legislative Assembly (Parliament being then in session), in answer to an Address for reports and papers on the subject. This Report was printed, and its statements were thus made known to the public. It appears that Gold was discovered on the *Gilbert* some thirty years ago. This stream, otherwise known as the *Touffe des Pins*, lies within the Seigniorship of Rigaud-Vandreuil. The Seigniors of that Seigniorship asked for and obtained, in 1846, a patent from the Crown to work the Royal metals forever on the whole of the said Seigniorship, subject to a Royalty of ten per cent. Operations were carried on under this patent with little success, till the season of 1863, when a rich alluvial deposit on the *Gilbert* was accidentally struck by a person searching on his own account. During the whole summer from a dozen or two, to one or two hundred miners were at work. The result, as in all such cases, was variable: some were successful, others not; but enough was seen by Mr. Judah to satisfy him that the mine had proved remunerative. The discoverer, with his three partners, had netted, by their own admission, over \$10 a day, increased for the whole season, by their further admission since made to Mr. Judah, to about \$15.

Mr. Judah reports the total Gold extracted from this river up to the period he visited it, at over \$18,000. Difficulties had occurred between parties to whom the patentees had leased their right for fifteen years, and the purchasers of lots on which the mining was going on; but no serious consequences ensued. The operations were carried on with order and quiet, but Mr. Judah reports that great inconvenience resulted from the fact that the "claims" were inconveniently laid out; many of them not having the advantage of a river frontage for the purpose of washing.

It did not appear that any operations of importance were then in progress elsewhere, and they had all, so far, been exclusively confined to alluvial diggings. Since the date of Mr. Judah's report information has been received, from which it would appear that operations were continued on the river in question till the close of the season, and that the total season's result may be estimated at \$40,000 or \$50,000.

Explorers report the existence of Gold everywhere in the Chaudière valley; "colour" as it is termed, being found not only in the streams and valleys, but on the hills. Discoveries of Gold in alluvial deposits and in quartz veins are reported to have been recently made in Ascot, Hatley, and elsewhere, in the Eastern Townships. A large influx of explorers and miners may be expected early in the coming spring, and hence there is a necessity for some new legislative provisions to determine and protect the rights of the Crown and of individuals, in respect to the precious metals, and the mining operations in progress and in prospect. Such a law, though founded on the experience of other mining countries, must be adapted to the special circumstances of our own. As Gold and Silver are expressly reserved to the Crown in the grants of land to individuals, with the right of way and the right to use rivers and streams of water in the process of mining for them, there seems to be no difficulty in legislating on the subject. The recognition of a preemptive right in the owner to work the mines on his own land, on terms similar to those which may be adopted in the case of mines found on the lands of the Crown, would seem to be reasonable, and will not, under proper regulations, obstruct the discoveries and development of this new source of revenue and wealth.

It was thought expedient, under the circumstances above detailed, to stay the sale of the wild lands in the townships lying in the auriferous region, until the Legislature shall have had an opportunity to consider the propriety of subjecting them to the operation of new mining regulations.

With regard to the inferior metals in Lower Canada, the rule now followed is to reserve in the patents a royalty of two and a half per cent., but no provision is made for collecting this Royalty, nor are there any regulations applicable to these mines, which would also seem to be a proper subject for legislation.

Three thousand five hundred and nineteen acres of mineral lands in the townships of Garthby, Ham, South Ham, Wolfstown and Wotton were sold during the past year for \$2,312.20, under the regulations of 21st April, 1862.

UPPER CANADA.

Only four mineral tracts on Lakes Huron and Superior were sold during the past year, comprising together about 1,040 acres. They were sold under the regulations of 15th March, 1861, as modified by order of the 21st April, 1862, which restricted applicants to 400 acres each. In the unsurveyed regions the rate is one dollar an acre, to be paid in full on the sale, the applicant furnishing a plan and description of the locality, so that the tracts may be identified on the official map.

In the surveyed townships they are sold at the price of the lands adjacent, which, in the District of Algoma, is 20 cents per acre. A Royalty of two and a half per cent. is chargeable on the value of the ore produced for market at the mine. No other condition is attached to the grants.

Numerous applications having been made to purchase mineral lands, embraced within the limits of locations, that remain in the names of the original locatees, under regulations of 7th of November, 1846, 29th January, 1847, and 23rd September, 1853, it is necessary to take some definite action in reference to these forfeited locations. The instalments on these purchases are long past due, and the other conditions remain unfulfilled.

In a few instances considerable sums have been expended in carrying on mining operations.

Since the above was written the undersigned submitted to your Excellency a new code of regulations for the sale of mineral lands, which, as they have obtained your Excellency's approval, and are of much public interest, I have inserted in this report, although they belong properly to the transactions of the year 1864:—

"MINERAL LANDS.

DEPARTMENT OF CROWN LANDS,
Quebec, 3rd March, 1864.

"Regulations for the sale of Mineral Lands approved by His Excellency the Governor General in Council.

1. That the tracts shall comprise not more than four hundred acres.
 2. That the dimensions of the tracts in unsurveyed territory be forty chains in front by one hundred chains in depth, and bounded by lines running due north and south, and east and west, or as near to these dimensions as the configuration of the locality will admit.
 3. The applicant for a tract in unsurveyed territory must furnish a plan and description thereof by a Provincial Land Surveyor.
 4. The price shall be one dollar an acre, payable on the sale.
 5. That a tax or duty of one dollar per ton be charged on all ores extracted from the tract, payable on removal from the mine.
- This condition applies to all mining lands sold since the 1st day of April, 1862, and is in lieu of the royalty of two and a half per cent. chargeable on the ores from these lands.
6. That in surveyed townships, lots presenting indications of minerals be sold on the above conditions, but at not less than one dollar per acre in any township, and at the same price as the other lands in the township when it is more than one dollar per acre.
 7. That not more than one tract of four hundred acres be sold to one person.
 8. The above regulations do not apply to mines of Gold and Silver.
 9. All previous regulations inconsistent with the above are cancelled.

WM. McDUGALL, Commissioner.

All locations of mineral lands on the north shores of Lake Huron and Superior and on the adjacent islands, which, on the 15th March, 1861, were liable to forfeiture for non-performance of conditions of sale and location, and which have remained liable to forfeiture to the present time, are forfeited.

The locatees and their assignees, provided the assignments were made before the date hereof, are allowed to apply the payments they have made on any location, over and above the deposit, or first instalment, towards the purchase of the same, or any other location which shall be open for sale at the date of their application, to have the same so applied; but such application shall be regarded as a new purchase, subject to existing regulations, and must be filed in the Department of Crown Lands on or before the first day of November, A.D. 1864.

WM. McD., Com."

So many contradictory statements have been made respecting the situation and quality of the public lands now open for sale in Upper Canada, that I felt it to be my duty to collect the most reliable information within my reach, not only to guide the Department in laying out colonization roads, granting timber licenses, and dealing with the applications of squatters and intending settlers, but to supply necessary data to the Government and the Legislature for the consideration of measures of general public policy. A colored map accompanies this report, which shows the character of the land and timber in the newly surveyed townships between the Ottawa River and Georgian Bay. This map has been carefully compiled from the surveyors' field notes, and the timber maps, which since 1859 have formed part of the surveyors' returns. These returns have been verified by reference to the reports of surveys for timber limits, colonization roads, exploration lines, &c., which have been made at various times, and have intersected nearly every township of the territory embraced in the colored map. A similar map, but necessarily less complete, of the townships surveyed on the north shores of Lakes Huron and Superior, accompanies this report.

The policy of compelling squatters and others to pay for the lands they occupy, by bringing them into the market by means of auction sales, has been continued in Lower Canada. The results have been very satisfactory. Not only has a considerable sum of money been realized, but numerous claims and long-pending disputes between individuals have been settled, and the Department relieved of a troublesome correspondence. The effect of this special action, as regards revenue, will be seen by a comparison of the result of the ordinary collections by local agents and the collections under the stimulus of these special sales. Mr. Collins, from this Department, held sales last year in three agencies, viz., those of Messrs. Kemp, Felton and Hume. These sales were held in the months of August, September and October, and compare as follows with the corresponding months of 1862:—

Mr. Kemp's agency, Aug. and Sept. 1862,	\$ 41 00.....	Aug. and Sept. 1863,	\$14,000 00
“ Felton's “ Sept. and Oct.,	“ 711 00.....	Sept. and Oct. “	9,000 00
“ Hume's “ do. do.	“ 110 00.....	do do. “	10,000 00
	<u>\$862 00</u>		<u>\$33,000 00</u>

The benefit of this special action to the settlers is at least equal to the advantage derived by the department. They thus secure an adjustment of their claims and a recognition of their title, which, on payment of the balance due the Crown, enables them at once to take out their patents. Notwithstanding numerous protests against these sales, before they came off, by parties who assumed to represent the settlers, and who, no doubt, thought they were doing them a service by trying to perpetuate the old state of things, no complaints of injustice or hardship have yet reached me from the parties affected by them. Mr. Collins reports a general acquiescence in the policy of the department, and as general an approval of the mode in which it is administered.

With a view to facilitate the selection of lands by intending purchasers, the Crown Lands Agents have been instructed to make cursory examinations of the townships in their respective agencies; thus ascertaining where the best lands are situated. Copies of the Surveyors' field-books are also being prepared for their information.

The past season was very favorable to the timber trade. The revenue exceeded by \$114,706 that of 1862, while the cost of collection was not increased. The importance of the lumber and timber trade of Canada is hardly appreciated as it ought to be. There is an evident necessity for some amendment of the law to protect our forests against needless injury from the operations of the settler, as well as of the lumberman.

Respectfully submitted.

WM. McDUGALL,
Commissioner.

CROWN LANDS DEPARTMENT,
Quebec, March, 1864.

APPENDIX

TO THE

Report of the Commissioner of Crown Lands,

FOR 1863.

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APPENDIX No. 1.

RETURN of OFFICERS and CLERKS in the Department of Crown Lands, for the year ending 31st December, 1863.

Designation.	Name.	Salaries per annum.	When appointed.	By whom appointed.	Remarks.
Commissioner	Hon. W. McDougall	\$ 5000 00	1862, May 24	Lord Sydenham	
Assistant Commissioner	Andrew Russell	2600 00	1839, Nov. 22	Sir J. C. Sherbrooke	
Deputy Surveyor General	Joseph Bouchette	2400 00	1818, Mar. 18	Commissioner of Crown Lands	
Accountant and Cashier	William Ford	1610 00	1852, April 10	Surveyor General Parks	
Surveyor and Draughtsman	E. T. Fletcher	1600 00	1841, Dec. 21	Commissioner of Crown Lands	
Head of Surveys, Upper Canada	Thomas Devinc	1600 00	1846, July 11	do	
Surveyor and Draughtsman	G. G. Dumlevie	1320 00	1852, Mar. 22	do	
do	J. W. Bridgland	1600 00	1856, Jan. 22	do	
do	E. Fox	1600 00	1857, Sept. 28	Governor in Council	
Draughtsman	J. F. Bouchette	1160 00	1854, Jan. 9	Commissioner of Crown Lands	
do	S. P. Haasé	1060 00	1854, June 1	do	
Surveyor and Draughtsman	E. E. Taché	1040 00	1861, April 3	do	
Draughtsman	H. F. Hayward	912 50	1857, June 29	do	
Superintendent of Woods and Forests	P. M. Partridge	1600 00	1851, Feb. 19	do	Transferred from Post Office Department, 1st June, 1861.
First Class Clerk	Thomas Hector	1610 00	1839, June 17	Sir George Arthur	
do	H. J. Jones	1360 00	1840, Nov. 9	do	
do	J. C. Tarbutt	1610 00	1841, June 1	Governor General	
do	W. F. Collins	1610 00	1843, Aug. 7	Commissioner of Crown Lands	
do	E. T. Judah	1600 00	1849, June 12	do	
do	E. A. Gendreau	1440 00	1849, Nov. 1	do	
do	Jeremial Alley	1360 00	1848, Feb. 6	do	
do	J. Morphy	1360 00	1851, July 8	do	
do	J. Polme	1360 00	1853, Oct. 22	do	
do	Thomas Hammond	1360 00	1842, Jan. 24	do	
do	F. A. Hall	1369 00	1847, Jan. 1	Mr. Secretary Daly	
do	J. V. Gale	1280 00	1856, Sept. 11	Commissioner of Crown Lands	
do	W. F. Whitcher	1360 00	1847, April 1	do	
do	V. E. Tessier	1080 00	1852, Aug. 7	do	
do	A. Kirkwood	1080 00	1854, Mar. 21	do	
do	A. Taylor	1060 00	1854, Oct. 20	do	
do	F. D. Dugal	1060 00	1854, Feb. 18	do	
do	F. Chassé	1060 00	1855, May 28	do	
do	L. A. Robitaille	1060 00	1855, April 1	do	
do	D. A. Grant	1060 00	1856, Aug. 1	do	
do	J. J. Prondergast	1060 00	1851, Aug. 1	do	
do	G. B. Cowper	1050 00	1857, Oct. 17	do	
do	L. B. Flembas	912 50	1858, April 27	do	
do	De Verd Fischer	980 00	1861, Nov. 1	do	Dismissed 14th August, 1863.

APPENDIX No. 1.—Continued.
 RETURN OF OFFICERS and CLERKS in the Department of Crown Lands, for the year ending 31st December, 1863.

Designation.	Name.	Salaries per annum.	When appointed.	By whom appointed.	Remarks.
Second Class Clerk	Jerome Alley	\$ 940 00	1858, April 24	Commissioner of Crown Lands	Dismissed 30th April, 1863.
do	Thomas Morkill	912 50	1858, April 24	do	
do	W. E. Collins	912 50	1859, Nov. 28	do	
Third Class Clerk.	John Innes	780 00	1848, Nov. 1	do	
Extra Draughtsman.	E. Cayley	2 00 per diem	1860, June 1	do	Dismissed 31st August, 1863.
do	A. I. Russell	2 00	1861, Oct. 31	do	
do	W. Baron Von Koerber	2 50	1862, Oct. 1	do	
Extra Clerk.	D. C. Mackenzie	2 50	1860, June 18	do	
do	J. M. Grant	2 00	1860, May 12	do	
do	G. Lindsey	2 50	1860, Feb. 4	do	
do	G. Vanfelson	2 50	1860, Oct. 8	do	
do	J. Nickinson, Jr.	2 00	1860, Nov. 8	do	
do	D. G. B. Ross	2 00	1861, April 15	do	
do	H. B. Dufort	2 00	1861, June 7	do	
do	L. Berthelot	2 50	1861, Sept. 25	do	
do	A. T. Scott	2 00	1861, Oct. 24	do	
do	F. Norton	2 50	1860, Mar. 30	do	
do	W. Ebbes	2 50	1862, April 3	do	
do	R. H. Browne	2 00	1862, May 14	do	
do	R. Temple	2 00	1863, Sept. 4	do	
do	J. E. McDonnell	2 00	1863, Sept. 10	do	Left Department 30th September, 1863.
do	J. Murphy	2 00	1863, Sept. 16	do	
do	J. S. Thomson	2 00	1863, Oct. 21	do	
do	J. U. Gregory	2 00	1863, Dec. 16	do	
Office Keeper	John Bradshaw	500 00	1852, Mar. 27	do	
Messenger	George Fisher	416 00	1844, Sept. 1	do	
do	P. Cahill	450 00	1856, Sept. 2	do	
do	P. Potvin	450 00	1859, Sept. 1	do	

ANDREW RUSSELL,
 Assistant Commissioner.

WILLIAM FORD,
 Accountant and Cashier.
 DEPARTMENT OF CROWN LANDS,
 Quebec, 31st December, 1863.

APPENDIX No. 1. (a.)

LIST of OFFICERS and CLERKS in the Department of Crown Lands, for the year ending 31st December, 1863, arranged according to Branches.

Branches.	Name.	Designation.
	Hon. W. McDougall.....	Commissioner.
	Andrew Russell.....	Assistant Commissioner.
Lower Canada Surveys and Patents.....	J. Bouchette	Deputy Surveyor General
	E. T. Fletcher.....	Senior Surveyor & Draughtsman, and Inspector of Surveys.
	G. G. Dunlevic.....	Surveyor and Draughtsman.
	J. F. Bouchette	Draughtsman.
	E. E. Taché.....	Surveyor and Draughtsman.
	W. Baron Von Koerber.....	Extra Draughtsman.
	F. Chassé.....	Clerk.
	T. Morkill.....	Clerk.
Upper Canada Surveys; Colonisation Roads and Ordnance Lands, C. W.; and Patents.....	Thomas Devine.....	Head of Surveys, U. C.
	E. Fox	Surveyor and Draughtsman.
	H. F. Hayward	Draughtsman.
	D. A. Grant.....	Clerk and Book-keeper of Branch.
	A. T. Scott.....	Extra Clerk.
	J. Murphy.....	Extra Clerk.
	J. W. Bridgland.....	Senior Surveyor and Inspector of Surveys in charge.
A. L. Russell	Extra Draughtsman and Clerk.	
Accounts	H. J. Jones.....	Senior Patent Clerk.
	J. J. Prendergast.....	Clerk.
	J. Innes.....	Clerk.
	William Ford	Accountant and Cashier.
Upper Canada Land Claims, and Mining Lands—also Crown Sales in Old Townships	J. V. Gale.....	Book-keeper of Department.
	D. G. B. Ross.....	Extra Clerk.
	H. B. Dufort.....	Extra Clerk.
	W. Ebbs.....	Extra Clerk.
	Thomas Hector	Chief Clerk in charge.
Upper Canada Crown Land Sales in New Townships, Clergy Reserves, Common and Grammar School Land Sales, Free Grants on Colonization Roads, and Agents' Returns.....	F. A. Hall.....	Clerk.
	T. Hammond.....	Clerk.
	G. Lindsay.....	Extra Clerk.
	J. S. Thomson.....	Extra Clerk.
Lower Canada Land Claims and Sales— Western Section.....	J. C. Tarbutt.....	Chief Clerk in charge.
	A. Kirkwood.....	Clerk.
	A. T. Taylor.....	Clerk.
	J. M. Grant.....	Extra Clerk.
Lower Canada Land Claims and Sales, E. S.; Colonization Roads, Free Grants, C. E.....	Jeremiah Alley.....	Senior Clerk Agents' Returns, U. C.
	J. Tolmie.....	Clerk.
	F. Norton	Extra Clerk.
Lower Canada Land Claims and Sales, E. S.; Colonization Roads, Free Grants, C. E.....	W. F. Collins.....	Chief Clerk in charge.
	T. Cherrier.....	Clerk.
	F. D. Dugal.....	Clerk.
Lower Canada Land Claims and Sales, E. S.; Colonization Roads, Free Grants, C. E.....	W. E. Collins.....	Clerk.
	E. A. Gagnéux.....	Chief Clerk in charge.
	V. E. Tessier	Clerk.
Jesuits' Estates, Seigniorly of Lauzon. Crown Domain.....	L. D. Lemoine.....	Clerk.
	E. T. Judah.....	Chief Clerk in charge.
	D. C. Mackenzie.....	Extra Clerk.
	H. H. Browne.....	Extra Clerk.

APPENDIX No. 1. (a).— *Continued.*

LIST of OFFICERS and CLERKS in the Department of Crown Lands, for the year ending 31st December, 1863, arranged according to Branches.

Branches.	Name.	Designation.
Woods and Forests.....	P. M. Partridge.....	Superintendent.
	L. A. Robitaille.....	Clerk.
	G. B. Cowper.....	Book-keeper of Branch.
	G. Vanfelson.....	Extra Clerk.
	J. Nickinson, Jr.....	Extra Clerk.
Fisheries.....	J. M. Gregory.....	Extra Clerk.
	W. F. Whitcher.....	Chief Clerk in charge.
Registrar.....	S. P. Bauset.....	Clerk and Draughtsman.
	J. Morphy.....	Registrar.
Office Keeper.....	R. Temple.....	Extra Clerk.
	John Bradshaw.....	
Messengers.....	George Fisher.....	
	P. Cahill.....	
	P. Potvin.....	

ANDREW RUSSELL,

Assistant Commissioner.

WILLIAM FORD,

Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,

Quebec, December 31st, 1863.

APPENDIX No. 2.

LIST OF CROWN LAND AGENTS FOR LOWER CANADA, dates of their Appointment, and Commission allowed to each on Collections made during the year ending 31st December, 1863.

EASTERN SECTION.

Name of Agent.	COUNTIES.	Dates of Appointment.	Salary.	Commission.	Remarks.
Bochart, A.	Portneuf and Champlain	1843, June 30	.....	\$ 10 37	
Bourgeois, J.	Berther and Joliette	1858, December 23	.....	44 08	
Bouliano, R.	Saguenay	1868, September 10	.....	12 25	
Daly, A.	Part of Leinster	1844, June 12	.....	94 93	
Daly, J. P.	Part of Portneuf	1851, July 12	.....	34 28	
Daguise, F.	Part of Kamouraska	1850, May 25	.....	5 23	
Drapeau, S.	Elgin and Taohé Road, Free Grant Agent	1858, January 29	\$4 p diem	10 96	
Durood, G. A.	Maskinongé and St. Maurice	1859, May 26	.....	54 37	
Eggen, J.	Gaspé	1851, May 24	.....	34 92	
Gauvreau, L. N.	Part of Rimouski	1848, July 22	.....	59 28	
Labrecque, L.	Beauce	1861, April 26	.....	99 86	
Lamontagne, F.	Part of Bellechasse	1862, October 30	.....	32 77	
Laporte, J.	Township of Péciorbo	1840, September 1	.....	0 15	
Lavallée, A. B.	Parts of Two Mountains and Terrebonne	1845, August 12	.....	41 45	
LeBel, J. T.	Parts of Sherbrooke and Wolfe	1852, May 31	.....	226 40	
LeBel, J. A.	Bonaventure	1858, March 25	.....	34 14	
Larue, S. V.	Part of Bellechasse	1852, October 11	.....	1 80	
Lepage, J. B.	Part of Rimouski and Matapédia Road	1855, September 12	\$2 p diem	20 13	
Martin, V.	Chicoutimi	1858, September 10	.....	110 93	
Rouleau, F.	Dorchester	1862, June 6	.....	8 50	
Rey, O. F.	Parts of Rimouski and Gaspé	1862, August 6	\$2 p diem	12 45	
Ross, Andrew	Parts of Moganic, Dorchester and Bellechasse	1843, June 30	.....	103 07	
Stewart, M.	Quebec	1846, September 27	.....	10 81	
Téhu, F.	Parts of L'Islet and Bellechasse	1859, May 25	.....	10 80	
Farwell, W.	Compton	1861, September 20	\$600	98 12	
Verge, J. N.	Baie des Chateaux	1861, May 27	.....	33 83	

ENROLLMENTS.

Commission on the first...\$2000.
 cent. on any sum exceeding.....30000.
 cent. Commission on the next...20000.
 cent. on any sum exceeding.....30000.

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.
 DEPARTMENT OF CROWN LANDS,
 Quebec, 31st December, 1863.

APPENDIX No. 2.

LIST OF CROWN LAND AGENTS FOR LOWER CANADA, dates of their Appointment, and Commission allowed to each on Collections made during the year ending 31st December, 1863.

WESTERN SECTION.

Names of Agents.	COUNTIES.	Dates of Appointment.	Commission.	Remarks.
Barron, T.	Part of Two Mountains.	1845, August 4	\$ cts. 7 30	REMARKS. Commission on the first, \$2000. Commission on the next, \$3000. on any sum exceeding...30000.
Bastien, F. X.	Part of Ottawa	1845, August 4	38 75	
Bourgeois, G. A.	Part of Drummond	1850, March 23	3 31	
Cameron, G. W.	Part of Ottawa	1859, December 12	50 75	
Fellon, J.	Part of Sherbrooke, Stanstead and Drummond.	1843, January 30	450 92	
Ferlay, R.	Part of Ottawa	1839, August 27	266 32	
Gagnon, A.	Arthabaska.	1860, January 12	137 32	
Hume, J.	Part of Megantic.	1852, January 21	170 97	
Judson, G. M.	Part of Pontiac.	1858, February 27	568 45	
Kemp, O. J.	Stanstead, Missisquoi and Shefford.	1848, April 15	209 75	
McBean, M.	Part of Ottawa	1859, November 14	18 46	
McMillan, D.	Part of Two Mountains.	1860, August 4	111 77	
Murray, E. W.	Part of Ottawa.	1855, February 12	118 05	
Smith, T.	Part of Ottawa.	1860, June 20	184 80	
Sheppard, Hon. W.	Part of Drummond.	1862, May 1	3 70	
Thomson, W.	Argenteuil.	1853, June 4		

WILLIAM FORD,
Accountant and Cashier.
 DEPARTMENT OF CROWN LANDS,
 Quebec, 31st December, 1863.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 3.

LIST OF CROWN LAND AGENTS FOR UPPER CANADA, dates of their Appointment, and Commission allowed to each on Collections made during the year ending 31st December, 1863.

Names of Agent.	COUNTIES.	Dates of Appointment.	Commission.	Remarks.
Alexander, J.	Simcoe	1843, April 15	\$ 545 83	
Boswell, G. G.	North part of Bobcaygeon Road.	1861, December 4		
Carroll, John	Burling Road	1863, October 27		Locating Agents of Free Grants.
French, T. P.	Part of Renfrew, and Ottawa and Opeongo Road.	1855, September 17	114 71	Locating Agent.
Gibson, D.	Inspector of Agencies and Colonization Roads.	1851, April 4	1840 00	Locating Agent.
Geddes, A.	Wellington	1845, June 8	1075 61	Salary.
Graham, J.	Burling Road	1861, May 31		Dismissed 17th Jan'y, 1863
Hayes, M. P.	Part of Hastings, and Hastings Road.	1856, July 3	225 69	Locating Agent.
Harris, W.	Part of Renfrew	1851, June	189 96	
Hughes, R.	Part of Victoria and Peterboro', and Bobcaygeon Road.	1858, November 28	183 45	
Huber, H. S.	Waterloo	1863, November	316 51	Locating Agent.
Jackson, W.	Grey	1851, November 3	929 40	
Macpherson, J.	Lennox, and part of Frontenac and Addington.	1851, November 21	331 74	
Moffat, J. P.	North part of Renfrew	1858, February 26	76 96	
McNabb, Alexander	Bruce	1851, April 29	1392 06	
McVicar, R.	Part of District of Algoma.	1861, September 1	17 90	
Oliver, R. J.	Muskoka Road.	1859, July 22	112 33	Locating Agent.
Perry, E.	Part of Frontenac and Addington Road.	1856, March 26	65 04	Locating Agent.
Roche, G. M.	Victoria.	1858, October 22	320 31	
Shavman, J.	Perth.	1853, April 27	832 62	
Spike, James	Frontenac Road	1860, April 10		
Wilder, C.	Huron	1857, January 16	1136 55	Locating Agent.
Wilson, J.	Part of Algoma District	1845, July 25	48 66	

5 1/2 cent. Commission on the first.....\$2000 00
 1 1/2 cent. Commission on any sum exceeding 30000 00.
 14 1/2 cent. Commission on the sum of \$5,00, two fifths of which is retained by them and the remainder transmitted to the Department.

EXHIBITS.

ANDREW RUSSELL,
 Assistant Commissioner.

WILLIAM FORD,
 Accountant and Cashier.
 DEPARTMENT OF CROWN LANDS,
 Quebec, 31st December, 1863.

APPENDIX No. 4.

LIST OF CROWN TIMBER AGENTS (in Upper and Lower Canada), their Assistants, names of Territories, Residences, dates of Appointment, and Salary allowed to each for their services, during the year 1863.

Names of Territories.	Names of Agents and Assistants.	Residences.	Dates of Appointment.	Salary per annum.	Remarks.
Upper Ottawa.....	A. J. Russell, Agent and Inspector of Crown Timber Agencies, Canada. C. S. McNitt, Assistant..... Edward Smith, Collector of Side-Dues.....	Ottawa City..... do..... do.....	June, 1816..... 13th April, 1858..... 23rd May, 1860.....	\$ etc. 1840 00 1100 00 1000 00	Assists in the Crown Timber Office, when his duties as Collector permit him to do so, and receives for this service \$400 per annum.
Lower Ottawa.....	Richard Quinn, Messenger..... Charles E. Bille, Agent..... J. C. Conraultes, Clerk.....	do..... Montreal..... do.....	1st April, 1858..... 6th May, 1854..... 1st May, 1858.....	160 00 1200 00 500 00	
Ontario and Huron, Superior and Peninsula of Canada West.....	Joseph F. Way, Agent..... J. A. Macintyre, Clerk..... E. W. Stayner, in charge of the Office at Windsor.....	Belleville..... do..... Windsor.....	6th May, 1851..... 26th February, 1859..... 26th May, 1859.....	1440 00 600 00 500 00	
St. Maurice.....	Alphonse Dubord, Agent..... William Lamb, Clerk.....	Three Rivers..... do.....	26th May, 1859..... 2nd September, 1861.....	1200 00 400 00	
St. Francis.....	G. J. Nogie, Agent.....	St. Hyacinthe.....	30th May, 1859.....	1200 00	
Sagouay.....	Geo. Duberger, do.....	Chicoutimi.....	30th May, 1851.....	1200 00	
Chaudière and Madawaska.....	Charles Dawson, do.....	Fraserville, Rivière do Loup, en bas.....	15th September, 1857.....	1000 00	
Lower St. Lawrence.....	Charles T. Dubé, do.....	Trois Pistoles.....	15th March, 1855.....	700 00	
Bas de Chateaux.....	Jos. X. Verge, do.....	Carteton, Bonaventure.....	29th March, 1855.....	600 00	
Collector at Quebec.....	McLean Stewart, Collector..... J. M. O'Leary, Assistant..... William O'Kane, Clerk.....	Quebec..... do..... do.....	27th September, 1845..... 1st May, 1853..... 1st June, 1861.....	1800 00 950 00	

The duties of the Crown Timber Agents are to grant Licences to cut Timber, collect the Crown Dues, protect the Public Domain from trespasses, as regards the Woods and Forests within their respective Agencies, and general Administration of Timber Regulations, etc.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.

DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 31st December, 1863.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 5.
LIST OF AGENTS, Jesuits' Estates, Crown Domain and Seignioriy of Lauzon, for the year 1863.

Name of Agent.	Nature of Agency.	Appointment.	Remuneration received in 1863.	Remarks.
Félix Fortier.....	Collecting & Commuting Agent, Seignioriy of Lauzon, and Superintendent of Beach and Deep Water Lots, Lower Canada, save those under direction and management of, and belonging to, Harbor Commissioners of Quebec and Montreal.....	Appointed Collecting Agent for Lauzon, and Beach and Deep Water Lots Superintendent for Port of Quebec; Sept., 1855; Duties, as latter, extended to L. Canada, 12th June, 1860.....	\$ cts. 1400 00	This is for Salary as Collecting Agent for Lauzon, and Beach and Deep Water Lot Superintendent. \$150 is also allowed for Office Rent. As Commuting Agent he is to receive \$6.00 for each Commutation, but there were none in 1863.
Joseph Laurin.....	Agent of Crown Domain and Commuting Agent, <i>Comptee</i> of Québec.....	Appointed September, 1855.....	370 97	The whole of this amount (\$500) being Salary, and the balance, \$179.97, Commission received as <i>Crown</i> Domain Agent. As Commuting Agent he is paid by the applicants \$6.00 in each case; there were none in 1863. Is paid by applicants \$6.00 on each Commutation; none in 1863.
Valère Guillet.....	Communing Agent, <i>Comptee</i> of Three Rivers	Appointed June, 1851.....	1230 87	\$1110 of this is Salary as General Agent, to 12th Aug., date of Order-in-Council cancelling his appointment as such, and the balance, \$129.87, is Commission as Local Agent. Received also \$48 allowance for Office for year. No remuneration received in 1863 as Commuting Agent. Salary as Gen. Agent, from appointment as Seigniorial Commissioner in January, 1861, refunded from Seigniorial Fund.— <i>See Report</i> .
Jean Baptiste Varin.....	Collecting and Commuting Agent, Jesuits' Estates, District of Montreal, and late General Agent to collect arrears in Jesuits' Estates, Lower Canada.....	Appointed Local Agent by late Commissioner, Jesuits' Estates. Appointed General Agent, July, 1857. Late Appointment cancelled by Order in Council, 12th Aug., 1863.....	900 00	This amount received for Commission as Collecting Agent. No Commutations in 1863.
Honorable Louis Panet.....	Collecting and Commuting Agent, Jesuits' Estates, District of Québec.....	Appointed by late Commissioner Jesuits' Estates.....	89 75	do
Valère Guillet & Flayion Lotinville.....	Collecting and Commuting Agent, Cap de la Magdeleine and Jesuits' Estates, City of Three Rivers.....	Appointed June, 1855.....	do	do
Louis Guillet, Jr.....	Col'g & Com'g Ag't, Seignioriy of Batiscan.	Appointed June, 1848.....	57 66	do

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Jesuits' Estates and Crown Domain Branch,
Quebec, 31st December, 1863.

F. T. JUDAH,
Clerk Jesuits' Estates, &c.

APPENDIX No. 6.

STATEMENT of the number of Acres sold, amount of Sales, and amounts collected in Upper and Lower Canada, for the years 1862 and 1863.

	Acres Sold.		Amount of Sales.		Amount of Collections.	
	1862	1863	1862	1863	1862	1863
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Clergy Lands, Upper Canada.....	29771	11912	60666 49	27674 26	177780 30	132970 10
Clergy Lands, Lower Canada.....	36504	44603	30914 19	33913 20	24032 81	38756 18
Crown Lands, Upper Canada.....	101511	91009	126827 53	90432 73	223315 20	171021 09
Crown Lands, Lower Canada.....	232186	235390	106197 65	121070 77	55584 94	75981 02
Common Schools Lands.....	2249	3370	7991 75	10036 65	207642 03	128390 25
Grammar School Lands.....	2969	1580	3863 05	1198 90	12635 35	7887 73
	405190 ¹ / ₅	387925 ⁴ / ₅	330200 66	284346 51	701890 83	555016 37

APPENDIX No. 7.

STATEMENT of the Receipts by the Department of Crown Lands for the year 1863, which are considered as Revenue.

	\$ cts.
Crow Domain.....	13054 60
Seignior of Lauzon.....	8179 87
Location Fees, East.....	45 00
Location Fees, West.....	315 00
Patent Fees, Lower Canada.....	690 31
Timber Commission.....	335 43
Casual Fees, C. West.....	371 30
Casual Fees, C. East.....	38 00
Surveyors' Fee Fund, East.....	188 41
Surveyors' Fee Fund, West.....	226 08
Ottawa Slides.....	65351 75
Woods and Forests.....	351163 24
Saguenay Slides.....	1830 88
Crown Lands, West.....	168882 20
Crown Lands, East.....	75975 32
Huron Land Claims.....	548 75
Bruce Land Claims.....	50 00
Gain on Scrip.....	2 40
Mines, C. West.....	1640 00
St. Maurice Slides.....	4491 42
	\$603279 99

ANDREW RUSSELL,

Assistant Commissioner.

WILLIAM FORD,

Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,

Quebec, 31st December, 1863.

APPENDIX No. 8.

STATEMENT of Disbursements of Crown Lands Department for the year 1863, on account of Expenses of Management.

	\$	cts.
Burleigh Road.....		68 00
Boboygeon Road.....		164 00
Elgin and Taché.....		1460 00
Matapedia Road.....		1460 00
Frontenac Road.....		220 00
Inspection of Agencies, East.....		432 21
Board of Examiners, Land Surveyors, East.....		360 00
Do do West.....		335 00
Huron Land Claims.....		684 00
Fisheries, Lower Canada.....	10014	53
Do Upper Canada.....	3700	38
Red River Expedition, arrears of S. J. Dawson's salary, to 31st January, 1861.....	738	00
Crown Inspection, East.....	441	85
Do West.....	705	55
Commission Agents, East.....	3878	24
Do West.....	7968	98
Crown Advertising, East.....	1439	48
Do West.....	2387	03
Crown Surveys, West.....	20243	64
Do East.....	21444	49
Colonisation Roads, West.....	43848	09
Postage of Agencies, East.....	110	77
Do West.....	299	62
Special Services.....	1992	88
Departmental Contingencies.....	2731	93
Fishery Bounties.....	8743	50
Advance on Salaries.....	922	58
William Farwell.....	600	00
	\$ 137454	75
Deduct Commission, School and Clergy Services.....	61598	28
	\$ 75856	47

APPENDIX No. 9.

STATEMENT.—Department of Crown Lands, amount of Collections for 1863.

	\$	cts.
Crown Lands, Upper Canada.....	171021	09
Do Lower Canada.....	75981	02
Clergy Lands, Upper Canada.....	132970	10
Do Lower Canada.....	38766	18
Grammar School Lands.....	7887	73
Common School Lands.....	128390	25
Casual Fees, East.....	38	00
Do West.....	397	30
Bruce Land Claims.....	50	00
Indian Lands.....	75394	47
Woods and Forests.....	380897	66
Fisheries, Upper Canada.....	477	22
Do Lower Canada.....	6693	58
Crown Donations.....	15189	11
Seignior of Lauzon.....	9040	68
Jesuits' Estates.....	80320	61
Mines, Upper Canada.....	1640	00
Hurca Land Claims.....	713	75
Surveyors' Fee Fund, East.....	188	41
Do West.....	228	08
Indian Timber.....	4822	52
Gain on Scrip.....	2	40
St. Maurice Slides.....	4491	42
Saguenay Slides.....	1830	88
Ottawa Slides.....	66440	75
Ordinance Lands.....	21905	88
Location Fees, East.....	45	00
Do West.....	315	00
Patent Fees, Lower Canada.....	699	14
Timber Commission.....	336	48
	\$ 1183171	66

APPENDIX No. 10.
RETURN of Receipts and Disbursements on account of Clergy Reserves, Upper Canada, for 1863.

RECEIPTS.	\$	cts.	PAYMENTS.	\$	cts.
Principal, 18 Vic, cap. 2.....	86829	25	Principal, 18 Vic, cap. 2.....	67583	07
Interest, do do.....	41348	13	Interest do do.....	33078	51
Inspection, do do.....	70	00	Rents on Lots not Leased.....	441	06
Rents on Lots not Leased.....	551	33	Clergy Timber duties.....	3124	35
Clergy Timber Duties.....	3023	41	Clergy Licenses, Settlers' Lands.....	154	40
Clergy Licenses, Settlers' Lands.....	248	00	Disbursements.....	28532	71
	\$132970	10		\$132970	10

Acres sold 11,912, amounting to \$27,074.26.

APPENDIX No. 11.

RETURN of Receipts and Disbursements on account of Clergy Reserves, Lower Canada, for the year 1863.

RECEIPTS.	\$	cts.	PAYMENTS.	\$	cts.
Principal.....	20849	97	Principal, 18 Vic, cap. 2.....	23704	44
Interest.....	7430	08	Interest do do.....	5933	03
Rent.....	109	99	Rent do do.....	87	99
Inspection.....	142	10	Inspection do do.....	113	68
Clergy Licenses, Settlers' Lands.....	28	60	Clergy Licenses, Settlers' Lands.....	21	40
Clergy Instalments, Lower Canada.....	988	39	Clergy Instalments, Lower Canada.....	700	71
Clergy Quit Rent.....	217	65	Clergy Quit Rent.....	174	12
	\$35766	16	Disbursements.....	7850	51
				\$38706	18

Acres sold, 44,693, amounting to \$88,913.20.

WM. FORD,
Accountant and Cashier.
DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1863.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 12.

RETURN of the number of acres sold, and the amount received on sales of Common School Lands, under 12 Vic., Cap. 200, for the year 1863.

RECEIPTS.		PAYMENTS.	
Amount.	cts.	Amount.	cts.
Principal.....	85801 79	Amount transferred to Government on account of Principal.....	66366 98
Interest.....	42421 46	do do	Interest.....
Rent.....	7 00	do do	Rent.....
Extra 25 cents per acre.....	100 00	do do	Extra 25 cts. p. acre.....
Licenses Settlers' Timber.....	60 00	do do	Licenses Settlers' Timber.....
		Amount paid Commission, Principal.....	17160 35
		do do	Interest.....
		do do	Rent.....
		do do	Extra 25 cents per acre.....
		do do	Licenses Settlers' Timber.....
		Disbursements.....	2288 46
	\$128390 25		\$128390 26

Total number of acres sold, to 31st December, 1862.....990239 27
do do during 1863, at \$2 per acre..... 5370

Balance remaining unsold..... 993602 27
..... 6397 13—1,000,000

APPENDIX No. 13.

RETURN of the number of acres sold and the amount received on sales of Grammar School Lands, for the year ending 31st Dec., 1863.

RECEIPTS.		PAYMENTS.	
Amount.	cts.	Amount.	cts.
Rent.....	103 56	Rent transferred to Government.....	\$ 82 85
Interest.....	2314 56	do do	Interest.....
Principal.....	4351 89	do do	Rent.....
Timber Dues.....	1117 78	do do	Extra 25 cts. p. acre.....
		Amount paid on account Commission, Rent.....	594 23
		do do	Interest.....
		do do	Rent.....
		do do	Extra 25 cents per acre.....
		do do	Licenses Settlers' Timber.....
	\$7887 73		\$7887 73

1680 acres at \$2 per acre.

WILLIAM FORD, Accountant and Cashier.
DEPARTMENT OF CROWN LANDS, Quebec, 31st December, 1863.

ANDREW RUSSELL, Asst. Commissioner.

APPENDIX. No. 14.
STATEMENT shewing Receipts and Expenses in the Jesuits' Estates, for the year 1863.

Locality.	GROSS RECEIPTS.								Expenses.	Net Revenue.	
	Lods et Venes.	Cens et Rentes.	Comminution Money.	Rentes Foncières, etc.	Moneys received on Reconnaissances.	Mills and Farms, and cost of Deeds and Survey re-imbursed.	Timber duos and Ground Rent.	Total Receipts from each locality.			Agent's Salary re-imbursed.	Gross Total Receipts.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sillery.....	168 05	40 24	513 25	5283 73	2 00	5967 02					
St. Gabriel.....	8 34	12 28	1922 80	64 10	10061 17	104 34					
Notre Dame des Anges.....					1178 67	12056 06					
Belair.....						12 28					
Estates in Quebec.....						1214 26					
Estates in Lauzon.....						4 00					
Batisan.....	81 37	209 66			605 48	1590 98	4505 10				
Cap de la Magdeleine.....	4 37	73 66			1639 78						
Laprairie.....	34 37	725 61			250 00	3095 79					
	\$128 45	1295 05	513 25	7242 11	2087 81	18801 20	1890 98	20958 85			
									3361 76	30320 01	2626 34
											27694 27

\$16,320.15 are on account of the "Lower Canada Superior Education Investment Fund," and \$14,000.16 on account of the "Lower Canada Superior Education Income Fund," in accordance with the Act 19 Vic, ch. 54 (Con. Stat. of Lower Canada, ch. 15). The above sum of \$3,361.76, Agent's Salary reimbursed, by the Seigniorial Fund to the Estates, of salary of late General Agent from his appointment as Seigniorial Commissioner to date of Order in Council cancelling his nomination as such General Agent.

Part of the expenses is for Copies of Deeds and for Reconnaissances, which is received back by the Crown.

DEPARTMENT OF CROWN LANDS,
Jesuits' Estates and Crown Domain Branch,
Quebec, 31st December, 1863.

F. T. JUDAH,
Clerk, Jesuits' Estates, &c.

ANDREW RUSSELL,
Asst. Commissioner.

APPENDIX No. 15.
STATEMENT of Receipts and Expenses in the Seigniory of Lauzon, for the year 1863.

GROSS RECEIPTS.		EXPENSES.		NET REVENUE.
<i>Lods et Venues.</i>	\$ cts. 569 53	Sales of Mills and lots, and of Emplacements in Aubigny.	\$ cts. 2193 00	
<i>Cens et Rentcs.</i>	\$ cts. 2657 82	Interest on Sales and on Commutation Money, Capital of Commutation Money, Rents of Mills, Wharves, &c.	\$ cts. 3261 15	
		<i>Total.</i>	\$ cts. 9040 68	\$ cts. 890 81
			\$ cts. 349 18	\$ cts. 8179 87

The expenses consist of proportion of salary of Agent, who is also Superintendent of Beach and Deep-Water Lots, Lower Canada, and disbursements of same, including copies of deeds for Law Cases. (See Report.)

APPENDIX No. 16.
STATEMENT of Receipts and Expenses in the Crown Domain, for the year 1863.

LOCALITY.	GROSS RECEIPTS.										EXPENSES.		NET REV.
	<i>Lods et Venues.</i>	<i>Cens et Rentcs.</i>	Capital of Commutation Money.	Interest on Commutation.	Constitution.	Law Costs, Copies of Deeds and Survey.	On Account of price of sale of St. Maurice and Forges and Lands.	Instalments on Beach and Deep Water Lots.	Interest on Sales of Beach and Deep Water Lots.	Capital of Lot Rent.	Rents of Beach and Deep Water Lots.	Patent Fees.		Total.
Censivo of Quebec...	\$ cts. 1797 90	\$ cts. 79 66	\$ cts. 1512 80	\$ cts. 1803 83	\$ cts. 67 15	\$ cts. 67 15	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Do of Three Rivers	1199 89	5 75					2070 75					2070 75	2070 75
Dist. of Three Rivers													
Port of Quebec								2312 09	223 20	2000 00	1064 34	1049 75	6651 38
													15180 11
													2134 51
													18054 60

The expenses include refunds, and a largo sum for Cost of Deeds, which will be hereafter collected in Judicial Cases. (See Report.)

DEPARTMENT OF CROWN LANDS,
Jesuits' Estates and Crown Domain Branch,
Quebec, 31st December, 1863.

F. T. JUDAH,
Clerk, Crown Domain, &c.

ANDREW RUSSELL,
Assistant-Commissioner.

APPENDIX No. 17.

STATEMENT of Receipts and Expenditure on account of Ordnance Lands, for the year ending 31st December, 1863.

1863	<i>Receipts.</i>	\$ cts.	\$ cts.
December 31 ...	Amount of Collections for the year ending 31st December, 1863.....		21905 88
	<i>Expenditure.</i>		
March 31.....	Discount allowed Bank on silver deposited.....	62 06	
July 20.....	J. Austin, refund on 14 King Street, Toronto.....	68 03	
December 31 ...	McKinnon & Co., Law Cost.....	45 00	
December 31 ...	Commission on Post Office Orders.....	1 35	
	Commission paid McDonald & Co., on amount collected in June, 1860.....	36 15	
	Repairs to Dr Morrison's House, in 1860.....	7 00	
	W. F. Coffin, Disbursement:—	209 59	
	For quarter ending 31st March, 1863.....	\$1753 66	
	do 30th June, do	1563 95	
	do 30th Sept., do	1439 33	
	Estimate do 31st Dec., do	1238 40	
		5995 39	6204 93
			\$13700 90

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, December 31st, 1863.

APPENDIX No. 18.
LOWER CANADA.—RETURN OF SURVEYS for the year ending 31st December, 1863.

SURVEYOR.	SURVEYS.	Cost of Surveys.	N. of acres surveyed.	Outlines, mths.	Calculation Roads, miles.	County.	Remarks.
1 P. A. Tremblay	Township of Falardeau, part of	\$ 298 87	6312			Chicoutimi	North of Saguenay River.
2 T. A. Bradley	do Cabot, do	1090 72	2000	52		Rimouski	New Matapedia Road.
3 W. W. O'Dwyer	do Ditton and Cheham.	2025 84	88784	41½		Compton	Traversed by the Bury and Arnold River road line.
4 S. L. Brozoux	do Leslie, part of	81 56	2100			Pontiac	Subdivision of broken lots.
5 J. L. P. O'Hanley	do Egan, do	4062 70	73570			Ottawa	West side of the Grotto.
6 Gédéon Gagnon	do Boileau.	2985 74	33101	14		Chicoutimi	Traversed by the St. Urbain and Grand Bay Road.
7 F. W. Blaiklock	do Woburn and Marston, part of	2152 70	52000	11		Compton	South and West of Lake Mégantic.
8 Étienne Groudh	do Tessier	1990 74	25000	12		Rimouski	Near the Seigneurie of Matane.
9 T. A. Bradley	do Cabot, residue	546 22	9528			do	Traversed by the Matapedia Road.
10 G. A. Doucet	do Deunnonville, part of	413 31	4935			Témiscouata	And Verif. of 3rd & 4th Range line.
11 J. O. Tremblay	do Otis	2733 73	38980	9		Chicoutimi	Traversed by Bay St. Paul Road.
12 J. P. Déry	St. Gabriel and Gasford road line.	18892 12	337461	130½		Quebec	Connects Valcartier settlement with the River Ste. Anne.
13 P. A. Tromblay	Kenogami road, fourth section	227 34			10½	Chicoutimi	Lies along the West border of Lake St. John, and the South bank of the River Ashuapmouchouan.
14 Wm. Henderson	Etchemin & Cranbourne Central road.	2229 93			114	Dorchester	From Aubin de L'Isle to Lake Mégantic.
15 G. R. Poser	River Chaudière road line	801 06			32	Beauce	And 1½ miles of explorations.
16 J. B. Duberger	Anse-à-Jean & Petit-Saguenay r'd line	652 06			11	Chicoutimi	The balance one half paid by the Seigneurie.
17 L. G. Fortin	Seigneurie of Grand Vallée, outlines of	587 87		35		Gaspé	Disputed boundaries.
18 C. C. Sheppard	Indian lands on the St. Francis	359 00				Yamaska	Verif. of part of 7th and 8th Range line.
19 R. Kanschler	Township of Leclaher, Verif. of part.	42 75				Ottawa	
		23629 16	337461	175½	217½		

337,461 acres, subdivided into farm lots, at 6½ cents per acre.
Connected with the subdivision of the above, there were run 139½ miles of outlines, which, calculated at \$25 per mile, reduces the cost of the subdivision to a fraction over 4 cents per acre.

Note.—The foregoing quantities and amounts exhibit the Surveys completed and paid up to date, apart from the Surveys in progress, on most of which advances have been made.

ANDREW RUSSELL,
Assistant Commissioner.

JOSEPH BOUCHETTE,
Deputy Surveyor General.
DEPARTMENT OF CROWN LANDS,
Surveying Branch, East,
Quebec, 31st December, 1863.

APPENDIX No. 19. (a.)

UPPER CANADA: — Statement of Municipal Surveys for which instructions were issued during the year ending 31st December, 1863.

Surveyor.	Number and Date of Instructions.	SURVEYS.	Remarks.
		1863.	
1 C. G. Hanning	181 7th January	Part of 4th Concession Line of Darlington	Confirmed 2nd June, 1863.
2 W. H. Dean	182 7th do	do Western Boundary Line of Mariposa	Embraced by No. 186.
3 William Rath	183 29th do	do Thames Road Line in Fullarton	
4 A. C. Webb	184 3rd February	do Line in front of 6th Con. of Brighton (formerly Cramahé)	
5 John DeCew	185 19th do	do 1st Con. Line in Humberstone	
6 W. H. Deane	186 26th do	The Western Boundary Line of Mariposa	Confirmed 4th May, 1863.
7 J. O. Wood	187 7th March	do Line between 1st Con. and broken front of Osgoode, from Lot No. 20 to S. Boundary.	do 30th June, 1863.
8 John Shier	188 7th do	do Line in front of Lots 3 and 4, 7th Con. Prekerring	do 16th May, 1863.
9 R. C. P. Brown	189 23rd do	9th Concession Line of Hammond	do 30th July, 1863.
10 Thomas A. Blyth	190 15th April	Part of 7th Concession Line of East Flamboro'	do 22nd December, 1863.
11 John Shier	191 23rd do	do 5th do East Whitley	do 28th May, 1863.
12 E. C. Caddy	192 12th May	1st Concession Line of Haldimand	do 5th December, 1863.
13 J. S. Peterson	193 12th do	3rd do do	do 27th October, 1863.
14 Wm. McMillan	194 4th August	Southern Boundary of Nissouri, West	do 19th December, 1863.
15 C. G. Hanning	195 14th do	Part of 5th Concession Line of Darlington	do 3rd October, 1863.
16 E. R. Jones	196 14th do	1st Concession Line North Gore of Chatham	do 16th December, 1863.
17 E. C. Caddy	197 17th do	2nd Concession Line of Haldimand	do do do do
18 R. C. P. Brown	198 17th do	6th do do	do 31st do do
19 James Pollock	199 21st September	do do Blenheim	do do do do
20 John Shier	200 24th do	Line in front of Lots 15 and 16 in 3rd Concession of Uxbridge	
21 C. G. Hanning	201 15th November	Part of 7th Concession Line of Darlington	

THOMAS DEVINE,
Head of Surveys, U. C.

ANDREW RUSSELL,
Asst. Commissioner.

DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1863.

APPENDIX No. 19. (b.)

UPPER CANADA.—Statement of Municipal Surveys Confirmed during the year ending 31st December, 1863.

Surveyor.	Number and Date of Instructions.	SURVEY.	Remarks.
1 John Shier.....part	83, 15th July,	1857, Lots 14 to 35 in the 8th Concession, and Line between 7th and 8th Concessions from Easterly Town Line to Lot 7, Whitty.....	Confirmed 27th July, 1863.
2 do	166, 17th Jan.	1862, Line in front of Lots 11 and 12 in the 5th Concession of Pickering.....	do 7th March, "
3 Wm. Rath	169 2nd April,	1862, The Eastern Boundary Line of Hibbert.....	do 9th October, "
4 J. H. Reid	171 14th May,	1862, The Village of Colborne.....	do 22nd July, "
5 J. S. Peterson.....	173, 25th July,	1862, The 8th Concession Line of Haldimand.....	do 12th September, "
6 John Shier.....	178, 29th Sept,	1862, Lots 18, 19, 20, 21, 22, 23 and 24 in 6th Concession of Whitty.....	do 28th April, "
7 R. C. P. Brown.....	179, 5th Novemr,	1862, Line in front of the 5th Concession of Haldimand.....	do 10th August, "
8 Wm. Rath	180 12th Dec,	1862, Re-survey of the Township of Hibbert.....	do 9th October, "
9 C. G. Hanning	181 7th Jan,	1863, Part of the 4th Concession Line of Darlington, in front of Lots 14, 15 and 16.....	do 2nd June, "
10 John DeCew.....	185 19th Feb,	1863, do do Humberstone, from Lot No. 3 to 9.....	do 4th May, "
11 H. O. Wood.....	187 7th March,	1863, Line between 1st Con. and Bro. front, Osgoode, from Lot 20 to Southern Boundary.....	do 30th June, "
12 John Shier.....	188 7th March,	1863, Line in front of Lots 3 and 4 in 7th Concession of Pickering.....	do 16th May, "
13 R. C. P. Brown.....	189 23rd March,	1863, The 9th Concession of Hamilton.....	do 30th July, "
14 Thomas A. Blyth.....	190 15th April,	1863, Part of the 7th Concession Line of East Flamboro', from Lot 8 to 13 inclusive.....	do 22nd December, "
15 John Shier.....	191 23rd April,	1863, do do East Whitty, in front of Lots 16 and 17.....	do 28th May, "
16 E. C. Caddy.....	192 12th May,	1863, The 1st do Haldimand.....	do 5th December, "
17 J. S. Peterson.....	193 12th May,	1863, The 3rd do do do.....	do 27th October, "
18 Wm. McMillan.....	194 4th August,	1863, The Southern Boundary of Nissouri West.....	do 18th December, "
19 O. G. Hanning.....	195 14th Aug,	1863, The 5th Concession Line of Darlington, from Lot 4 to 11 inclusive.....	do 3rd October, "
20 E. R. Jones.....	196 17th Aug,	1863, The 1st do North Gore of Chatham.....	do 15th December, "
21 R. C. P. Brown.....	198 14th Aug,	1863, The 6th do Haldimand.....	do 31st do "
22 James Pollock.....	199 21st Sept,	1863, The 11th do Blenheim.....	do 5th do "
23 O. Robinson.....	200 30th June,	1862, Line between 13th and 14th Concessions of Rurford (under 2d Vic, cap. 66).....	do 24th September, "
24 J. S. Dennis.....	26th July,	1862, do do Concessions of Crowland (do do cap. 45).....	do 12th January, "

THOMAS DEVINE,
Head of Surveys, U. C.

ANDREW RUSSELL,
Asst. Comr.

DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1863.

APPENDIX No. 19. (c.)
UPPER CANADA.—Statement of Surveys for the year ending 31st December, 1863.

No.	Date of Instructions.	Surveyor.	SURVEY.	Cost of Survey.	Number of Acres Surveyed.	No. of Miles surveyed.	Remarks.
1	13th June, 1861	J. J. Haslett.....	Montaglo	\$2643 22	40665	16	Retracing a portion of the Burleigh Road to connect with the Township Surveys
2	12th June, 1861	J. W. Fitzgerald	Chandos	3670 67	54332		
3	4th Sept, 1861	do	Car-liff, partial	2462 03	35825		
4	do	do	Monmouth, partial	1281 00	17500		
5	12th May, 1862	H. A. F. Macleod.....	Limerick, residue.....	2317 70	40539		
6	22nd Sept, 1862	do	Tudor, residue	372 22	6896		
7	28th July, 1862	D. Sinclair	Farm Lots on Pembroke and Matlawa Road.....	1418 37	21157		
8	10th June, 1861	T. F. Gibbs	Verification of Oso, &c.....	3265 08	54223		
9	31st July, 1861	J. S. Dennis.....	Bohaysgeon Road and Free Grant Lots along extension of do	2897 11	21500		
10	31st July, 1861	do	Exploration from Muskoka Road to Parry Sound	3496 84	70 116	Main lines of Survey. Lateral lines by Assistants.	
11	10th June, 1860	T. W. Horrick	do North Shore, Lake Superior.....				
12	31st July, 1862	J. J. Haslett.....	P.L.S.'s Johnson and Davies, Assistants.....	3327 00	400 571	Main lines of Survey. Lateral lines by Assistants.	
			Proportion of expense re-posing Lots whilst altering line of Hastings Road	25680 50			
13	2nd October, 1861	McDonnell & McNaught'n	INDIAN LANDS. Examination of Islands claimed by Alawick Indians	4138 30	243	An Examination. Preliminary Survey.	
14	31st "	J. S. Dennis.....	Exploration of Manitoulin Islands.....	1916 70			
				55670 34	289737	1472	

NOTE.—As this is the total amount of the accounts for Surveys completed and audited during the year, on which advances were previously made, it does not correspond with the Accountant's Return of Moneys paid for Surveys, which includes advances on Surveys in progress, \$1,896.00, and balances on the above, \$7,880.42. Total paid in 1863, \$19,776.42. The payments for Indian Surveys are provided by special warrant.

RECAPITULATION.

289,737 Acres subdivided into Farm Lots of 100 acres each..... @ \$6.35c. per acre.
1,472 Miles of Exploration, &c..... @ \$22.20 6 c. per mile.

ANDREW RUSSELL,
Asst. Commissioner.

THOMAS DEVINE,
Head of Surveys, U. C.

DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1864.

APPENDIX No. 20.

WOODS AND FORESTS.

STATEMENT of Revenue collected during the year 1863.

	\$	cts.	\$	cts.
Amount of Upper Ottawa Territory Collections, by A. J. Russell.....	70855	67		
do do do per McLean Stewart.....	162009	63		
			232865	30
Amount of Ontario Territory Collections, by Joseph F. Way.....	29994	54		
do do do per McLean Stewart.....	16722	67		
			46717	21
Amount of Lower Ottawa Territory Collections, by Charles E. Belle.....	31291	00		
do do do per McLean Stewart.....	3903	43		
			35194	43
Amount of St. Maurice Territory Collections, by A. Dubord.....	17816	22		
do do do per McLean Stewart.....	8225	03		
			28041	25
Amount of Huron and Spuerior and Peninsula of Canada West Territory Collections, by A. W. Powell and F. W. Stayner.....	2881	22		
do do do per McLean Stewart.....	6684	45		
			9565	67
Amount of St. Francis Territory Collections, by G. J. Nagle.....	10823	89		
do do do per McLean Stewart.....	147	24		
			10971	13
Amount of Saguenay Territory Collections, by George Duberger.....				10571
do Chaudière and Madawaska Territory Collections, by Chs. Dawson.....				8418
do Lower St. Lawrence do do by Chs. T. Dubé.....				5756
do Baie des Chaleurs do do by Jos. N. Verge.....				804
				81
Total Ground Rents and Timber Dues.....			\$386906	66
Amount from Ottawa Slides.....	66440	75		
do St. Maurice Slides.....	4491	42		
do Saguenay Slides.....	1830	88		
			72763	05
Total Collections.....			\$459669	71

NOTE.—In addition to the above, the sum of \$7,364.79 was collected from other services, viz., Clergy, School, Indian and Jesuits' Estates, and \$27,324.30, value of Settlers' Timber, applicable (less deduction for charges) in payment of land, making the total Collection for the year, \$503,152.25.

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.

DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1863.

APPENDIX

WOODS AND FORESTS.—GENERAL STATEMENT of Timber, &c., and

QUANTITIES AND DESCRIPTION

Agents' Names.	Area under License. Square Miles.	Saw Logs.			White Pine.		Red Pine.	
		W. Pine.	Spruce	Other.	Pieces	Feet.	Pieces	Feet.
A. J. Russell	14206	334527			169395	10981792	98569	3990935
Joseph F. Way	1907	228539		95	13888	1019380	3005	137740
Charles E. Belle	2928	309228	1366		3319	164868	30	663
A. Dubord	4780	105697	20225		2985	159924	590	18280
Western Agency	1210	3057		627	1673	152824	1627	94574
G. J. Nagle	1319	48029	62194		84	3758		
George Duberger	1210	39700	69733	2364			415	15760
Charles Dawson	2121	9735	35946	14	429	22503		
Charles T. Dubé	510	6954	115192					
Joseph N. Verge	60	177	888		1182	45983		
Total	30251	1085643	305544	*3100	192955	12551032	104236	4257952

* Walnut, Whitewood, Oak, Basswood, Ash, Hemlock, Cedar, Birch and Red Pine.

GENERAL STATEMENT

QUANTITIES AND DESCRIPTION

Agents' Names.	Butternut and Walnut.		Spruce and Cedar		Railway Ties and Sleepers.	Boom and Timber Floats.	Oars, Knees, and Curves.	Cedar Rails.	Cord Cords Soft.
	Pieces	Feet	Pieces	Feet					
A. J. Russell			161	9671	S				
Joseph F. Way						F. 500	C. 10	1000	
Charles E. Belle	34	1590 b.	164	2791	C.			4000	
A. Dubord			61	3340	S.				
Western Agency									
G. J. Nagle					3142	S.	K. 1091 C. 105	3200	
George Duberger							C. 6503		
Charles Dawson									
Charles T. Dubé									
Joseph N. Verge			34	471	S.				
Total	34	1590	420	16273	3142	500	7709	8200	

Total amount collected from Timber Dues and Ground Rent, 1863	\$395700 11
do do Slides, 1863	72763 05
Total amount collected from Timber Dues and Ground Rent, 1862	\$303769 33
do do Slides, 1862	49987 26
Increase	\$114706 57

NOTE.—The amount accrued includes \$7,304.79 belonging to

P. M. PARTRIDGE,
Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 31st December, 1863.

No. 20.(a.)

amounts accrued from Timber Dues and Ground Rents, during the year 1863.

DESCRIPTION OF TIMBER, &c.

Oak.		Elm.		Ash.		Tamarac.		Birch.		Basswood.		Hickory and Maple.	
Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet
493	12191	432	14316	605	23904	1872	57744	27	966	47	2180	25	659m.
257	9246	1634	49895	188	4241	269	9554			27	1156		
47	1349	612	17756	285	12745	2177	53537	55	2005	50	2452	54	2120m.
				2	97	1259	27253	1	31				
1004	68907	780	37942							2	93		
						4188	67735	417	7895	36	3228	W.W'd	
						905	24072						
1801	91693	3468	119909	1080	40987	10670	240198	500	10897	162	9109	79	2779

DESCRIPTION OF TIMBER, &c.—Continued.

DESCRIPTION OF TIMBER, &c.

AMOUNTS ACCRUED

Wood.		Staves.			Trespass & Fractions.		On Timber Dues.	On Ground Rent.	Total.
Cords Hard.	Cords Lath.	Stand-ard.	West India.	Other.	Trespass, &c.	Frac-tions.			
					\$ cts.	\$ cts.	\$ cts	\$ cts	\$ cts.
					803 38	1 09	154672 05	26443 26	181919 78
325			13782		4885 13	0 42	30203 96	11434 42	46623 93
					1472 62	0 45	28334 08	4324 75	34631 90
					46 29	0 03	11674 76	8772 16	20493 24
220		49181	146368		2151 56	0 12	4770 93	2168 28	9090 89
	6½				493 80		8081 73	2973 01	11548 54
							7130 95	1707 25	8838 20
					484 38		2898 92	4340 88	7724 18
44					78 67	1 03	5385 04	542 57	6007 31
					92 28		438 86	80 00	611 14
589	6½	49181	160150		10508 11	3 14	254091 28	62786 58	327389 11

Total amount accrued from Timber Dues and Ground Rent, 1863	\$327389 11
do do Slides, 1863	62185 99
Total amount accrued from Timber Dues and Ground Rent, 1862	\$279991 04
do do Slides, 1862	54402 12
Increase	\$55181 94

other services, viz.: Clergy, School, Indian and Jesuits' Estates.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 20. (b.)

WOODS AND FORESTS.—STATEMENT of Lumber measured, culled and counted at the Port of Quebec, through the Office of the Supervisor of Cullers, during the season of 1863.

Pieces, etc.	Description of Lumber.	Measured, Culled, or Counted.	Tons, Standards, etc.	Rate.	Office Amount.	Cullers' Amount.	Total Amount.
					\$ cts.	cts.	\$ cts.
7617	White Pine, Wany	Measured	14649 09				
376	Tamarac, do	do	326 22				
17	Maple, do	do	19 09				
38	Basswood, do	do	58 22				
45	Butternut, do	do	40 20				
141	Whitewood, do	do	305 30				
11	Birch, do	do	10 04				
153	Cherry, do	do	153 18				
2681	Walnut, do	do	2957 18				
1	Ash, do	do	1 34				
346236	White Pine	do	18522 35	⊙ 7 cts.	463 07	863 52	1296 59
707	Basswood	do	640436 24				
138	Butternut	do	900 11				
		do	151 06				
			641488 01	⊙ 4 7-12	7898 70	16921 50	24818 20
123317	Red Pine	do	127625 23				
27341	Oak	do	42220 18				
81550	Elm	do	73845 17				
15364	Ash	do	17094 01				
104027	Tamarac	do	66214 03				
1132	Birch	do	861 09				
548	Maple	do	536 15				
24	Beech	do	24 10				
20	Hemlock	do	12 35				
125	Spruce	do	95 29				
211	Walnut	do	344 07				
225	Whitewood	do	505 04				
45	Cherry	do	55 16				
1	Shittimwood	do	00 28				
312	Hickory	do	338 33				
			329777 14	⊙ 6 1/2	6870 36	12740 73	20611 09

Pieces, etc.	Description of Lumber.	Measured, Culled, or Counted.	Tons, Standards, etc.	Rate.	Office Amount.	Cullers' Amount.	Total Amount.
					\$ cts.	cts.	\$ cts.
9477	Birch	Culled	4475 10		111 93	419 71	531 04
4	Tamarac	do	1 21		0 14	0 49	0 63
		Counted	4476 37		0 18	0 65	0 83
269	Oavs	do			6 90	23 00	29 90
355	Handspikes	do			77 85	259 50	337 35
60	Masts, White Pine	Measured, &c			102 60	421 80	524 40
519	do	do			285 00	883 34	1148 34
634	do	do			38 00	126 67	164 67
2650	Spars, Red Pine	do			0 75	2 50	3 25
123	do	do			0 15	0 62	0 77
380	do	do			1033 84	7753 79	8787 63
5	do	do			435 58	3191 80	3617 38
1	do	do			77 12	539 88	617 00
1342160	Deals, White Pine	Culled	1550758 377 Standard		21 44	150 07	171 51
646619	do Spruce	do	638360 137 do		466 19	646 26	1134 45
154251	Plank, Pine	do			5 34	7 12	12 46
42887	do Spruce	do			0 05	0 29	0 34
822911	Deals, Pine	Counted	972383		1 00	7 04	8 04
10932	do Spruce	do	10682 71		0 18	1 22	1 40
3236	Plank, Pine	do			0 45	2 58	3 03
100	do Spruce	do			2 02	7 68	9 70
2010	Boards, Oak	Culled			85 76	485 99	571 75
349	do Pine	do			765 10	4782 24	5547 40
909	do Oak	Counted			703 33	5235 91	5939 24
8080	Spokes, Hickory	do			7 70	61 58	69 28
17154	Lathwood, Cords	do					
1873413	Staves, Standard	Culled, &c					
5626546	do West India	do					
92364	do Barrel	do					
	Measured at Sorel.						
12	White Pine, Wany	Measured off	21 15	⊙ 7	0 54	0 96	1 50
1674	do	do	2967 17	⊙ 4 7-12	43 27	92 73	136 00
					2 59	4 05	6 64
			Add for fractions		\$19533 26	56779 89	76313 15
			Total amount accrued this year		\$76313 15		
			Amount outstanding last year, \$2,280.39, of which has been collected this year		152 44		
			Less amount outstanding of present season		\$76465 59		
					1018 92		
					\$75446 67		

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 31st December, 1863.

APPENDIX No. 20. (c.)

WOODS AND FORESTS.

Dr. STATEMENT of Account of the Supervisor of Cullers, Quebec, for the year ending 31st December, 1863. *Cr.*

	\$	cts.	1863. Dec. 31.	\$	cts.
To Balance at date.....				20	00
To Gross Receipts for Measuring, Culling, &c., during the year ending at date.....	76313	15			
Dec. 31.. Less, outstanding of year's transactions.....	1018	92			
To amount received from previous transactions				75294	23
To amount received for Duplicate Specifications, Cullers' Licenses, and Caloche hire in connection with Surveys.....				152	44
To amount from Estate of the late Archibald Campbell for Survey.....				35	89
To amount received from Deputy at Montreal				6	87
To amount received from Department of Crown Lands.....				4472	87
				77402	05
				\$157474	25
To Balance.....				\$41	00

By amount deposited in Bank of Upper Canada during the year ending at date, to credit of Department of Crown Lands.....
 do By amount paid Cullers.....
 do for Salaries of Clerks.....
 do for Contingencies.....
 do Deputy Surveyor, Montreal, to meet expenses of Office.....
 By Balance.....

80402 67
 56779 90
 11194 14
 5016 84
 4039 70
 41 00

\$157474 25

P. M. PARTRIDGE,
 Superintendent of Woods and Forests.
 DEPARTMENT OF CROWN LANDS, Woods and Forests,
 Quebec, 31st December, 1863.

ANDREW RUSSELL,
 Asst. Commissioner.

APPENDIX No. 20. (d.)

WOODS AND FORESTS.—STATEMENT of Fees paid to Cullers, for work performed in their respective departments, during the Season of 1863.

Department.	Culler's Name, &c.	Amount.		Total.	
		\$	cts.	\$	cts.
Masts, Bowsprits, Spars, Oars, Hand- spikes and Square Timber.....	Francis Dalaire.....	1431	23		
	Alexis Dorval.....	784	64		
				2215	87
Masts, Bowsprits, Spars, Oars, &c.....	Philip Dorval.....			879	00
	John Jordan.....	1315	08		
	John Clark.....	1265	94		
	Thomas Gilchan.....	1165	71		
	Peter Gilgan.....	1083	79		
	F. X. Béland.....	1062	41		
	Edward Verrault.....	1060	81		
	Michael Kelly.....	1021	17		
	Olivier Gauvreau.....	948	74		
	Stephen Lambert.....	928	25		
	J. B. A. Dorval.....	925	90		
	Narcisse Valin.....	922	82		
	James Lynch.....	918	55		
	Joseph Larose.....	916	52		
	Pierre Jennesst.....	913	96		
	John O'Sullivan.....	913	32		
	Pierre McNeil.....	884	32		
	Louis Doiron.....	879	39		
	Jacques Jobin.....	861	95		
	Joseph Lockquell.....	360	35		
	Denis Cantillon.....	352	71		
	George Donahue.....	849	07		
	J. B. Vachon.....	845	72		
	A. H. Lockquell.....	840	90		
	J. S. Waterson.....	838	84		
	George Philbert.....	819	09		
	George Miller.....	748	78		
	John Miller.....	746	33		
	William Bee.....	745	47		
	James Burns.....	655	89		
	Jean Bornais.....	630	10		
	William Duggan.....	612	69		
	George Dorval.....	581	03		
Joseph Bergeron.....	578	72			
Alfred Miller.....	557	22			
Denis Duggan.....	481	61			
Thomas Redmond.....	418	28			
Henry McPeak.....	45	28			
				30697	59
Deals, Boards, Planks, and Lath- wood and Staves.....	James Myler.....	780	24		
	Jeffery Malone.....	753	45		
	Michael Murphy.....	392	67		
				1926	36
Deals, Planks, Boards & Lathwood	Thomas Malone.....	1752	06		
	Thomas Wilson.....	1301	76		
	F. X. Thompson.....	1173	89		
	Michel Hamel.....	1153	94		
	Michael Power.....	1147	78		
	Patrick Malone.....	958	46		
	Peter Gelly.....	727	88		
	James Byrne.....	628	28		
	A. F. Hamel.....	671	78		
	Charles Couture.....	567	64		
	J. B. Charlton.....	532	60		
	Thomas Clark.....	326	46		
William McKutcheon.....	204	43			
Benjamin Lockquell.....	286	05			
				11523	01
Staves.....	Noel Beaupré.....	944	67		
	Miles O'Brien.....	918	41		
	John Murphy.....	876	04		
	Joseph Fredarick.....	834	10		
				790	66

APPENDIX No. 20. (d.) Continued.

Staves.....	Joseph Langlois.....	775 24	
	Jacques Villeneuve.....	772 91	
	Louis Myrand.....	769 93	
	Robert Boyte.....	762 89	
	Michael Gibbons.....	708 79	
	J. B. Philbert.....	654 36	
	Martin O'Brien.....	412 29	
	John Curtin.....	317 78	
		9588 07	
		\$56779 90	

N.B.—The amount paid to Cutlers, as per detailed Statement, is the gross amount of their respective earnings, out of which they have to pay, agreeably to the 27th Section of the Act, their attendants and assistants, and all other charges inseparable from the execution of their duties.

APPENDIX No. 20 (c.)

WOODS AND FORESTS.—Statement shewing the Staff of the Office of Supr. of Cutlers, Quebec, the designation of Office, term of employment, and the Salary paid to each for the year ending 31st Dec. 1863; shewing also, the extra Clerks employed, and the sums paid to them during the same period.

Names.	Designation of Office.	Term of Employment.	Salary	Amount.	Total.
			\$ cts.	\$ cts.	\$ cts.
William Quinn.....	Supervisor of Cutlers.....	Annual.....		2000 00	
M. Harbeson.....	Depty. Sup. of Cutlers.....	do.....		1440 00	
Alexander Fraser.....	Book Keeper.....	do.....		1220 00	
C. S. Graddon.....	Cash Keeper.....	From 1st Jan. to 31st Aug.	533 32		
	Less deducted for absence.....		15 33		
				517 99	
T. J. Walsh.....	Specification Clerk.....	From 1st May to 31st Dec.		500 00	
J. Y. Cook.....	do.....	do do 20th Nov.		725 00	
J. O'Kane.....	do.....	do do 31st Dec.		800 00	
P. Miller.....	do.....	do do do		775 00	
J. Prendergast.....	do.....	do do 15th Nov.		600 00	
Francis Quinn.....	do.....	do 1st Jan. to 31st April	229 16		
do.....	do.....	do 1st May to 31st Dec.	550 00		
				779 16	
W. Lanière.....	do.....	do do do		500 00	
L. Hearne.....	do.....	do do 30th Nov.		400 00	
E. Duggan.....	do.....	do do do		400 00	
J. E. Belland.....	do.....	do do 31st Dec.		156 99	
P. Jordan.....	Messenger.....	Annual.....		400 00	
					11194 14
Ferguson & Co.....	Extra Clerks.....			314 45	
Usborne & Co.....	do.....			266 89	
Cullen & Co.....	do.....			300 35	
McAdams & Co.....	do.....			180 80	
Parkin & Co.....	do.....			178 96	
Touchette & Co.....	do.....			141 97	
Johnson & Co.....	do.....			25 86	
Fortin & Co.....	do.....			141 22	
McDonald & Co.....	do.....			4 00	
Butchart & Co.....	do.....			56 04	
Arnold & Co.....	do.....			70 64	
T. J. Walsh.....	do.....			36 00	
J. Ferland.....	do.....	Employed as required from time to time.....		28 72	
J. A. Butchart.....	do.....			19 73	
Jas. Arnold.....	do.....			28 65	
D. McCarthy.....	do.....			45 01	
M. Plunket.....	do.....			199 13	
B. Mahony.....	do.....			125 24	
H. Ennis.....	do.....			83 05	
E. J. O'Connor.....	do.....			33 54	
J. Usborne.....	do.....			55 52	
A. Ferguson.....	do.....			63 48	
J. A. Walsh.....	do.....			107 80	
J. Roberts.....	do.....			94 40	
L. Hearne.....	do.....			38 10	
					2729 55
					13923 6

APPENDIX No. 20. (f.)

WOODS AND FORESTS.—An Abstract of the number of Pieces, and Cubic feet of each description of Timber measured and culled, under the superintendence of the Supervisor of Cutlers, at the Port of Quebec, during the season of 1863— with the section of the Province where the same were produced.

SECTION OF PROVINCE.	Wany White Pine.		Square White Pine.		Red Pine.		Oak.		Elm.		Ash.		Basswood.		Butternut.	
	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet
1 Quebec and Montreal	2118	119620	2489	127909	456	14065			4	114						
2 St. Lawrence from Montreal to Head of Lake Ontario	3590	312739	46461	3579354	16673	898992	8436	445701	49189	1758910	3306	180216	228	13597	51	3925
3 Grand River and Lake Erie	46	3324	1595	118924	78	3890	16219	1171867	9114	460899	260	14848	7	321	1	57
4 Ottawa River and its tributaries below Ottawa City	805	45546	65421	3461757	2841	98048	1364	84391	16128	507704	7440	322395	222	11374	91	3619
5 Gatineau	15	1321	16797	1040611	250	9007	36	745	342	11208	118	4963	1	48		
6 Rideau			1214	236440	4	154	68	1961	2106	69498	1227	68329	16	16895		
7 Ottawa River and its tributaries above Ottawa City	1043	103419	209259	13052469	103	154082875	1205	33640	4290	130682	2500	100432	271	11918	2	74
8 United States							13	513	377	14802	14	652				
Grand Total	7617	585969	346226	21617461	123317	5105029	27341	1088818	15560	2953817	15265	683825	745	38353	183	7675

An Abstract of the number of pieces, &c.—Continued.

SECTION OF PROVINCE.	Tamarac.		Birch.		Maple.		Beech.		Hemlock.		Spruce.		Walnut.		Hickory.		Cherry.		Whitewood.	
	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet
1 Quebec and Montreal	25888	509061	9640	182385																
2 St. Lawrence from Montreal to Head of Lake Ontario	10954	322455	64	2348	35	1611	3	115												
3 Grand River and Lake Erie	1469	38174	12	429	16	910														
4 Ottawa River and its tributaries below Ottawa City	41750	1058179	679	21841	420	1598319	770	19421	99	3021										
5 Gatineau	1261	34099			1	26														
6 Rideau	5272	166904	48	1943	25	1081	2	85	1	94										
7 Ottawa River and its tributaries above Ottawa City	17813	522211	117	4923	68	2613			6	199										
8 United States																				
Grand Total	104407	2661656	10620	213869	505	22224	24	970	20	515	125	9829	2892	132065	312	13553	198	8474	365	32484

Acacia..... 1 piece—28 feet.

OTTAWA RIVER and its tributaries above Ottawa City, subdivided.

SECTION OF PROVINCE.	Wany White Pine.		Square White Pine.		Red Pine.		Oak.		Elm.		Ash.		Basswood.		Butter-nut.		Tamarac.		Birch.		Maple, Spruce.			
	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.		
Carp and Quio Rivers.....	13	606	18978	1279746	2566	115288	405	9492	563	17995	503	22681	20	850	.....	.....	6222	168016	6	184	.....	.....
Duchêne and Chats Lakes	6	314	3729	208244	74	2422	116	3250	718	20560	938	36374	106	4588	.....	.....	1631	84506	152	4259	17	687		
Mississippi River.....	648	77682	21778	1423842	4622	190473	74	1821	2497	70145	191	7965	15	810	2	74	4820	158090	.....	.....	.....	3	92	
Madayaska	206	14139	46620	2966947	35337	1486677	294	10006	68	1788	755	30650	95	4144	.....	.....	943	26815	6	182	50	1852	.....
Bonnechère	19	1145	20310	1255768	19299	778356	14	271	338	7073	51	2284	25	1124	.....	.....	3767	102830	12	258	.....	3	107	
Calumet Island and Fort	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coulonge River and Lake	34	1861	16675	953562	2235	68409	47	1183	64	2198	1	12	6	325	.....	.....	302	8227	.....	.....	.....	.....	.....
Black River.....	.....	.....	13515	805436	2070	73711	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	550	.....	.....	.....	.....	.....
Westmeath & Les Allumet-	.....	.....	1800	118807	193	7577	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
tes Island & Lake Culbute	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indian, Muskrat and Snake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rivers .....	.....	.....	10995	538256	4016	125517	8	165	2	61	3	132	4	177	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Petawawa River.....	.....	.....	17380	1061819	17353	664121	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chalk River.....	.....	.....	7726	462558	3245	100862	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Deep River, Deux-Jonchims	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rapids, and upwards.....	117	7672	29855	1977484	12005	469512	247	7462	42	1538	4	189	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total.....	1043	103419	209259	13032469	103015	4082875	1205	33460	4200	130682	2560	110452	271	11918	2	74	17811	522211	177	4923	68	2613	6	199

P. M. PARTRIDGE,
Superintendent of Woods and Forests.

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 31st December, 1863.

APPENDIX No. 20. (g.)—Continued.

SECTION OF PROVINCE.	Standard Staves.				West India Staves.				Barrel Staves.				
	Pieces.	M.	C.	qrs.	pcs.	M.	C.	qrs.	pcs.	M.	C.	qrs.	pcs.
1 Quebec to Montreal.....						17	5						
2 Montreal to Kingston.....						17	9	3	29	12	3	1	7
3 Kingston to head of Lake Ontario.....	242423	252		3	12	241							
4 Grand River, Lakes Erie, St. Clair and Huron, including River Thames	1635990	1660	8		14	4429	3	2	19	64	6	1	17
Total	1878413	1912	8	3	26	4688	8	2	26	76	9	2	24

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.

DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 31st December, 1863.

APPENDIX No. 20. (h.)

WOODS AND FORESTS.—STATEMENT of Timber measured, culled and counted at Montreal, Lachine and Sorel, through the Office of the Deputy Supervisor of Cullers, Montreal, during the season of 1863.

Pieces.	Tons.	Rate.	Amount.	Flattened and Round Timber.		Rate.	Amount.
				Pieces.	Feet.		
White Pine.....	53570	Measured off					
Basswood.....	260	do	\$ cts.			\$ cts.	\$ 3687 58
Butternut.....	6	do					
	53836	62541 18½	@ 47	2866 50			
Ash.....	1787	1576 10½	@ 412				
Beech.....	10	8 2½					
Birch.....	230	181 12½					
Elm.....	1753	1308 02½					
Hemlock.....	584	781 32½					
Mixed Timber.....	520	334 33½					
Maple.....	150	144 20½					
Oak.....	625	889 02½					
Red Pine.....	260	230 35½					
Spruce.....	187	140 0½					
Tamarac.....	5337	3617 19½					
Whitewood.....	61	65 12½					
	11504	9279 10½	@ 61	579 95			
Staves, Standard.....	21000	M. C. qr. pcs.					
Staves, West India.....	124847	27 1 2 23	@ 2 90	78 33			
		112 3 1 17	@ 1 26½	142 30			
Carried forward.....				3667 58			
					29057	1000706 @ 80	800 58
						Add fractions.....	1 32
						Total.....	4469 48

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 31st December, 1863.

APPENDIX No. 20. (i.)

WOODS AND FORESTS.—STATEMENT of Timber measured and culled at Montreal, Lachine and Sorel, and Section of Province where Produced. of the Deputy Supervisor of Cullers, during the Season of 1863, and Section of Province where Produced.

SECTION OF PROVINCE.	White Pine.		Ash.		Basswood.		Birch.		Butternut		Cedar.		Elm.		Hemlock.		Maple.		Oak.		Red Pine.	
	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.
1 Lower Ottawa.....	54010	2249541	2322	79862	261	11167	298	7193	66	1328	2010	58987	3663	115821	603	32407	188	6513	636	22076	201	7067
2 Upper Ottawa.....	13629	746536	19	772	18	303	4	136	.....	.....	.....	.....	353	11573	1	25	1	51	161	4048	247	8865
3 Belleville Agency.....	21	1650	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	246	20487	.....	.....
Total.....	67663	2997727	2341	80634	279	11970	232	7329	66	1328	2010	58987	4016	127394	604	32432	189	6544	1043	46611	448	15952

Staves.

SECTION OF PROVINCE.	Spruce.		Tamarac.		Mixed Timber.		Beech.		Hickory.		White wood.		Standard.		West India.							
	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.						
1 Lower Ottawa.....	126	5785	200	6091	935	28042	10	341	2	55	61	2652	.....	.....	.....	.....		
2 Upper Ottawa.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3 Belleville Agency.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	126	5785	200	6091	935	28042	10	341	2	55	61	2652	21000	27	1	2	23	124847	112	1	9	17

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1863.

APPENDIX No. 20. (j.)
WOODS AND FORESTS.

D^r. STATEMENT of Account of Deputy Supervisor of Cullers, Montreal, for the year ending 31st December, 1863. Cr.

1863.		1863.		\$	cts.
Dec: 31,	To amount received from Supervisor of Cullers, Quebec, to meet expenses of Office, etc.....	\$	cts.		
	To gross amount received for measuring Timber, etc.....	4030	70		
		4472	98		
				8512	68
	By amount remitted to Supervisor during Season.....			4472	97
	By Salary for year ending at date.....			300	00
	By amount paid Cullers' Fees.....			3084	07
	By amount paid Clerks.....			557	75
	By amount paid for Disbursements.....			97	89
				8512	68

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 31st December, 1863.

APPENDIX No. 21. (a.)
DEPARTMENT OF CROWN LANDS.—Comparative Statement of Letters Registered in the years 1862-3.

Years.	Western Branches.					Eastern Branches.					Province at Large.					Orders in Council.									
	Correspondence, Mr. Tarbutt.	Late Surveyor General's, Mr. Hector.	Surveyors, Mr. Devine.	Accountants, Mr. Ford.	Upper Canada Bonds, Mr. Bridgland.	Total.	Correspondence, Messrs. Collins and Gagnéux.	Crown Domain and Jesuits' Estates, Mr. Judah.	Surveyors, Mr. Bouche.	Accountants, Mr. Ford.	Total.	Woods and Forests, Mr. Partridge.	Fisheries, Mr. Whitcher.	Ordnance Lands, Mr. Bridgland.	Indian Affairs, Mr. Spragg.	Commissioners on Miscellaneous Matters.	Transferred to other Departments.	Total.	Grand Total.	Names Indexed.	Enclosures.	East.	West.	Miscellaneous.	Total.
1863.....	4561	1952	718	2394	216	9841	1644	800	377	1103	3984	2116	509	386	359	48	47	3555	17380	22800	34300	20	21	2	43
1862.....	6091	2313	1031	1513	.....	10948	1842	698	632	1058	4260	2097	459	.....	621	249	3466	18674	24500	37000	28	22	12	62	
Increase.....	1530	361	313	881	216	1107	198	102	255	75	276	19	110	386	359	583	202	89	1294	1700	2700	8	1	10	19
Decrease.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Letters Registered in the years	Distribution of Orders in Council.		Letters and Opinions of	
	1862	1863	1862	1863
January.....	1521	11	5924	20
February.....	1468	1	5765	76
March.....	1561	1	9071	.....
April.....	1562	.....	9161	243
May.....	1270	3	12958	.....
June.....	1079	13	12871	171
July.....	1395	1	15003	.....
August.....	1334	1	18357	.....
September.....	1549	7	16277	.....
October.....	1605	5	17029	.....
November.....	1416	2	18874	.....
December.....	1620	1	17380	.....
Total.....	17380	43	.....	.....

NOTE.—In the registering of letters for 1863, there were 47 letters written respecting letters transferred to other Departments, and 1650 large folio pages covered, which, with endorsements, are equivalent to 3300 pages.

JOHN MORPHY, Registrar.

DEPARTMENT OF CROWN LANDS, 2nd January, 1864.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 21. [b.]

STATEMENT OF OFFICE WORK FOR 1863.

No. of Plans compiled and copied.....	1090
do Instructions for Surveyors prepared.....	82
do Plans, Field-notes, Diaries, Reports, Accounts and Pay Lists of Surveyors of Public Lands and Roads audited and examined.....	448
do Plans and Field-notes, Reports of Private Surveys examined, and aréens calculated.....	180
do Plans, Field-notes and Reports of Municipal Surveys examined.....	126
do Descriptions for the erection of Parishes, Townships and Villages in Lower Canada prepared..	48
do Statements for the Legislature and Blue Book prepared.....	39
do References for Letters Patent prepared, and Fiats entered.....	3517
do Descriptions for Letters Patent prepared.....	1064
do Letters Patent engrossed, examined, and entered in the several books of record.....	3738
do Letters written.....	14849
do Fishing Bounty Claims examined and paid.....	52
do Adjudications.....	1036
do Folio pages of Reports, Land Rolls, Letters and Assignments entered.....	29751
do Folio pages of Field-notes, Reports, Letters, etc., copied.....	3230
do Schedules of Crown, Clergy and School Lands furnished to Timber Agents.....	12
do Location Tickets issued.....	86
do Assignments examined and registered.....	2237
do Circulars issued.....	932
do Specifications of Lots in Towns and Townships for sale prepared.....	42
do Accounts examined and paid by Check or Certificate.....	1516
do Accounts Current prepared.....	313
do Agents' Returns examined and entered.....	1944
do Returns of Lands sold for Registrars and Secretary-Treasurers.....	43
do Folio pages of these Returns.....	260
do Reports.....	536
do Miscellaneous Statements.....	3580
do Pages of Translations.....	680
do Special Sales and Cases disposed of after investigation of claims on the spot.....	1113
do Cases of Land Arrears examined, decided and certified.....	130
do Entries of Letters Patent in Doomsday, Register, Issue Book and Plans.....	16212
do Appropriations of Moneys received by Letter, etc.....	1937
do Entries posted in Sales Books.....	11450
do Monthly Statements of Lands paid in full for Woods and Forests' Branch.....	60
do Free Grants and Indian Fiats entered and indexed.....	315
do Towns and Townships entered in Doomsday and Register.....	14
do Requisitions for Stationery, etc.....	381
do Heir and Devisee Commission Certificates issued.....	55
do Certificates, value of Settlers' Timber.....	202
do Timber Adjudications.....	94
do Pay Lists and Time Sheets of Road Works examined and audited.....	114

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1863.

APPENDIX No. 22.

STATEMENT of Receipts and Expenditure on account of Fisheries, Upper and Lower Canada, for the year 1863.

UPPER CANADA.

	\$ cts.	\$ cts.
Amount of Receipts for the year 1863.....		477 22
<i>Expenditure.</i>		
William Gibbard, Overseer, nine months.....	300 00	
John McCuaig, Salary for 1863.....	1200 00	
Disbursements.....	2050 38	
R. Moodie, services in connection with Fisheries in 1861.....	150 00	
		3700 38

LOWER CANADA.

	\$ cts.	\$ cts.
Amount of Receipts for the year 1863.....		6693 58
<i>Expenditure.</i>		
Overseer's Salary for 1863.....	780 00	
P. Fortin, Salary for nine months.....	900 00	
R. Nettle, Salary for 1863.....	1200 00	
Disbursements.....	7134 53	
		10014 53

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1863.

APPENDIX No. 23.

STATEMENT of comparative Expenses incurred in connection with the *Fisheries Service*, for Upper and Lower Canada, in 1862 and 1863, inclusive of all Salaries and Disbursements, Contingencies of Agents and Special Services, Bounties, and every expenditure attending the administration of the *Fisheries Act*, whether paid by the Department of Crown Lands or any other Department,—the Salaries at Head Quarters being divided equally between Upper and Lower Canada.

UPPER CANADA.

1862.	\$ cts.	1863.	\$ cts.
<i>Salaries.</i>		<i>Salaries.</i>	
Mr. Whitcher, Head of Fisheries Branch, for Upper and Lower Canada.....	530 00	Mr. Whitcher.....	680 00
Mr. Bauset, Draughtsman, French Translator and Copyist.....	530 00	Mr. Bauset.....	530 00
Mr. McCuaig, Superintendent of Fisheries, U. C.....	1200 00	Mr. McCuaig.....	1200 00
Mr. Gibbard, Stipendiary Magistrate, U. C.	400 00	Mr. Gibbard (including allowance of 2½ months to his widow).....	360 00
Mr. Moodie, Fishery Overseer, U. C.....	223 19		
	2893 19		2710 00
<i>Expenses.</i>		<i>Expenses.</i>	
Mr. McCuaig.....	960 83	Mr. McCuaig, disbursements.....	358 83
Mr. Gibbard.....	2661 17	Mr. Gibbard, do including many expenses caused by his murder while on duty, which would not otherwise have occurred.....	1869 25
Mr. Moodie (being an account paid in 1863, though filed in 1862 but then suspended, but afterwards paid because it was found by the Office Books that he acted under written instructions from Mr. Van-koughnet, on special service).....	150 00		
Totals.....	\$6665 19	Totals.....	\$4937 88
	3772 00		2227 88

LOWER CANADA.

1862.	\$ cts.	1863.	\$ cts.
<i>Salaries.</i>		<i>Salaries.</i>	
Mr. Whitcher, Head of Fisheries Branch, for Upper and Lower Canada.....	530 00	Mr. Whitcher.....	680 00
Mr. Bauset, Draughtsman, French Translator and Copyist.....	530 00	Mr. Bauset.....	530 00
Mr. Nettle, Supt. of Fisheries, L. C.....	1200 00	Mr. Nettle.....	1200 00
Mr. Fortin, Stipendiary Magistrate, L. C.	1200 00	Mr. Fortin.....	1200 00
Overseers, L. C.....	755 00	Fishery Overseers.....	780 00
	4215 00		4390 00
<i>Expenses.</i>		<i>Expenses.</i>	
Mr. Whitcher, disbursements.....	523 90	Mr. Nettle, disbursements.....	169 83
Mr. Nettle, do.....	861 35	Mr. Fortin, do including \$6,606.62 for repairs to <i>La Canadienne</i> , under the Department of Public Works.....	11225 76
Mr. Fortin, do and costs and repairs of schooner.....	14230 94	Fishery Overseers, disbursements.....	457 69
Fishery Overseers.....	522 32	Bounties for 1863, under consideration of Council.....	11853 18
Bounties paid in 1863, in part out of Fishery Rents.....	9035 50		9477 50
Totals.....	\$29389 10	Totals.....	\$25720 68
	25174 10		21330 68

ANDREW RUSSELL, Asst. Comm.

DEPARTMENT OF CROWN LANDS, Fisheries Branch,
Quebec, 31st December, 1863.

W. F. WHITCHER.

APPENDIX No. 24.

STATEMENT of Claims for Fishing Bounties fyled and notified, for 1863.

Claimants.	Vessels.	Amounts.	Remarks.
		\$ cts.	
Joseph Tripp.....	Admiration.....	138 00	Fyled.
Paul Coté.....	Marie-Joseph.....	84 00	do
John Howell.....	Undaunted.....	176 00	do
John Davis.....	Rambler.....	178 50	do
James Muldoon.....	Lady.....	228 00	do
John Aseah.....	Highland Jane.....	224 00	do
P. Doyle.....	Venelis.....	132 00	do
P. Sire.....	Alphonsine.....	92 00	do
Ed. Gaumont.....	Emédine.....	144 00	do
Eug. Hammond.....	Victoria.....	117 00	do
Abel Arseneau.....	Mary Ann.....	160 00	do
William Baker.....	Lord Douglas.....	232 00	do
P. Turbide.....	Jenny Lind.....	156 00	do
F. & M. Lespérance.....	Eugénie.....	184 00	do
do	Mary.....	140 00	do
William Terrieau.....	Annie.....	180 00	do
Sylvain Sire.....	Breeze.....	112 00	do
H. Richard.....	Zélie.....	144 00	do
Z. Arseneau.....	Adelina.....	184 00	do
F. Arseneau.....	Mary.....	160 00	do
V. Vigneault.....	Wide-Awake.....	168 00	do
J. F. Poitras.....	Theodora.....	196 00	do
E. Angers.....	Marie-Victoire.....	320 00	do
F. Cummings.....	Ailsa.....	164 00	do
George Miller.....	Ranger.....	164 00	do
Thomas Legros.....	Marie-Primrose.....	292 00	do
Germain Dionne.....	Marie-Louise.....	212 00	do
A. Riverin.....	Renard.....	88 00	do
A. Vigneault.....	Eugénie.....	204 00	do
X. Cormier.....	Amelia.....	168 00	do
J. Boudreault.....	Constantina.....	168 00	do
E. Bugsohd.....	Emma.....	88 00	do
L. & Z. Gagnon.....	Pearl.....	216 00	do
R. & B. Gagnon.....	Seven Brothers.....	112 00	do
G. Cormier.....	Victoria.....	184 00	do
X. Boily.....	Mathilde.....	128 00	do
D. Giasson.....	Espérance.....	228 00	do
G. Cormier.....	Mary Lydia.....	192 00	do
R. Delaney.....	Two Brothers.....	188 00	do
L. Jonpho.....	Archangel.....	200 00	do
D. Richard.....	Dolphin.....	208 00	do
V. Cormier.....	Zélie.....	120 00	do
D. Terrieau.....	Tempérance.....	164 00	do
D. Richard.....	Oncsime.....	180 00	do
H. Boudreault.....	Sarah.....	92 00	do
Charles Stewart.....	John Stewart.....	228 00	do
Robert Pye.....	Flying Fish.....	144 00	do
P. Mulrooney.....	Village Belle.....	160 00	do
John Ross.....	Britannia.....	268 00	do
William Harbour.....	Breeze.....	135 00	do
Peter Mabc.....	Pilot.....	192 00	do
Henry Suddard.....	Violet.....	120 00	do
Louis Boudreault.....	Flora.....	160 00	Notified.
A. Deveaux.....	Loup-Marin.....	152 00	do
A. Cormier.....	Triton.....	105 00	do
F. Kennedy.....	Temperance.....	224 00	do
		9477 50	

ANDREW RUSSELL, Assistant Commissioner.

DEPARTMENT OF CROWN LANDS, Fisheries Branch,
Quebec, 31st December, 1863.

W. F. WHITCHER.

APPENDIX No. 25.

STATEMENT of payments made as Fishing Bounties, for the year 1862, under Order in Council dated 1st May, 1863.

Claimants.	Vessels.	Amounts	Dates of Payment.
		\$ cts	
A. Riverin	Renard	83 00	8th May, 1863
P. Doyle	Venelio	132 00	9th do
John Ascah	Highland Jane	224 00	do do
V. Vigneault	Wide-Awake	163 00	do do
Jos Dupuis	Eugénie	204 00	do do
V. Vigneault	Ailea	164 00	do do
John Howell	Undaunted	132 00	do do
Jos. Marin	Mermaid	138 00	do do
H. Suddard	Violet	120 00	do do
Ed. Gaumont	Emédine	144 00	do do
Gabriel Cormier	Victoria	184 00	do do
James Muldoon	Lady	112 00	do do
Alex. Cormier	Triton	120 00	do do
Elie Angers	Marie-Victoire	320 00	do do
J. B. F. Painchaud	Flora	160 00	do do
Peter Vigneault	Mary	160 00	do do
Jos. Tripp	Admiration	138 00	do do
D. Giasson	Espérance	228 00	do do
D. Lepage	U. J. Tessier	176 00	do do
X. Boily	Primrose	160 00	do do
Richard Delaney	Two Brothers	168 00	11th do
D. Richard	Dolphin	208 00	do do
do	Onésime	180 00	do do
Gilbert Cormier	Zélie	132 00	do do
F. and M. Lespérance	Mary	140 00	do do
do	Eugénie	184 00	do do
William Baker	Lord Douglas	203 00	do do
Laurent Jonphe	Archangel	200 00	do do
Abel Arseneau	Mary Ann	160 00	do do
H. Boudreault	Sarah	92 00	do do
D. Terrieau	Temperance	143 50	do do
P. Turbide	Jenny Lind	156 00	do do
Hyp. Richard	Zélia	144 00	do do
William Terrieau	Annie	180 00	do do
Z. Arseneau	Adelina	184 00	do do
William Harbour	Breeze	180 00	do do
Naz. Siro	Breeze	112 00	do do
Peter Mabe	Pilot	224 00	do do
G. Dionne	Marie-Louise	212 00	do do
L. and Z. Gagnon	Pearl	216 00	do do
P. Nicol	Anastasia	104 00	do do
P. Mulrooney	Village Belle	160 00	12th do
William Miller	Piper	168 00	do do
John Ross	Britannia	268 00	do do
F. Kennedy	Temperance	224 00	do do
Robert Pyc	Flying Fish	144 00	do do
Charles Stewart	John Stewart	228 00	do do
George Miller	Ranger	164 00	21st do
El. Bugeold	Emma	88 00	28th do
J. Boudreault	Constantina	168 00	3rd Aug. do
D. H. Totu	Marie (Claim for 1860)	140 00	25th Sept. do
C. and J. Davis	Osprey	177 00	9th Oct. do
Thomas Savage	Mary Primrose	292 00	16th Jan., 1864. This Claim, being paid in 1864, does not appear in the Office Statement of Payments during the year 1863.
	Total	9035 50	

ANDREW RUSSELL, Asst. Comm.

DEPARTMENT OF CROWN LANDS, Fisheries Branch,
Quebec, 31st December, 1863.

W. F. WHITCHER.

APPENDIX No. 26.

REPORT OF THE AGENT OF THE ADDINGTON ROAD.

TAMWORTH, January 9th, 1864.

SIR,—I beg leave to forward to your department the annual report of the condition of the Addington Road, and the prospects of the settlement thereon.

I found that portion of the road not repaired last year, which leads over hills, sadly out of condition; the water has worn off the lighter material down the slopes, and uncovered boulders and rocks, rendering travel difficult. Many of the wooden causeways have become worn, and broken logs are frequently met with that are really dangerous for teams to cross. Several casualties occurred last year; one poor man lost a borrowed horse, and had to pay for it; several horses were seriously injured by their feet slipping between the worn logs. The Clare River bridge is in a dangerous state; the head of the piers that are in the channel have sunk; the up-stringers have been raised to correspond with the lower ones by blocking, but the sinking continues, and that part over the channel is very sideling, and must sooner or latter topple over. Also a portion of the bridge at head of Marinaw Lake is much damaged from the raising of the lake by a mill dam; the covering of the south half is afloat during the open part of the year.

Owing to the scarcity of provisions, arising from the loss of the crop in 1862, some poor persons with large families have been forced to remove from the settlement, so that the census of this year foots less than that of the prior; but the places rendered vacant on that account have been filled by parties with smaller families, and in some instances by single men; the change is an improvement, although it has lessened the population.

The crushing effect of the disaster of 1862 has not been got over by the good crop of last year, because of the paucity of seed grain and roots available last spring. All crops that were sown early gave abundant yield, but the extreme small quantity of seed sown renders the present crop but little more productive than that of the former year. In the article of wheat there is a falling off, but the quality is so superior that it is of more value than that of 1862. The growth of that year was rendered so defective by drought and frost, that five bushels by measure produced but one hundred pounds of inferior flour, whilst two and a half of the present crop yield the same amount, and of an excellent quality. All the other cereals, as well as roots, are inferior to none raised in Canada; although there is not a much greater increase in the number of bushels produced, yet the actual value is fully double. The municipality of Barric obtained, through the "Seed Grain Act" of last year, some three hundred bushels of seed grain of various kinds; but it was so late in the season before it was sown, that but little of it ripened, and that municipality has involved itself in debt without a corresponding benefit.

There is a loss of 33 inhabitants in the census of this year, but it is not all attributable to parties leaving the settlement; several persons who have accomplished their settling duties on gift lots and obtained their patents, have become purchasers of Crown lands, and portions of their families are engaged on them. The number of inhabitants on the gift lots is 717, and they possess a large number of domestic animals, except horses, in which there has been a falling off. They have, during the year, cleared 285 acres of land, and there remains chopped 150 acres of spring clearing.

In my intercourse with the settlers during my recent visit, I found all grateful for the kindness manifested by the Government in providing, through the work on the road last summer, means for them to procure provisions, and their only regret is that they were so short of seed last spring. All believe that if seed could have been obtained sufficient to have covered the ground prepared, connected with the aid of the Government during the summer, that the pressure of the bad crops of 1862 would have passed away, but it will be severely felt next year, for many settlers cannot, from what they have raised, bread their families and save seed; hence a great lack will be found in the spring; nor can they devise any feasible plan within their power to supply the deficiency.

Several parties complain of having their grain injured by the grub shortly after it sprung up. Corn, peas and buckwheat suffered the most. Competent judges estimate that the crop of the above cereals was shortened one-half. The grub ravages were not alone confined to the new townships; it spread wide over the old townships in front; but the effect thereof was less felt in the old than in the new, where so little was sown. But

with all the drawbacks from frost, grubs, and short seed, I found no despondency, but a looking forward to a sunny future; they are aware that next year will be still hard for provisions and seed, but they are preparing for the trouble that is ahead, by saving seed as much as lies in their power, and reserving it for the coming spring.

I have the honor to be, sir,

Your most obed't. servant,

(Signed,)

EBENEZER PERRY.

The Hon. Wm. McDougall, Commissioner,
Quebec, C. E.

ABSTRACT of Statistics of Addington Road for the year 1863 :—

VALUE OF ARTICLES, ESTIMATED AT CURRENT RATE IN SETTLEMENT.

Spring Wheat,* 1703 bushels	.....	@	\$ 1.00	.....	\$ 1,703 00
Oats, 4771 "	.....	@	0 50	.....	2,385 50
Peas, 397 "	.....	@	0 80	.....	717 60
Barley, 682 "	.....	@	1.00	.....	682 00
Buckwheat, 623 "	.....	@	0.75	.....	467 25
Corn, 233 "	.....	@	1.00	.....	233 00
Beans, 19½ "	.....	@	2.00	.....	39 00
Hersy, or Millet 92½ "	.....	@	1.00	.....	92 50
Potatoes, 9752 "	.....	@	0.50	.....	4,876 00
Ruta Bago, 11651 "	.....	@	0.20	.....	2,330 20
Globe Turnips, 1980 "	.....	@	0.12½	.....	247 50
Tame Hay, 327½ tons	.....	@	17.50	.....	5,726 87½
Wild Hay, 407 "	.....	@	8.00	.....	3,256 00
Straw, 264½ "	.....	@	5.00	.....	1,321 25
Maple Sugar, 7475 lbs.	.....	@	0.10	.....	747 50
Molasses, 330 gals.	.....	@	0.80	.....	264 00
Vinegar, 503 "	.....	@	0.25	.....	125 75
Pork, 15089 lbs.	.....	@	0.07	.....	1,056 23
Beef, 14765 "	.....	@	0.05	.....	738 25
Mutton, 820 "	.....	@	0.05	.....	36 00
Potash, 74¾ brls.	.....	@	27.00	.....	2,018 25
Full Cloth, 315 yds.	.....	@	1.25	.....	393 75
Flannel, 267 "	.....	@	0.70	.....	186 90
Shingles, 494 M.	.....	@	1.25	.....	617 50
Lumber, 165 "	.....	@	6.00	.....	990 00
Fur.....	.....			.....	214 00

Total..... \$31,465 80½

The number of domestic animals owned by the settlers on the Addington Road are 58 horses, 71 yoke of oxen, 181 cows, 180 young cattle, 85 swine, and 162 sheep.

APPENDIX, No. 27.

REPORT OF THE AGENT FOR THE NORTHERLY PART OF THE BOBCAYGEON ROAD.

MINDEN, January 16th, 1864.

To the Honorable the Commissioner of Crown Lands.

SIR,— I have the honor to transmit a statement of the settlers and produce on the northern section of the Bobcaygeon Road, for the year 1863.

In consequence of the great distance north, and the short time the settlers have been located, my present Report is rather limited.

*There was, through the whole settlement, a lack of seed, but wheat was by far the less in quantity than other sorts. It could not be obtained unless brought from a distance: hence many persons had none to sow, nor was there a single settler that had as much as he wished.

The parties located seem content and happy in their new homes; nevertheless, there has been but little improvement in the place during the year. The principal cause is the bad state of the road north of Bell's line, which, although taken out of the contractor's hands, has not yet been finished.

The settlement at and near the Narrows of the Lake of Bays is in a thriving condition, there being very good land along the road as well as a large tract in rear of the Free Grants.

Number of lots located.....	54
Number of lots settled on, or having small clearings in readiness for moving into this winter.....	39
Total population.....	130
Number of acres cleared.....	144

NATIONALITY.

English, heads of families.....	17
Irish.....	20
Scotch.....	3
Canadian.....	14
Total.....	54

TOTAL QUANTITY OF PRODUCE AND VALUE.

Wheat.....	530 bushels	@ \$1 00	\$530 00
Oats.....	1265 "	@ 0 45	569 25
Indian Corn.....	100 "	@ 0 75	75 00
Potatoes.....	3110 "	@ 0 25	777 50
Turnips.....	6290 "	@ 0 12½	786 25
Timothy Hay.....	29 tons	@ 11 00	319 00
Beaver ".....	54 "	@ 7 00	378 00
Furs.....			780 60
Maple Sugar.....	1160 lbs	@ 0 08	92 80
			<u>\$4307 80</u>

STOCK:

Cattle.....	48
Horses.....	3
Pigs.....	12
	<u>63</u>

I have the honor to be, sir,

Your obdt. servant,

(Signed)

GEORGE G. BOSWELL,

Free Grant Agent, North Bobcaygeon.

APPENDIX No. 28.

REPORT OF THE AGENT FOR THE SOUTHERLY PART OF THE BOBCAYGEON ROAD.

CROWN LANDS AGENCY,
Bobcaygeon, Dec. 30th, 1863. }

To the Honorable the Commissioner of Crown Lands.

SIR,—I have the honor to submit, for your inspection, a report on the progress, &c., of Free Grants on the Bobcaygeon Road, as far as my agency extends; also a table, condensed from information gathered from Free Grant settlers, individually, showing the amount of crops, with their value, and general information, which show a large increase and improvement over 1862. This is owing, no doubt, to the favorable season—the entire absence of frosts during the past spring. The fact of the small increase of settlers on

Free Grants, and the large increase of population, may be attributed to the number of Free Grant settlers who have sold portions of their lots to new settlers, whose names I have not put down as occupants of lots. No increase has taken place in the number of settlers beyond the Peterson Junction. This arises from the inferior quality of the lots, as settlers prefer buying land at seventy cents per acre in more available parts of the district, to settling on Free Grants so far back.

I beg also to mention that the very bad state of the Bobcaygeon Road has very much impeded the sale of lands during the past season. From Bobcaygeon to Burnt River, the road is just passable, but, with a small expenditure, might be very much improved. From Burnt River, the road for six miles is almost in an impassable state, and, in the spring and fall of the year, is really dangerous for teams. Accidents frequently occur on it. This state of things very much discourages intending settlers, and I feel satisfied that money expended on its improvement would soon be refunded by the increase of sales of land. In some cases a slight deviation from the road as it is at present, at a small expense, would avoid the most dangerous places, and give much satisfaction.

Among the improvements for the year are two grist mills in successful operation—one at the Gull River, about two miles from the Road, the other at Burnt River, where the road crosses it, capable, each, of grinding a large quantity of grain; and it is estimated that there is sufficient wheat now raised in the back country to keep them both employed. This will be a great saving to the farmers of the place, as it dispenses with the necessity which hitherto existed, of drawing their grain twenty or thirty miles to mill.

Each of these mills has, in connection with it, a saw-mill, which saw about two thousand five hundred feet of lumber daily. This may be contrasted with the fact that in the Free Grants there are as yet no mills in operation.

There are also two saw-mills completed in the Township of Stanhope, from which (mills) quantities of lumber are floated down the waters of the Gull River to meet the increasing demand.

As to the settlement and population of the townships in the neighborhood of the road, I think they will be found to contain sextuple the number of inhabitants of the Free Grants, and to have a proportionate superiority in the amount of crops raised.

As to the available lands for settlement still not taken up, I find that large blocks still exist in the Townships of Galway, Snowdon, Cavendish, Stanhope and others, and perhaps about seventy lots in the Townships of Minden and Somerville.

AGRICULTURAL AND OTHER PRODUCTS.

Wheat.....	428 acres.	6,428 bushels	@ \$1 00 per bush.	.....	\$6,428 00
Oats.....	309 "	7,320 "	@ 0 40 "	.....	2,928 00
Turnips.....	284 "	38,358 "	@ 0 15 "	.....	5,753 70
Potatoes....	198 "	18,582 "	@ 0 25 "	.....	4,645 50
Peas.....	57 "	925 "	@ 0 60 "	.....	555 00
Barley.....	16 "	345 "	@ 1 00 "	.....	345 00
Hay.....	482 "	430 tons	@ 12 00 per ton	.....	5,160 00
Sugar.....		2,592 lbs	@ 0 10 per lb.	.....	259 20
Molasses.....		98 gals	@ 0 50 per gal.	.....	49 00
Pasturage...	350 acres.		@ 3 00 per acre	.....	1,050 00
					\$27,163 40
Furs.....					5,000 00
12 barrels of Potash.....			@ \$20 00	.....	240 00
200 M. of Lumber.....			@ 7 00	.....	1,400 00
500 M. Singles.....			@ 1-00	.....	500 00
Garden produce.....					1,000 00
					\$35,303 40

Turnips may appear rated at too high a price; but the lumbering operations will make them valuable in a short time.

NATIONALITY AND NUMBER OF SETTLERS ON THE BOBCAYGEON ROAD, JAN. 1ST, 1864.

Irish.....	112
English.....	43
Canadian.....	35
Scotch.....	16
German.....	1
French Canadian.....	1
Swedes.....	2
	<hr/>
	210 (families.)
	<hr/>
Total population.....	1002

IMPROVEMENTS.

Acres of land cleared.....	2499½
Acres chopped.....	322½
Houses.....	173
Barns.....	92
Stables.....	156
Saw-mill.....	1
	<hr/>

LIVE STOCK.

Horses.....	38 @ \$50 00	\$1,900 00
Oxen.....	124 @ 30 00	3,720 00
Cows.....	203 @ 15 00	3,045 00
Young Cattle.....	211 @ 6 00	1,266 00
Pigs.....	238 @ 3 00	714 00
Sheep.....	58 @ 4 00	232 00
		<hr/>
		\$10,877 00

All this shows unmistakably that this is one of the most prosperous of the newly-settled sections of the country.

I have the honor to be, sir,
Your obedt. servt.,

RICHARD HUGHES,
Agent.

APPENDIX No. 29.**REPORT OF THE AGENT FOR THE HASTINGS ROAD.**

HASTINGS ROAD AGENCY,
Madoc, January, 14, 1864.

SIR,—I herewith have the honor to send my Statistical Report of the Settlement under my charge, for the year 1863.

The accompanying contain the following particulars, viz. :—

- The number and description of each lot;
- The name of the settler in occupation;
- The number of acres cleared, with the number in process of clearing, and the number under cultivation on each lot;
- The quantity and description of produce raised on each lot;
- The quantity of potash manufactured by each settler;
- The buildings on each lot;
- The live stock owned by each settler; and
- The number of individuals in each resident family.

The following synopsis of the tables is presented for purpose of reference:

Total number of persons in possession of Free Grant lots on the 30th December, 1863.....	398
Of these, 27 are non-resident.....	
The total population of resident settlers and their families on Free Grants at the same date is.....	<u>1,031</u>

NATIONAL ORIGIN OF SETTLERS.

England.....	48
Ireland.....	173
Scotland.....	48
Canada.....	91
Germany.....	27
France.....	2
Lower Provinces.....	2
Orkney.....	3
United States.....	9
	<u>398</u>

The number of new settlers located on Free Grant lots during the year 1863 is 22, of whom 4 were natives of England, 4 of Ireland, 12 of Canada, and 2 of Scotland.

In addition to the Free Grant lots located, I have sold during the year 72 one-hundred acre lots of Crown and Clergy lands.

The total receipts on account of public lands in this agency, for the year 1863, amount to \$7,869.04, being a considerable increase over those of any previous year.

The number of acres cleared at the close of the year 1863, on Free Grants, is.....	4,791
In process of clearing.....	579½

Total.....	<u>5,370½</u>
Number in same condition at close of 1862.....	4,553

Increase during the year..... 817 acres.

Table of crops and industrial products on the Free Grant lots of Hastings Road Agency for the year 1863, taken from the tables collected by the agent, and showing in detail the quantities raised on each particular lot:—

Wheat, 6,930 bushels.....	②	\$ 0.80	\$ 5,544 00
Oats, 9,736 ".....	②②	0.40	3,894 40
Peas, 1,916 ".....	②②②	0.50	958 00
Rye and Barley, 765 bush.....	②②②	0.60	459 00
Potatoes, 25,787 ".....	②②②	0.30	7,736 10
Hay, 854½ tons.....	②②②	16.00	13,672 00
Turnips, 42,802 bushels.....	②②②	0.20	8,560 40
Maple Sugar and Molasses, 3,995 lbs.....	②②	0.10	395 50
Indian Corn, 220 bushels.....	②②②	0.50	110 00
Buckwheat, 180 ".....	②②②	0.50	90 00
Millet, 211 ".....	②②②	0.80	168 00
Straw, 1,240 tons.....	②②②	4.00	4,960 00
Potash, 125½ barrels.....	②②②	30.00	3,765 00
Sawn Lumber, 120 M. feet.....	②②②	8.00	960 00
Shingles, 200 M. ".....	②②②	1.25	250 00
Barrels for Potash, 325.....	②②②	1.50	487 00
Deer killed by settlers, 80.....	②	3.00	240 00
Furs sold on the Road during the year estimated at.....			3,200 00
Fish taken by the settlers estimated at.....			400 00

Garden produce estimated at.....	\$500 00
Turned Chairs and other wood work.....	400 00
Total value.....	\$62,750 70

In estimating the value of the several items of produce, I have been governed by the actual prices paid on the Road, and careful to put the price rather below than above the average. For instance, in the item of oats, I put the price at 40 cents per bushel, although they are in a brisk demand at present on the upper part of the Road at 50 and 55 cents; and large sales have been made at these rates. In the item of hay, also, I have put the price at \$16, although many sales have been made at \$17 and \$18. I have also observed the same rule throughout in the collection of the statistics, in all cases where the grain was not threshed, to put the quantity rather below than over the probable yield, so that the tables may be relied upon as statistically correct.

In order that you may be in possession of full information in the most condensed form possible, I have prepared the following comparative tables, exhibiting the progress of settlement year by year, from the opening of my agency in 1856 down to the close of 1853 :

TABLE NO. 1.—GENERAL PROGRESS OF SETTLEMENT.

Years.....	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Locations entered.....	156	115	144	78	56	88	32	22
Acres cleared.....	417	991	1547	2081	2681	3641	4553	5370
Buildings.....	60	134	187	252	336	407	512	580
Population.....	280	430	623	728	980	1010	970	1031
Horses.....	4	12	21	34	49	53	64	79
Horned Cattle.....	22	65	128	226	338	575	869	827
Hogs.....	40	72	90	120	194	448	517	613
Sheep.....	...	...	...	26	35	36	59	188
Value of Crops.....	no return	no return	\$21868.75	\$27659.32	\$35349.30	\$44418.15	\$46932.00	\$62725.70

TABLE NO. 2.—COMPARATIVE TABLE OF PRINCIPAL ARTICLES OF PRODUCE.

Years.....	1860.	1861.	1862.	1863.
Wheat, bushels.....	7221	10248	6374	6930
Oats, ".....	11101	10345	7894	9736
Peas, ".....	640	1388	900	1916
Rye and Barley, bushels.....	445	403	527	765
Potatoes, ".....	24128	29250	16793	25870
Hay, tons.....	344	547	358	854½
Turnips, bushels.....	23059	29120	33710	42802
Potash, barrels.....	86	119	161	125½

It will be observed that the locations show a rapid decline in number after the first three years, particularly in '62 and '63. This decline is partly attributed to the introduction of the regulation requiring the payment of an entrance fee of \$5 on each Free Grant location at the close of 1861; but this regulation would not have affected the number of entries to so great an extent, were it not that the Free Grant lots remaining open for location at the last mentioned date and subsequently, were at a considerable distance from the front, and very difficult of access on account of the bad condition of the road. The same remark applies to the Free Grants now remaining on my hands for location; and, in order to obviate the disappointment arising from this fact to persons coming to this section from abroad to seek such locations, I have urged the opening of the lots on the town lines crossing the Hastings Road, between each range of townships, as Free Grants. This measure would unquestionably be highly beneficial in many respects. It would give strength, solidity, and body to the long line of settlement established along the main road.

It would bring the Crown Lands in the townships into rapid sale, by bringing them all into proximity with neighborhoods of resident settlers, and in this point of view it is a measure of great importance to the revenue. I am aware that the late Hon. Commissioner of Crown Lands, although favorably disposed towards the adoption of the proposed measure, was prevented from doing so by a doubt as to his authority under the Land Act to open any lots as Free Grants, except those touching the main lines of colonization roads. I do not know whether the Department still entertains any doubt on this point; but if so, the measure is one of such great importance, and so much required, that such doubt ought to be removed by legislation, if necessary.

Immediately connected with this point is the question of opening short lines of cross roads at intervals of five miles along the main line, in order to give easy access to the public lands in the townships. I dwelt at some length, in my last report, on this subject, and would beg to state now that the events of the year just closed have tended very strongly to confirm my opinion of the necessity of the measure.

By the departmental letter of the 1st September last, I was instructed to include the statistics of the townships with those of the Free Grants in my annual report; but the date at which I received order to collect the statistics (9th December) was so late, that it was impossible to collect them in time for this report. I made it a point, however, to collect all the information possible from such of the back settlers as I met along the road, and from the township officers and others acquainted with the different settlements. From the information thus gathered, and my own knowledge, I am able to form a pretty accurate estimate of the crops raised in my agency on lots purchased from the Crown. I estimate the crops so raised at one-third in extent and value of those raised on the Free Grants, or \$21,000. In placing it at this low estimate, I follow the same rule before referred to—of being rather under than over—so that we are perfectly safe in placing the value of the products of this agency for 1863 at \$83,725.

The value of such reports as these made by the agents to the Department of Crown Lands depends entirely on their authenticity, and the reliance which can be placed on the statements of facts which they contain. The credit of the Department is, to a certain extent, pledged to the correctness of the published reports of its agents. The accuracy of my report of crops raised in 1861 was questioned in a report of a committee of the Legislative Assembly, published at the close of last session; but, as the most incontestible evidence exists to establish the correctness of my statements for the year in question, I think the Department is bound, for its own sake, as well as for the interests of truth and justice, to publish such corroborative evidence.

The year 1861 was one of great success in all the agricultural products in this section. My returns of crops were therefore large beyond precedent, and appeared to offer a fair mark for attack. Fortunately for me, it was also the year of the Provincial census; and the only one since the commencement of the settlement for which I could have procured corroborative evidence, taken by public officers of whom I had no knowledge or control. I append the figures from my report for 1861, and those of the census returns for Tudor, Lake, and the Hastings Road for the same year:—

MY REPORT FOR 1861.		CENSUS RETURNS FOR 1861.	
Spring Wheat, bushels.....	10020	.....	10937
Barley and Rye, “	403	.....	502
Peas, “	1388	.....	1214
Oats, “	10345	.....	15600
Potatoes, “	29250	.....	35389
	<u>51406 bushels.</u>		<u>63642</u>
			<u>51406</u>

The Census exceeding my Report by..... 12236 bushels of grain and roots.

This excess is accounted for by the fact that the census returns include the settlers in Tudor and Lake, who are upon lots other than Free Grants, while my report is confined to the Free Grant settlers in these townships. The excess is, however, greater than the

whole produce raised by the back settlers. There were then only about 70 or 80 settlers in Tudor, and less than 20 in Lake, exclusive of those on Free Grants, whose crops are included in both returns.

ROAD IMPROVEMENTS.

During the summer of 1862, Mr. J. G. Haslett, P. L. S., and the writer, by the instructions of the Department, laid out and surveyed a series of deviations from the Hastings Road, with a view to its improvement, and the avoidance of numerous steep hills along the line. The longest of these alterations was that from the York River bridge on lot 54, in Faraday, to lot 41, in Monteagle, a distance of nearly 11 miles. This piece of new road was nearly completed during the present year, and is pronounced by all persons who have seen it and who have travelled over the other roads, to be the best piece of colonization road in the Province. It is also the cheapest in point of cost, and is two miles shorter than the old road between the same points. The latter is also very hilly, while the new road is almost a perfect level from end to end.

Eleven miles of a new road laid out by Mr. J. A. Snow, P. L. S., in Tudor, were also made this year.

It is very desirable that the alterations laid down between the north boundary of Tudor and the commencement of the new road at York River should be made early next year. If they were made, the road would be nearly level throughout, at least nearly all the bad hills would be avoided, and it would be much shorter; teams could carry fully double the loads they now carry, and the public lands in the upper townships would be brought into easy access and sale.

For details of expenditure on the roads, I beg to refer to the accounts and vouchers sent in to the Department herewith.

During the summer of 1863, considerable attention was attracted to the townships of Tudor and Lake, by the reported discoveries of deposits of copper and lead in several localities throughout these townships. The first attempt at mining was made near Glanmire, on lot 28, 14th concession, Tudor, purchased by Mr. Thomas Richardson. Some very pure specimens of galena, containing 65 to 70 per cent. of lead, were taken out at this mine, but the working of it has not been continued to any extent. A mine was opened last autumn on lot 28, concession B, Tudor, held by Mr. John Kyngin, and has been worked for about two months. A well-defined vein of galena was found here, averaging about three inches in thickness, with regular rock wall of limestone on the north-east side. This vein has been opened to a depth of some 18 or 20 feet, and 12 to 15 in length. Some 14 tons of the ore were taken out at this mine, which is worked by Messrs. P. Chard and Co.

Similar deposits of pure galena have been found in several other parts of Tudor, and, I am informed, also in the S. W. corner of Cashel.

In Lake, extensive deposits of copper ore have been found in the 3rd, 4th and 5th concessions; and a considerable quantity of the ore has been brought to the surface. Miners of experience and character have reported very favorably of these deposits, and a good many speculative purchases of lots in the vicinity have been made on the faith of the expectations so raised.

All the facts which have come to my knowledge in this connection tend strongly to confirm the opinion which I have always held and frequently expressed, respecting the immense undeveloped wealth of this section of the country.

GENERAL CONDITION OF THE SETTLERS.

The year 1862 was one of general hardship and many trials to settlers in the backwoods. Many of the settlers in the lower townships suffered most severely from the scarcity of provisions, and the crops of 1863 were curtailed by the want of seed grain on the part of a large number, who were forced to use what they got for that purpose, in order to supply the actual requirements of their families for food. Had it not been for this circumstance, the crops, particularly of wheat, would have been much larger in 1863, as the season was in every respect most favorable. The crops were not injured by any kind of fly, insect, rust or blight, but were in general all that could be desired. The only complaint was that some of the late potatoes and oats were injured by frost; but this did not occur to any appreciable extent.

As an example of what can be done by the intelligent application of capital, industry and skill to farming operations in this part of Canada, I give you the result of this year's work on the Egan farm in Dunganon, taken from the statement of Mr. Johnson, the farmer in charge, for the present proprietors, Messrs. Harris, Bronson & Co., of Ottawa. This farm is situated near the York branch of the Madawaska river, 53 miles north of Madoc. It is therefore favorably located to test the capacity of North Central Canada as an agricultural country. It contains about 310 acres of clear land, the greater portion of which has been subjected to a system of exhaustive cultivation for the last eighteen years:

In the year 1863 there were about 100 acres of meadow, yielding		
of Clover and Timothy Hay, 70 tons, @ \$16 00	\$1,120 00	
60 acres under Oats, 2500 bushels, @ 0 50	1,250 00	
" " Potatoes, 1000 " @ 0 30	300 00	
" " Turnips, 1000 " @ 0 20	200 00	
Value of 100 acres under pasture for the year	600 00	
Gross value of Products	\$3,470 00	
Estimated outlay in wages and subsistence of workmen and teams	1,600 00	
Net profit for the year	\$1,870 00	

The quality of this land is by no means exceptional, there being many thousand acres of the same quality unoccupied in the same and the adjoining townships.

MILLS, SCHOOLS, POST-OFFICES, RELIGIOUS SERVICES, &c.

The saw and grist mills at L'Amable Lake, in Dunganon, and at the Papineau river, in Wicklow, have been in operation all the year. The mill-site at Beaver Creek is still unoccupied and unimproved. I would respectfully urge an early re-sale of this site, with the addition of 500 acres of land as an inducement to capitalists to undertake the erection of mills, which are much wanted at this point by the settlers in Tudor and Lake.

Two schools have been kept open in Tudor for the greater part of the year; one for a part of the summer in Limerick, and one for the whole year in Bangor. Some more effective method of applying the aid from the public Poor School Fund to schools in these back settlements is required. The technical difficulties existing in the present law and regulations of the Department of Common School Superintendence act as an effectual bar to the reception of aid by the settlers in remote townships, where such aid would seem to be most required.

The Post Office Department has continued to afford every possible aid by the establishment of new offices as fast as the progress of settlement required them, and by increasing the services of the offices on the lower part of the Road. We have now two mails each week to Bannockburn, Millbridge and Glanmire. We have five post-offices on the Road, and two more are about to be opened. I feel it incumbent upon me to mention here that the settlers are much indebted to Mr. Sweetman, Post Office Inspector, for the very great interest he has taken in all matters connected with the affording of every possible aid in this connection, and the prompt manner in which every application has been responded to.

A regular Church of England mission has been established here since my last report. Catholic clergymen visit the Road and celebrate mass frequently in the different settlements.

Ministers of the Presbyterian Free Church and of the several Methodist churches also hold services at points along the road very frequently.

The health of the people continues to be so good that no physician has yet been tempted to settle amongst them.

I have the honor to be, sir,

Your very obedient servant,

Mr. P. HAYES,

Agent, Hastings Road.

To the Hon. Wm. McDougall,
Commissioner of Crown Lands.

APPENDIX No. 30.

REPORT OF THE AGENT FOR THE MUSKOKA ROAD.

CROWN LANDS AGENCY,
Orillia, 31st Dec., 1863.

To the Hon. the Commissioner of Crown Lands.

SIR,—I have the honor to submit my Annual Report of the general improvements on the Muskoka Road, to the 31st December, 1863.

FREE GRANTS.

Number of Lots located.....	160
Actual settlers.....	140
Total population.....	557
Houses.....	86
Shanties.....	56
Barns, stables, outhouses.....	62
Lumber Mills.....	2
Grist Mills.....	1
Acres cleared.....	671
Acres chopped.....	132½
Houses built in 1863.....	47
Barns " ".....	13

NATIONALITY.

English.....	159
Irish.....	164
Scotch.....	148
Canadians.....	61
French.....	16
Germans.....	6
Americans.....	3
	557
Increase during the year.....	270

LIVE STOCK.

Horses.....	19
Cattle.....	78
Cows.....	44
Pigs.....	80
	221
Increase, 1863.....	95

IMMIGRANTS DURING THE YEAR 1863.

English, 48 ; Scotch, 35 ; Irish, 17 ; German, 7.—Total, 107. This number covers the whole settlement.

VALUE OF PRODUCE, 1863.

Wheat, 57½ acres ... 1145 bushels @ \$ 0.70	\$ 801 50
Barley, 6 " .. 180 " @ 0.80	144 00
Oats, 107½ " ... 3232½ " @ 0.40	1,293 00
Corn, 20½ " .. 415 " @ 0.50	207 50
Peas, 12 " .. 240 " @ 0.50	120 00
Potatoes, 90 " ...18000 " @ 0.40	7,200 00
Turnips, 93 " ...27900 " @ 0.12½	3,487 50
Hay, 61½ tons..... @ 10.00	615 00
Shingles, 110 M..... @ 1.50	165 00

Sawn Lumber, 200,000 feet.....	@	\$7.00	.....	\$1,400 00
Maple Sugar, 2000 lbs.....	@	0.10	.....	200 00
Molasses, 100 gallons.....	@	0.75	.....	75 00
Garden produce.....				400 00
Furs.....				1,200 00

\$17,308 50

Increase during the year..... \$10,714 10

The above covers about 44 miles of Free Grant road, 25 of which were added during the present year. From the North Falls of Muskoka northward, the whole country begins to improve both in soil and timber, and rock is much less plentiful. The Free Grant lots are nearly all taken up, most of them being well improved.

CROWN LANDS.

Seven townships are under my charge, viz: Morrison and Muskoka, in this county; and Draper, Macaulay, Stephenson, McLean and Brunell, in the County of Victoria, about 200,000 acres. Out of this, 23,000 have been sold, and about 16,000 taken up as Free Grants.

A new township (Monck), north of Muskoka township, has been recently surveyed, but is not yet in the market. There are a number of squatters settled down here, and they have made large improvements—the land in general being excellent. I have given a summary of the productions of this township.

NATIONALITY.		IMPROVEMENTS.	
Irish.....	270	Houses.....	129
English.....	180	Shanties.....	110
Scotch.....	150	Barns, &c.....	126
Canadian.....	100	Lumber Mill.....	1
German.....	100	Acres cleared.....	1194
French.....	20	Acres chopped.....	211
	820.		

LIVE STOCK.

Horses.....	10
Cows.....	127
Cattle.....	168
Pigs.....	75
Sheep.....	26
	406

YEAR'S RETURN OF PRODUCE.

Wheat, 192½ acres.....	3702½ bushels	@	\$ 0 70	.....	\$ 2591 75
Oats, 119 ".....	3569 "	@	0 40	.....	1427 60
Barley, 19½ ".....	486 "	@	0 80	.....	388 80
Corn, 25 ".....	500 "	@	0 50	.....	250 00
Peas, 21½ ".....	425 "	@	0 50	.....	212 50
Hay, 69 ".....	138 tons	@	10 00	.....	1380 00
Potatoes, 150½ ".....	29150 bushels	@	0 40	.....	11660 00
Turnips, 172½ ".....	51975 "	@	0 12½	.....	6496 87½
Shingles, 142 M.....		@	1 50	.....	213 00
Sawn Lumber, 100,000 feet.....		@	7 00	.....	700 00
Maple Sugar, 1000 lbs.....		@	0 10	.....	100 00
Molasses, 100 gallons.....		@	0 75	.....	75 00
Garden produce.....				.....	350 00
Furs.....				.....	400 00

\$26,245 62½

Increase during year 1863.....\$12,843 02½

SUMMARY.

Townships.	Population.	Houses.	Shanties.	Barns, etc.	Live stock.	Lots occupied.	Year's return.
Morrison....	350	50	54	63	230	77	\$12,450 10
Muskoka....	96	9	11	8	15	30	3,187 42½
Draper.....	171	34	18	21	78	65	5,948 12½
Macaulay....	60	5	7	1	1	12	1,627 00
Monck.....	195	30	20	15	97	36	3,031 87½
Total...	372	128	110	108	421	220	\$26,245 52½
Year's increase	147	45	89	22	24	6	\$12,843 02½

The above shows that the returns of produce have more than doubled those of last year.

A good harvest has rewarded the toil of the settlers this year. Fall wheat has, for three seasons, been grown with much success; and a considerable breadth has been sown this fall. Indeed, grains of every kind do remarkably well, as also do root crops. One settler on a Free Grant, in Macaulay, raised over 2000 bushels of turnips this year, it being only his second year of settlement. Tobacco and flax have been grown with success, the former being on the increase.

Among the improvements of the year are, one lumber mill, a grist mill, an increase in tavern accommodation, new stores, two more post offices, and two new school-houses or chapels.

Twenty miles of road are now in construction on the Parry's Sound Road, a connection between the main road and Parry's Sound Harbor, on Georgian Bay. This road passes through excellent hardwood land, on which squatters are settling in great numbers. There is a vast tract of splendid land as we proceed northward, which will attract considerable attention if a survey of it be proceeded with. On some points of high land, miles (in one place not less than 40 in distance) of almost clean hardwood land can be seen, and the soil is known to be good. One important feature in this vast district is—the ridges of rock, so plentiful in the first townships, are very scarce here, as also are loose stone and rock. If practicable, no time should be lost in opening up this tract for settlement.

The plan lately adopted by the Department—to have the townships carefully inspected in order to trace up the available lands for settlement, and to withdraw the useless from the market—is a step in the right direction. It enables the local agent to direct, with confidence, the settler to the lot that will suit him, thereby securing to him a great saving in time and expense. The result of the inspection of the Township of Stephenson has been very satisfactory, as showing it to be a good one for settlement, and no doubt there will be a great influx of settlers there. The new Township of Monck is also known to be a good one, as shown by the amount of improvements recorded in this report.

In my first visit through the settlement, it was most pleasing to find that contentment seemed generally to prevail: indeed, complaints were not heard, on the contrary much satisfaction. A visit to the settler's humble dwelling is a subject for thought. Taste and neatness, oftentimes under discouraging circumstances, are to be seen. What method and fertility of arrangement where all was plain, rough and scant! It is here, where the elegant appliances for housewifery are impossible, that woman's most fertile resources of tact and skill most strikingly appear—often making the rude log-house, and simple, home-made furniture, wear an aspect of comfort and taste not unfrequently wanting in houses of luxury. This is more generally found among those who were formerly mechanics and operatives. The writer in a Montreal paper, some few months ago, could never have traveled or observed much in new settlements, or he would not have condemned the introduction by the Government, of "emigrant operatives." "Send us none of your rural laborers," says an American; "they can only do one thing: a ploughman plough, and a carter drive a team. Half the year with us a saw or axe must be used, and other occupations must fill up the time when husbandry is impracticable, and we can teach your rustics nothing of this: Send us a mechanic; we can easily teach him to plough, harrow and drive a cart, for that portion of time our climate demands such sort of work." The reason of this is, the agricultural laborer is confined to a set task; he cannot rise above his drudgery, having never been thrown in the progress of

his business, upon his own resources. A mechanic is the reverse of this; he is perpetually thrown into situations where his own judgment must be brought into action. But we need all classes of emigrants. If they have energy, it matters little what may be their calling; they can secure an independence in a few years.

This settlement has now passed its rubicon of doubt. A population of 1400 souls must satisfy the most skeptical that the inducements are such as must bring it into competition with the best portions of Canada, whilst it offers advantages not to be found elsewhere, being in the centre of what must ultimately be the great highway from the Atlantic to the far West.

This settlement can be reached from Toronto in eight hours in summer, and in one day in winter; the village of Orillia being a ready market for all the necessaries of life. Mill sites abound, and fish and game plentiful; the Lakes afford the finest scenery on the continent.

In conclusion, I would urge the necessity of extending Free Grants. If emigration be directed to our shores, provisions must be made for it commensurate with the demand. There are portions of land off the road in each township adapted for this purpose, without interfering with the best. This would only be a temporary sacrifice; the ultimate gain would be a speedy population, and an addition to the wealth of the Province. We have a vast country north of us, in the main well adapted to agriculture; and I speak advisedly when I say that, however great the influx of immigration may be, our available land cannot be exhausted for a century to come.

I would also suggest the propriety of forming a road fund out of the sale of lands. Five per cent. would answer the purpose. Good tracts of land lie in the main roads untouched, simply because of the difficulty and expense of making roads. If such a fund were available, a few men might combine and enter upon such lands, encouraged by the aid offered them, upon which they could or would not have ventured if left to their own resources. If these two agencies were brought to bear upon the settlements, the work of four years would be done in *one*, that is, as regards the settlement of the country.

If it be necessary to apologize for offering these remarks, I would say that a local agent has every opportunity for knowing the thoughts and wants of the multitudes who throng to a new settlement, and he must be obtuse indeed, if, from the various opinions freely expressed, he be not prepared to advise in the work committed to his charge.

I have the honor to be, sir,

Your obed't. servant,

R. J. OLIVER,

C. L. A.

APPENDIX No. 31.

REPORT OF THE AGENT FOR THE OPEONGO ROAD.

CROWN LANDS AGENCY,

Clontarf, 4th January, 1864.

To the Honorable William McDougall,
Commissioner of Crown Lands, Quebec.

SIR,—I have the honor to report that, in compliance with the instructions conveyed in your letter of the 5th ultimo, I have just terminated a careful inspection of the settlement upon the Ottawa and Opeongo Road, confided to my charge.

The season of the year rendered it impossible for me to ascertain, by personal examination, the state of the road itself, but I have been particular in making myself acquainted, as far as it was possible, with the condition and prospects of the people who have settled upon it, and I now respectfully submit the result of my observations.

The total number of names in my books is 313, of which 23 were entered during the year just closed, eight of them being on the Hastings and Opeongo Junction Road, in the Township of Radcliffe. Of these 23 new men, 6 took the places of others who had forfeited their lots for non-compliance with the conditions upon which they had received them, and 9 took the places of settlers who voluntarily resigned their lots,—receiving, I think, in most cases, a consideration for doing so from the new men.

The number of 23 new settlers in a year is small, and I much regret to be obliged to state that my recent visit to the several lots has fully confirmed the opinion I entertained through the year, namely, that even of this number there were some who took up the lots, not with the intention of residing upon and cultivating them agreeably to the regulations, but for the purpose of, if possible, securing the pine timber growing upon them. Of these 23 new locations, then, it seems to me now that 12 have applied and paid for, for this purpose; but owing to the order to "discontinue further inspections of the road, unless under special instructions," and conveyed in your letter of 22nd of January, 1863, I have been unable now to satisfy myself of the frauds thus practised, and which under the circumstances, I was powerless to prevent.

After thus deducting the 12 who evidently never intend fulfilling the conditions of settlement upon the lots taken up by them, there remains but 11 *bonâ fide* settlers during the past year. This shows a considerable falling off from former years; but taking into account the uninviting character of the land through which the last made ten miles of the road pass, and the great objection that still exists to paying the location fee of \$5, the circumstance is not one that can well be wondered at. Exclusive of the 12 lots referred to, which I regard as vacant, I find there are 35 other lots unoccupied; but these were taken up in former years by old pensioners from the British army and some others, all of whom were bad judges of land, and who, after some experience, finding their selections unprofitable, abandoned them—some to return again to the front, others to go farther into "the bush" and get better farms.

During the past year, I find that there have actually been under crop upon the grant lots along the road, 2237 acres, which have produced the following crops, viz.:

10,481 bushels of	Wheat	worth \$	0 90	per bushel	.....	\$ 9,432 90
1,764 "	" Oats	"	0 50	" "	.....	882 00
1,937 "	" Barley	"	0 45	" "	.....	871 65
214 "	" Corn	"	1 00	" "	.....	214 00
1,204 "	" Peas	"	0 80	" "	.....	936 20
25,998 "	" Potatoes	"	0 40	" "	.....	10,399 20
22,369 "	" Turnips	"	0 10	" "	.....	2,236 90
712 tons	" Hay	"	14 00	" ton	.....	9,968 00
580 "	" Straw	"	2 00	" "	.....	1,160 00
2,030 lbs.	" Sugar	"	0 10	" lb.	.....	203 00
147 gallons	" Molasses	"	1 00	" gallon	.....	147 00
289 barrels	" Pork	"	14 00	" barrel	.....	4,046 00
63 "	" Potash	"	22 00	" "	.....	1,386 00
5,946 lbs.	" Soap	"	0 12	" lb.	.....	713 52
3,005 bushels	" Ashes	"	0 05	" bushel	.....	150 25

\$42,746 62

which shows the average value of yield per acre to be slightly over \$22, and this exclusive of beef, butter and garden vegetables, which, if valued, would form no inconsiderable items. I must here state that although the above figures show a fair paying return for the farmer's labor, it would be still larger were it not for the reluctance of the Prussian settlers to speak the truth as to their crops. There are 38 of them residing on the road in the Townships of Radcliffe and Sherwood, and I am certain that not one of them gave me a correct return of his crop. Several persons, upon whose statements I can rely, told me that those people never before had as good crops as they have had the past season, and the daughter of one of them who acted as my interpreter, told me that they were not replying truthfully to my questions. They all seemed impressed with the idea that it would be more to their advantage to make me believe that their crops were poor and their prospects bad, though why they should do so I am at a loss to imagine.

The twelve miles of the road lying between Clontarf and Brudenell Corner is represented to me as being in a sad state of decay, and I can myself speak of the necessity that exists for repairs upon a portion between here and the Bonnechère road, having passed over it several times during the summer. A good deal of statute labor has been expended

all along the road during the first season, but upon such a length of road the amount of work done is scarcely perceptible. I therefore beg again to repeat my former recommendation, that the next appropriation that is made for this road be expended in repairing the 40 miles west of its junction with the Bonnechère road. This is the longest made and the most travelled portion of the road, and if something be not done early next spring towards repairing it, it will undoubtedly be impassible for all but travellers on foot, and strangers coming to seek homes on or in the neighborhood of it will be deterred, if not absolutely prevented, from carrying out their desires. I am happy to say that since the reposting of the lots by Mr. Bell, no land disputes have arisen, and in all other respects the settlers live on terms of good-fellowship with each other.

The rates of wages for agricultural labourers still continue high all around here; and immigrants seeking employment during the ensuing spring and summer will, I am certain, find in this part of the country a remunerative field for their services.

The German Settlement, or "New Germany"—as the settlers themselves have named it—is steadily progressing. It is about four miles south of the Opeongo Road in the Township of Sebastopol. There are now some 22 German families settled here; they are all intelligent and industrious, and seem quite content with their position and prospects. The Municipal Council have lately taken steps toward opening a road from "New Germany" to the Opeongo Road, and the Germans are making exertions for the opening of a school in which laudable effort, I am persuaded, the Council will aid as far as their power will permit.

There are eight common schools now in operation on the 35 miles of the road lying between Shamrock and Brennan Creek, and it gives me much pleasure to be able to say that they are well attended, and that there is no tax which the poor settlers so cheerfully pay as that imposed for school purposes.

The past year has not witnessed the perpetration of anything approaching to a crime upon or in the neighborhood of this road, and considering the newness of the settlement, the great mixture of nationalities and creeds that prevail in it, and, I may say the almost entire absence of legal restraint, the fact speaks well for the character of the settlers.

The permission to dispose of the timber growing upon their lots is one that the settlers are largely availing themselves of, and much "scattering timber" is being taken out this winter along the road and off the front lots.

The sleighing is now good, and the drive to the lumber *chantiers* on the Madawaska has fairly begun. The settlers are consequently all busy in disposing of and delivering their surplus produce. The prices they are receiving, though not considered *high*, are yet well paying ones, and as the harvest has certainly been abundant, the coming year will be one of plenty, and I am perfectly certain that the "peace and good will" which has heretofore existed will continue to prevail throughout the settlement.

I have the honor to be, sir,

Your most obedient servant,

J. P. FRENCH,

Agent O. & O. Road.

APPENDIX No. 32.

REPORT OF THE AGENT FOR THE MATANE AND CAP CHATTE AND GULF ROADS.

COLONIZATION AGENCY,
Ste. Anne des Monts, 5th January, 1864.

To the Honorable the Commissioner of Crown Lands, Quebec.

HONORABLE SIR,—I have the honor to submit, for your consideration, this my Report, for the year 1863.

In this Report, which I intend to make as short as possible, will be found:

1. A statistical statement of the area surveyed, and of that in possession of settlers in the several establishments situated within the limits of my agency.
2. A general account of the progress and actual state of colonization upon the road from Matane to Cap Chatte, and that part of the Gulf Road assigned to my care.
3. Some observations upon the propriety of opening certain roads of communica-

tion, which I consider as being the most proper means toward promoting the colonization, in that vast district which you have been pleased to assign to my care.

GENERAL REMARKS.

In the extent of territory placed under my charge, are eight settlements, contiguous to the St. Lawrence, and situated along the shore for a distance of 114 miles. The first ranges of these settlements, with the exception of the Taschereau settlement, are laid out in farm lots. The superficies of these settlements, which have been surveyed, may be divided as follows :

SETTLEMENTS.	Total area surveyed.	Number of acres in possession of settlers.	Number of disposable acres.	Number of acres sold.	Number of ranges surveyed	Remarks.
Cherbourg	21,608	3,920	17,688	129	4	These 3 settlements, traversed by the road from Matane to Cap Chatte, are situated in the County of Rimouski.
Dalibaire	22,943	3,430	19,513	146	4	
Romieux	21,015	3,728	17,287	128	4	
Cap Chatte.....	35,500	11,273	23,227	8,326	6	The survey of these two settlements is not yet completed.
Tourelle	18,845	3,802	15,053	648	4	
Christie.....	10,200	1,428	8,772	.....	2	Unsurveyed.
Duchessny.....	9,800	968	8,832	.....	2	
Taschereau.....	.....	400	.....	.....	.....
	132,911	28,239	111,672	9,377	.....

Of the total area surveyed and laid out into farm lots, 17,554 acres are situated along the road of Matane and Cap Chatte, and 14,742 acres along the unsettled part of the Gulf Road. The 28,239 acres in possession of settlers contain a population of 1300 souls. This country is watered by a great number of rivers and streams, which run through it in every direction. Along some of these rivers, and especially along the rivers Ste. Anne and Cap Chatte, are found beautiful valleys, which for a length of time have already attracted the attention of settlers, and where a good number of our young people would direct their steps, were there a line of communication reaching to that locality. The soil of the back of this part of the country is of good quality; the kinds of timber found there are chiefly spruce, white birch, tamarac, black birch, cedar and maple. Starting from the height of the cliffs which generally border on the river, the lands continue to rise as far as the middle of the second range, then extending upon the same level, and forming, save the slopes of rivers and streams, a table land which attains the mean height of about 200 feet above the level of the water. Along that part in the vicinity of the river, the land is generally uneven, but the soil is no less very fertile and offers abundant resources to the settlers, which you will be enabled to verify in the course of the present report.

ROAD FROM MATANE TO CAP CHATTE.

This road, which is 36 miles in length, opens a line of communication between the Matane and Cap Chatte settlements, and is partly completed. The Honorable the Minister of Agriculture has been pleased, from the appropriation of this year, to devote a certain amount for the building of two bridges, which are very much required; two or three hills yet remain in want of useful improvement.

The total superficies of the lands which are to be found upon the length of the road from Matane to Cap Chatte is, as I had the honor to state, 17,554 acres, subdivided into farm lots. Of that superficies 11,078 acres are already given as Free Grants, and 9322 acres occupied by resident settlers.

A general view of the actual state of colonization on the road from Matane to Cap Chatte will enable you, I hope, to conclude that the rapid progress which colonization has made in that locality during the last three years has been satisfactory.

The first lands given as Free Grants upon the road from Matane to Cap Chatte, were

so given on the 12th of October, 1860, and now the number of families residing upon the lands traversed by this road is 110, of which 32 have settled there during last year. All these families came from the parishes situated along the gulf shore, from the County of Montmagny to that of Rimouski, with the exception of four families coming from the County of Charlevoix.

The total population is 576 souls, and is composed as follows:—

Men.....	110
Women.....	95
Boys of all ages	204
Girls do	167
Total.....	576

making an increase of 138 souls during the present year.

The quantity of fodder grown this year is less than an average. What has specially contributed to reduce it much more here than in other localities, is the loss of more than 100 bushels of grain sown, which was destroyed by the fire that took place last July. It is, consequently, easy to explain why the increase of cattle, which, in 1862, was in a proportion of 56 per cent. over the year 1861, is this year but in a proportion of 36 per cent. increase on the preceding year. Several settlers, not having the fodder required for their cattle during the winter, have, at the approach of it, killed their cows. This reduction in the number of their cows is a real loss, the effects of which will, above all things, be felt during next summer.

In order to point out clearly the results obtained during this year, I submit here a comparative statement of the live stock for the years 1862 and 1863:—

	1862.	1863.
Horses.....	39	64
Milch Cows.....	70	72
Oxen	9	8
Young oxen and heifers.....	20	32
Sheep.....	226	267
Pigs.....	209	308
Totals.....	564	751

making an increase of 36 per cent. during the year just terminated.

The area of cleared land along the road from Matane to Cap Chatte is 75½ acres of ploughed land, 1452 acres cleared and already sown, and 943 acres of slashed timber; 755 acres were sown during this year.

The following is a statement of the quantities of seed grain and crops during 1863:

	Seed.		Crops.	
Wheat.....	138 minots.	.....	1035 minots.	
Rye.....	335½ “	.....	3210 “	
Barley.....	177 “	.....	1416 “	
Peas.....	83 “	.....	701 “	
Oats.....	98½ “	.....	1149 “	
Potatoes.....	567 “	.....	6689 “	
Totals.....	1399 “	.....	14,209 “	

giving a produce at the rate of more than 10 minots for each minot sown, and of about 120 minots to each resident family,—results well worthy of attention, if it is remembered, as I have already stated, that more than one hundred minots of grain sown were destroyed July last. These facts acquire, moreover, a double importance when it is considered that here, as well as along the whole Gaspé coast, all the clearing operations are discontinued for more than two summer months, during which time the settlers employ themselves exclusively in fishing. The Lower St. Lawrence settler is sometimes a good farmer, but he is always a fisherman, for which occupation he has a natural taste;

therefore, faithful to his ancestors' occupation, the Gaspé settler, as soon as he has sown his land, never forgets, before the time comes for harvest, this other providential resource; and as the present Report shows, the produce of the fisheries in the limits of my agency forms more than one-third in this year's revenue.

Three fishing establishments, held by traders of the neighbouring parishes, are now in full operation upon the road from Matane to Cap Chatte. One of these establishments is only two years old, and the other two have started business only since last spring. These establishments, which promise to be of some importance, are found very useful to the settlers, who, without any trouble, find a somewhat profitable market in exchanging their fish.

The following is a statement of the quantity and value of the fish taken by the settlers during last year:—

79 quintals of dry codfish sold at \$3 00 $\frac{7}{8}$ quintal.....	\$ 237 00
4804 " green " " 0 80 "	3843 20
5 barrels of salmon " 10 00 $\frac{7}{8}$ barrel	50 00
50 " herrings " 3 00 "	150 00
1004 gallons of oil " 0 45 $\frac{7}{8}$ gallon	451 80

Product of fishing.....\$4732 00

If to this amount be added, as being industrial products, the value of
9995 pounds of sugar manufactured during last spring, and
sold at 9 cents per pound..... 799 60

The result is a total of.....\$5531 60

making \$50.28 of industrial product to each resident family.

In the settlements of Cherbourg, Dalibaire and Romieux, traversed by the road from Matane to Cap Chatte, 102 houses and 84 barns are now erected; 43 buildings were built in this locality during the year 1863; 18 settlers, having performed considerable improvements upon their lots, and not yet resident, intend to erect buildings upon their lands and reside thereon in the spring. There is now a chapel in the settlement of Romieux, which has been erected under the care of the Rev. Missionary of Ste. Anne des Monts. This chapel was opened for worship in September, 1862. There are also two saw-mills in the Cherbourg settlement; one of which has been in operation for 18 months. The hope which I had expressed in my report for the year 1862, of seeing upon the road from Matane to Cap Chatte, a grist-mill put into operation during this last year, could not unfortunately, be realised. However, the quantities of grain harvested prove more than ever the necessity of having a grist-mill erected in that locality. The settlers have to travel a distance of 24, 30, and some of them even 36 miles to mill, a laborious journey to make where the roads are bad, and particularly in the winter. I hope that this state of things considering the growing importance of that locality, will not be of long duration.

In order to give you an exact idea of the progress of colonization along the road from Matane to Cap Chatte, I will take the liberty of giving here a recapitulation of the value of the crops and other products during the year 1863:—

Wheat.....1035 minots, valued at \$1 50 $\frac{7}{8}$ minot	\$1,552 50
Rye.....1416 " " 1 00 "	1,416 00
Barley.....3219 " " 0 60 "	1,930 40
Peas.....701 " " 1 20 "	841 20
Oats.....1149 " " 0 40 "	459 60
Potatoes.....6689 " " 0 30 "	2,006 70
Hay.....1966 bundles, " 6 00 $\frac{7}{8}$ cent.	118 40
Wool.....534 pounds, " 0 50 $\frac{7}{8}$ pound,	267 00

Value of the crop.....\$8,591 40

Value of industrial products.....5,531 60

Total value.....\$13,123 00

forming an average annual revenue of \$119.30 per each resident family, say, \$22.78 per head.

I have omitted to enquire as to the quantity of shingles manufactured by the settlers. Several thousand of them are manufactured every year.

In adding to the revenue of the year the value of the improvements effected upon the landed property, the following results have been obtained:—

Agricultural and industrial products for 1863.....		\$13,123 00
75½ acres of arable land, ... valued at \$20 00 per acre ...		1,510 00
1432 " cleared land already sown " 12 00 " ...		17,424 00
943 " slashed timber..... " 3 00 " ...		2,829 00
100 houses..... " 100 00 each ...		10,000 00
1 house..... " 800 00 " ...		800 00
72 barns..... " 25 00 " ...		1,800 00
10 do " 100 00 " ...		1,000 00
1 chapel..... " 650 00 " ...		650 00
3 fishing establishments..... " 350 00 " ...		1,050 00
Value of property.....		<u>\$34,033 00</u>

It is proper to add here the value of the live stock belonging to the settlers:—

64 horses..... valued at \$50 00 each ...	\$3,200 00
72 milch cows..... " 20 00 " ...	1,440 00
8 oxen..... " 25 00 " ...	200 00
32 young oxen and heifers..... " 10 00 " ...	320 00
267 sheep..... " 2 00 " ...	534 00
209 pigs..... " 2 00 " ...	418 00
Total value of live stock.....	<u>\$6,112 00</u>

Total value of the settlers' property \$53,288.00, forming an average value of \$484.00 per each resident family.

Such are, honorable sir, the results obtained during the last four years, in a locality which has been so long considered as destined to remain for ever wild and uncultivated. Facts of this importance sufficiently prove the beneficial influence exercised upon the colonization of the country by the opening of roads and the adoption of the Free Grant system. This influence is perhaps the only one which is now sufficiently strong, if not to stop, at least to reduce considerably that current of Canadian emigration which has so long been flowing towards foreign lands.

While proving the prosperous state of colonization along the road from Matane to Cap Chatte, I have here to remark that the general progress has suffered by certain parties who, although having obtained their land two or three years ago, have totally neglected cultivating since. Of these lots 17 have been transferred to new settlers during last year, and a still greater number will be transferred during the present year.

I hope, therefore, by these means, to put a stop to this state of things, which is the case here as upon some other roads where Free Grants are made,—the new settlers often fall victims to the sordid speculations of certain wealthy persons who take the lands for the sole purpose of selling them, as they never intended to settle on them.

THE GULF ROAD.

The Gulf Road starts at the lower end of the road from Matane to Cap Chatte. This road, from its starting point to the N. E. end of the Seigniorship of Ste. Anne des Monts, a distance of 13½ miles, has been practicable for vehicles for many years. There are bridges yet to be built upon the River St. Anne and Cap Chatte on that part of the road; but as their construction will require considerable outlay, the work might be delayed for a few years without any prejudice to the general progress of colonization. This part of the road has been opened by the inhabitants of St. Anne and Cap Chatte, and is under the superintendence of the municipality of St. Anne. Starting from the N. E.

end of the Seigniorship of Ste. Anne des Monts, the Gulf Road is yet practicable for vehicles for a distance of about one mile; from that point it is only traced out through the forest, approaching the river shore as much as possible, and is further continued as far as the Great Fox River, a distance of 115 miles.

During many years the want of communication has almost paralyzed the colonization of that part of the country traversed by the Gulf Road. The few hardy pioneers who are scattered along this coast, have always located themselves in the vicinity of rivers and streams, which are almost the only accessible places from the shore. At the mouth of the principal rivers, such as the rivers Martres, Marsouin and Glande, the cultivation of land has progressed in such a proportion as to meet partly the wants of the settlers who reside there.

The total population of settlers residing upon Crown lands between Ste. Anne des Monts and the Magdeleine River was composed, in 1861, when the road was traced, of 95 souls, divided into eight families. The hope that the road would shortly be opened is the only cause why the families residing in that part of the country have now increased to 45, forming an aggregate population of 209 souls. These families, a greater part isolated from one another, have encamped near the shores of the St. Lawrence, and are awaiting with anxiety for the opening of the road, which will enable them to erect buildings along the line. Some of these families, which have already made considerable improvements upon their lots, intend erecting buildings in the spring along the traced line of the road. They would all have done so if the distance from the shore, where in some places the line is traced, and if the high cliffs which generally border that coast, would allow an easy communication with the shore, which, at present, although very arduous, is the only practicable route.

I will here submit a recapitulation of the actual state of the colonization of Crown lands in that part of the County of Gaspé, which extends from the Seigniorship of Ste. Anne des Monts to the Seigniorship of Grand Madeleine. In this recapitulation I will enter into no details concerning the seigniorships. The population is composed as follows:—

Men.....	45
Women.....	37
Boys of all ages.....	81
Girls do.....	74
Total.....	209 souls.

With the exception of four families of Irish origin, this population is of French Canadian origin.

The clearings now made are:—

116 acres of arable land.....	valued at \$20 00 p acre...	\$2,320 00
156½ " of cleared land and already sown ".....	12 00 " ...	1,878 00
167¼ " of slashed timber.....	3 00 " ...	501 00

Value of the clearings..... \$4,699 00

The quantity of land sown this year is 132 acres, leaving 31 acres in meadow, from which 1300 bundles of hay have been cut.

The following is a statement of the quantities of seed grain and crops during 1863:—

Seed.	Crop.	Value.
Hay.....	1300 bundles, valued at \$6 00 p cent.....	\$ 78 00
Wheat..... 35 minots.	358 minots, " 1 50 p minot....	577 00
Barley..... 34 " "	408 " " 0 60 " ...	244 80
Oats..... 8 " "	110 " " 0 40 "	44 00
Rye..... 27 " "	226 " " 1 00 "	226 00
Peas..... 19 " "	182 " " 1 20 "	218 40
Potatoes.... 195 " "	2532 " " 0 40 "	1,012 80
318	3816	\$2,361 00

forming a produce of a little more than 12 minots for each minot sown, say 85 minots for each resident family.

The live stock now in possession of settlers is classified as follows:—

Horses.....	10.....	valued at \$50 00	per head	...	\$500 00	
Milch cows.....	37.....	"	20 00	"	...	740 00
Oxen.....	17.....	"	25 00	"	...	425 00
Young oxen and heifers...	9.....	"	8 00	"	...	72 00
Sheep.....	135.....	"	2 00	"	...	270 00

Total..... 208 heads..... Value \$2,007 00

The number of buildings is 44 houses, 39 of which are now occupied; 28 barns and 13 sheds or salting-houses, being used, as the name indicates, for the salting of fish. The value of these several buildings may be estimated at the sum of \$5360 00.

The cod-fishery, which is here the principal occupation of the colonists during summer, has produced this year:—

930 quintals of dry codfish sold at \$ 3 00	per quintal.....	\$2790 00
1210 " green " " 0 80	"	484 00
61 barrels of herrings " 4 00	per barrel	244 00
14 " of halibut " 4 00	"	56 00
8 " of salmon " 10 00	"	80 00
708 gallons of oil " 0 50	per gallon	354 00

Product of fishery..... \$4004 00

To this amount may be added the value of 4700 pounds of sugar, manufactured by the settlers during last spring, and sold at 8 cents per pound..... 376 00

Total value of the industrial products..... \$4380 00

The recapitulation now of the value of these several products will give the following result:—

Value of cleared land.....	\$1699 00
Do of buildings.....	5360 00
Do of live stock.....	2007 00
Do of industrial products.....	4380 00
Do of the crop.....	2361 00

18,807 00

To which amount it is proper to add the sum of at least \$20 per each family, as being the average value of the boats and fishing materials..... 900 00

Total value..... \$19,707 00

irregularly distributed among 45 families, forming an average value of \$437 95 for each family, 26 of whom have settled in the locality within the last eighteen months. I will further add, that 26 families which have settled in different places along the coast during the last two years, were all absolutely destitute.

In order to complete that part of my report, in which I believe sufficiently to have shown the tendency towards opening up settlement upon the lands traversed by the Gulf Road line, as also the immediate advantages derived by those who settle thereupon, I respectfully beg leave to draw the attention of the Government to the pressing necessity of this road being opened up, and of giving Free Grants on its whole length. If now, notwithstanding the advantages realized by the settlers who have sufficient determination to come and settle in the locality, the colonization of the County of Gaspé has made less progress than that of other localities, it is only due to the complete want of means of communication. It may be remarked that colonization is progressing even more rapidly than in many other parts of the country along all the practicable roads in the county; and

it is a matter of fact that not a single road has been opened which is not partly settled along the line. The difficulties which, according to Mr. Baillargé's report, will have to be overcome in the construction of the Gulf road, are not calculated to lead to the belief that the road is impracticable. The greatest difficulty, then, would be the cost of the undertaking.

In this case, though I adhere to the estimate formed of the probable cost of this undertaking when completed, I will observe, that in the amount of this estimate is included the outlay for certain bridges and wharves, the building of which might be delayed for several years without any great inconvenience. An argument, besides, that might be considered quite sufficient to warrant the expense which the opening of the Gulf road might necessitate, is the very importance of that road itself, on which depends essentially the colonization of all that part of the County of Gaspé situated between Ste. Anne des Monts and the Great Fox River, a distance of 115 miles. In making this road, the Government will benefit a population of 4400 souls, residing in the different settlements spread along the coast, and which is waiting only till the road may be opened to be enabled to extend its circle, and develop the social intercourse.

In opening up this line of road, the Government will promote settlement of that numerous class of Canadian fishermen who arrive here in the spring, and invariably return to their homes in the fall, the greatest number with the view of spending the winter in the American *chantiers*, often never to return again: Finally, in adopting this route, the Government will have completed that great postal communication with the south shore of the St. Lawrence, and will indirectly assist the unfortunate seamen who often, after having escaped from the shipwrecks which happen along this coast, perish on shore for want of sheds to shelter them, and of a practicable road to reach them.

PROGRESS OF COLONIZATION UPON THE LANDS IN REAR.

Though I have directed my particular efforts towards the progress of colonization upon the roads specially confided to my care, I have also applied myself to induce, as much as it has been in my power, the settlers to locate themselves upon the lands in rear of the settlements of Tourelle and Cap Chatte, and more particularly along the rivers Ste. Anne and Cap Chatte. It is most desirable that a larger number of settlers should come and take possession of, and clear the beautiful lands which are found in the valleys of those two rivers. The great facility which yet exists of making choice of advantageous places in the vicinity of the Gulf, induces the greatest number of those who arrive here to settle in the locality, so as to benefit by the advantages which the fishery offers. It is time to impress our youth with the idea that fishing is not the only means of existence offered to the settlers of the County of Gaspé. Though it is proper to cede to fishing its just share of advantage, it is worthy of remark that the comfort of the settlers generally increases the more in proportion as they neglect fishing, by applying themselves more particularly to the cultivation of their lands. Thus profiting by the experience which they have acquired, some of the settlers are directing their steps towards the settlements in rear. What has been realised during this year, leads me to trust confidently in the future for a very satisfactory progress. In the valley of the River Ste. Anne, 14 settlers have this year taken possession of lands, five of them have erected houses, and there are four resident families. About 100 acres of land have been cleared, a portion of which has produced a crop this year. There is a route opened by the settlers along the River Ste. Anne; it starts from the Gulf and is practicable for vehicles to a depth of about three miles. Several lots have been taken up beyond that distance. The Government will assist considerably the cause of colonization here, by having this route continued, which will so largely contribute to the settlement of the lands in rear.

The clearings made this year in the valley of the River Cap Chatte, are nearly the same as those made in the valley of the River Ste. Anne, with the difference that the clearings which were commenced a few years since in the former, are much more advanced than those made in the valley of the latter. Starting from the Gulf and running through a depth of about four miles, there is, along the River Cap Chatte, a good road of which a *procès verbal* has now been made. Were this road prolonged by the Government, it would give a great impulse to the general progress of the locality.

Several lots have been taken up this year in the 3rd and 4th ranges of the settlements of Cap Chatte and Tourelle. The progress of colonization would increase rapidly if there

were easy means of communication for the settlers. Everywhere the soil is productive, and well fit for every kind of cultivation.

Such is, honorable sir, the official account which I have the honor to transmit to you, respecting the chief requirements, as also the progress and present state of colonization in that part of the country assigned to my care. This statement has been made with the greatest possible accuracy. If, in drawing up this report, I have taken the liberty of making observations which should not have properly formed part of it, my only object in so doing is to make known the requirements of these localities, and to give a more complete idea of the advantages offered to the settlers in the locality which has been especially entrusted to my care. The whole humbly submitted.

I have the honor to be, honorable sir,

Your humble and obedient servant,

CHARLES F. ROY,

Agent of the road from Matane to Cap Chatte, and of the Gulf Road.

APPENDIX No. 33.

REPORT OF THE AGENT OF THE METAPEDIA AND TACHE ROADS.

RIMOUSKI, 18th January, 1864.

To the Hon. the Commissioner of Crown Lands,
Quebec.

SIR,—I have the honor to transmit to you this, my third annual report respecting the progress of colonization, during the year 1863, along the roads of which the settlements are confided to my care.

TACHÉ ROAD.

The works upon that part of the road which has been opened and completed in 1862, were stopped at lot No. 42, in the 4th range of Fleuriau, and have not been further continued. However, and I am happy to say it, important works have been performed in opening of the road, at a point where it intersects the Matapedia Road. This we owe to the good will of the Honorable the Minister of Agriculture, and it is my duty to offer a tribute of respect to this gentleman for his kind attention in granting the request made for that purpose.

At present colonization derives great advantages from the building of a bridge on the River Métis, which this road crosses, and from opening that portion of the road which lies between the bridge and the Metapedia Road.

A remarkable progress has taken place in that portion of the settlement of Fleuriau, where the road extends on a length of a little more than two miles, and I believe it may be useful to make particular mention of this fact.

The 22 lots situated along that part of the road are taken up; they form part of the settlement of 29 locatees, 21 of whom reside there. It is a nucleus of population composed of 100 souls, of French Canadian origin, classified as follows:—

Heads of families.....	21
Women.....	20
Boys upwards of 12 years.....	12
Girls- " ".....	5
Boys less than 12 years of age.....	20
Girls " ".....	22

Total population.....100

13 houses built—valued at \$45.00 each.....	\$585 00
12 barns and stables " 20.00 ".....	240 00
1 saw mill.....	200 00

Value of buildings..... \$1,025 00

323 acres of cleared land—valued at \$9.00 $\text{\textcircled{P}}$ acre.....	\$2,907 00
74 “ slashed timber “ 2.00 “	148 00
Value of clearings	<u>\$3,055 00</u>

	Seed.		Urop.		
Wheat.....	34 $\frac{1}{2}$ minots,	.....	380 minots,	@ \$1.25	.....\$475 00
Rye.....	13 $\frac{1}{2}$ “	.....	117 “	@ 0.90	..... 105 00
Barley.....	89 $\frac{1}{2}$ “	.....	1238 “	@ 0.50	..... 619 00
Peas	16 $\frac{1}{2}$ “	.....	109 “	@ 0.80	..... 87 20
Oats	20 “	.....	182 “	@ 0.36	..... 65 52
Potatoes.....	28 $\frac{1}{2}$ “	302 “	@ 0.25 75 50
Flax (seed).....	1 “	5 $\frac{1}{2}$ “	@ 2.00 11 00

1,333 $\frac{1}{2}$

Hay, 2,925 bundles, @ \$5 $\text{\textcircled{P}}$ hundred.....	146 25
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Value of the crop.....	\$1,584 77
Pounds of wool, 120—with which were manufactured :	
Fulled Cloth, 129 yards, @ \$0.90.....	\$116 10
Flannel, 57 “ @ 0.36.....	20 52
Dressed Flax, 54 lbs., with which were manufactured :	
Linen cloth, 102 yards, @ \$0.20.....	20 40
Value of industrial products.....	<u>\$157 02</u>

LIVE STOCK.

13 horses, valued at.....	\$720 00
20 milch cows	306 00
18 young oxen and heifers.....	84 00
65 sheep.....	99 50
33 pigs, during winter.....	89 00
30 pigs fattened.....	<u>164 00</u>

Value of live stock.....	<u>\$1,462 50</u>
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In order now to judge at one glance of the progress of the settlement, as also of the wealth realized by the settlers during the last two years, I will add the following statement :—

	1862.		1863.
Located lots	12	.....	22
Resident families.....	9	.....	21
Total population.....	50	.....	100
Houses erected.....	9	.....	13
Barns and stables.....	9	.....	12
Extent of land fit for cul- tivation.....	242 acres	.....	323 acres
Extent of land with slashed timber	41 “	.....	74 “
Wheat cropped.....	204 minots	.....	380 minots
Rye, “	131 “	.....	117 “
Barley “	1159 “	.....	1238 “
Peas “	61 $\frac{1}{2}$ “	.....	109 “
Oats “	107 “	.....	182 “
Potatoes “	204 “	.....	302 “
Flax (seed).....	.....	.....	5 $\frac{1}{2}$ “
Hay.....	1350 bundles	.....	2925 bundles
Live Stock.....	<u>78</u>	.....	<u>179</u>

Value of buildings.....	\$ 405 00	.....	\$1,015 00
“ clearings.....	2,269 00	.....	3,055 00
“ crop.....	1,185 62	.....	1,185 62
“ industrial products	29 70	.....	157 02
“ live stock.....	734 50	.....	1,462 50
	<u>\$4,622 82</u>		<u>\$7,274 29</u>
Increase in 1863.....		\$2,651 47	

A similar result obtained in so short a space of time, and in so restricted a territory, is no doubt very satisfactory. On this account, there is reason to hope that colonization will be rapidly developed along the other parts of the road as the works are continued. In order to justify this hope, it is sufficient to say, that of 74 lots which border the line of road as far as the limit between the settlements of Fleuriau and Neigette, more than half are taken up by settlers from the Gulf parishes of St. Luce and Ste. Flavie, as they were induced by the excellent quality of the soil, and animated by the best motives. Already the clearings are well advanced upon a good number of lots, and the settlers are waiting till the road is open to carry on agricultural operations.

I may add that within four miles from the spot where the work on the road was stopped, on a depth of about two miles on each side of the road line, are 52 magnificent sugarics, in which 26,000 pounds of sugar were manufactured last spring; being a valuable resource, as it is the result of work which is done during the season just before seed-time, and which is well calculated to help the settler in surmounting the difficulties which are to be encountered in the way of settlement during the first years.

Moreover, as an efficient means of giving a greater impulse to the colonization of this region, and of the neighboring settlement of Cabot, I have the pleasure to inform you that the Episcopal corporation of the diocese has granted leave to erect a chapel at the intersection of the Taché and Metepedia roads, and that even now all the settlers of the locality and of the neighboring places, actuated by the greatest zeal, are working to prepare and to carry to the spot the necessary materials for the building of this chapel, which, I hope will be opened for worship next summer.

MATEPEDIA ROAD.

This road is intended to open up the townships traversed by it. Although the settlements are somewhat retarded by the delay in its completion, the works performed during last season have made it practicable on its whole length.

I will here make a statement as short as possible of the actual state of each of the settlements along this line of road, in reference to colonization.

FLEURIAU. That part east of River Métis, is the first settlement situated along this road. The free grants consist of 19 lots of land, forming an area of 1529 acres.

The population is composed of 101 souls, of French Canadian origin. The above-mentioned 19 lots are in occupation of the locatées, 17 of whom are actual settlers. The agricultural operations are much enlarged, and the settlers are in a comfortable position. The product of the crop would have been greater this year had not the frost made its appearance, and frustrated the just expectations of the settlers. However, the buildings, the clearings, and even the crop and the live stock have increased remarkably, so that I think it well to mention the

No. of houses erected, 15—valued at.....	\$900 00
No. of barns or stables, 15— “	450 00
Value of buildings.....	<u>\$1,350 00</u>

1862.		1863.	
Land fit for cultivation, 323 acres, valued at.....	\$2,907 00	502 acres, valued at.....	\$4,518 00
Land with slashed timber, 65 acres, valued at.....	128 00	86 do do	172 00
Value of clearings.....	<u>\$3,035 00</u>		<u>\$4,690 00</u>

Wool..... 147lbs.		..... 244lbs.	
Fulled cloth, 113 yds., valued at... \$ 101 70		164 yds., valued at..... \$ 147 60	
Flannel, 70 " " ... 25 20		291 " " 104 76	
Dressed flax.....		114 lbs.....	
Linen cloth.....		185 yds., valued at.....	37 00
Value of industrial products... \$126 90		.....	\$ 289 36
Wheat cropped, 80 minots, valued at \$100 00		125 minots, valued at.....	\$187 50
Rye, " 116 " " 104 40		175 " " 157 50	
Barley " 1081 " " 540 50		1413 " " 706 50	
Peas " 137 " " 101 60		117 " " 93 60	
Oats " 402 " " 144 70		366 " " 131 76	
Potatoes " 1500 " " 375 00		852 " " 213 00	
Turnips " 98 " " 25 50		.....
Flax (seed).....		7 " " 14 00	
3414 minots.....		3055 minots.	
Value of crop..... \$1,632 20		.....	\$1,743 86
Hay, 3450 bundles..... 241 50		4800 bundles.....	240 00

The total quantity of hay is more considerable this year than last year, but the price being less this year, the total value is also less.

1862.		1863.	
Horses, 14, valued at.....	\$764 00	21, valued at.....	\$1,018 00
Milch cows, 20, "	294 00	27, "	392 00
Young oxen and heifers, 20, valued at.....	87 00	22, "	93 00
Sheep, 96, valued at.....	144 00	116, "	174 00
Pigs fed during winter, 46, valued at	112 00	39, "	95 00
Pigs fattened, 19, " 140 00		32, "	320 00
Value of live stock.....	\$1,541 00	.....	\$2,092 00

RECAPITULATION.

1862.		1863.	
Population.....	82 souls	.....	101 souls
Increase in 1863.....		.....	19 "
Value of buildings.....	\$1,180 00	.....	\$1,350 00
" clearings.....	3,035 00	.....	4,690 00
" industrial products.....	126 90	.....	289 36
" agricultural products... 1,632 20		.....	1,743 86
" live stock.....	1,541 00	.....	2,092 00
Total value.....	\$7,515 10	.....	\$10,165 12

The effect of the frost has not been generally felt; in certain places more exposed to great currents of air, the crop has suffered no damage. I will mention, for instance, that a settler has reaped from his land 204 minots of good barley from the sowing of 9 minots; another has reaped 97 minots from the sowing of 4½ minots.

This small settlement, the resources of which are well in harmony with its wants, may be considered as completely organized and capable of sustaining itself.

CABOT. That part of the road which traverses it is almost completed. 19 lots of land were granted during the year, in the first concession of this settlement; 89½ acres are fit for cultivation, and there are 55 acres of slashed timber. Seven settlers have sown upon their clearings, but the fire which originated in the slashed timber on the neighboring lots destroyed almost all the grain sown, so that it was impossible for some of them to settle there. Only four houses are inhabited, and three barns erected.

LEPAGE and CASUPSCUL. The great extent of a rich land, partly cleared by the effects of the fire, and adapted to the settlement of a good number of families; the existence of an abundance of water, and of a great many water-powers, which may be easily put in operation; the important route of Metapedia, calculated to offer an advantageous communication; finally, the benefit of free grants—everything concurs in making these townships places of importance. But as long as the road is not entirely completed, colonization will progress with difficulty; this may also be attributed to the remoteness of the great centres of population, of the grist and saw mills, and especially for the Canadian settler (as I have stated in my former annual report), to the remoteness of the church. However, it is desirable that all those difficulties may be removed before long. With the aid that the Quebec and Rimouski Colonization Associations may furnish, and in order to give stability to the colonizing element, it is intended to lay the foundation, in so fertile a territory, of a nucleus of population composed of young men and of a few families, with no property nor prospect, but active and laborious.

The number of located lots along the road line in those two townships reaches the figure of 23, divided as follows:—

Lepage.....	10
Casupscul	13

In all..... 23 lots.

Two families are settled in this locality, one of French Canadian origin, near the centre of the township of Lepage, in front of Lac à Saumon, for two years; and the other of American origin, for many years at the confluence of the Casupscul and Metapedia rivers. This last family receives from the Government an annual subsidy for keeping a station to assist travellers.

The clearing operations performed by the resident families and by the non-resident settlers amount to 134 acres, all fit for cultivation. The agricultural products harvested this year are found satisfactory, and afford proof of a fertile soil, with a favorable climate.

Mr. James Smith, of Rimouski, so well known for his zeal in the cause of agriculture, is of the number of those who have taken up lots of land in Casupscul, with the view of settling his family. His clearings consist of about 36 acres fit for cultivation, 14 acres of which have been ploughed in order to be sown in the spring. This year, the product of a pound and a-half of turnip seed was 500 *minots*. He has also partly built the dam of a small saw-mill, and prepared the timber necessary for its construction, and intends putting it into operation during next season.

ASSAMETQUAGAN. This township does not seem to offer as many advantages for colonization as that of Casupscul, so far as easy means of cultivation are concerned; however, some fine settlement can be formed here. Three settlers of Scotch origin have taken up lots in this locality for the purpose of settling on them.

RISTIGOCHÉ. That part situated along the River Metapedia. Colonization has made very little progress yet in this locality. The soil is of good enough quality, but uneven and contains in several places a good deal of limestone of a superior quality.

At the mouth of the river Metapedia are found some old settlements, which I have mentioned in my report of 1862.

There were ten lots located last year, on which there are 11 families of different origin, as follow:—

English	3
Scotch.....	5
Irish.....	3

There are 10 houses and 9 barns erected.

The population numbers 50 souls; 14 of these are Catholics, and 36 Protestants.

The extent of land fit for cultivation is 264 acres. Forty-five acres are chopped, and produced a crop in 1863. Sixty-three acres yielded as follows:—

Wheat,	73	minots, valued at.....	@ \$1. 50	.....	\$109 50
Rye,	57	“ “	@ 1 00	.....	57 00
Barley,	63	“ “	@ 0 60	.....	37 00

Peas,	25	minots, valued at.....	@	\$1 00	.....	\$25 00
Oats,	882	" " " "	@	0 40	.....	352 80
Potatoes,	1209	" " " "	@	0 30	.....	362 70
Radishes,	657	" " " "	@	0 30	.....	197 10
		2966 minots.				
Hay,	118	tons.....				\$26 00
		Value of crop.....				\$1,967 90
Pounds of wool, 106—with which were manufactured :						
		Fulled cloth.....				56 yards
		Flannel.....				146 "
The live stock :						
	7	horses, valued at.....				\$145 00
	18	milch cows.....				360 00
	22	young oxen and heifers.....				110 00
	45	sheep.....				90 00
	14	pigs.....				56 00
106		Value of live stock.....				\$761 00

KEMPT ROAD, MÉTIS SECTION.

No new grant has been made along this road since 1862. The settlements, buildings, and clearings have not increased, consequently I have no further remarks to offer respecting the state of colonization, than those mentioned in my former annual report, in which I stated, at the same time, the causes which delayed the opening of the new settlements along this road, and which still continue.

Rest assured, honorable sir, that I am using every exertion to forward the progress of colonization along the roads assigned to my care.

I have the honor to be,

Your most obedient servant,

J. B. LEPAGE,

Agent of the Metapedia and Taché Roads, Eastern Section.

APPENDIX No. 34.

REPORT ON THE ELGIN AND TACHÉ COLONIZATION ROADS.

St. JEAN PORT JOLI,

10th January, 1864.

To the Honorable Wm. McDougall,
Commissioner of Crown Lands, Quebec.

SIR,—I have the honor to submit for your consideration the present statement of the progress of colonization on the Elgin and Taché Roads, and to annex thereto a supplementary statement, in order to show the results obtained in the township traversed by these roads, previous to the 31st December last, exhibiting the number of lots conceded, the number of resident families, the number of acres cleared and under cultivation, the amount and value of produce and manufactures along each of these roads.

Thanks to the public sympathy and the enterprising manifestations which are everywhere exhibiting throughout the country, in favor of the national cause of the settlement of our vast forests—a noble undertaking, prompted by truly patriotic motives—I do not doubt in the least but that this individual good-will, as also that existing in the Government, will achieve great results in the future destiny of the population who share the lands in this fine country.

I. ELGIN ROAD.

This road starts from the river and extends southward, as far as the Provincial line. It traverses the Townships of Ashford, Lafontaine, and Dionne, to the east, and those of Fournier, Garneau and Casgrain, to the west.

The very remarkable progress which I had occasion to note in my preceding annual report, and which was undoubtedly of such a character as to encourage those who are interested in the welfare of our country, of whatever origin or religion, is yet too fresh in your memory; at the same time the public mind is sufficiently satisfied with the progress of settlement mentioned, as not to authorize me to exclude from this document all new manifestations respecting this centre of population at present so well known and appreciated. In view of these facts, I will therefore content myself, in this report, with submitting for your consideration, the general result of the progress obtained in the settlement of this road, which may be enumerated as follows:

Population.

The number of lots in possession of settlers is 258; 93 of which are settled upon. The population is composed as follows:—95 men, 69 women, 36 male adults, and 41 female adults; 119 boys, and 110 girls, forming a total of 470 souls.

Landed Property.

The land fit for cultivation forms an extent of 1,507 acres, besides 741½ acres chopped giving an aggregate of 2,248½ acres of cleared land; together with 83 houses, 79 barns and stables, and two saw mills, making the total value of landed property to \$36,248.00.

Live Stock

Is classified as follows:—52 horses, 65 milch cows, 55 other horned cattle, 98 sheep and 72 pigs,—forming a total value of \$4,972.00.

Industrial Products.

The following is a statement of the industrial products:—8,465 pounds of pork, 11,900 pounds of sugar, 3,650 pounds of butter, 115,500 shingles, 210,000 feet of sawn lumber, or 21,000 boards, 62 ells of cloth, 126 ells of flannel, or 47 ells of linen cloth—all manufactured during the past year, and making a total value of \$3,487.55.

Seed sown.

The sowing during the spring of 1863, consisted of 25 *minots* of wheat, 76 *minots* of rye, 270½ *minots* of barley, 19½ *minots* of peas, 1 *minot* of buckwheat, 253½ *minots* of oats, and 423 *minots* of potatoes,—forming a total of 1,068 *minots* sown.

Crop.

The crops of last autumn realized 136 *minots* of wheat, 486 *minots* of rye, 1,587½ *minots* of barley, 127½ *minots* of peas, 20 *minots* of buckwheat, 1,487½ *minots* of oats, and 3,418 *minots* of potatoes, producing a total of 7,252½ *minots*, besides 60½ tons of hay, and 93½ tons of straw,—giving a total value of \$4,359.30.

As it is easy to see, only one-third part of the crop appears here, the remainder having been lost by the settlers. The cause is due to the great drought of the months of June and July, and afterwards to the early frosts during the first days of September, which destroyed, in a few hours, whole fields of backward crops.

Notwithstanding this misfortune, however, this population, whose faith is sufficient to enable them to submit without murmuring to these atmospheric calamities, continued by their energetic efforts, exerted in another direction, to find in the neighbouring lumberers' shanties, a sufficiency for the wants of their families during the winter, where they eagerly availed themselves of the opportunity thus offered of restoring that equilibrium of prosperity and comfort which vegetation had not sufficiently afforded them.

Nevertheless, from the above details this hardy population is yet to be found in the full enjoyment of property valued at \$49,066.85, equal to \$516.49 for each head of a family, or \$104.39½ per soul, in distributing this value equally among the resident population of the locality.

I will further add, in conclusion, that the expectation of thus acquiring landed property, is for the settlers sufficient to induce them not to give up hopes which the progress of colonization may afford, notwithstanding the heavy losses that they sometimes experience, and the numerous difficulties which usually attend the life of the settler during the first years of his settlement in the midst of the forest.

II. TACHÉ ROAD (WEST SECTION).

The Taché road, which runs parallel to the river, is situated in the middle of that immense forest which extends from the vicinity of the River Chaudière, to the lands round the Lake Metapédic, in the county of Rimouski, and passes along the summit of the angle formed by the two slopes, one of which discharges its waters into the St. Lawrence, and the other into the River St. John, in the State of Maine.

This grand route passes through in the west part of the townships of Buckland, Mailoux, Montminy, Patton, Arago, Garneau, Lafontaine, Chapais, Painchaud, Chabot, Pohé-négamook, and Armand, and is calculated to offer a vast field for colonization to the surplus population of the parishes situated along the river, from Pointe Lévis to River du Loup. However, it is but partially opened.

There are 21 miles opened for settlement in the counties of Bellechasse and Montmagny, and about 30 miles in those of L'Islet, and Kamouraska. There is between the Counties of Montmagny and L'Islet, a distance of 21 miles, yet completely unopened; also nearly 35 miles yet in forest, extending from the Mont Carmel road to the Temiscouata road, leaving about one-half of the westerly portion of the said road yet to be opened.

The advantages which must be derived from the colonization of this road are incalculable, since by means of the cross-roads actually opened, or which will be opened, between the parishes on the river and this grand trunk of the colonization roads all the population in the interior will be placed in easy communication with that of the seigniories; also, with all the seaports, wharves, and the railroad, and will become for the former an easy and prompt means of exchanging the surplus of their agricultural produce—all deriving advantages from the development of the great industrial enterprises which cannot fail to be established in the middle of those new localities, at a period more or less remote.

At present the colonization of the Taché road includes five townships: Buckland, Mailoux, Montminy, Garneau and Lafontaine. It is especially in the three first townships that the improvements in agriculture and manufacture are more wonderfully felt, as being powerfully maintained by a wise ambition that is manifested among those various groups who share the lands on the road, and are striving for a place in the growing scale of colonization.

The following, moreover, is the actual state of colonization upon this vast road:—

Population.

The resident families are composed of 160, in possession of 312 lots, as follows:—

Men.....	157
Women.....	118
	— 275
Boys (adults).....	87
Girls “.....	65
Boys, under 12 years of age.....	161
Girls, “ “.....	150
	— 463
Servants, &c., &c.....	7

Forming a total population of .. 745 souls.

All these families are of French Canadian origin, and have emigrated from the old parishes along the river.

LANDED PROPERTY.

There have been placed in a state of cultivation 3,034 acres, besides 480 acres in

slashed timber, forming in all 3,514 acres of cleared land, the whole valued at.....	\$40,248 00
To this happy result is added also the building of 146 houses and 151 barns, valued in all.....	18,375 00
Also 3 grists mills, 5 saw mills and 2 potash manufactories, valued at....	10,035 00
<hr/>	
Shewing a total value on landed property of.....	\$68,658 00

LIVE STOCK.

This species of property may be divided as follows:—

128 horses..... valued at	\$6,400 00
219 milch cows..... “	4,380 00
168 other horned cattle “	2,017 00
279 sheep..... “	558 00
215 pigs	645 00

In all 1,009 head of cattle. Total value..... \$14,000 00

INDUSTRIAL PRODUCE.

The products of domestic industry may be recapitulated as follows:—

28,440 lbs or 142 bbls of Pork, valued at.....	\$1,704 00
12,972 lbs or 972 qts. of sugar, “	973 12½
15,040 lbs “ butter, “	1,880 00
831 m. “ shingles, “	1,662 00
317,300 feet sawn lumber or 31,750 boards	1,905 00
421 ells of twilled cloth “	421 00
520 “ of flannel “	260 00
232 “ of linen cloth “	92 80
103 lbs of dressed flax “	15 45

Total value of manufactured produce..... \$8,913 37½

SEED GRAIN AND CROPS.

The following is a statement of the quantities of seed sown and crops harvested during the year 1863:—

	Seed.	Crops.	Value.
Wheat.....	57½ minots.....	446½ minots	\$ 558.30
Rye.....	76 “	702½ “	562.00
Barley.....	658½ “	6,272 “	5,017.60
Peas	12½ “	95 “	95.00
Buckwheat	13½ “	322 “	161.00
Oats	643½ “	5,293½ “	2,117.40
Potatoes	1,134½ “	10,743½ “	2,685.87½
Turnips	“	25 “	3.75
Total sown 2,496½ minots. 23,900½ harvested.			\$11,200.92½ value
Hay	387 tons	- - - - -	3,096.00
Straw	352 “	- - - - -	1,760.00

Total value of crop..... \$16,056.92½

Forming a grand total of the actual property belonging to the settlers, of..... \$107,628.30

Equal to \$685.50 for each family, or \$144.46½ for each person, in distributing this sum equally among the whole population.

I am happy to state that colonization progresses equally well in the other ranges adjoining those bounded by the Taché road, in certain townships above mentioned, but the progress of which, though it may be important, is not calculated to be taken into account in the present statement.

Such is, honorable sir, the aspect of that solitary forest which, scarcely twelve years ago, no one dared to attack, but now, thanks to the settlers' labour and sweat, bears the stamp of a happy and powerful conquest, and—what adds to the happiness of these families—the certainty of being able to cultivate peaceably, in the heart of the country, farms to which they have an undisputed right.

III. CONCLUSION.

In fine, such is, sir, the brief account that I have to offer to you, which is of such a nature as to allow you to ascertain exactly the immense influences exercised on colonization by the works of the Government, in the completion of roads, by the impulse which is every where given, as soon as they are opened, to taking possession of the lands fit for cultivation.

In order to convince you of the propriety of these remarks, it will be sufficient to state that although the greatest number of lots in the township of Chapais have been granted more than a year ago, there is not yet any serious indication of the advancement of colonization in that locality, in consequence of the want of communication in order to reach those lands.

In consideration of the evidence of these facts, I therefore cannot help desiring to call your particular attention to the urgent necessity of opening up the roads of l'Anse à Giles, Arago, Ixwarth, Ste. Hélène, St. Alexandre, and of Pohénégamook, in order to afford to the settlers the facility of reaching the lands of the Taché road, which are intended for settlement.

The whole humbly submitted.

I have the honor to be, sir,
Your obedient servant,
STANISLAS DRAPEAU,
Agent of the Elgin and Taché roads (west section).

Appendix No. 33. (a.)
ELGIN ROAD.

Recapitulation of the Progress of Colonization in the several Settlements traversed by the "Elgin Road," during the year 1863.

SETTLEMENTS.	Number of Lots in possession of Settlers:				Landed Property.										Population.								
	Number of acres settled upon.	Clearings		Total.	Buildings.			Manufactures.				Men.	Women.	Adults.		Children.		Servants, &c.	Total.				
		Akers prepared to receive seed.	Akers in pasture.		Akers in slash & timber.	Houses.	Barns.	Total.	Grist Mills.	Capital employed.	Saw Mills.			Capital employed.	Annual income.	M.	F.			M.	F.		
Ashford	44	215	108½	142	465½	15	15	30	.....	.....	.....	.....	.....	.....	18	10	12	13	15	17	.....	85
Poirier	39	10	155½	94	129	378½	9	8	17	.....	.....	.....	.....	.....	10	8	8	5	11	11	.....	54
LaFontaine	43	20	267	98½	428½	20	22	42	.....	.....	.....	.....	.....	.....	20	15	6	8	30	31	.....	112
Garneau	41	15	194½	61	309½	15	13	28	.....	.....	.....	.....	.....	.....	17	15	4	7	20	14	.....	77
Dionne	47	17	196½	31	347½	16	15	31	.....	.....	.....	.....	.....	.....	17	14	1	6	28	23	.....	80
Osgrain	44	13	120½	39	263½	8	6	14	.....	.....	.....	.....	.....	.....	13	7	2	2	15	14	.....	53
	258	93	1075	432	2441½	83	70	192	.....	.....	.....	.....	.....	.....	95	69	35	41	119	110	.....	470
TACHÉ ROAD.																							
Buckland	52	46	411½	590	125	1126½	42	43	85	46	39	27	28	50	40	1	237
Malloux	63	41	320½	272½	132	715	38	38	76	41	29	15	10	37	41	1	174
Montminy	102	62	398	92½	214	532½	59	61	120	60	45	39	25	63	49	3	284
Garneau	43	3	69	8	9	86	5	8	13	7	4	5	2	8	11	2	39
LaFontaine	49	3	34	10	44	2	1	3	3	1	1	3	3	11
	312	160	1233	1801	480	3514	146	151	297	157	118	87	65	161	150	7	745

Appendix No. 33. (a.)
ELGIN ROAD.—Continued.

Recapitulation of the Progress of Colonization in the several Settlements traversed by the "Elgin Road," during the year 1863.

SETTLEMENTS.	Cattle.							Produce of Manufacture.										Seeds.						Total, minots.	
	Horses.	Horned Cattle.	Milk Cows.	Sheep.	Pigs.	Total.	Fork, lbs.	Sugar, lbs.	Butter, lbs.	Shingles, B.	Sawn Lumber, feet.	Cloth, ells.	Flannel, ells.	Linen, ells.	Dressed Flax, lbs.	Wheat.	Rye.	Barley.	Peas.	Buckwheat.	Oats.	Potatoes.			
																							12		9
Ashford	12	9	11	12	5	49	2000	1150	600	43	210000	62	126	29	1	19	29	64	354	624	36	1324	1634		
Fournier	6	6	8	3	7	30	910	1200	500	37	100000	42	9	.....	.....	3	14	20	7	.....	.....	36	1324
LaFontaine	13	12	19	41	19	104	2375	2700	950	9	.....	14	9	.....	.....	24	243	68	2	.....	.....	474	2867
Garnau	9	6	6	18	14	53	1050	1800	400	214	100000	.....	.....	.....	.....	2	5	364	24	.....	.....	384	1203
Dionne	9	2	16	24	23	92	1350	3150	900	3	110000	20	30	.....	.....	13	74	824	1	.....	.....	994	2624
Casgrain	3	2	5	.....	4	14	780	1900	300	2	.....	20	18	.....	.....	34	53	34	4	.....	.....	24	1124
.....	52	55	65	98	72	342	8465	11900	3650	1154	210000	62	126	47	.....	25	76	2701	194	.....	.....	2334	1088
TACHÉ ROAD.																									
Buckland	42	67	82	107	90	378	12310	3095	4720	17	96000	214	240	98	73	294	37	223	84	44	222	2774	8014
Mailloix	38	50	57	59	52	256	6680	3197	3785	2644	119250	70	80	57	61	324	197	13	33	1481	2804	676
Montminy	42	59	76	97	70	344	8350	6130	6250	5494	102050	137	200	77	30	163	61	174	2	54	2354	4514	8954
Garnau	5	2	4	16	3	30	1100	550	285	4	43
LaFontaine	1	2	14	18
.....	128	168	219	279	215	1009	28440	12972	15040	831	317300	421	520	232	103	573	76	6534	124	132	6433	11344	24064

Appendix No. 33. (a.)

ELGIN ROAD.—Continued.

Recapitulation of the Progress of Colonization in the several Settlements traversed by the "Elgin Road," during the year 1863.

SETTLEMENTS.	Crops.								Forage.		Value.		
	Wheat.	Rye.	Barley.	Peas.	Buckwheat.	Oats.	Potatoes.	Turnips.	Total, minors	Hay, bundles		Straw, bundles	
	Ashford.....	9	111½	171	47½	102	462	903		1510	.....	Value of Landed Property.....	$ 36248 00
Fournier.....	13	90½	66½	17	.....	166	241	.....	600	1800	.....	" of Cattle.....	4972 00
LaFontaine.....	11	111	375½	8	.....	269½	1177	.....	1955	2075	.....	" of Products of Industry.....	3487 55
Garnett.....	12	41	302½	43	20	285	387	.....	1090½	825	14000	" of the Crops.....	4359 30
Dionne.....	6½	70½	438	4	.....	458	704	.....	1829	1475	.....	Total.....	\$49086 85
Casgrain.....	29½	45½	231	8	.....	177	387	.....	875	405	.....	
	136	476	1587½	127½	20	1487½	3418	.....	7252½	8090	14000		

for 60½ tons, or 93½ tons

TACHÉ ROAD.

Brookland.....	218	304	2287	70½	135	1850	2807	25	7096½	15750	.....	Value of Landed Property.....	68658 00
Mailoux.....	62½	354	2006	10	93	1410½	3131½	.....	7067½	12185	.....	" of Cattle.....	14000 00
Montminy.....	126½	44½	1641	14½	94	1852½	4688	.....	8409½	23905	49292	" of Products of Industry.....	8913 37½
Garnett.....	27	.....	168	.....	.....	135½	187	.....	462½	.....	.....	" of the Crops.....	16056 92½
LaFontaine.....	14	.....	175	.....	.....	45	30	.....	264	.....	.....	Total.....	\$107628 30
	446½	702½	6272	95	322	5293½	10743½	25	23900½	51840	42292		

or 387 tons, or 352 tons

STANISLAS DRAPEAU.

St. Jean Port Joli, 10th January, 1864.

APPENDIX No. 35.

EXTRACTS FROM THE ORDNANCE LAND AGENT'S REPORT FOR 1863.

The improved prospects of the year led to the offering at public sale portions of the Ordnance properties in different parts of the Province, and the result has realized the expectations formed.

Under your instruction, sales were made at Amherstburgh on Monday, the 16th November, which produced a sum of \$1,540.

On the 21st November, sales were made of portions of the Reserve at Fort Erie—177 acres and 1 rood—which realized the sum of \$4,278—\$22.50 an acre. Instalments paid, \$849.

On the 26th of November, the sales made on Burlington Heights—27 acres 2 roods and 13 perches—produced \$1,521, or \$56 an acre. Instalments paid, \$304.20.

On the 1st December, the sales made at Prescott—7 acres and 2 roods—realized \$1,260, or \$170 an acre. Instalments paid, \$217.

At Amherstburgh, two wharf lots, with privilege of occupation to deep water, sold for \$770 each. Instalments paid, \$308.

The sales were suspended as soon as the market flagged, leaving in all the above cases a considerable amount of land to be sold hereafter, which cannot, if judiciously managed, be expected to realize less at any future sale, and which, at Fort Erie, from the character and position of the remaining lots, may be expected to produce more.

In addition to these lands sold by auction, the claims of certain parties in the Township of Marlborough to privilege of pre-emption have been recognized by the Department, and the lands occupied by the parties in question—735 acres 28 perches—realized a further sum of \$3,210.91. Average per acre, \$4.36. Instalments paid, \$381.13.

In all the above sales, with the exception of the Township of Marlborough, one-fifth of the purchase money was paid down at the time of sale.

Encouraged by these results, further sales have been ordered to take place in the spring at Kingston, Toronto, Penetanguishene, and at Navy Island, on the River Niagara.

APPENDIX No. 36.

REPORT OF THE SUPERINTENDENT OF COLONIZATION ROADS FOR UPPER CANADA.

WILLOWDALE, 9th February, 1864.

The Hon. William McDougall,
Commissioner of Crown Lands, Quebec.

SIR,—In obedience to your instructions, I have completed the account of expenditure made by the late Mr. David Gibson, Superintendent of Colonization Roads in Upper Canada, on the roads and bridges under his charge, during the year 1863, and I have the honor to transmit the same, and the vouchers thereof, with his report.

In the remarks which I shall offer on the operations conducted by Mr. Gibson during the past year, I shall observe the same order in which he introduced the various works in the last annual report submitted by him, on the 28th January, 1863.

I. EXPENDITURE MADE FROM IMPROVEMENT FUND.

1. *Southampton and Goderich Road.*

In the summer of 1862, this road sustained considerable damage from fires which swept along it in the Townships of Huron, Kincardine and Saugeen. Crossways were destroyed, and timber thrown into and across the road,—and it was otherwise, from traffic and neglect, in bad condition, and impassable. Certain repairs and improvements were authorized to be made upon it, and these were well advanced when the wet season, in the fall of 1862, put a stop to their progress. The works were resumed when the state of the ground permitted, in 1863, and were carried to completion. The road is now in good condition; but in this state it will not long continue, if it be as before, neglected by the municipalities through which it passes. There is no reason why it should not be kept in proper repair by statute labor. The improvements made are calculated to form the ground work of a gravel road, into which there is a probability of this road being converted.

The amount expended in the repairs and improvements of the road was \$8,674.05.

2. Road on south boundary of Proton.

After the works on this road were completed, as stated in Mr. Gibson's last annual report, it was found that certain swampy portions were, in wet seasons, unfit for travel, owing to the great depth of black muck into which horses and wagons would readily sink. These portions were, during 1863, improved by crowning the road way with gravel and clay, and the road is now in good condition for travel. The cost of the improvements was \$266.95.

I may add that the whole works in the western counties, connected with the Improvement Fund, have now been completed.

II. EXPENDITURE OUT OF COLONIZATION GRANTS.

1. Addington Road.

The repairs and improvements on the portion of this road which traverses the rocky ranges in the townships of Sheffield and Kaladar, referred to in Mr. Gibson's last annual report, were, during 1863, made by day-labor under the immediate superintendence of Mr. Ebenezer Perry, at a cost of \$1000. The works were carefully and skilfully performed, and an excellent road is now afforded through that rugged and barren section. The repairs were designed—and it is believed will be found—to be of a permanent character, adapted to the nature of the country, and offering effectual resistance to the heavy rain, from which, over the rocky range, the road had principally suffered in previous seasons.

At the date of Mr. Gibson's last Annual Report, this road had been formed—though not altogether completed—by Mr. A. B. Perry, to the north boundary of lot 23 in the eighth concession of Lyndoch; and surveyed and located by him from that point to the intersection of the Peterson Road in Brudenell. On the 22nd April last, Mr. Gibson was instructed to complete the unfinished portion, and construct the road to the Peterson line, by day-labor, under the charge of Mr. Niel Stewart.

Mr. Stewart immediately proceeded with the work. He finished 2.16 miles of the road formed under Mr. Perry, and, from the point where he left off, constructed the road northward to within a short distance of the Peterson line. Mr. Stewart discontinued the works and dismissed his party, under a misunderstanding of the amount of money appropriated, before it was all expended, leaving a portion of the road unfinished. But this was fortunate. At the rate per mile which the road was costing under the system of day-labor, the balance on hand would not have completed it, but the works remaining were, after Mr. Stewart left, let under contract to Mr. John Murphy at such rates as will enable them to be finished within the sum appropriated. Mr. Murphy has made such progress that travel is rendered practicable over his contract,—the remaining work will be completed, and the whole road finished early in the ensuing season.

The line, as located by Mr. Perry, terminated about the middle of lot No. 29, in the 9th concession of the township of Brudenell, but, under your authority, it was carried to intersect the Peterson Road, along the side line between lots 25 and 26. While this shortens and gives a superior line for the road, the public will be better accommodated than had the road followed the line located by Mr. Perry.

Mr. Stewart bestowed much care and attention on the construction of the road. It is well made, and a load of 20 cwt. can be drawn over it with ease.

2. Bobcaygeon Road.

Since the date of Mr. Gibson's last annual report, the bridge, then in course of construction, over the north branch of South Muskoka River has been completed.

No other work was performed on this road during 1863. It was in contemplation to improve the road between Ridout and Sherbone, and between Franklin and McClintock, by deviations from the direct line, avoiding certain hills over which the road is now carried, and which otherwise it will be necessary to grade at considerable cost—but no instructions have been given to make these improvements.

3. Peterson Road

This road was finished at the date of last report, with the exception of certain hills in

the township of Oakley over which it is carried. These have now been all improved by excavation and embankment,—the grades formed admitting of an ordinary wagon conveying 15 cwt. over them.

The whole road is thus completed between the Muskoka road and the Madawaska river, where it is connected with the Opeongo junction road, (now generally considered part of the Peterson road). Its entire length between these points is 101½ miles, and its total cost was \$35,589.97, giving an average mileage of \$352.49, inclusive of bridges and superintendence.

On the portion of the road passing between the townships of Guilford, Harburn and Bruton, on the north, and Dysart, Dudley and Harcourt, on the south, the underbrush has sprung up and is rapidly increasing. This and the strong growth of timothy grass, which covers that portion of the road in summer, render it difficult to be travelled. A small amount—probably \$5 per mile—would now clear out the obstructions, and make the road free for traffic. As this portion runs through the lands of the Canada Land Emigration Company, it may be proper, if it be liable to maintain the road, that it be requested to clear out the underbrush before it acquire more strength and present greater impediments to the traffic.

4. Muskoka Road.

This road has now been completed to the 24th mile-post north of the falls of Muskoka, in the unsurveyed territory of the township of Brunel. From the village of Orillia to the present northern terminus of the line, a good road, substantially bridged, is now offered. And over this entire distance, excepting the portion lying eastward of and between the branches of the Muskoka river, a wagon with a load of 20 cwt. can be driven. On the portion of road referred to, there are certain hills over which not more than 15 cwt. can be taken. These hills could be improved and grades formed to enable 20 cwt. to be carried over them, at a small expenditure; and as being south of the Parry Sound Road, the hills in question must be passed over to reach it—and as it will be made to allow 20 cwt. to pass along it, I would respectfully suggest the propriety of reducing the road over these hills to easier grades, and give uniformity to the capabilities of both roads.

5. Victoria Road.

This road was at the date of last report completed between lot 21, in the 1st concession of Fenston and the 12th concession of Digby, a distance of 25½ miles. Under your instructions the line has since been surveyed and located from the latter point to the Black River Bridge on the Peterson road, in the township of Oakley, the distance being 13½ miles. Contracts having been entered into for the construction of the work, a bridge about 103 feet in length and consisting of two spans, has been built over Black river in the township of Dalton, and the road has been cleared, grubbed, leveled and crosswayed throughout. Certain excavation, embankment and ditching remain to be performed during the ensuing season. Meanwhile the road under contract is in such a state as to enable parties to go in and settle on the land. All the Government lots along the line, adapted for settlement, as far north as the township of Longford, have been taken up, and parties are creating "squatters' claims" on the lots in Oakley, adjoining the road.

6. Opeongo Road.

This road is now completed to the 22nd mile-post, at Lot 66, numbering from Opeongo Lake eastward. The upper portion of the 19 miles, built under Mr. Brennan's contract, did not come quite up to the requirements of the specification. The contractor was unwilling to return to it, and the lumbermen using the road having written, expressing satisfaction with its condition, it was thought better to make a deduction from the price, corresponding to the deficiency of workmanship, and take the contract off Mr. Brennan's hands. This was accordingly done, and the amount deducted from his estimate—\$165—can be laid out on the defective portions, if necessary, when the road is further proceeded with.

7. Burleigh Road.

At the date of last Report, certain works were under contract between the south-west angle of Lot 40, in the 13th Con. of the Township of Smith, and a point about a mile south

of the Burleigh bridge. This portion of the road, extending to a little over three miles, was completed during 1863. There is thus now a good road, substantially bridged, opened for travel from the point first mentioned, where it connects with the Peterborough road, to the 23rd mile-post, north of Burleigh bridge, a distance of about 27 miles.

In November last, a contract was entered into with Mr. William Lackey, for 20 miles of this road, commencing at the 23rd mile-post, and running northwards to the confines of the Canada Land and Emigration Company. The works under this contract are now progressing. There have been four miles chopped, and six miles underbrushed; and the whole works fall to be completed in November next.

8. Orillia and Muskoka Road.

The sum of \$1,000 was appropriated by Government, and a similar amount by the municipality of Orillia, for opening and improving this road. These several sums have been expended on the road, which is now in good condition and suitable for the traffic that passes over it.

The improvement of this road was very necessary, as it forms the approach to the Muskoka road, and over it to the Parry Sound road.

9. Parry Sound Road.

This road commences at a point on the Muskoka road, near to the 9th mile-post north of the Falls of Muskoka, and follows the west boundary line of Stephenson to a point near to the south end of the 6th concession, whence it proceeds in a north-westerly direction to Parry Sound.

In October last, a contract was entered into with Mr. Samuel Cooper for the construction of 20 miles of this road, commencing at the Muskoka road. There have been about seven miles chopped and ten miles underbrushed, and the whole works have to be finished in November next. There are tracks of excellent land along this road, and on these parties are settling rapidly, although the territory is yet unsurveyed.

10. Bridges over Petawawa and Chalk Rivers, Pembroke and Mattawan Road.

Mr. Gibson having examined the designs of these bridges, which accompanied your instructions of 4th October last, was of opinion that it would be imprudent to adopt them. He proceeded to the sites selected, and having examined these, he designed plans for bridges suitable to the requirements of the rivers, and gave out contracts for their construction.

The bridge over the Petawawa is 260 feet in length, and consists of three spans—one of 40 feet, one of 60 feet, having king-posts, and one of 120 feet, on the principles of Howes' Truss and Queen Post combined, which stretches over the main channel of the river, leaving it entirely clear for lumbering purposes. The superstructure is to be supported by substantial piers and abutments of crib-work filled with stones. It is in the course of construction, and will be completed in the ensuing spring.

The bridge over Chalk river is a simple structure, consisting of abutments of crib-work, supporting a span of 46 feet 9 inches, with approaches formed of stringers and plank. This work has been completed.

11. Road through Lake and Wollaston.

Under instructions from your Department, dated 6th November last, the survey of this road has been nearly completed. In the Township of Lake it runs over a somewhat broken and rocky country, but in Wollaston tracts of excellent land abound, and settlers are rapidly locating themselves. A good line for the road has been obtained, which will be very inexpensive in its construction. On the survey being completed, no time will be lost in making the necessary returns.

District of Algoma.

Although the estimates, from time to time made under the contracts for the roads in this district, were paid by Mr. Gibson, and shown annually in his amount of expenditure, yet being under the separate and independent superintendance of A. P. Salter, Esq., the reports on their progress and condition were made by that gentleman to the Department.

When the change devolved on Mr. Gibson, the only contract in progress was that for the Great Northern road between Garden and Thessalon rivers; a distance of 26.186 miles, the works on which were well advanced towards completion. On that distance there were numerous small streams over which round-log bridges were built. Echo river was the only one of magnitude requiring to be bridged. A bridge on a design by Mr. Salter was abandoned after it had been partly built. The bridge which now spans the river was constructed on plans and specification prepared by Mr. Gibson. Its cost was \$1,095.47, but from this was deducted the sum of \$97.74, being the price of certain material got out for the bridge originally designed, and paid for by the Government, but which, after that work was abandoned, was sold to the contractor and used in the existing structure.

The various works on the road had been laid out by Mr. Salter, and were so far advanced that Mr. Gibson had little opportunity to bring into operation the system of economy which he carried out in other Colonization Roads under his charge. As stated in the memorandum in regard to this road, laid before you on the 7th December last, Mr. Gibson, on his only visit to the works while in progress, in 1863, "had no specification to consult. He had no instructions to interfere with Mr. Salter's orders, nor did he countermand them, excepting to prevent a very heavy and unnecessary expenditure in grading a high hill near to Thessalon river, over which the road had been chopped—directing the road to be carried round the hill." When completed, Mr. Gibson made a very careful and minute measurement of the whole work, between Garden and Thessalon rivers. On his return here a vast number of tedious calculations were made in preparing a statement of the work performed;—and this statement and a memorandum, going fully into the whole case, were sent to the Department, where the contractor's claims were considered and settled.

The total cost of this portion of the Great Northern road was \$36,957.78, giving \$1,399.90 as the average cost per mile, inclusive of bridges.

The road has been substantially and well made throughout. Unlike the Colonization Roads in Upper Canada, constructed by Mr. Gibson, which deviate within the 40 feet to avoid stumps, rocks or other obstructions, the Great Northern road follows a straight line, from which all such are removed. This, in a colonization road designed to open the country to settlement, seems very unnecessary. In many of the old settled townships of this section, stumps abound in the concession and side lines, and the roads wind their devious ways among them.

These observations, I believe, embrace all the operations of the past year. Three weeks ago Mr. Gibson left this place in perfect health, to transact certain business in your Department. While in Quebec he was attacked by a sudden illness, which unhappily ended in his death.

Mr. Gibson was about ten years ago appointed to the office which he held at his death. Having been associated with him nearly all that time, as his assistant in the business of his office, I have had ample opportunities of observing the sterling integrity of his character, the zeal uniformly evinced by him in the service of the Government, and the anxiety constantly manifested to promote the best interests of the country, where these were affected by the duties entrusted to him. He was constant and unremitting in his endeavors to have the works committed to his charge efficiently and economically performed; and while his honest independence of character kept him aloof from any act of oppression or injustice towards contractors, he was ever disposed to deal by them with such liberality as he could exercise consistently with his duty to Government. His abilities and great experience as an engineer, his extensive acquaintance with the country, the amenity of his disposition and the confidence which he inspired, enabled him very successfully to discharge the duties of his office. In him, I can truthfully say, the Government has lost a most valuable and upright servant. I should do violence to my own feelings did I withhold this feeble tribute to Mr. Gibson's memory, and I cannot think it out of place in discharging a duty which the hand of death prevented him from performing.

I have the honor to be, Sir,

Your obedient servant,

(Signed.) WILL. MORRISON.

APPENDIX No. 37.

EXTRACTS FROM THE REPORT OF THE INSPECTOR OF ROADS AND SURVEYS.

DEPARTMENT OF CROWN LANDS,
QUEBEC, 16th November, 1863.

To the Hon. the Commissioner of Crown Lands.

SIR,—On the fifth of October last I received your instructions of that date to proceed to the examination of the recent improvements made during the past summer, upon the Pembroke and Matawan, the Hastings and Orillia, and Muskoka roads. Also, to inspect the survey of the Township of Monck, and to examine, while in the vicinity of the Severn river, the mill-sites upon the east branch thereof.

The latter duty I have performed and specially reported upon in obedience to your further verbal order, and I now proceed to offer my report upon the road improvements and survey above alluded to.

The improvement on the Pembroke and Matawan road consists of a new road made from the mouth of the Petewawa to the Chalk river—10 miles—the line being prolonged and located 10 miles further, to free grant lot No. 4, in the Township of Rolph, on the old Pembroke and Matawan road, as shown on the accompanying map of this section by a dotted red line. After ascending a pretty long hill the new road traverses a gently undulating country, denuded of heavy timber, cropped for some three or four miles with broken thickets of pine and cypress: even these disappear almost totally for two or three miles, so that a barren, sandy plain, without tree or shrub of any magnitude, is traversed, until somewhere about the 6th or 7th mile, where the road turns down into a swampy and subsequently more broken country. At and about Chalk River, some evidences of clay soil appear, and a tolerable growth of pine timber with some small admixture of hardwood. This line, for a distance of about six miles after ascending the bank of the Petewawa River, needed scarcely any formation; indeed, for the most part over this distance, nothing more was necessary than the clearing of the tract of a brush *débris* that in some places littered it, or where it passed through a little grove of cypress or pine bushes, to clear them from the road. Mr. Johnston has, however, taken out a shallow ditch on either side road, and cast the tufty sods into the centre of the track, the effect of which is to render the travelling upon it rough and uneven, which would, if the soil were left in its natural condition, be smooth and pleasant. The land, moreover, being almost pure sand, and exceedingly porous, needs no ditching; and, indeed, is only rendered compact (and thus benefitted) by the rain; so that a great portion of the labor bestowed on this part of the road I consider to be at least useless.

The last four miles of the road, passing over a different part of the country from the first six (as previously described), have been carefully and well made. They are thoroughly grubbed, ditched and stoned, sufficiently graded and evenly cross-laid, where required. The whole cost of the road (in length, something over ten miles) has been \$2,067.51, or an average of about \$206 per mile.

In order that this road may be of the service contemplated in the report of Messrs. Johnston and Sinclair, it is absolutely necessary to continue it northward to the intersection of the old road near Point Alexander, about 10 miles further.

My next examinations were made upon the Hastings road, in two certain sections of which we have this year created improvements by altering the route and making a new road to the extent of about 14 miles in one instance, and 11 in another.

The first is through the Township of Tudor, commencing at the Jordan Creek, deviating northward from the old road, almost immediately after crossing the said stream and passing through the central parts of the township, attaining the double end of an incalculably better route for a road, and the opening up of the best portions of land in the township, thereby securing their immediate sale and settlement.

I am happy to be able to state that Mr. Snow, the Provincial Land Surveyor, instructed by you to explore for and locate this change, has carefully and judiciously performed the duty, and, as the result of such efforts, has succeeded in defining a line of road through an unusually rough and broken country, which is, nevertheless, upon its completion, without anything seriously deserving the name of a hill, or even of a heavy grade; and

further (which is specially worthy of consideration) the change in question avoids entirely one of the very worst sections of the Hastings road.

The formation of this road is, in my estimation, thoroughly and judiciously done. It is stoned and grubbed completely, every tree found standing on the portion of the road to be formed having to be felled from the roots, and the graded surface of the road rendered smooth and compact.

The marshy and swampy portions—of which there is a considerable extent, owing to the low lands and creek valleys being generally selected to avoid expensive hill-cuttings—are carefully fascined or cross-laid. Where an abundant supply of good timber could be obtained, cross-laying has been the method chosen as been least expensive. The logs are generally of cedar, well-sorted, of equal length, and partially flattened with adze-work, so that neither great labor for cattle in the draught, nor violent jolting to the load itself, whatever it may be, is experienced. Where good timber, however, could not be obtained, as in the case of marshy land, covered over with a sapling or brushwood growth of tamarac, cedar, pine and fir, a rough bed of any description of timber to be had adjacent is first laid at right angles to the road (which, with the superincumbent weight afterwards placed upon it, generally sinks its full depth in the swamp, being thus, by perpetual exclusion from dry air, preserved from rot); these are next well covered and levelled with brushwood, and lastly coated with a good layer of earth. Thus, in the most marshy and swampy places a road-bed and surface is secured, equally solid, permanent, and good as that over the dry lands.

About four miles of this change yet remains to be completed, viz: from the crossing of Beaver river to the terminus of the north-west corner of Tudor. This is much the easiest part of the route, and may be completed at a cost of \$100 less per mile than the part already constructed. The work is now suspended for the winter, but will be resumed and completed early next season.

The second improvement on this road commences immediately after crossing the York Branch river. It is also a new route selected to avoid the exceeding hilly and circuitous line of the old road, which has been effected to the extent of shortening the road about two miles in ten, and gaining an easy grade without a single hill of any serious difficulty. The new route turns westward from the old one and traverses a table flat of the York Branch formed between the said river and a high range of rocky bluffs skirting the river as far as the valley of Bird's Creek, where the road turns eastward, following the said valley which again communicates with another small valley lying in a northerly direction, and finally merges into the old road on lot 42, in the Township of Montegale.

Seven and a half miles of this road have been completed, exhibiting as marked a contrast with the old road as can well be imagined. There is no hill upon the whole distance on this line. The old route is an almost continuous succession of high hills from first to last. On the new road twenty cwt. can be drawn throughout without the smallest difficulty. On the old road over some of the hills, an empty wagon is a sufficient load for one team, while a comparison of time required to travel either route is two to one in favor of the new road.

The road is well made, and is decidedly the very best piece of colonization road I have ever travelled. About three miles and a half remain to be made to complete this change. The works are stayed for the winter, as on the Tudor line previously described, and in like manner with that will be taken up and completed early next season.

In concluding this part of my report, I may be allowed to state that I am more than ever convinced of the propriety and solid advantage resulting from the system of road-making as pursued in the above improvements. The great superiority exhibited in them over any other roads of similar character that I have examined (even when, as in these instances, constructed under the trammel of employing, out of charitable considerations, every class of laborer, young and old, weak and strong, lame or lazy, who presented themselves for employment), fully demonstrates, I think, that under circumstances which would leave the superintendent free to select such laborers as his judgment approved of, its real economy and practical value would be fully established.

The next examination I have to report was made from the village of Orillia, in the Township of North Orillia, on Lake Couchiching, over the road connecting the said

village with the south end of the Muskoka road, where it terminates at the outlet of the Severn river. This road is a most important feeder of the Muskoka colonization road, and was worthy of the attention directed towards it by the Department in appropriating the sum of \$1,000 (on condition that a like sum should be expended by the municipality of Orillia) for its improvement. This amount has accordingly, it is averred, been expended under contract arranged by the superintendent, Mr. Gibson; but I am bound in candor to declare that the road is very far from being throughout even a good *bush* road. * * * From this point I proceeded up the Muskoka colonization road as far as the South Falls of the Muskoka. This road, for the most part, is in a very bad condition; some few places have been improved by the settlers, but on the whole little has been done.

Voluntary road-work amounts generally to but little. The intelligent portion of the settlers are, however, taking steps to become incorporated as a municipality, when a good deal of statute labor may be made available for the benefit of this road.

From the South Falls I passed down the south branch of the river and visited the Township of Monck, which is bounded on the south-west by the main Muskoka river, the eastern boundary being a short distance below the junction of the north and south branches. I found the lines of surveys in this township well opened, posted and blazed. The river appears to have been carefully traversed, and everything I observed connected with the survey indicates the work to have been performed by one anxious to discharge his duty and fulfill his instructions in a creditable manner. Mr. Wm. Deane is the surveyor. This township contains a good proportion of very fair, cultivable land; as a consequence (being unusually convenient of access), settlement has gone on rapidly, and every lot in the township at all desirable will very shortly be taken up. Some quite considerable clearances are already beginning to appear, and a very few years will, I doubt not, develop this as an important middle station for market sales and supplies, in this North-west, or Parry Sound District of settlement. Good fish abounds in the Muskoka river and lake, among which salmon-trout, bass and pickerel occupy the first place. From the Township of Monck I passed up the north branch of the river and visited the saw-mill erected at the North Falls. This is of some importance to the community affording, as it does, a small supply of lumber for their wants, but it is a poor, miserable affair. The proprietor is evidently a person possessed of no sufficient means to improve the site or utilize the splendid water-power that exists here. Any amount of machinery could be driven at this site under the most advantageous application. The North Bridge (so called) on the Muskoka road spans the contraction here formed by the narrow, rocky gorge through which the river descends.

From this point to the South Falls by the Muskoka road is three miles.

Returning from the points lastly described, I visited the mill-sites on the east branch of the Severn river, on which I have, as before stated, reported in my communication to you of the 11th November last.

In conclusion, I beg to direct your attention generally to the increasing interest which is being developed year after year in the Muskoka and Parry Sound district. The Township of Stephenson, only recently in the market, is fast filling up with an industrious population. Monck, Macaulay, Draper and Muskoka are fast improving, and owing to the slowly, but surely demonstrated fact, that, in the section in question, exists the best agricultural lands the Government possesses unopened for settlement, and the excellent facility by water-communication to approach the same, the tide of immigration is naturally and reasonably being directed thitherward. In view of this I would strongly recommend that some further appropriation be made the ensuing season for the improvement of the Muskoka road as far as the South Falls, where a town plot has just been surveyed, by instructions from your Department. \$2,000 judiciously applied—not by contract, as in the case of the Orillia road, described in this report—but after the method so satisfactorily essayed on the Hastings road the past summer—would, I think, render this road a very passable one indeed.

I have the honor to be, sir,

Your obedient servant,

JAMES W. BRIDGLAND.

APPENDIX No. 37, (α).

EXTRACTS FROM GENERAL REPORT ON COLONIZATION ROADS AND SURVEYS.

To the Honorable the Commissioner of Crown Lands.

SIR,—I beg to offer for your consideration the following General Report on Colonization Roads in Canada West, and suggestions for appropriations to prolong or repair the same in the ensuing year—1864.

PEMBROKE AND MATAWAN ROAD.

LOCATION.—*Commences at Pembroke on the Ottawa River and skirts the same as far as the mouth of the Matawan, about 100 miles.*

This road was opened and made passable as early as the beginning of 1854, as a winter road. Since that period, it appears to have been made and maintained as a summer road, as far as the mouth of the Petewawa. From this point upwards on the old route the bridges are mostly broken down, and the road rendered impassable. Here, at the Petewawa, commences the improvement made during the past season as far as Chalk river, and detailed in my report of the 16th November last. The only appropriation needed for this road, I think, is the amount necessary to defray the expense of making the Petewawa bridge, now in process of construction. An appropriation of £400 was made by Order in Council of 3rd of October, 1857, for the construction of a bridge over this river, at the same point now chosen. The work, however, for some reasons was never proceeded with. The bridge at present projected by Mr. Superintendent Gibson, and already contracted for by Richard Dickson, of Pembroke, will cost, per contract, \$1,815.73.

OTTAWA AND OPEONGO ROAD.

LOCATION.—*From Farrell's Landing on the Ottawa, in a north-westerly direction to Opeongo Lake, about 100 miles.*

This road is represented by the agent to be in a very bad condition, especially from the Renfrew and Addington Junction upwards.

All this section, however, is pretty well settled, and is under the control of municipalities who should be competent to apply the statute labor in such a manner as to render special aid now (for ordinary repairs) unnecessary. Unless some unusual damage occur, (such as the failure of an expensive bridge, or an extensive rupture through floods) I cannot perceive that in this, and similar cases, there should be an appropriation for general repairs

With regard to its further extension at present I do not think it would be advisable. Mr. A. J. Russell, in his report to the Bureau of Agriculture of the 4th February, 1859, states the length of this road from the Ottawa to the end of the Madawaska "Junction Road" to be 60½ miles; and Mr. Gibson, in his report to this Department of 28th January, 1863, gives the length of road made above the point where the "Junction Road" commences, as 33 miles. The whole length of the Ottawa and Opeongo road (including the junction road to the Madawaska) as constructed and prepared for travel, therefore, is about 93 miles. The land becomes extremely rough, broken and poor at the upper end of the road, and as it would form no advantageous connection with any other road, nor lead to any better section of land to extend it, it would not be advisable, in my opinion, to resume operations upon it for the present.

FRONTENAC ROAD.

LOCATION.—*Commences in the Township of Hinchinbrook, passes through Clarendon and part of Miller to the Mississippi road.*

This road was built partly under Mr. Godfrey's superintendence, and partly under Mr. Snow's. The part from the Mississippi river to the Mississippi road is still in good condition, but that part southward of the river is, according to Mr. Gibson's report of the 15th July last, a good deal out of repair. He estimates, however, that from \$600 to \$800 will suffice to put it in such a condition as will allow a load of 15 cwt. to be drawn over it from end to end. As the appropriation of \$1,000, for repairs upon the road, made by Order in Council of 24th of October, 1862, has not yet been expended, no further aid to it is

necessary, unless it should be deemed advisable to extend the road further northward. This I think of very doubtful propriety. The location of it, after intersecting the Mississippi road (which forms its present terminus,) for four or five miles, is close to, or identical with, the last named road. It then turns more directly northward, but still converges somewhat towards the Addington road, from which at its location terminus on the Madawaska, it is not more than seven or eight miles distant, whereas, at the same parallel, between the Addington and the next colonization road, viz., the Hastings, the distance is at least thirty miles. The superintendent suggests upon this subject whether it would not be judicious to change the site of this road, carrying it more eastward to the Madawaska. If it be desirable at all to continue the road, I entirely coincide with his opinion; but I cannot see that it is requisite to prolong the road any further.

The whole country here is sufficiently accessible through the Opeongo road, the Madawaska river, and the Mississippi road, all running in north-westerly and nearly parallel directions; and of distances of not more than ten or twelve miles apart. * * * * *

ADDINGTON ROAD.

LOCATION.—From Clareview in Sheffield through Kaladar, between Barrie and Anglesea, and through Abinger, Denbigh, and then through Lyndock and Brudenell to the Peterson Road Line.

This road had been stayed in its extension until last spring when the prolongation of it was taken up on Perry's survey of the line through Lyndock and Brudenell, to the Peterson road, or to (as this part of the Peterson road is more commonly designated) the Ottawa and Opeongo junction road.

Laborers were employed by the day under the superintendence of Mr. Neil Stewart, who, on the above system, had constructed the road as far as the 7th concession of Brudenell, when, it appears, he abandoned the work, and the Superintendent has let the remainder, viz., to the intersection of the Peterson road, to be completed by contract.

The sum of \$4000 was appropriated by Order in Council of the 2nd March, for constructing this part of the Addington road, which amount I infer from Mr. Gibson's letter of the 14th November, will be sufficient to complete the road to the junction with the Peterson.

Last year, in compliance with various applications and recommendations, \$1000 was appropriated for repairs, chiefly in the Townships of Sheffield and Kaladar. This amount has been expended by the Agent, Mr. E. Perry, under the Superintendent's direction.

THE MISSISSIPPI ROAD.

LOCATION.—Commences in North Sherbrooke, and passes thence through Palmerston, Clarendon, Milner, and Abinger, to the intersection of the Addington road, to which last point it is made and travelled.

This road was originally well made, and it has generally been conceded, is a model road. No additional amount has been expended upon it for repairs since its formation, nor has any complaint reached the Department, calling for such aid.

It has been further located through the Townships of Ashby, Mayo and Dungannon to the intersection of the Hastings road, somewhere in the valley of York river. The location through the Township of Ashby is somewhat tortuous and rough, and would, on the present site, be expensive to make owing to the exceedingly broken character of that part of the township.

Mr. Snow has discovered, since the period of the road survey, a much better route for a road, passing also through very good hardwood land, west of Thirty Island and Bark Lakes.

This road, with the above change of location effected, will pass through three townships of fair average quality of land, two of which, viz., Dungannon and Mayo, are as yet mainly unsurveyed, Mayo entirely so, and Dungannon having only one range of blocks adjacent to the Hastings road subdivided.

The Mississippi road is thence, viz., from its intersection with the Hastings, projected westward to the bridge over the east branch of the Severn river, as forming a grand middle road between the Peterson road and the navigable waters of Sturgeon, Buckhorn, Salmon and Stoney lakes, passing through Faraday, Cardiff, Monmouth,

Glamorgan, Snowdon, Lutterworth, Digby, Dalton and Rama, and when completed will form a nearly direct road-line of communication between the Ottawa and Lake Simcoe. The full completion of this road, however, cannot be accomplished in one year; but its construction is, in my opinion, so desirable, and even necessary, to forward the settlement of this vast tract of yet comparatively unsettled country, that I would strongly recommend its progress not to be lost sight of.

THE HASTINGS ROAD.

LOCATION.—*From the Village of Madoc, northward through Madoc and Tudor, and between Tudor and Lake, Wollaston and Limerick, Faraday and Dungannon, Herschel, Monteagle, &c., &c.*

Considerable improvements have been made on this road during the past summer, as I have stated in detail in my report of the 16th November last.

The improvement contemplated by the Hastings County Council (* * *) will make this road a good one, as far as the Township of Tudor—say 14 miles.

The improvement from the Jordan Creek in Tudor, to the south-west corner of Limerick, will constitute 14 miles more of excellent road, and the second improvement—above York Branch again—will add about 11 miles more, making in all about 39 miles of good road, in an entire distance of about 63 miles. There will still therefore remain, of this whole distance about 24 miles of bad road to complete the Hastings as permanently good, as far as the middle of the Township of Monteagle; and as the portion of the road above this is in a comparatively fair locality,—and a good settlement exists in the north-west corner of Monteagle and the north-east of Herschel—the people would be very well able to improve this small part of the road themselves, if a small appropriation were judiciously expended the ensuing summer, upon intermediate sections of it—from York Branch to Tudor, and from Tudor to Madoc, north boundary. The whole of the Hastings road might then be pronounced a good colonization road, and immediate and very encouraging results would, I am confident,—through its settlement and general improvement—be witnessed.

THE BURLEIGH ROAD.

LOCATION.—*From Burleigh Rapids through Burleigh, Anstruther, Chandos, Cardiff, Monmouth and Dudley, to the Peterson Road.*

About twenty-three miles of this road were made by contract; twenty more are now under construction in the same manner for the gross sum of \$1,952.50.

The sum of \$9,000 was appropriated towards its extension by Order in Council of the 24th of October, 1862, \$1,500 of which was applied for the settlement of the last contract.

After completing payments on the present contract, there will remain, of the last appropriation, a balance of \$2,547.50.

The completion of this contract will carry improvements on the Burleigh road as far as the 43rd mile. There will then remain about thirteen miles of unfinished line to reach the Peterson road.

THE BOBCAYGEON ROAD.

LOCATION.—*From the Village of Bobcaygeon, northward, between Harvey, Verulam, Somerville, Galway, Lutterworth, Snowdon, Minlen, Anson, Hindon, Stanhope, McLean and Ridout.*

This road is formed as far as the Muskoka river, in the township of Franklin. There have been various complaints from settlers, and others, of the bad and almost impassable condition of it. * * * * *

The Bobcaygeon has cost already, according to the superintendent's report of last year, upon that section lying between Bobcaygeon village and the Peterson road, upwards of \$732 per mile. * * * * *

THE CAMERON ROAD.

LOCATION.—*From Balsam River near its outlet northward through the narrow lots*

fronting on the Balsam Lake and Gulf River—crossing the Gulf River at Coboconk—then northward through the Township of Laxton.

* * * * *

As the "Monck road" will probably pass within four miles of the present northern terminus of this road, I think it very desirable that the latter should be extended so as to form a junction therewith—and I would suggest that a sufficient appropriation be made for that purpose.

* * * * *

THE VICTORIA ROAD.

LOCATION.—*From Lot 20 in Eldon, between Eldon, Fenelon, Bexley, Carden, Laxton, Dalton and Digby—thence across Longford and Oakley, intersecting the Peterson road near the bridge over the Black River.*

An appropriation of \$4,500 was made to complete this road through Longford to its present terminus, by Order in Council of the 24th of October, 1862. * * *

The contract was taken by Joseph Fee and Wm. J. Lindsay, in May, 1863, for \$2,526.27, and reported by the superintendent in October last, as nearly completed. There will hence remain, of the appropriation made for this road, \$1,973.73, to be applied to other improvements.

It has been suggested with reference to this road that all the crossways on it should be covered with earth as far as the Peterson road—that is, in fact, the whole length of the same; probable cost—\$2,000.

THE MUSKOKA ROAD.

LOCATION.—*From the foot of Lake Couchiching northward through Morrison, Muskoka, Draper, Macaulay and Stephenson.*

This road is completed to the vicinity of Fairy and Vernon lakes, and passes through, much good and fast improving country; indeed the land all the way from the Falls (24 miles beyond which the road is made) is of the best quality to be found in this latitude. At about the ninth mile the Parry Sound road line branches off from this road in a north-westerly direction, passing between Skeleton and Rosseau lakes, and leading to a large section of tolerably good land for settlement in that direction. Hence it will be seen that the Muskoka road is, for 30 miles of its length, the highway, not only to the section of country for the opening up of which it was directly undertaken, but also to that lying to the north-west, which is subsequently to be reached by the Parry Sound road, which branches off from it at the above cited distance. At a distance of about twelve miles on this road, it approaches within 40 chains of a bay of Muskoka lake, whence in the summer season, convenient access by boating can be had to the country lying to the westward of Lake Joseph, and also (though by a somewhat circuitous route) to the south and north falls of the Muskoka river.

The great public utility of this road, and its special claim to support in the interest of general settlement, induces me to recommend heartily a small grant to improve it, as far as the town plot, laid out at and north of the South Falls.

There are here about twenty miles of road which a judicious expenditure of the above amount would render very passable.

* * * * *

THE PARRY SOUND ROAD.

LOCATION.—*Begins at about the ninth mile north of the Great Fall, on the Muskoka road, following northward the western boundary of Stephenson for about three miles, then runs in a north-westerly direction to Gibson's mills at Parry's Sound.*

The last road I have to mention is the "Parry Sound." The contract for the formation of twenty miles of this road was formally accepted in April last. No work had been done upon it, however, up to the date of my visit to that vicinity in October last. The contractor informed me then that he had just received directions from the superintendent to proceed actively with the work. * * *

Of course the only part of the work that can be accomplished this winter will be the chopping of the track to the proper width, preparatory to clearing and grading the same in

the spring. These twenty miles have been let, according to Mr. Gibson's report, for the gross sum of \$3,665.56, an average of about \$184 per mile. There will remain, after these twenty miles are completed, to reach the Parry Sound road terminus, about 32½ miles. This latter distance, at the rate that the first twenty miles were contracted for, would cost \$4,224, and the total amount required for the 43½ miles of the Parry Sound road would be \$7,888, leaving a balance of the appropriation made for the construction of this road, by Order in Council of the 24th October, 1862, of \$2,112.

It would thus appear that no further appropriation will be necessary the ensuing season for this road, as it is not at all probable that more than 43½ miles of any one road will be made in a single year.

I have the honor to be, sir,

Your obedient servant,

(Signed,) JAMES W. BRIDGLAND.

Col. Roads Branch, Feb. 9th, 1864.

APPENDIX No. 38.

ANNUAL REPORT OF THE SUPERINTENDENT OF FISHERIES FOR UPPER CANADA,
FOR THE YEAR 1863.

To the Hon. Wm. McDougall,

Commissioner of Crown Lands, &c.

SIR,—I have the honor to submit my annual report for the year 1863.

The total number of season-licenses issued throughout the year amounted to 32, at gross rental of.....	\$478 00
Of this amount.....	331 00
<hr/>	
have been paid—leaving a balance due of.....	\$147 00
<hr/>	
The amount still outstanding on the three years' lease (which expired on the 31st January, 1862), is.....	\$5,632 36
Amount due on season-licenses for 1862.....	148 00
Do do do 1863.....	147 00

Making a total sum of..... \$5,921 36

which is due on the leases and licenses thus far issued.

In 1862, the number of season-licenses issued was 60; thus showing a falling off, during 1863, of nearly one-half the number of lessees, and a consequent growing spirit of defiance to the Fisheries Act, and the regulations made thereunder. I need not refer here to the circumstances which have brought about such a state of feeling among the fishermen, as these were very fully explained in my report for 1862. It may, however, safely be predicted that the system of season-licenses will not work in a satisfactory manner, either in the interests of the revenue or the protection of the fisheries, until the Fisheries Act is amended by the legislature.

Without making special reference to all the difficulties I have met with in my endeavors to induce the fishermen to take season-licenses, I beg to state that nothing has had a greater tendency to defeat my efforts than the knowledge or the belief that the law is powerless to compel payment of rent for fishing in front of private property, and that this belief has been greatly strengthened on account of the circumstance that no legal steps have been taken to recover the large balance still due the department, on account of the three years' leases. If the right of ownership to the channel bank, claimed by the landed proprietors on the Detroit river, is not determined in a satisfactory manner, and the extent of the authority exercised by the Government over the fisheries in that river is not more explicitly established than at present, it will be impossible to induce any of the parties fishing therein to take out a license, because they believe that their own title deeds have already conferred the privilege upon them.

The great increase of gill-net fishing in the inland waters of the Bay of Quinté, Wellington Beach, and the Consecon, has become a matter of loud complaint by those

who use the seine-nets in those waters. These parties demand the prohibition of gill-net fishing altogether; on which condition they profess to be willing to come under the operation of the law and take leases or licenses at a reasonable rental. It will thus be seen that the control at first secured over the fishermen is steadily declining, and nothing but a more efficient legal enactment will restore the waning authority.

It will be seen by the accompanying statement of moneys received, that no part of the arrears due on the three years' licenses—a statement of which accompanied my last annual report—has yet been paid; neither have I been able to collect any part of the money due on the season licenses issued in 1862. The fishermen in arrears in the Bay of Quinté region promise, however, that they will pay all arrears cheerfully, provided only the gill-net fishing were prohibited.

The past year has, I regret to say, been very unsuccessful in point of revenue; yet it should not be forgotten that the improved mode of fishing, introduced through the operation of the law, is every year tending to increase the value of the fisheries, and has so far prepared the way for the framing of such measures as would tend to their still greater improvement, and even, I believe, to the creating of a source of revenue.

Having commented so fully on the condition of the Upper Canada fisheries in my last report, and explained, in so far as my experience has enabled me to judge, the amendments which are required to improve the Fisheries Act in the several letters which accompanied it; I do not deem it necessary to make any further remarks thereon, as the experience of the past year has only confirmed my opinion in the judiciousness of the various suggestions which I there took the liberty of making.

All of which is respectfully submitted.

I have the honor to be, sir,

Your obedient servant,

JNO. McCUAIG,

Superintendent of Fisheries for Upper Canada.

APPENDIX No. 39.

ABRIDGED REPORT OF THE SUPERINTENDENT OF FISHERIES FOR LOWER CANADA, 1863.

The Hon. Commissioner of Crown Lands,
Crown Lands Office.

SIR,—I would now submit to you a statement of the duty that I have been engaged in, in that locality within which I have been permitted to act.

Having been informed that the fishway had been carried away from the mill dam at the River St. Charles, I visited that locality and found that it was so. I notified the owner that it must be constructed without delay. On the following week the instructions I had given were complied with, and the fishway has been in good working order to the end of the season.

The men being engaged in the repair of the dam and the dahl, I advised them to construct a gate, so that the whole of the water should flow over the dam when the mill was not in operation, which they promised to do. There are many things that operate against the River St. Charles; the aqueduct, the shipbuilding operations, and the constant seining at the mouth of the river render it almost valueless as a salmon river. I do not know that any salmon have been taken there this season.

July 9.—Proceeded to River Ouelle with the intention of removing the fishery in occupation by Mr. Casgrain, who had refused to take a license, claiming the "droit de pêche" (as seignior); called on Mr. Casgrain, to whom I had previously written, he said he could do nothing, as, since the death of his father, the affairs of the Seigniorie were in the hands of his brother, the Rev. A. Casgrain. I told him that it was with deep reluctance, but that I should be compelled to cause the net to be removed. After consultation with the agent and notary (Mr. Martin), Mr. Casgrain consented to take a license, as he was the person actually in possession of the fishery. The following day I examined the fishway that was being constructed on the mill dam belonging to Mr. King, on the River Ouelle; they had taken much care in the construction, but it was built of deals, and the cross pieces will, I am sure, not be able to resist the spring freshets. Mr. King stated it was his intention to construct a fishway of square timber.

I pointed out some defects, which were promised to be remedied. I afterwards visited Mr. Letellier, and went with him to his mill dam; no alteration had been made in it, though a few hours' work would make it very effective. When there is plenty of water running over the dam the fish are able to get over, but in the summer the river is generally low, with scarce sufficient water to work the different mills, and as a consequence little water flows over the dams, and the salmon congregating, undue risk is run of their being swept off by poachers. On neither Mr. Letellier's mill dam nor on Mr. Casgrain's was there any water flowing over, and the river was exceedingly low. There were considerable quantities of salmon fry in the river, and many salmon under Letellier's mill dam.

Drove to Kamouraska river, in the rear of River Ouelle, about seven miles distant; not having a canoe I could not examine much of it, but was informed there was a succession of high falls; the portion I examined was sluggish and swampy.

The next day I pointed out to Mr. Martin, the agent of Mr. Casgrain, the place it would be advisable to construct a fishway. The difficulty on this river arises from the fact that when the water is high the fish can get above the mill dams belonging to Mr. Letellier and Mr. Casgrain, and they think it is unnecessary to construct a fishway, while acknowledging their liability to do so. I have myself seen the salmon fry swarming above each mill dam.

At Mr. King's dam I caused the full power of water to be thrown on the fishway, and pointed out the improvements necessary to its effectual working, and the men were immediately set to remedy the defects. Mr. King has a sincere desire to aid and facilitate in carrying out the instructions that I gave, and to do all that he can to construct an efficient salmon pass over the mill dam, which is the highest in the river. Drove to the railway station and thence to Quebec.

July 12-14.—Visited the mill dam at Lorette, and the Chaudière and Etchemin.

July 17.—Left Quebec to visit the various mill dams on the Chateauguay river; at Chateauguay there are two belonging to the Grey Nuns; at St. Martin, one belonging to Mr. DeGuay; at Howick, one belonging to the late Hon. E. Ellice; at Durham, one belonging to the same owner; at the portage above Durham there is one dam belonging to one James Goundry; at Huntingdon, one dam held jointly by Mr. Henderson and George Lighthall. On the Trout river, a branch of the Chateauguay, there is a mill dam belonging to Mr. Henderson; and, within an acre of the boundary line, there is a very extensive dam belonging to a Mr. Webster. Having visited these, and given the necessary instructions for the construction of the fishways, I crossed the country through Atheling, and again cut the Chateauguay; drove to the highest mill within Canadian boundary (Johnston's), and thence proceeded downward; examined a mill dam belonging to Thos. Birch; proceeded to Huntingdon, and from thence to the River St. Louis, an inconsiderable stream, on the dam of which there is no necessity for a fishway.

Called at the office of the seignior, and there, as well as at the different mill dam proprietors, gave the necessary instructions for the construction of the fishways in accordance with the law. Salmon formerly frequented the Chateauguay and all its branches. The Grey Nuns informed me that, some years since, they had been engaged in a law suit, being charged by the residents with destroying the river, by building the mill dams, and thus preventing the salmon from ascending the river; they proved, however, that the fish did ascend, having sent their men who captured salmon far above where the mill dam had been built. At Huntingdon I also was informed that salmon were at one time very abundant.

Proceeded to Montreal, and from thence by steamer to Quebec, where I arrived on the 24th; a more extended report of my examination of this extensive district I have already submitted to you.

By your letter of the 20th July, my attention was directed to the sale of small sized grise in the public markets; and on my return from Beauharnois, I proceeded to examine the different fisheries on the south shore. Will the Commissioner please cause the statement I submitted to him, in relation thereto, to be appended to this report?

Having heard that illegal fishing was taking place at "Brompton Falls," I proceeded thither, and found two persons fishing at the mill dam; the one had in his possession a spear, and the other a landing net, commonly called a "dip net;" after waiting and observing them for an hour or two, the only fish that I saw taken was a sucker, with the dip net. I examined the fishways and found one to be very effective, the other not so; went

to the office at the mill, and told the clerk I was sorry to find that the men employed at the mill should be engaged in fishing, as Mr. Clarke, senior, informed me that he would forbid it; that though different sorts of fish were doubtlessly killed, yet public rumor said that a great many salmon had been taken at the mill dam, both by net and by spear. Mr. Fraser told me he could not, from personal observation, say that salmon had been taken, though he believed many had been caught—that pike, pickerel, sturgeon, carp, and whitefish were taken at times in great quantities, and that he had heard the mill people say that they had seen a good many salmon go over the fishway.

The next day I examined the fishways with Mr. Clarke, jun. At one fishway the salmon can ascend easily; at the other the fish could not get over. While we were standing near, consulting the best method to facilitate the passage of the fish, we saw a salmon make many vain attempts to overcome the difficulty. A few blasts in the rock would soon give a clear passage, without injury to the mill dam, and at the same time it would destroy the scooping ground. From reports I received, it is evident that large quantities of salmon have gone up the river this season.

Went to the office, and found Peter Pourrier, a kind of half-breed, who was fishing the day before. He said he had fished there for years, and killed all sorts of fish, but that he had killed no salmon since the 1st August. I told him it was unlawful to kill salmon near any salmon pass, at any time, or by any means; that he ought to have known it was illegal, but that as he had come voluntarily and admitted that he had killed salmon, I would take the case into consideration, but could not say he would not be punished. Drove to Sherbrooke, and thence by train to Quebec.

August 10th.—Waited on the Attorney General, by appointment, in relation to the proceedings to be taken to compel construction of a fishway on the mill dam at the River du Sud, at St. Thomas. The proprietor, Mr. Patton, having opposed vexatious proceedings to the course that had been adopted, called at Mr. Price's office, relative to the ownership of the mill dam at St. Thomas. Subsequently, in a conversation with Wm. Price, Esq., he stated that in the construction of the mill dam the work was jointly performed at the instance of the late Wm. Patton, Esq., and himself, and that he has no recollection of any written agreement between himself and that gentleman relative to the mill dam. The records relating to that establishment were carefully looked over, but nothing satisfactory found.

August 12th.—Mr. Boswell laid information against Elie Dubuc, of Jacques Cartier, for having unlawfully killed salmon on that river. I caused the necessary proceedings to be instituted, and, on evidence, the offender was convicted of a breach of the "Fishery Act." A notice of "certiorari" was served by the defendant's counsel, but not obtained, and, on a warrant being issued (the defendant making default), he was found to have left his domicile, and has since evaded justice.

August 18th.—Proceeded to St. Thomas, and caused the mill dam to be measured off by Mr. Fournier, Provincial Land Surveyor; measured and marked off the place best adapted for the construction of the fishway, and, on my return to Quebec, caused the necessary notices to be served on the proprietors and lessees.

Made an examination of the River St. Charles from the aqueduct to the lake; found no obstructions in the river. I cannot understand how these waters can be so denuded of fish. The Hon. L. Panet (who kindly lent me his boat) stated that formerly the lake and river abounded with fish. The evil must arise from the destruction of the fish upon their spawning beds, which should in all places be carefully guarded.

Sept. 7th.—Proceeded to Batiscan, and thence to the River St. Ann (en haut); drove to St. Casimir, and examined the mill dam belonging to Mr. Methot. This river is of considerable breadth, and on the east side there is a "chute" or timber slide—the few salmon that frequent this fine river appear to take the opposite side or channel, as I was informed that several were taken under the mill wheel. Salmon have been more numerous this season than for a long time past in the St. Ann's, and many, I heard, had been speared under the dam.

Called on the curé at St. Casimir, and begged his co-operation in inducing an observance of the Fishery Act. I explained to him the nature of the law, and the great injury the community in general suffered from the illegal acts of a few poachers, in spearing the fish on their spawning beds, and that by forbearance the whole river would in a short time

become well stocked with salmon. The curé was very kind, thanked me for the information I had given him, and said he would publicly notify his people on the following Sunday after service, and that he would be happy to do all in his power to aid in carrying out so valuable a law. Continued my course up the river, and examined the mill dam on the Black river (a tributary of the St. Ann), gave the necessary instructions and pointed out the place where the fishway should be built; showed the foreman and owner the plan of construction. Salmon used to frequent this river in good numbers, which is well adapted for spawning; the falls of St. Ann prevent the salmon from proceeding higher; though there is abundance of good spawning ground. Returned to St. Ann's, called on Mr. Methot, pointed out to him the requirements of the law; showed him the plan of the fishway, gave him the official notice, and requested him to see that the necessary work was constructed as soon as possible, showing him the time of limitation. Mr. Methot evidently did not feel satisfied to comply with the instruction, and conceived that the chute would have been sufficient for the purpose, as the salmon were thought to go up it, inasmuch as they had been seen above the dam, and, indeed, had been captured under the falls.

The St. Ann is a most excellent salmon river, admirably adapted in all respects to their habits, swift running, with rapid and deep pools, rocky bottom, with sand and gravel; it only requires a little protection to make it a valuable salmon river. I would like to see it in the hands of some person who would carefully preserve and guard it for two or three years; it would then have become well stocked with salmon, and thus the lessee and the public would be mutually benefited. Proceeded to Batiscan, and thence to Quebec.

Sept. 21st.—Submitted to the Commissioner a communication in relation to the Lake Magog fisheries, and stated that I had every reason to believe that serious depredations would take place on these waters, and that it would be absolutely necessary that proper steps, which I intimated, should be taken to prevent wanton destruction; verbally I had also clearly explained what had previously taken place; what I felt assured would again take place, and the necessary means of prevention. To that letter I was surprised to be requested to state, of what nature were the depredations that I apprehended; though from record, and much verbal communication it was known that the abuse consisted of the wanton and destructive spearing of the large lake trout on their spawning beds, and which had caused much perplexity the preceding year. I replied to that letter immediately, stating the evils I apprehended. About a month had elapsed when I received a letter from G. R. Robertson, Esq., of Sherbrooke, informing me that he was assured by several parties that the inhabitants near Magog were continuing to destroy the fish at the lake. This letter I submitted to the Commissioner, and though I did not doubt but that the statements were correct, to be doubly sure I wrote to John Wright, Esq., a resident on the border of the lake, stating the purport of Mr. Robertson's letter, and asking if it could be verified. In answer I was informed that great depredations were taking place, that spearing was almost a nightly occurrence, and that large quantities of trout had been killed.

Again, my attention was directed through the press (by the Secretary of the Fish and Game Protection Society) to the spearing of salmon on the St. Francis; I called on that gentleman, and received from him the fullest information in relation to one of the parties who was an aggressor.

The Collectors of Customs, have, in accordance with the law, transmitted to me their annual returns of vessels licensed by them under the provisions of the Bounty clauses of the Fishery Act. The following are abstracts from the returns. Total number of vessels 55.

Bounty claims, Port of Amherst.....	\$3,076 00
“ “ Quebec.....	3,537 00
“ “ Gaspé.....	2,277 50

Total..... \$8,890 50

The returns shew that the whale fishermen have been very unsuccessful, which is much to be regretted, as it is an arduous, expensive and hazardous enterprise.

I have the honor to be, sir,

Your obedient servant,

RICHARD NETTLE,
Superintendent of Fisheries for L.C.

APPENDIX No. 40.

ANNUAL REPORT OF PIERRE FORTIN, ESQ.,

Commanding the expedition for the protection of the Fisheries in the Gulf of St. Lawrence during the season of 1863.

To the Honorable

Wm. McDougall, Commissioner of Crown Lands.

SIR,—For the information of His Excellency the Governor General in Council, I have the honor to submit the following report of my mission to the Gulf of St. Lawrence, for the protection of our maritime and fluvial fisheries, the maintaining of order and public peace in our seaports and at the fishing stations, and for the several other purposes enumerated in my report of last year.

The armed Government schooner *La Canadienne*, of 230 tons, carpenter's measure, and 109 tons, new measure, cast ashore during the night of the 24th November, 1861, during a snow storm, a little above Little Trinity River, had been raised from her dangerous position, floated and towed to Quebec, during the month of August, last year. By order of the Commissioner of Public Works, she was examined by competent workmen, and found to be susceptible of repair, and again rendered fit to be employed in the service of protecting the fisheries.

The repairs made according to instructions from the Board of Works, by Government carpenters, under the inspection of Mr. Buteau, began in the spring of this year, but could only be completed by the 25th of May, at which date the *Canadienne* was ready for sea.

Unfortunately, this was three weeks too late, and I must not lose the opportunity of expressing a hope, as I have already done several times, that next year, the schooner performing the service in the gulf may be ready to start at the opening of the navigation; that is to say, during the last week of April, or by the beginning of May, at the latest. It is almost needless to repeat that the greatest number of fishermen and foreign sailors are engaged in the herring fishery, at Magdalen Islands, during the month of May, and, consequently, it is during this period that the greatest need of the protection of the schooner is felt.

On the 27th May, at three in the afternoon, everything being ready, we left Quebec with a favorable westerly wind, expecting to make a short trip down the river; but after a few leagues the wind shifted to the east, and blew from thence till the 30th, when we anchored off Rimouski harbour.

I went ashore to distribute the salmon fishery licenses of that place, and engaged, for the Department of Public Works, workmen whom I had to bring to Seven Islands to repair the house and office of Mr. Smith, Collector of Customs at that port. I had on board the schooner the necessary materials for these repairs, such as bricks, lime, boards, planks, shingles, hardware, &c., thereby causing a great economy to the Board of Public Works; the transport of these articles from Quebec to Seven Islands being done without any cost to the province.

The east wind continuing on the 1st, and till the night of the 2nd of June, we were obliged to remain at anchor above Barnabé Island. At last we started with a light breeze from the south west, and next morning, on the 3rd, we dropped anchor at Godbout river, where nobody had yet arrived for salmon fishing. On the same day I visited Point des Monts, Trinity and Caribou Islets Point. In this last named place, I had to try two parties accused of having stolen shipwrecked goods; the proof being conclusive, they were fined, and at once paid up. I delivered salmon fishery licenses at these places.

On the 4th, I touched at Pentecost River, where I issued one salmon fishing license; and at the establishments of Ragged Islands, where cod fishing had not yet begun. In the afternoon we anchored at Seven Islands. Mr. Smith, whom I had brought from Quebec, with his family, landed there; and all hands were at once employed unloading the effects intended for this port, which work we were engaged at during the whole of the 5th.

On the 6th, notwithstanding contrary winds and strong currents from the east, we arrived at Moisie river. I visited the fishing posts, and gave licenses for the bank salmon fisheries. Salmon fishing had begun in the river on the 24th of May, but only a small number of fish had been taken. The first shoals of caplin had been seen only on the eve

of our arrival; and before we left for Gaspé, which we did in the evening, schooners had come in with four drafts of codfish. There was a greater number of fishermen engaged in cod fishing at Moisie than in previous years; and if success attends their exertions, and remunerates them as they deserve for their hard and dangerous labors, this place will supply a considerable quantity of dry codfish for foreign export.

On the morning of the 8th we were off Magdalen river, with contrary winds; and on the 9th, at four in the afternoon, we arrived at Gaspé Basin. I immediately began granting salmon fishery licenses for the rivers York, Dartmouth, St. John, Peninsula and Sandy Beach, and, with the help of Mr. Thomas Boyle, fishery overseer for this section, I was enabled to finish by next morning. Many vessels from Europe were in Gaspé Basin, with cargoes of salt, merchandize and fishing implements. There was the usual number of these vessels fitted out for cod-fishing, and those for the north shore had perhaps slightly increased.

On the 10th at A. M., we set sail, but the breeze being too slight to enable us to leave the Basin, we started only at 2.45 P. M.

In the afternoon of the 11th we anchored at Percé. Four Canadian fishing schooners were anchored at this place, and the steamer *Lady Head* also called there on the same day on her way from Pictou to Quebec.

Caplin had made its appearance on the shores of Gaspé and neighborhood at the ordinary time, that is to say, at the beginning of June, and had not been very numerous. Codfish, without being scarce, was not so abundant as is usual at this period; but notwithstanding that, a good many schooners had been successful in their fishing, and some of them had already caught 100 draft of codfish each. This was a very encouraging beginning, and, in the event of codfish not failing on the banks, the fishermen should certainly expect to catch 300 drafts during the season; which quantity being dried, and having added to it the cod liver oil, would represent a sum of \$1,000. The number of fishing boats of Percé and Bonaventure Island was more numerous than in the previous years.

On the 12th, at 0.15 A. M., we set sail for Magdalen Islands, with a light breeze from the north east, and at 4 P. M., on the same day, dropped anchor in Amherst Island Harbor, (Magdalen Islands). I visited the codfishing stations of this Island named the Basin, Cape Moule and House Harbor; and learnt that cod fishing had begun in these places under the most auspicious circumstances. Fish as well as bait were abundant; the only want felt being fine weather to allow the men to spread their fish whilst on the banks.

At Deadman Island, four schooners, which had arrived on the 4th of June, had already caught in a single week 100 quintals of codfish. Schooners fishing on the banks in the offing were in proportion equally successful.

On the morning of the 13th we anchored in Pleasant Bay. I landed at Amherst Harbor, met the Collector of Customs and the principal inhabitants of the place, and learnt that all the fishing was successful. Herring had been seen as abundant as usual in Pleasant Bay; but on account of the low price (caused by the American war closing the Southern markets), which barely repaid the cost of barrelling, there had been caught only 25,000 barrels, against 60 to 70,000 barrels caught in previous years.

Banks of floating ice, driven by north-west winds, and covered with young seals, had stopped near the north shores of Grindstone Island, and the neighbouring inhabitants hastened to profit of this splendid harvest which Providence gave them, and to reap as much as possible by it, in spite of the dangers attending this hunting—sometimes pursued to a distance of two leagues from the shore. If, whilst hundreds of people are engaged on the ice, the banks move away, driven by land winds, the seal-hunters have to be carried back in canoes; if not, those remaining on the ice are soon doomed to death from exposure and hunger, as the thing has occurred many times at Magdalen Islands to poor unfortunates who could not be got ashore, and disappeared for ever with the banks carrying them away. This year, cases of frozen feet had, it is to be regretted, occurred; one of which proved fatal. During the few days this hunt lasted, there had been collected about 2,500 young seals, of the value of one pound each.

Codfishing, begun earlier than usual, gave most satisfactory results; never before, indeed, had this fish been seen in greater abundance in Pleasant Bay and all along the shore than this year; numbers of boats were taking from 4 to 6 drafts a day.

Mackerel was seen in Pleasant Bay only during the night of our arrival, but in thick shoals, and numerous enough. The Magdalen Islands fishermen and schooners from Nova Scotia and the United States, made a good catch. The boats of one schooner brought back 100 barrels—the product of one single night's fishing. Unfortunately, this did not last long; mackerel having shown itself on our shores later than usual, did not make a long stay, and after having stopped a few weeks, disappeared and went to sea, but came back in great numbers again, as will hereafter appear in my report. It must also be remembered that the stormy weather prevailing during the few days that mackerel was seen at the Islands, prevented the fishermen from reaping all the advantages they might have expected from the setting of their nets on the shoals, during the time they entered Pleasant Bay.

I made a thorough inspection of the schooners in the harbour, of which the following is a list:—

SCHOONERS IN AMHERST HARBOUR ON THE 13th JUNE, 1863.

Name of Vessel.	Name of Captain.	Ton- nage.	No. of Men.	From what Port.	No. of Nets	Cargo.
Primrose	X. Guillemette...	61	5	Malbaic		Salt.
Independence	M. Keating.....	39	9	Guysborough..	50	70 brls. mackerel.
Investigator	Stephen White...	25	7	Halifax		Cod fishing.
Victoria	Wm. Leslie.....	32	5	"	45	45 brls. mackerel.
Linnet	Thos. Parker	36	4	"	48	30 " "
Levina Elizabeth...	Jos. Newcomb	23	6	"	50	40 " "
Clara	Richard Haws	30	4	"	33	10 " "
Mary Ann	Wm. Edmund	44	4	"	36	30 " "
Perseverance	G. Haws	18	4	"	34	40 " "
Triton	F. Cormier	30	8	Amherst		Cod fishing on north shore.
Cutter	Jean Vignault	28	4	"		
Good Intent	Jas. Carter	28	6	Gut of Canso..	60	30 brls. mackerel.
Fame	L. Nicholson	32	3	Halifax		Salt.
Nec plus ultra....	Peter Malcolm....	48	6	Gut of Canso..	32	20 brls. mackerel.
Bay	Wm. Emery	18	8	"	25	370 " herring and 50 " mackerel.
Marie Alva	Pierre Godier	37	4	Amherst		Cod fishing on north shore.
President	Aug. Martinet	36	4	"		" "
Bridget Ann	M. M. McKay....	38	5	Gut of Canso..	22	18 brls. mackerel and 200 " herring.
Alexis Painchaud..	S. Bernier	50	5	Amherst		New.
	Total	653	101		435	383 brls. mackerel. 570 " herring.

According to Mr. Cassidy, harbour master, all these schooners had observed the harbour regulations. As to the mackerel nets, it is true there were some in that part of the bay facing Amherst harbour, but I did not interfere with them as they were few in number and not obstructing the navigation, and as, in addition to my having arrived too late to place the buoys marking the limits where it is allowed to set nets and where it is not, the fishing season was nearly over; and to oblige the fishermen to take up their nets, as they were quite ready to do if I had ordered them, would have deprived them of the profits of the last two or three nights.

The Magdalen Island schooners engaged in seal hunting on the ice, during the months of March, April, and May (they were 24), had returned from their dangerous journey without any great success. They reported that, though there were many seals on the ice, the winds and currents had accumulated the floating masses and had prevented them from going into places where these amphibious animals were most numerous. This would explain the little success of most of them.

Here follows a list of all the schooners, and the number of seals taken by each:—

NAMES OF MAGDALEN ISLANDS' SCHOONERS WHICH WENT SEAL HUNTING LAST
SPRING. (1863.)

Name of Vessel.	Name of Captain.	Name of Owner.	Tonnage.	No. of Men.	No. of Seals caught.
Mary Lydia	G. Cormier	G. Cormier	48	10	45
Cutter	J. Vignault	D. Vignault	27	9	100
Flora	Louis Boudrault	Ls. Boudrault	34	10	50
Lucy	H. Renaud	H. Renaud	27	9	240
Sarah	H. Boudrault	H. Boudrault	23	9	140
Éméline	N. Arseneau	Bourque et Arseneau	27	10	640
Mary	F. Arseneau	A. Arseneau	34	10	150
Two Brothers	R. Delaney	J. Delaney	42	10	440
Greenock	F. Terrieau	F. Terrieau	39	10	40
Temperance	J. Terrieau	F. & B. Terrieau	36	10	440
Adelina	Z. Arseneau	F. Arseneau & D. Terrieau	40	10	56
Archangel	L. Jouphe	L. Jouphe	40	9	56
Flirt	J. Bourque	Wm. Johnson	46	10	40
Emma	D. Loiseau	Wm. Johnson	42	10	110
Annie	Wm. Terrieau	Wm. Terrieau	41	10	82
Jenny Lind	P. Turbie	P. Turbide	39	10	82
Union	N. Arseneau	N. Arseneau	59	10	82
Mary Ann	Abel Arseneau	Wm. Johnson	36	10	370
Zelie	Hyp. Richard	H. Richard	36	10	80
Dolphin	D. Richard	D. Richard	52	10	26
Onésime	M. Richard	M. Richard	42	10	111
Zelie	V. Cormier	V. Cormier	33	10	334
Espérance	D. Giasson	D. Giasson	51	10	195
Loup-Marin	A. Devaux	A. Devaux	37	9	50
Totals			931	235	3959

By comparing the number of seals killed this year with that of last, a decrease of 5,235 will be seen.

On the 15th June, I was engaged examining a charge of felony; the accused was admitted to bail, to appear at the next criminal court at Percé.

Having closed all the business requiring my presence at Magdalen Islands, I was ready to give orders to sail, but the wind, which was blowing from the south (and favorable for Paspébiac, where I intended to go), shifted at night to the north-west. I, nevertheless, took advantage of this prolongation of my stay to visit on the 16th of June, House Harbour, where I found but four or five schooners; the others having already left some weeks ago, to fish on the north shore. There was also a brigantine belonging to the firm of De Quetteville, of Blancs Sablons, which had come there to engage about one hundred fishermen to carry on cod fishing for this firm.

It will, perhaps, be interesting to parties inhabiting the interior of Canada, and who have no idea of the number of fish frequenting the Gulf shores, to learn the condition of these engagements. The fishermen are brought to the fishing station at the expense of the firm engaging them; they are furnished with a good fishing boat, thoroughly fitted, and are besides supplied with fresh bait, as long as it can be got and they require it, but on payment of a sum of \$6 to \$8; and per each hundred codfish delivered on the stage, they receive the sum of 5s. 6d.; one half in money, and the other half in goods and provisions. At these prices, and fish being abundant, fishermen earn \$5, \$10, \$15, and even \$20 a day; and, after an absence of from six to nine weeks, bring home from \$80 to \$120, and sometimes more. But they have to board themselves; and, if the fish is not abundant, their account of the provisions left to their families before their departure, their own board, the purchase of their lines, take up the greatest part of their earnings, and they very often return to Magdalen Islands with empty pockets. I believe that the experience of many years shows that it would be more advantageous for the codfishermen to fish on the shores of Magdalen Islands than on the north coast. They might not find as much fish, but they

might at least work upon their farms on days when bad weather would prevent them from going to sea.

On the 18th we returned to Amherst harbour, and picked up our anchor which we had lost on the previous day; our chain having broken during a storm of west wind.

At last in the afternoon, we started for Bay des Chaleurs. We anchored towards the evening at Entry Island, where I found everything in order, and during the night the north-west wind obliged us to take shelter under the lee of the land of the basin.

On the evening of the 19th a light breeze, east-north-east, sprung up, and we took advantage of it to set sail at 9.30 A.M. From that time we had at intervals favorable or head winds, and, on the 21st, at 5 o'clock in the afternoon we anchored in the Paspébiac harbour.

We found there 13 vessels; barks, brigs and schooners, all engaged in Canadian fisheries. The most favorable reports had been heard of the sale of our dried fish in the Brazilian markets during the last winter; and, amongst others, this spring, a vessel, the brig *Diana*, belonging to the firm of LeBoutillier Bros., had brought a cargo of 2,100 Portuguese cwts. [128lbs.] of dried cod-fish from Paspébiac to Rio Janerio, which realized the magnificent sum of £4,200 sterling. Truly from this amount must be deducted freight and insurance; but it left, nevertheless a splendid result. We found at the wharf of the firm of the Messrs. Robin a vessel, built at Paspébiac 45 years ago, which has been sailing ever since then without having any repairs to her bottom. This is a great proof of the fine quality of the ship building timber of Bay des Chaleurs, and of the solid work. This vessel, named *C. R. C.*, had had the knees of her bows and sides cut by ice, in the month of April last, on the banks of Newfoundland, where she was nearly wrecked, and another vessel sailing with her, the *Markwell*.

Cod fishing had begun at Paspébiac since about one month, with pretty satisfactory results. Caplin shoals had been seen in the bay since about a week. I was told that salmon fishing was most abundant in Port Daniel Bay.

At 4, P.M., on the 22nd, we left Paspébiac, and two hours afterwards anchored at Bonaventure. I delivered salmon fishing licenses, (now reduced to two,) for the river. Although caplin was scarce at Bonaventure, still cod fishing was not bad.

On the following day we left Bonaventure as soon as the wind permitted us to do so; that is to say at 3 in the afternoon, and we arrived at New Richmond at 10 P.M.

On the 24th of June I was engaged distributing salmon fishing licenses for Cascapectia, which I visited. At 2 P.M. started for Ristigouche river, and at 7 P.M., anchored at opposite the town of Dalhousie. During our journey we witnessed a spectacle seldom seen in the Bay of Chaleurs. We had seen numerous herds of white porpoises sporting in the waters of the bay, from Port Maria to Port Magnocha, and even the night before, we had found one dead and floating on the water off Bonaventure, which we towed to New Richmond. Several others had also been found dead in different parts of the bay. Seals have before many times visited the Bay of Chaleurs, but not since some twenty years; then, as in this year, it was remarked that a great number were dead. What is the reason of this sudden and quite unexpected visit of these enormous herds of cetaceous animals, of whom not a single one is seen in the Gulf? Do they come from the River St. Lawrence, in which they usually do not go lower down than the height of Métis? Probably, for they are met with neither on the coasts of Newfoundland, nor of those of Nova Scotia. Very likely the shoals of small fish of which they make their usual food, and which they follow continually, might have brought them thus far away from their ordinary place of resort. At any rate they are of great value; but unfortunately the only mode of killing them in the bay is with the gun, and every one knows the difficulty experienced of coming near enough to obtain the slightest hope of shooting them. It is even feared they may be injurious to the fisheries of this locality; and, it is asserted, that the seals seen in the Ristigouche, up to Pointe Lagarde, went there to follow salmon and trout. The experience of a few years more will show us if these suppositions are well founded or not.

At 2 P.M., we left to go up the river, and at 6 P.M., we anchored opposite the Indian Mission Church. On the following day I visited that part of the river between the place where we were anchored and the first islands, and found a great number of nets, all very long, and for the most belonging to fishermen, and set in New Brunswick waters, where, unfortunately I can exercise no jurisdiction. On our side there are only three salmon

nets, belonging to Mr. Robert Busted. The New Brunswick nets do not precisely bar the channel of the river, on account of the current being too strong for nets to be set there, but they obstruct it to a considerable extent, and too much so. It is to be hoped that the commission named by New Brunswick to regulate and protect the fisheries of the Restigouche river, will see the necessity of diminishing the numbers of nets which must now in this place, where the river is already narrowed by many islands greatly impede the ascent of salmon from the sea towards the upper part of the river, where they go to spawn. Indeed, a little above Mission Point, as far as the second island up the river,—that is to say, in a distance of about three miles, or a little more perhaps, there are 16 large nets, of which three are on the Canadian shore; evidently, it is a great deal too much in such a short space, and if this state of things is allowed to continue long, in spite of all our endeavors to protect salmon in the Metapedia river, and on our shores of the Restigouche, no good results will be attained; and this magnificent river, instead of having its fresh and clear waters abundantly stocked with a kind of salmon so noted for its size, will share the same fate as our central rivers of Canada, formerly so renowned, but where now so few salmon are seen.

I have made a plan of the Restigouche and of the lower part of the Bay des Chaleurs, upon which are indicated, as nearly as possible, all the fishing stations. By referring to it, it will be seen, that on the New Brunswick side from Black Point to the second island above Mission Point, there are 39 salmon nets, of which 22 are below Dalhousie, and consequently towards the sea, and the others in the river. On the Canadian side, there are only 10 in the river, and 12 in Carleton Bay, from Maria's Point to Point Magusha; and not a single net on the Canadian shores is set contrary to law. By referring to the map above mentioned, any one will perceive the injurious manner in which is conducted so precious a fishing, which ought to be preserved at any cost. I would also bring under the notice of the Government, and of the New Brunswick authorities, the illegal destruction of salmon in the Restigouche and its tributaries, a great deal below high-water mark, and entirely in contravention to the laws, either by setting nets during the night in channels which are easily barred, or by using spears or other implements to catch salmon. The protection of the salmon fisheries in this river requires a great many more officers than there are now on the New Brunswick side; and it is to be hoped that the local authorities, to regulate and protect the fluvial fisheries, will not fail to fulfil what I consider their positive duty; that is to appoint competent and active officers to see that the law is everywhere observed, where it is now violated with impunity.

From information received in the Restigouche, the beginning of salmon fishing would induce the expectation of good results, especially on the New Brunswick side, although it was observed that the fish was late to leave the sea.

On the 26th, at 9.15 A.M., the schooner left Mission Point, and after visiting Cross Point, Dalhousie and Magusha, we anchored at Carleton on the morning of the next day.

I was soon met by Mr. Cook, Fishery Overseer at this place. He reported the herring fishery as successful on the coast of Maria, whilst at Carleton it had produced but ordinary results. Besides, the fishermen did not fish much for herring, on account of the low price realized, barely giving any profit to put into barrel for export.

After delivering fishery licenses at Carleton, I gave the order to start at 2 P.M., and on the 28th, at eleven in the morning, we were at Paspebiac. There were two new arrivals in this port since our last visit. Everything was quiet. We were detained there till the afternoon of the 30th, on account of repairs to our foresail, which were being made ashore at Messrs. Roblin & Co.'s sail loft. We started for Port Daniel, but on account of the calm weather and east wind, could not reach this place before the next day at 9.45 A.M. Two schooners engaged in the fish trade were anchored in the harbour.

According to the information received from Mr. Phelan, the fishery overseer at Port Daniel, up to this time salmon fishing had given excellent results, and had indicated a catch double that of previous years. There had been no contravention to the Fisheries Act in his division.

On the shores of Port Daniel and neighboring coasts, cod fishing was successful enough, but bait was beginning to get scarce. Fishermen had also remarked a great quantity of cod-fish on the renowned bank of Micou.

In the evening we left for Little Pabos, where we anchored at daylight next morning.

The fishery overseer being absent, his brother, Mr. Thomas Remon, undertook to deliver to the fishermen whom I could not see, the salmon fishery licenses of this division. Reports on the cod fishery of this place were favorable.

We left at 10 A.M., and in the evening we were at Percé. There were six schooners in the harbour. I made my usual visit to the fishing establishments, and found every thing in order.

On the 3rd of July, left Percé, at 4 A.M., and at 11 A.M., anchored in Gaspé basin, where I took on board the anchor and chain which Messrs. Babineau & Gaudry had sent to replace the one we had lost at Point de Monts. Since our last visit to Gaspé Basin, the whale boats had gone to sea; the other fishing vessels had left for the north shore, and the harbour was nearly empty. Salmon fishing in the neighboring rivers was good, and superior to that of 1862.

On the 4th of July left at 4 A.M., and with contrary wind touched at Grand Griève at 1 P.M. I there saw the principal proprietors and heads of the fishing establishments. They had nothing to complain of. Cod fishing in the bay was good, but quite the contrary at Cape de Rosiers, Griffon's Cove, and Fox river, where cod, and especially bait were failing.

At 2 P.M., we left for Point St. Peter, where we anchored at 6 P.M. At this place I visited the fishing establishments of Messrs. Collas, Fauvel and McBeth, and found a greater number of schooners than last year. Cod fishing had been successful since the spring, but bait was beginning to be scarce since a few days, and consequently our fishermen could not continue their labors with as much chance of success as before; cod fishing being successful only when there is plenty of fresh bait to put on the hooks attached to the lines.

It is known that the bait first used in the spring on the shores of Gaspé, is the herring, and then caplin. But this last fish was scarce this year on the coast.

At 10 P.M., we left Point St. Peter for Anticosti, and in the afternoon of the next day we anchored at South-West point. After having delivered without delay salmon fishing licenses to Mr. Corbett, for the rivers leased by him on Anticosti Island, we left at 5 P.M. for Jupiter river, where we arrived at 7.15 P.M. I immediately lauded and found that the nets of a station were set contrary to the Fisheries Act. On the next day I condemned the violator of the law to a fine and confiscated his nets. Fishing was excellent in the river.

At 8 A.M., having returned on board, we started. It was blowing only a light breeze but a heavy outside sea tried our masts very much. Towards the evening the east wind having set in, we were enabled to steer towards the north shore. At 10 A.M. we passed the lighthouse off the west point of the Island of Anticosti, and on the next day, a little after two o'clock in the afternoon we were at St. John's river.

I found Mr. Joseph Beaulieu at his post. Two complaints were laid before me for desertion of service; the accused were summoned, and on proof, condemned to pay a fine, which both did at once. On the bank of the River St. John we found four schooners engaged in the cod fishery, which had not been good up to that time. As to salmon fishing, without having been positively bad, it did not seem to have been as good as last year. There were in the river two schooners from Canada, and two cutters from Dalhousie, engaged in the cod fishery.

At 1 P.M., having concluded all the business requiring my presence at St. John, we set sail, but the calm weather soon obliged us to re-anchor nearly at the same place we had left; and it was only on the next day that we were enabled to reach Long Point. I visited the establishments, and found everything in order. Unfortunately, fishing, which had just begun, did not promise well; cod-fish was very scarce, and it was necessary to go far to catch it; bait was abundant.

At night we anchored in Mingan harbour. I delivered to Mr. McWatt, the Hudson's Bay Company's agent at this port, licenses for the greatest part and the best of the salmon fishing stations of the seigniorship of Mingan, under lease to the company. I myself licensed directly the smaller stations to those occupying them.

On the 10th, I visited Romaine river, and found all the salmon nets in order. Fishing was tolerably good.

Salmon abounded in Mingan river. Mr. Bruce, one of the lessees of the fly-fishing division of the river, laid a complaint against an Indian named Jean France, for having

set salmon nets in Mingan river. The Indian being absent, I consequently could do nothing for the time. The fishery overseer, Mr. Joseph Beaulieu, had come to arrange this affair which had occurred about a fortnight before my arrival.

Whilst at St. John's river, on the 7th July, the officers on board found that a large splinter had fallen on deck from the main-mast, under the cross-trees. The carpenter was immediately called to visit the masts, and he was soon convinced that the whole top of the main mast was dry-rotted. Suspecting something similar with reference to our mizzen mast, he was sent to examine it, and we were not mistaken; it was also affected by rot, but not so much as the main-mast. We were in a critical position; the masts were too bad for our full service; we were thus obliged to return to Quebec to get new masts to the schooner, for, on the shores of Gaspé, and even in the Bay of Chaleurs there was no timber of a sufficient size for our main mast. Still, I had not closed my first visit of our shores, and to go away without having done it, was to leave without organization and protection, important fisheries on an extent of coast of nearly 300 miles. I, therefore, consulted with my captain, and we decided to dismante our two top-masts, and to sail with great care; sheltering ourselves in harbours when bad weather threatened. By this way, we were enabled to proceed on our journey.

On the afternoon of the 12th of July we went to Esquimaux Point, and strengthened our main mast, so as to make it surer, and to prevent all danger of its falling upon our heads during a storm.

The village at Esquimaux Point, which was founded only five or six years ago, already possesses a population composed of seventy-five families, estimated at nearly six hundred souls, and has a church, presbytery, and resident priest; it is located on a fine sandy beach of over a mile in length.

Its population is entirely composed of fishermen, having thirteen schooners (the names of which will be found below, with also the quantity of fish taken by each), and they are engaged in cod and herring fisheries, and in seal hunting on the ice, during the spring.

LIST OF SCHOONERS AND NO. OF SEALS TAKEN BY THE INHABITANTS OF ESQUIMAUX POINT, IN 1863.

Name of Vessel.	Name of Captain.	Tonnage.	Number of men.	Number of Seals caught.
Eugénie.....	Amédée Vignault.....	51	11	150
Wide-Awake.....	Vital Vignault.....	42	10	150
Victoria.....	Gabriel Cormier.....	52	10	150
Victoria.....	Clément Turbide.....	40	11	90
Salmon Queen.....	J. Boudreault.....	18	9	40
Alphonstue.....	Prosper Cyr.....	23	10	360
Constantina.....	Julien Boudreau.....	54	10	150
Emelia.....	Xavier Cormier.....	47	11	150
Venelio.....	Placide Doyle.....	33	10	150
Indépendante.....	J. Cormier.....	70	12	49
Breeze.....	Sylvain Cyr.....	30	10	150
Ailsa.....	Frank Cumming.....	40	11	440
Lady.....	James Muldoon.....	30	10	40
	Totals.....	530	134	2060

This village has increased every year since its establishment, and its inhabitants have been enabled to earn large profits in the different kinds of fisheries pursued by them; some have even made little fortunes. Unfortunately, this era of prosperity has been checked this year, by the poor results of the spring seal hunting, and by the failure of cod fishing at the spots usually frequented by these fishermen,—that is to say, Natashquan, Kegashka, and other places more to the east, from whence the schooners brought back only about the fifth part of an ordinary catch. By comparing the list of schooners engaged this year in seal hunting with that of last year, it will be found that the product is about one-third less.

This poor success in such an important branch of industry must be attributed to the same causes which prevented the Magdalen Islands' schooners from succeeding in similar expeditions,—that is to say, rough weather, great colds, and the currents which heaped up the ice too much.

We left Esquimaux Point on the morning of the 16th; at night we were off Corneille river, but could not enter it on account of the rocks. I handed the fishing license of the river to a fisherman whom I met in his boat. We then continued on our route, and on the next day, after having called at Nabatippi river (where I found a schooner from Point Levi engaged in the cod fishing, which had been very good up to this time, compared to the neighboring places), I went to Agwanus river. I found all the nets in Nabitippi and Agwanus rivers set according to law. On the 18th I visited the cod fishing establishments at Natashquan, and was much disappointed at finding so small a quantity of fish on the flakes. There was not a single fishing schooner in the harbour, and I was informed that cod-fish was very scarce on the banks of Natashquan, and that hardly any fishing could be done on account of the scarcity of bait. A great number of schooners from Magdalen Islands, Nova Scotia and the United States had arrived in the spring, but had soon left for the Straits of Belle Isle, in quest of better luck. The fifty boats belonging to Mr. de La Parelle, and those of other smaller establishments, had not made more than half an ordinary catch; although the fishermen, especially those from Gaspé, had worked hard and perseveringly.

For a few days herring had been seen in the bay; and it was expected that by using this fish as bait, the fishing would improve. Quietness and order had not been disturbed at Natashquan. During the afternoon I went to the river. The lessee of the salmon fishery of this magnificent stream had closed his fishing a few days before, and had left for Gaspé. There was only one net in the river, and it was to be taken up shortly.

Quigley had not fished above high water mark, as reported. Having been told that the above-mentioned party had set a net at a distance of less than 200 yards from another, I enquired into the facts, but having no proof of his culpability, I acquitted him. I was informed that the lessee of the river had himself been guilty of this infringement of the law, and I intend to have him summoned before me as soon as occasion will permit.

Stanley and Quigley are reported to have taken about 290 barrels of salmon in Natashquan river. I was informed that the gentlemen fishing with the fly in the upper part of the river, at the first and second falls, had already found good sport, and had been amply repaid for all their trouble, and the expenses incurred to reach a place so distant from Quebec. At Natashquan, and in the neighborhood, there was no infringement of the law mentioned.

Towards the evening we left that place, and anchored opposite Kegashka river. I found the nets all set according to the regulations; unfortunately, the fishing was very poor. Salmon had appeared but very late in this pretty stream—the first fish was caught on the 12th of July, and just at the close of the fishing in Natashquan river. These facts are worthy of notice, since the distance between these two rivers is only 18 miles at their mouths, and only 11 miles at some distance inland. On the banks of Kegashka cod fishing had not been more successful than salmon fishing, and this, as at Natashquan, was attributed to the scarcity of bait. We found two schooners from Nova Scotia, and one belonging to fishermen of the locality, engaged cod fishing, but with poor success.

During the afternoon, an easterly wind, followed by fog, which lasted till the 23rd, compelled us to remain in the harbour. The wind having changed, we went to Washshecootai river, which I visited to the first rapids. Up to this time Mr. Blais had caught only eight barrels of salmon; the first fish being caught on the 30th of June, and the second only on the 18th of July. It will be seen that salmon was as late in this river as in the Kegashka, and scarce. This run of salmon, at such an advanced period of the season in the Washshecootai, and some other rivers of this part of the shore, is to be remarked, and must partly be attributed, I believe, to late springs, occasioned by the immense quantity of floating banks of ice in the Straits of Belle Isle, during the months of May and June, and even in the beginning of July, and partly to the great scarcity of small fish, such as caplin upon which salmon feed on the neighboring coasts of these rivers; so that salmon were obliged to look for their ordinary food far from the places where it is usually found and from the rivers they generally frequent. This is one of the principal

reasons why one river may yield very much one year and barely nothing the following one, when it is taken into consideration that the quantity of salmon contained in the waters of the sea and in the rivers of these places cannot vary very much from one year to another. Thus, when it is said that the fishing has been bad or good, in one or many rivers, this does not necessarily imply that, since the preceding year, when the fishing was good, salmon has decreased by any considerable quantity; but it must be rather understood that it is on account of the influence of the temperature of the water, the winds, the currents, the tides, which have been more or less favorable, and which are not the same every year, that salmon fishing may during one year produce much, and in the other little. But one thing must not be lost sight of, it is that with the restrictions such as are imposed on the salmon fisheries, the spawning fish must increase each year, and our shores and rivers must feed a greater number of them from year to year.

Mr. Blais, the lessee of Washshecootai river, remarked that the fish he had caught were smaller than those of previous years.

At 1 P.M. I returned on board, and we left for Treble Isle, where we anchored at 3 P.M. From thence I went to Olomanoshecboo, or Romaine river, and ascended, in spite of a strong wind, nearly up to the first falls. The nets had just been taken up; salmon fishing was over, and had yielded only ten barrels. On account of the high wind and the late hour I could not proceed to the residence of Mr. Mctivier, lessee of the stream. I experienced a good deal of trouble on returning on board, for we had to row against a strong wind and very heavy sea; and we left for Coacoachoo, where we anchored the next day at 10 A.M. I visited this curious river, altogether formed by a chain of lakes joined by pretty streams, and gave a license to Joseph Aubé; he had caught only one barrel and a half of salmon. I will remark here that, although there may be a great quantity of salmon in Coacoachoo river, on account of the strong currents felt as much above as below, and the great number of rocks in the bottom, it is difficult to catch salmon in it; for it is not easy to set nets advantageously, and Mr. Aubé can never fish the river in a remunerative way. It is true that formerly this river yielded as much as 30 barrels of salmon every year, but then brush nets were used, which barred the river from one shore to the other, and no fish could escape; but I have put a stop to this destructive mode of fishing long ago.

Coacoachoo river is besides celebrated for its fine and numerous trout, which, unfortunately, must destroy a great quantity of salmon spawn and fry, of which they are very fond; especially one kind which sometimes fights with the salmon for those delicate morsels, which the male fish are charged to protect.

On the 25th I visited a fishery occupied by Gilbert Jones, at Maniswashii, where he had taken 3½ barrels of salmon.

On the 26th and 27th the wind from the south, and a thick fog, prevented our departure. On the 28th—westerly wind and fine weather—we set sail at 7 A.M., and about 12 entered Wapitigon harbour. I spent the remainder of the day in visiting Etamamu river. The lessee, Mr. Blais, had taken but 12 barrels of salmon; the first fish was meshed only on the 15th July. Since a few days, salmon had been abundant in the river, and there had been taken as many as one hundred in one day; but as the time of the fishing was drawing to a close, it could not be expected that it would exceed 20 barrels, and this was very little for so fine a river as the Etamamu. But there is no doubt that when the nets are taken up, the fish continue to ascend the river for a few weeks more, and the results will be a more speedy re-stocking of this river, which, for one reason or another, that I cannot explain, as Mr. Blais does not use too many nets, does not yield much since a few years, and even seems to decrease. Perhaps the Indians, by spearing salmon in the interior, are the cause of this decrease.

Cod fishing had been very bad in the neighborhood of Wapitigon, and I saw no fishing schooners. We left this place on the morning of the 29th, and we arrived at Little Meccattina a little after noon.

Salmon fishing was of no importance this year, and cod fishing had entirely failed, especially on account of the scarcity of bait. Only a few seals had been caught last fall. We were detained at Meccattina during the whole afternoon by fog, and it was only on the next day, at 9 A.M., that we arrived at Whale's Head. The same remarks apply to this place as to Meccattina; indeed the salmon fishing yielded but 9½ barrels. Charles Bilo-deau had been more successful on the adjoining island, and had caught 10 barrels. The

cod fishing of this place was the worst ever seen by Mr. Michael Kenty—a 40 years' resident on the coast—and the following is the result of the fixed seal fishing of the previous fall:—Michael Kenty had caught 80, and Charles Bilodeau 130.

At 4 p.m. we started for Blancs Sablons with a fine south-west breeze, but the wind soon turned east, and we were obliged, on the evening of the next day, to enter Bonne Espérance harbour. Off this place we met with a herd of whales, composed of about twenty of these octaceous animals; and a whale boat under command of Capt. Suddard, was pursuing them. During the day the two boats of the schooner could not come near a single one, but we were since informed that they had been more successful towards the evening, and had succeeded in harpooning a middle-sized hunch-back whale. Captain Suddard had killed only 3 whales, which had furnished altogether but 1,140 gallons of oil, and the six other captains from Gaspé engaged in whale fishing, had not been much more successful than him. At latest dates, Capt. Stuart had 3,600 gals. of oil; Capt. Tripp, 2,400 gals.; and Capt. Baker, 2,100 gals. Capt. Davis had killed two whales, but it was not yet ascertained what quantity of oil they had furnished. The best time for fishing was over, and they did not expect to do much from that date to the end of the season, that is to say, about the beginning of September.

The fishing, to be productive, should have returned from 5,000 to 6,000 gals. of oil for each boat.

This failure of such an important branch of industry to the population of Gaspé is attributed in the first instance to the reduced number of whales, having frequented this year the shoals extending in the Straits of Belle Isle, from Grand Mecattina to St. John Islands, on the coast of Newfoundland. Our whalers seldom met more than 30 or 40 fish, and the greatest number of the whales which were killed were so lean that they did not furnish a large quantity of oil; which would lead us to believe that they did not find in the places visited by them during the season sufficient food, which consists, as every one knows, of prawns (crustacea of the family of salicoque) which are very abundant in our waters, either near the shores or in large shoals; and also of little fish. And one may imagine the enormous quantity of food required to satisfy their voracious appetite. We found but one schooner at Bonne Espérance, and not a single one in Salmon Bay; this showed at once that cod fishing had failed in these places.

Mr. Chevalier had taken 60 barrels of salmon in St. Paul's river. The first fish having been caught on the 6th of July, and the nets taken up on the 25th of the same month, the fishing had consequently lasted but 19 days. But the run of salmon must have been very great in the river, for Mr. Chevalier took 207 in a single day. These fish were of an ordinary size, but not as fat as usual. Salmon fishing along the shore had been more productive than that of last year, and had yielded 52 barrels in the neighborhood of Bonne Espérance and Salmon Bay. The same thing may be said of the places called Five Leagues and Middle Bay, where the catch had been about 22 barrels. Salmon had been observed in the sea up to a very advanced period of the season.

To return to cod fishing, I must say, with regret, that the schooners of the above named places had not taken an average of more than 30 quintals, which was insufficient to repay the cost of outfit and expenses of the crew.

On the 2nd of August, at 9 A.M., we left Bonne Espérance (a thick fog which set in during the night having prevented us from doing so sooner), and on account of calm weather during the afternoon, the schooner arrived very late in Bradore Bay. At 7 p.m. I embarked on board my canoe, and visited Anse des Dunes, where Mr. Labadie had taken this year only 15 seals in his sedentary fishery; he had been prevented by ice from setting nets early enough to take advantage of the run of seals at the opening of the season; besides having had them broken many times after they were set. The ice had never been known to remain so late near the shores in the Straits of Belle Isle, nor to occasion so much loss to our fishermen.

On the 3rd, accompanied by my clerk, Mr. Tétu, I visited the fishing vessels then in Bradore Bay, and to show what success they had had in cod fishing since the spring, I give below a list of all the schooners, the number of men of each, and the quantity of cod-fish taken at the time of my visit:—

NUMBER of Schooners engaged in Herring and Cod Fisheries, being in Bradore Bay on the 3rd August, 1863.

Name of Vessel.	Name of Captain.	Tonnage.	Number of Men.	Number of Barges	From what Port.	Number of Nets.	Number of Lines.	Cargo.		
								Quintals of Codfish.	Barrels of Herring.	
Village Belle	Wm. Young	70	8	3	St. Johns, Newfoundland	1		100		
Liberty	H. Pothier	47	11	3	Yarmouth, Nova Scotia	1		50		
Albert	A. O. Pothier	70	12	3	do do			350	50	
Prince	Pierre Pothier	70	13	4	do do	1		550	30	
President	Aug. Martinot	36	9	3	Magdalen Islands			300	8	
Marie Alva	Isidore Lacombe	35	11	3	do			150	30	
John	Jchu Ozong	36	5	3	St. George's Bay			40	120	
Two Brothers	J. Delaney	42	11	3	Magdalen Islands			300	20	
Greenock	Frs. Terrieau	36	11	3	do			300	20	
Annie	Wm. Terrieau	45	11	3	do			300	25	
Adelina	Z. Arsenoau	40	10	3	do	1		300	50	
Royal William	J. Mitchell	15	7	3	Halifax			100	100	
Dolphin	J. Studdard	27	7	3	do			100	150	
Nile	D. Mitchell	17	7	3	do			100	100	
Sauce	Thos. Lattico	36	11	3	do	2		500		
Cutter	Jean Vilbon	28	8	3	Magdalen Islands			50	15	
Mary Lady	G. Cormier	48	10	3	do			180	120	
Azélie	X. Cormier	33	11	3	do			250	20	
Vincent	S. Boudreau	32	10	3	Cape Breton			150	100	
Ann Maria	P. Shankle	31	10	3	Lunenburg	1			70	
Flora	L. Boudreau	40	11	3	Magdalen Islands			200	60	
Jenny Lind	Prosper Duthie	39	10	3	do			100	100	
Dolphin	D. Richard	52	10	3	do	1		200	70	
Loup-Marin	A. Terrieau	37	9	3	do			150	70	
Onésime	M. Richard	35	10	3	do	1		150	40	
Union	N. Arseneau	40	11	3	do	2		100	150	
Catharine	Thos. Tipple	21	5	2	St. Johns, Newfoundland	6	1	150	40	
Ostrich	Robt. Lewis	20	6	2	Halifax	1		150	50	
F. L. G.	J. Shooksback	67	13	4	Arichat	3	1	120	40	
Christiana	J. Robinson	32	8	3	Basque Harbour, Newfoundland	1		150	120	
Archangel	Naz. Jonphe	50	10	3	Magdalen Islands			150	50	
Mary Jane	Chas. Blanchard	20	6	2	St. George's Bay			60	65	
Shooting Star	J. Murray	37	11	3	Gut of Canso			200	175	
Alice	Jos. Howland	64	8	4	St. Johns, Newfoundland	4	1	140	30	
Renowned	Jno. Major	21	4	2	do do			60	30	
Morning Star	Paul Shaw	38	5	2	do do	2	1	40	18	
Sea Lion	J. Hewitt	106	12	4	do do	2	3	250	60	
Kossuth	J. Meservey	40	7	3	St. George's Bay		1	100	100	
John Joseph	Wm. Shaw	29	6	2	do			80	90	
Dew	R. Nicholson	50	12	3	Prince Edward Island		1	50	100	
Bloomer	T. Shaw	45	7	2	St. George's Bay			100	50	
Commerce	J. Kays	48	12	3	Prince Edward Island		2	100	200	
Total		1725	386	121	Total	20	21	7130	2725	

The above table will show that the schooners which succeeded the most in their fishing, did not catch over 133 quintals of codfish, while the less successful had hardly taken from 8 to 10 quintals; giving for all the vessels an average of 58 quintals. The failure of such fishery on the northern shore of the Strait of Belle Isle, is thus clearly proved, and the small profits derived to enable the vessels to pay the cost of outfit and expenses, will be a cause of distress to many families who depend upon the product of the fisheries for a living, especially the fishermen from the Gut of Canso, and from other parts of Nova Scotia.

Fortunately for these poor fishermen, herring, that manna of the poor inhabitant of the northern shores of Europe, as well as of those of our continent, had appeared since a week, and though small, promised to be abundant; already there had been taken in the seine many thousand barrels of this excellent fish. On the day of our visit, there were

five seines set in the bay and each of those contained from 500 to 1,000 barrels of herring, which could be seen swimming in every direction. No less than 100 boats were engaged carrying loads of them on board the vessels, where work was going on the whole day, and very often during the night to prepare all this fish and put it in barrels. It is well known that the fall Labrador herring, on account of their being very fat, require to be put up with great care and to be well salted.

Besides the above-mentioned schooners, there were in Bradore Bay 7 small French fishing schooners, engaged codfishing on our shores since a few days. This being forbidden by the treaties, I ordered them to leave, which they did on the next day.

Shortly after, we left for Blanc Sablons, and in the course of the afternoon I visited the establishments at Long Point, where I definitively settled a dispute between two fishermen relative to the boundaries of their beaches.

On the evening I went to the foot of the bay, and had the pleasure of meeting the French war schooner *La Fauvette*, Commander Cossé, of the Imperial navy, which was engaged in the protection of the French fisheries on the shores of Newfoundland. He was paying a visit of amity to our shores.

I will remark here, that besides this, there is another schooner, *La Mouchè*, and two steamers engaged in the protection of the French fisheries of Newfoundland, on an extent of shore barely one half of the Canadian fishing shores.

Mr. Cossé informed me that cod-fishing had been very bad on the north-east shores of Newfoundland, as well as on the eastern shores of Labrador, from Red Bay towards the north; and great destitution is apprehended in these parts during the ensuing winter.

This unfortunate state of things was again owing to the ice, which had remained along the shores till the beginning of July, and not only had cod fishing been affected by it to a considerable extent, but even many vessels bound to Newfoundland had sustained heavy injuries on ice-banks, and, amongst others, three had been smashed and sunk, one of which belonged to Mr. Robinot, of Kirpon, who had shown so much disinterested zeal to help us last year, when the *Napoleon III.* ran aground at the entrance of this harbour.

On the 5th I visited the fishing establishments of Messrs. LeBoutellier Bros., on Isle à Bois, and those of Fruing & Co., at the foot of the bay, where I was surprised to learn that on the 20th July last, two armed schooners, employed by the Customs of Newfoundland for the protection of the fisheries on the coast of Labrador, which is under the jurisdiction of this province, had anchored at Blanc Sablon. Justice Benjamin Sutherland was on board one of these schooners, and Mr. J. Winter, Collector of Customs, on the other.

The last named gentleman went to the above establishments, and notwithstanding the refusal of the agents, in the first instance (by reason of these establishments having to this date being recognized as being on Canadian territory), he succeeded to collect custom duties on the goods then in store:—£178 4s. 8d. stg., at Messrs. LeBoutillier Bros' establishment, and £62 0s. 3d. stg., at that of Messrs. Fruing & Co.

I was, moreover, informed that dues had been collected on empty barrels, intended to be filled with fish, and on salt on board the *Canadian*, and other provincial schooners, anchored in Blanc Sablons bay. In my quality of customs officer for these shores, I have reported to the Commissioner of Customs, for the information of His Excellency the Governor General, all the circumstances relating to the acts of an officer of the government of Newfoundland at places which, according to a diagram furnished to me by the Board of Public Works, through the honorable the Provincial Secretary of the province, are entirely inside of our Custom boundary.

We found 118 schooners in Blanc Sablons bay and at Green Island, engaged in the herring fishery, which was abundant, although the fish were generally small. Cod fishing had not been good in the above places, and had begun very late.

Mr. LeBoutillier of Isle à Bois, laid a complaint before me to the effect that about twenty of his men were refusing to continue cod fishing as they had agreed with him, under the pretence that the fishing was not good enough. Having met them, I explained to them all the obligation under which they were to fulfil the terms of their engagement, under the penalty of a fine. Mr. LeBoutillier told them that he would not detain them more than five days if the fishing did not improve; upon this, they put all their boats to sea and went on with their work, to the great satisfaction of the head of the establishment.

On the 6th of August, having closed all the business pertaining to my service at Blancs Sablons bay, we weighed anchor to steer towards the western part of the shore, but being hardly off Brulés Island, were obliged by the fog to spend the night in the neighborhood. On the next day, with fine weather and favorable wind, I was enabled, with the aid of my clerk, Mr. Têtu, to visit Lizotte's fishery, Dog Island, Bay of Rooks, and Nabitippi river, where we were informed that salmon fishing had yielded more than during previous years. No infringement of the law had taken place.

On the 8th, stopped at Chicataca, Canso harbour portage, and arrived at night at St. Augustin. In all these places, salmon fishing had been more productive than before, especially at St. Augustin, where the two Kennedy brothers had caught nearly 100 barrels of salmon.

From Bonne Espérance to St. Augustin, cod fishing had been bad, and few fishing schooners had visited the ports between these two points, some of which are important.

A strong westerly breeze, accompanied with fog, detained us at St. Augustin till the morning of the 11th, and even then we left with head wind, west-south-west.

At 8 A.M., I stopped at Pachachoo, at 12 at Kilkepoë, and at 2 P.M. at La Tabatière, whilst the schooner proceeded to harbour in Mutton Bay, and I visited the ports from La Tabatière to that harbour.

Nearly everywhere, I noticed an improvement in salmon fisheries over last year, but it was quite the contrary for cod fishing. There were not any complaints made against the infringement of the fishery laws.

On the 12th, I sent my Clerk to visit Grand Meccattina river, and collect the arrears of rent due by the lessee; Mr. Têtu performed this duty well. In the morning we had rough weather. Meccattina river had produced 22 barrels of salmon.

Cod fishing had entirely failed at Mutton Bay and in the neighborhood, and the resident fishermen of this place, who mostly depend upon the results of this fishing to furnish food to their families, were in the poorest state; some of them being actually without food, and I was obliged to make a small distribution of meat among three families who had none whatever, and could not get it on the shore; there was also no fishing then, herring having not yet been seen.

Some Indian families whom I had met with at St. Paul's river, two weeks before, were in a similar precarious condition, and were nearly starving. Many of them asked to be allowed to eat on board, after having been more than a day without being able to get any food; there is no use saying that I considered it my duty to help, as they deserved, these poor unfortunates who cannot expect much assistance from the white population settled on the shore.

At 11 A.M., we left Mutton Bay with a favorable south-east breeze, which, however, shifted to the west and became contrary; so that during the afternoon, the sea getting heavy and the wind strong, we dropped at Whale Head, near St. Mary's Islands; and the same wind lasting all the while, we remained there on the 14th and 15th.

On the 16th, the wind veered round to the north-west, and we left. But before noon, it blew again from the west, and we were obliged to enter Coacoachoo harbour about 2 P.M. Two whalers, bound like us to the west shore, soon joined us.

On the 17th, same wind; and I took advantage of this forced stay to ascend Coacoachoo river higher than I had yet done. I went to a lake about three miles above the first, called Lake Salé, where I found a great quantity of trout of the finest kind; neither the salmon nor the trout find any difficulty in reaching the lake, which is very picturesque, and its waters very clear, being the best for the depositing and hatching of their spawn.

On the 18th, at 4 A.M., we left Coacoachoo, and with a fine E.S.E. breeze, we reached St. Charles harbour on the 20th, at noon, in spite of the fog and contrary wind which occurred on the 19th.

On the next day we entered Esquimaux harbour, reached Mingan on the 22nd, and the same evening anchored at Long Point. Since my last visit to these places, during last month, nothing worthy of remark had occurred; there was however an improvement in the cod fishing at Long Point.

On the 23rd I visited St. John and Magpie rivers, and found everything right; cod-fishing was also better than last month.

On the 24th I stopped at the fishing posts between Magpie and Thunder rivers, and

reached Shelldrake towards the evening; but the east wind which was blowing since about 2 P.M., soon became a storm, and raised such a sea near the shore that we were obliged to run before it. On the next day the storm abated, and the wind having shifted west, we anchored at River Moisie.

To return to the posts which I had visited on the previous day, I have only to say that the fishing had been good, especially in Magpie Bay, where the most fortunate boats had caught from 100 to 120 quintals of codfish. This is a proof that codfish, caplin and launce (these two last kinds of fish are used as bait), had been abundant.

During my visit at Thunder river, two complaints were laid before me for damages done to buildings; I settled the cases; and the injured parties received a suitable indemnity for the losses they had sustained.

At Moisie river I saw the overseer, Mr. Godbout, who told me he had no complaint to make of any infringement of the fishery laws. I visited the establishments, and found everything in order. Salmon fishing which was closed since about a week had been good without having been quite so productive as last year. Mr. Holliday had caught for his share from his stations in the river and at Wood Point, 480 barrels of salmon, Mr. Porlier 35, and W. W. Chisholm 17.

Cod fishing, which had brought more people than before at Moisie, had not even been equal to an average fishing, and the schooners had not more than 60 quintals each. They would have required nearly as much more to make a profit. The failure of this fishery must be attributed to the small quantity of codfish having visited the banks of Moisie this year, and also to the great difficulty the fishermen had in getting bait. Still, since a few days, the fish were more easily caught off the river, and it was hoped that the fall fishing, which was on the eve of beginning, would be better.

In virtue of my charge of magistrate, I gave judgment on a complaint brought against a party for having sold intoxicating liquor without a license; the offence being duly proved, I condemned the defendant, according to the Act 23 Vic., chap. 6, to \$25, payment of a fine and costs, which was paid at once.

Since the passing of this Act I have been determined to have it enforced on the shores which I visit each year; for the sale of intoxicating liquors, without any official supervision, has the worst effect on the morals of the fishermen, and is most injurious to the fishing industry; I was then pleased to seize this occasion to inflict a well deserved punishment, which, I hope, will prevent other parties from doing the same thing on the north shore. Many complaints for desertion of service were laid before me, but as the guilty parties were absent, I could do nothing for the time.

On the evening we left Moisie, and arrived to Seven Islands the next morning. I caused the repairs done to the residence of the Collector of Customs at this place to be examined, so as to report to the Board of Public Works, and after having seen the few fishermen who were still there, at 11 A.M., I gave orders to start for Quebec, with an E.S.E. wind. A thick fog soon prevented us from seeing the land, and as it did not clear away, we were only able to know on the next day at 5.30 P.M., where we were,—that is to say, opposite Tartigo, on the south shore, between Matane and Métis.

On the morning of the 29th an ebb-tide and calm weather obliged us to anchor opposite Isle aux Pommes; but at 9 A.M., we pursued our way with a north east breeze, and on the next day, in the morning, a strong westerly wind again obliged us to drop anchor opposite St. Jean Port Joli at ebb-tide, after having had our flying gib torn and one of our mizen masts broken by the rolling of the sea. We repaired our injuries, and with the rising tide, at 3 P.M., set sail and kept tacking to Crane Island, where we anchored at 8.30 P.M., at low tide. A little after the north west wind having set in we started, but calm weather obliged us to drop anchor again, half an hour afterwards.

On the 31st, at 3 A.M., we left, and the wind being still ahead, we tacked till we reached St. Patrick's Hole, where ebb-tide obliged us to anchor; the following rising tide bringing us to Quebec at 7 P.M.

On the next day I transmitted to the Honorable the Commissioner of Public Works a report of my cruise, to explain the reason which had brought us to Quebec, in the middle of the season; that is, the necessity of having new masts made—the old ones which lasted since 1852 when the schooner was built, being rotten, and consequently of no use.

The Honorable the Commissioner gave necessary orders to Mr. Buteau to have esti-

mates made of the cost of new masts and new shrouds, the old ones having been condemned.

The work soon began on board *La Canadienne*; but, some days being lost in finding spars of the required dimensions, and it being necessary to have cordage made for the shrouds, moreover a good deal of work having to be done, she could not be got ready to put to sea before the 28th of September.

On the day following the last mentioned date the schooner left the Harbour of Quebec, with a light south-west breeze, and dropped anchor to St. Denis wharf at 11 P.M. We weighed anchor on the 31st at 11 A.M., and on the morning of the 1st of October we were off Mille Vaches bay, when the east wind obliged us to anchor under the lee of St. Barnaby Island. My forced stay in this place gave me an occasion to visit Rimouski river, which I ascended to Mr. Price's mill-dam, and I inspected the migratory pass built last spring by George Sylvain, Esq., M.P.P., on a plan suggested by me. According to information received from Mr. Sylvain's brother, and other people in the neighborhood of the dam, a great number of salmon and trout went over the pass without any difficulty, there having been since the spring a sufficient quantity of water to allow salmon to swim up it. The waters of the river, checked by the dam, have formed above a splendid basis of clear water with most favorable spots for the depositing and hatching of salmon and trout ova. Three miles above there is another mill-dam, belonging to Mr. Hudon, and a quarter of a mile further up there are seven steep falls which neither salmon nor trout can ascend. There is no pass at this last dam, and it is not deemed necessary to have one, there being no favorable spots above for spawning beds. Having been unable to visit the place I cannot speak of it from personal observation, but I expect to be able to do so next year, and I will report on the matter to the department.

Net fishing, in the Rimouski river had failed, whilst outside it had been better than for many years; and the fishermen saw in the increase of such an important kind of fish the advantageous results of the fisheries protection service. I must not omit also to mention the zeal and interest shewn by Mr. George Sylvain towards the well-doing of the fisheries of the province, and the great service he renders to the River Rimouski in particular, by continuing to lease it, with scarcely any profit, but with the intention of preserving the salmon and trout fisheries, and protecting them against intending depredators.

On the evening of the 2nd of October we left with a light south-west breeze: On the following day the north-east wind again blew, and on the 4th we were obliged to anchor opposite Bersimis river. I landed and proceeded to the Indian settlement of this place, where I learned from Mr. Fortescue, agent of the Hudson's Bay Company's post there, that the Indians had taken in the river, with nets, about 25 barrels of salmon, and six only with spears and *flambeaux*; but they had been only below the spawning beds. I found but few Indians at Bersimis (all the others having gone to the woods to hunt), and not one of those against whom I had warrants did I see.

I remarked, with pleasure that, thanks to the zealous care of Father Oblats, the Indian post at Bermimis was in a decided state of progress. The fragile birch bark huts of the natives were disappearing to be replaced by solid wooden houses. Some of them, without however relinquishing their favorite labors of fishing and hunting, attend by degrees to the cultivation of the land, and succeed in growing some potatoes and other vegetables. They even supply themselves with cattle, which they will find no difficulty to feed, on account of hay growing in abundance on a large extent of land on each side of the river. With the resources of the culture of some tracts of land, joined to those of the fish and hunting, the Indians of this place ought not to be in future so exposed to distress; a result which follows the failure of the winter hunt and seal fishing of summer.

Whilst in that neighborhood I intended to visit the western shore of the peninsula of Manicouagan, where complaint had been made against a woman accused of having assailed and wounded a man with an axe, but a thick fog which set in did not allow me to do it.

On the 5th, at 9 A.M., wind being south west, we started for River Godbout, where we arrived at 6 P.M. Mr. Antoine Blais, with whom I communicated at once, told me that salmon fishing had been excellent in Godbout bay, and that he had caught 20 barrels for his share. Cod fishing had entirely failed for want of bait. Only a few mackerel had been seen near the shore, and only one American schooner visited the place, but did not fish.

I delivered to Mr. Blais the provisions and ammunition intended for the relief of the Indians of this port.

On the 6th I visited Point des Monts, Trinity, Pentecost river and Ragged Islands. Everything was in order in all these places. In Pentecost river I found 7 vessels (schooners and others) engaged in cod fishing, which had been abundant during the season, but was beginning to fail. At Ragged Islands the cod fishing had been an average one.

On the 7th, a little after noon, we anchored in the Bay of Seven Islands. We remained there till the 10th, prevented from going out by easterly winds and fog. On that day we tried to reach Moisie but were prevented by a heavy sea and wind, and we returned to Seven Islands. At last, on the 11th, the weather being fine, we anchored near the mouth of the River Moisie at 9 A.M. Four vessels were in the river, a brigantine and three schooners, loading dried codfish for export. Nearly all the fishermen had left the establishments, the fishing season being entirely over. Fall fishing had been middling, and, added to the summer one, had given to the most successful boats from 80 to 100 quintals, and to the less fortunate ones from 60 to 80. Quietness and order had not been disturbed since my last visit, and the fishery overseer had no complaint to make regarding any infringement of the law. About 12, we left Moisie, with a north-east breeze, which soon turned to south-east, and we anchored under the lee of Point St. Charles. About the evening, the wind having become favorable, we again set sail.

On the 13th, I visited the fishing establishments of Gibraltar's Cove, Le Gros' Cove, Shelldrake, and Thunder river. I was informed that the fishing had given middling returns,—that is to say, from 80 to 100 quintals of codfish for each boat, though at Le Gros' Cove some boats had taken as much as 125 quintals each.

At Thunder river, two complaints were laid before me, which I could not decide, by reason of the absence of the accused parties.

During the afternoon, it blew such a violent gale from the west, that we had nothing else to do but to enter Mingan harbour (without being able to stop at River St. John), which we did at 5 P.M. We found no vessel in the harbour, and were informed by Mr. Watt that nothing worthy of notice had taken place since our last visit.

On the next day, at 12.30, we started for Esquimaux Point, and, favored by a strong west wind, we arrived there at 2.45 P.M. All the schooners belonging to this village had already returned from herring fishing, which, most unfortunately, had only been successful for a few of them—this fish having been very scarce in the places visited on the shore. The only successful schooners were those who went below Cape Charles, on that part of the coast of Labrador washed by the Atlantic; there, herring had been the most abundant; and as cod fishing had not either been favorable to the most of the inhabitants of Esquimaux Point (which I have already mentioned), it followed that many of them were embarrassed. But they were not discouraged, and relied upon a successful seal-hunting next spring to see abundance revived amongst them.

On the morning of the 15th we left Esquimaux Point, and reached Natashquan a little before midnight. On the next day I made my usual visit to the fishing establishments of the place, and found that since my visit in the month of July, the fishing had not been better than before; but this was owing more to the want of bait than to the scarcity of codfish. The schooners belonging to the place had taken about 50 quintals of codfish each. Mr. De La Perrelle's men had succeeded a little better; nevertheless, this gentleman had only 2,200 quintals of codfish to export to Italy this year, being much less than last year. About the end of August, a great quantity of herring had been seen for a few days in the Bay of Natashquan (which is unusual); and many hundred barrels of this fish had been caught.

Mr. Doré, the agent of the Hudson's Bay Company, who resides at the river, informed me that no illegal fishing had taken place since my last visit, but he complained of stakes used for salmon fishing having been left in many places at the mouth of the river, and I took the necessary means to punish the parties guilty of this infringement of the law, when I shall meet them.

Shortly before 3 in the afternoon, we left Natashquan river, and on the next morning I arrived at Kegashka. I immediately despatched my constables to summon the man named Guillemette, accused of having fished, without license, in the river, in 1861, and I

proceeded with the schooner to Kegashka bay. Guillemette was brought before me,—he admitted the offence, but gave as an excuse, the fact that Giroux (who had been also prosecuted for having fished without a license in the same river) had shown him a fishery license for Kegashka river, which he pretended to have received from the Government. Judgment was rendered, and Guillemette condemned to a fine of \$20, or two months gaol, in default of payment; but as he could not pay at once the fine imposed, being poor, and to take him to gaol would have been to condemn his wife and children to suffer during the approaching winter, I granted him delay till the 9th June next, to find the amount of the penalty.

Since my last visit at Kegashka, cod fishing had not been better than in the spring; and this was owing more to the scarcity of bait than to any other cause.

We had now reached the 17th of October, the fall season was consequently much advanced, and I had yet to visit the fishing posts between Kegashka and Anse aux Blancs Sablons. But by continuing our journey in that direction, we exposed ourselves to arrive in the River St. Lawrence at a period of the year when navigation is very dangerous, and very hazardous, especially for vessels ascending the river to go to Quebec, and I thought it my duty to close here my Labrador cruise, and to steer towards Magdalen Islands. But we experienced stormy weather and head wind in reaching these islands; for, having left Kegashka on the 17th at 1.20 P.M., we reached Byron's Island only on the 21st, at 1 P.M.

Mr. White, who occupies this island, informed me that cod and mackerel had been very abundant on the shores of Byron's Island, near Bird's Rock, and Grosse Isle; and the fishermen who had been to those places, especially those from Chéticamp, on Cape Breton Island, and those from the United States, had succeeded admirably, and must have made good profits with the products of their labors of the season.

Towards the evening, the fog, which had constantly covered the sea since we had left Kegashka, cleared away, and the wind having set north, we left for House Harbour, where we arrived on the following morning.

I found only eight schooners in the harbour, the others (belonging to this port and numbering 15), had not yet returned from their Quebec and Halifax trips, where they had gone to carry the product of the fishing season just expired, and which consisted of dry codfish, pickled herring and mackerel, and cod and seal oil. I need hardly mention (having already stated it,) that the fishing schooners of House Harbour, which went to fish on the north shore, had returned without having taken almost anything, whilst those which remained at the islands had had the most productive fishing ever seen in these places, either in mackerel or codfish, so abundant had these fish been during the whole season near the islands as well as in Pleasant Bay. According to the old fishermen, there had not been such an abundance of fish of every kind at the islands, since many years. The greatest quantity of mackerel had been captured at Allright and Grindstone islands; and at l'Étang du Nord, which I visited on the next day, cod fishing had given very large profits to the fishermen, many schooners having captured as much as 180 drafts of this fish during the season, whilst others had taken an average of from 90 to 120 quintals each. The fishing season just terminated had been, according to Mr. Charles Bourque, one of the oldest inhabitants of the locality, the best made since many years; this success had revived the fishermen's courage, a little abated by a few years of middling fishing, and led them to expect fine results for the future of their fisheries. A greater number of schooners from Cape Breton Island, Nova Scotia, and St. Pierre, had been engaged in cod fishing this year, than ever before, on the shoals of l'Étang du Nord, and Deadman Harbour, and mostly all had succeeded well. Many even were enabled to make two fishing voyages during the season, so abundant was the codfish on the banks. According to information received from everywhere, codfish were most numerous during the expired season in the above named places, and in the adjacent waters flowing towards Prince Edward's Island, and there the fishermen found the best chance of success. Bait also had all the time been easily found.

The fine results of the labors of foreign fishermen around Magdalen Islands did not fail to draw the attention of the outfitters and captains of the fishing schooners of these islands, who are in the habit of going to the coast of Labrador, because they find there easy and safe harbours, and generally an abundance of fish (which fails sometimes, though, as in this year); and many of them intend next year to fit schooners for the bank

fisheries, and have already given orders to merchants of Magdalen Islands to import for them anchoring cables (it is known that a vessel cannot hold on to banks with a chain, but that cables of hemp or manilla are required, which on account of their elasticity and lightness fatigue the vessel less during a storm). This bank fishery, when productive, gives comparatively larger profits than the shore fishery, the fish being sold dearer on the market, on account of its finer size and better quality. These remarks, which I have made respecting l'Etang du Nord and House Harbour, apply equally to Amherst Island. I visited this last place on the 24th and 25th.

Mr. Fox, Collector of Customs at Magdalen Islands, gave me some very important information relative to the season's trade of these places; these appear in a table at the end of the report. They show that the trade has progressed since a few years, thanks to the liberal protection and encouragement given by the Government to the fisheries.

Dried codfish from Magdalen Islands sold at Halifax as much as 19s. a quintal; this was a very high price, giving great profits to our fishermen and to the outfitters.

From 60 to 80 schooners from the United States had been engaged in mackerel fishing in the neighboring waters of the islands, and had, with our fishermen from Amherst Island and House Harbour, who were engaged in this fishing at Pleasant Bay, attained complete success.

The weather had been very fine at Magdalen Islands since the spring, and most favorable for the fisheries and agricultural purposes. The harvest had been good, especially that of potatoes.

During my visits at the group of the Magdalen Islands, many complaints had reached my ears regarding fishermen belonging to foreign vessels, either from the United States or Nova Scotia; who, whilst anchored near the shores, had committed depredations on the properties of the inhabitants, and, in many instances, had been guilty of robbery of sheep and fowls on Entry Island. These robberies are generally done during the night; and it is, consequently, very difficult to discover the culprits. But, as remarked by many of the inhabitants of the most exposed localities, the presence of the armed schooner in these places has had the result of diminishing the frequency of these depredations, which our fishermen had so much to complain of before the establishment of the protection service.

On account of the late period of my leaving Quebec this year, and the loss of time occasioned by the repairs to the schooner's masts, I was unable to visit Magdalen Islands more than twice; but I hope that next year the fitting out of the schooner will be done soon enough to allow me to leave for the Gulf by the end of April; then I shall be able to make four and even five visits to these places which, as I have already remarked, it is so important to protect, for the future of our maritime trade.

The wreck of a vessel loaded with flour, at the north part of Amherst Island, gave a striking proof of the spirit of order and sense of respect for propriety which exists amongst the population of those places, since the establishment of the fisheries protection service. The vessel threatened wreck; the whole of the cargo was saved with the assistance of the principal inhabitants and fishermen from the neighborhood, and delivered to the proper authorities, the insurance agent selling the saved goods upon the spot with the same regularity as in one of our large sea-ports.

On the 26th, the wind shifted from north-west to north-east, and we left the Island.

On the 28th, in the afternoon, we arrived at Paspébiac. I found in the harbour the vessels enumerated in the following table:

VESSELS IN PASPEBIAC HARBOUR ON THE 28TH OCTOBER, 1863.

DESCRIP-TION.	Name of Vessel.	Name of Captain.	Tonnage	Number of men.	Owners.	Cargo.
Bark	O. Blanchard.....	L. Giffard.....	268	12	Chs. Robin & Co. ...	Codfish for Brazil,
"	Mark Well.....	John Belleau.....	270	12	do	Spain, Italy, An-
"	C. Columbus.....	J. Ahier.....	203	12	do	tilles, etc., also
Brigantine ...	Ranger.....	A. Le Daim.....	138	10	do	herring.
"	Dit-on.....	A. LeGresley.....	71	7	do	"
Brig.....	Union.....	Ths. Le Daim.....	187	10	do	"
"	S5.....	A. LeMoignan.....	113	8	do	"
Schooner.....	Peace.....	F. Ahier.....	35	6	do	} Engaged carrying
"	Ant.....	Wm. Rowe.....	52	7	do	
"	Fly.....	A. Collard.....	58	7	do	} dry codfish.
Brig.....	Hebe.....	P. Cozens.....	236	13	LeBoutillier Bros. ...	} Dry codfish for Bra- zil, Italy, Spain, etc., etc.
"	Diana.....	P. Touzel.....	216	12	do	
"	Teaser.....	DeGrouchy.....	143	10	do	"
Brigantine.....	Pandora.....	J. Hubert.....	99	8	do	" [codfish.
"	G. D. T.....	LeBrun.....	124	10	do	} For Oporto,—large Carrying codfish.
Schooner.....	Gleaner.....	F. LeBlanc.....	59	5	do	
"	Pabos.....	A. Fougère.....	42	6	do	
"	Industry.....	J. Sawyer.....	20	5	do	
		Total.....	2334	160		

As usual, every one was at work in the harbour. The greatest activity prevailed to send cargoes of dried fish to the foreign markets, where the prices, according to the quotations brought by last mail, were very high. According to the calculations of the establishments' agents, all the disposable codfish on the coast would be exported, in view of the large profits to be made on these products. Not being satisfied with the ordinary means of transport, vessels from England and Jersey, &c., &c., had been chartered to take at Paspebiac and at many other places on the shore, cargoes of codfish at 3s. sterling per cwt. of codfish to be delivered at Oporto or Cadiz. Last year, for want of means of transport, nearly 8,000 quintals of codfish remained in the stores at Paspebiac. I give, at the end of this report, tables shewing the names of the vessels which carried cargoes of fish from Paspebiac to foreign countries. To these tables, I add others, shewing the amount of imports and exports from Paspebiac harbour, with remarks on the trade of this port.

I will only add that, although cod fishing had failed in many parts of our shores, and although in many other places the scarcity of bait had been injurious to the fishing and prevented its success, still, from the increase in the outfit, and the efforts made on every side to dip with both hands into the sources of wealth of the waters bordering our maritime shores, and procure the alimentary productions so useful to our population, and forming an article of exchange which alone supplies the greatest part of the Gaspé trade:—the products of this fishery will not be much below those of last year.

I very much desired to visit Bonaventure Island, New Richmond, Carleton, and other posts in the upper part of the Bay of Chaleurs; but the season was so advanced, that we had to think of soon reaching our winter harbour.

I stopped three days and a-half at Paspebiac, and having met the fishery overseer, Mr. Phelan, and completed the business of the season with that officer, and written to the other fishery overseers in the bay to send me their annual returns, I gave orders to sail for Percé, intending to stop on the way to Pabos, Grand River, and Cape Cove; but the wind was too strong and the sea too heavy to allow me to call at these ports. We arrived at Percé a little after 5 P.M. on the 30th, having sailed from Paspebiac to this place in less than six hours.

On the 31st, the wind continuing to blow from the sea, I went by land to Cape Cove, Grand River and Pabos. In this last place, I met Mr. Remon, the fishery overseer for this division, who informed me that nothing irregular had occurred in the fisheries on this part of the coast, but that, on the contrary, everything had been done with order.

In many stations cod fishing had been better than usual: this fishing, from Pabos to Cape Cove, inclusively, had, taking the whole of the season's operations, given ordinary

results. At Percé, it had been good during the summer, and still better since the beginning of the fall.

Three vessels were in Percé harbour, loading codfish for Europe, but with difficulty; this harbour being badly sheltered from the sea winds, which do not permit the boats to go ashore on account of the surf, which is felt with irresistible force and violence.

Only few American schooners had visited the shores of Percé and neighborhood for cod fishing during the season, although this fish had been abundant, especially near Bonaventure Island.

Herring had been the bait generally used by the fishermen from Percé to Pabos. Squid had been less abundant than usual; as to Caplin, it is always got with great difficulty.

On the 2nd of November, I visited by land, Coin du Banc, Barachois, Malbaie (below), and Point St. Peter. Everything was found to be in order at these different places. At Barachois, salmon fishing had increased. At Malbaie and Point St. Peter, cod fishing had been ordinary.

On the 3rd, *La Canadienne*, which had been stopped by calm weather on the previous evening, near Percé, during the greatest part of the day, took me in the morning at Point St. Peter, and we soon left for Gaspé Basin, where we anchored in the afternoon.

In that port, I visited 16 vessels engaged in the fisheries, the names of which are given in the following table, with remarks on their destination and cargoes:—

GASPÉ BASIN, ON 3rd NOVEMBER 1863.

DESCRIPTION.	Name of Vessel.	Name of Captain.	Tonnage.	No. of Men.	Remarks.
Brigantine...	Ste. Anne.....	John Vibert....	150	8	Taking cargo of codfish for Brazil.
Barque.....	Alice Jane.....	Elias Jean.....	180	10	With 4000 cwt. of codfish for Jersey.
".....	Arab.....	John Ettles.....	302	15	Arrived at Gaspé with cargo timber—leaky.
Brig.....	Brothers.....	Thos. Vibert....	173	6	With dry codfish for Italy.
".....	Shamrock.....	A. Haquoil.....	136	7	" " "
".....	Boadicea.....	E. G. Laforge....	106	7	" " "
".....	Belus.....	Ed. Lemaitre....	88	6	Chartered and loaded by J. Le Boutillier—1700 cwt. of codfish for Cadiz.
".....	Riflesman.....	J. Small.....	132	7	Chartered by Fruing & Co.—3000 cwt. codfish for Naples.
".....	Typhus.....	Jno. Lesseleur....	93	7	J. Le Boutillier—1700cwt. codfish for Jersey.
Brigantine...	Favorito.....	Chas. Coste.....	63	5	Fruing & Co.—1300 cwt codfish for Spain.
Schooner.....	Highland Jane...	John Asceah.....	47	11	Whale boat.
".....	Temperance.....	F. Kennedy.....	56	10	Returning from Quebec with provisions.
".....	Trial.....	J. Cass.....	47	4	Trading between Quebec and Bay Chaleur.
".....	Hasty.....	J. Asselin.....	40	5	" " from North to South shore.
".....	H. R. S.....	E. Jean.....	56	4	Just arrived from Barbadoes.
".....	Undaunted.....	J. Howell.....	29	8	Trading.
		Total.....	1898	120	

Since the opening of the navigation, trade had always been very active, and to every appearance was increasing in a remarkable manner since the establishment of the Free Port. New Stores, new hangars, new wharfs were rising on both sides of this splendid basin; and many merchants and traders of every kind had settled there since that period; all appeared successful. This was a good proof that at Gaspé Basin and on the neighboring shores in the supplying of dried codfish; the staple article of exchange as above mentioned; the amount of business was without any doubt larger than that of many years past, I have mentioned, in a table annexed to this report, the names of the vessels having this year taken cargoes of fish from Gaspé Basin to foreign countries, with their destination. &c. I also follow it by remarks on the trade of the Free Port.

Mr. Thomas Boyle, fishery overseer of this division, reported no infringement of the law during the season. According to the information received, salmon fishing had been productive,—there was a great quantity of salmon and trout in the upper part of the rivers; which is a proof that there is a good protection of the fish in these waters and may also lead us to expect that, before many years the profits of the fishermen may even more than double.

During my visit at Gaspé Basin, I was called upon, as last year, by the school commissioners of the place, to enforce the school law. I instructed my constables to arrest many individuals who, up to this time had baffled the officers of justice of the place, entrusted with executing the orders of the local courts, and who had always refused to pay the school tax. When brought before me, they either paid, or agreed to make some arrangement, which fully satisfied the school commissioners and made me hope that there will be no more difficulty in the future.

Here follows the letters of the commissioners above mentioned, relating to this case:—

SCHOOL MUNICIPALITY, GASPÉ BAY SOUTH,
4th November, 1863.

Commander Fortin,
H. M. Schooner *La Canadienne*.

SIR,—I am instructed to inform you, that the parties summoned before you and John LeBoutiller, Esq., last year, for non-payment of assessments, have not paid, with the exception of Widow Morin, and respectfully request your aid in enforcing the payment of the same.

The commissioners are under the painful necessity of making this application, there being but one magistrate, viz: A. Painchaud, Esq., who will act, (three others being commissioners), and no sufficient force to carry out the law. There are others who also defy them, knowing their incapability to proceed against them by law.

I beg further to observe that the inspector, T. Tremblay, Esq., knowing the difficulties under which this municipality is placed, has ordered them through me to apply to you.

I am, sir,
Your obedient servant,
(Signed,) WILLIAM THOS. LAWS,
Secretary-Treasurer.

SCHOOL MUNICIPALITY, GASPÉ SOUTH,
5th November, 1863.

P. Fortin, Esq., J. P.,
Commander of H. M. Schooner *La Canadienne*.

SIR,—I beg to tender you the warmest thanks for your ready compliance with the request of the Secretary-Treasurer, for aid to carry out legal proceedings for the recovery of assessments due the municipality; and to express my opinion that, without your prompt assistance, the requirements of the school law could not be complied with, and an increasing feeling against the local authorities would be the result.

With much respect,
I am, sir,
Your obedient servant,
(Signed,) JOHN EDEN,
Chairman of the School Corporation.

The port of Gaspé has had this year the visit of three foreign men-of-war. First, the French steam corvette *Le Marceau*, carrying 8 guns, Commander Vavin, came during the month of July, to take on board Mr. le Baron Gaudrécé Boilleau, French Consul, who was proceeding to study on the spot the resources of the country bordering the waters of the Gulf of St. Lawrence, with the intention of creating, or rather developing the trade with the French possessions of Newfoundland; and it is by making better known to the French merchants and outfitters the different kinds of produce supplied by Canada and the other British provinces, in order to supply the numerous wants of their immense fisheries, and establishing the articles they can give in exchange, that this desirable end can be attained in a safer manner. There is no doubt but that this trip of Mr. Boilleau, whose intelligence and capacity have been so well appreciated in Canada, will produce, in a future period, advantageous results to the trade of our country, as well as to that of France.

The United States armed schooner *George Magnum*, Commander Collins (carrying 7

guns and a crew of 70 men), which, according to rumor, had cruised during a while in the Gulf of St. Lawrence, expecting to meet cruisers from the Confederate States, also came in the Basin of Gaspé, but remained only a few days. This vessel was of nearly the same tonnage as *La Canadienne*.

Lastly, His Majesty Victor Emmanuel's frigate, the *San Giovanni*, of 28 guns, Commander Count Fraa di Bruno, with a crew of 360 men, stayed there from the middle of August till the end of September. The population welcomed this vessel with pleasure, for it was seen that her presence was a proof that the principal branch of trade of this part of Canada, that of codfish, had, since a few years, by its extensive development, drawn the attention of foreign countries, and especially of Italy, where so great a quantity of our dried fish is consumed.

Already, an Italian consulate had been established last year at Gaspé Basin, and Mr. Horatio Le Boutillier had been chosen to fill this important post. To the advantageous information respecting our country furnished by this gentleman to the Italian Minister of Commerce, is mainly due the presence of the *San Giovanni* in our waters.

The commander of the frigate understood at once the importance and wealth of our maritime fisheries, and he intends to make them known to his Government in a special report, in which he will show, amongst other things, the advantage for Italian vessels to come and purchase at our free port of Gaspé a part of the codfish they require, and bring us in exchange the produces of their country, such as olive oil, dried and preserved fruits, and especially hemp, which is cultivated on a large scale in the centre of Italy, and of which we already make a considerable use in Canada since the establishment of cable factories.

Mr. Horatio Le Boutillier had especially drawn the attention of the Italian Government to the advantage for the war vessels of their country, stationed on the shores of North America, to buy their provisions in our ports; this was done for the frigate *San Giovanni*, which bought at Gaspé or at Montreal, through the agency of the Italian Consul, provisions, and a good deal of other stores, for a six months' cruise, amounting to \$12,000; the good quality and cheapness of which was well appreciated by the commissariat on board.

The urbanity and politeness of the commander, Count Fraa di Bruno, and the steadiness of his crew, won the esteem and respect of the whole population of Gaspé, and he, the commander, gave hopes that our maritime shores, and especially the port of Gaspé, would again, next year, be visited by one of His Majesty's frigates; and no doubt that when the route will be so well traced, merchant vessels from Italy will hasten to follow it.

Having closed all my business at Gaspé Basin, we left for Quebec on the 6th, at 4 P. M., intending, however, to stop at many intermediate posts.

Before proceeding further in the description of my journey, I will not miss the opportunity of expressing my thanks to Mr. Collot Belleau, Collector of Customs at Gaspé, an officer distinguished as well for his assiduity in fulfilling the duties of his situation, as for his politeness to every one coming to his office for information of all kinds, such as that he gave me on the trade of Gaspé. I can say the same of the Collectors at New Carlisle and Amherst, Messrs. John Fraser and John J. Fox, to whom I am indebted for statistical tables of the trade of their respective ports.

We doubled Cape Gaspé at 8 P. M., but during the night we had wind and tide against us, and on the next day we neared the land, having hardly made any progress. In the evening we anchored at Griffon's cove. I landed at this fishing port, and received from Mr. Veit (Mr. John LeBoutillier's agent), information on the fisheries, being informed at the same time that only a few American schooners had visited the place during the summer, and that order and public peace had not been disturbed. At first, codfishing had been extremely bad, for the want of bait; later, and especially towards the fall, our fishermen had been more successful in their labors; still, the results of summer and fall fishing were not even equal to an ordinary one—each vessel averaging no more than 80 quintals. Nevertheless, as dry codfish was selling at a very high price (18s. per quintal), our fishermen were, on that account, slightly repaid for the little success of their labors of the past season. The harvest had been abundant, and these resources, added to those of the fisheries, supplied the population of the localities with enough of provisions to wait for the next fishing

On the next day we anchored at Fox river. I also visited this important post, which, since a few years, advances considerably; the population increases as well as the trade, and in a notable manner. The same remarks already made for Griffon's cove, apply likewise to this locality,—that is to say, that the fisheries did not produce much. Caplin had entirely failed on the shores of Fox river, as well as in the next posts, east and west. There were 10 fishing schooners more than last year.

The season was too far advanced, and the winds too contrary, to visit this fall the posts of Grand Etang, Chlorydon, Grande Vallée; and I would have missed the necessary information relative to the fisheries of these places, if, with his usual kindness, Mr. Lespérance had not furnished them to me.

At Grand Etang, the property of the above named outfitter, and one of the finest establishments on our shores, cod fishing had been successful, and it was calculated that each boat had captured about 125 quintals.

At Grande Vallée and Chlorydon the fishing had been bad, on account of the scarcity of bait; the schooners of these places had not exceeded 80 quintals.

In the intermediate posts, as Vallean's Cove and Pointe Sèche, the fishing was calculated to be 90 quintals for each boat. From and above Fox river, American schooners had been scarce on the shores, and nowhere was there any complaint of insult or depredations committed by those who went ashore.

At noon we left Fox river with head wind; we steered towards the north, expecting to find a more favorable wind, and we were not disappointed in our expectation; for, on the morning of the 9th, we had east-north-east wind, which brought us to Seven Islands at 2.15 P.M. on the 10th.

We left at 3.30 P.M., after having taken on board the Collector of Customs, Mr. Smith; and a very strong north wind brought us to Pointe des Monts at midnight. But when there, we had head winds, and after having tacked during the whole of the next day, and gained little by it on account of the ebbing tide, we were obliged during a storm of south-west wind, on the night of the 11th, to go and anchor on the morning of the 12th, in Trinity Bay.

I seized this occasion to see the fishery overseer, Mr. Comeau, and to collect information on the shores belonging to his division. Cod fishing at Cariboo Islets, Trinity and Godbout had not been good, whilst salmon fishing in the stations along the coast had been generally successful and yielded more than in previous years. He had no complaint to make for infringement of the fishery laws.

On the 13th, at 9.45 A.M., a north-west breeze sprung up, and we hastened to take advantage of it. At 10.30 A.M. we passed Pointe des Monts light-house, and at 12 P.M. the Bic light-house. The wind was then north-east.

At 11.30 A.M. on the next day the wind entirely fell, and we anchored at the Pilgrims at ebb tide; but a little after twelve, a breeze sprung up, and at 12.30 P.M., not being able to sail against the tide, we anchored a second time opposite Pilgrims light-house.

At 3.15 A.M. the breeze increasing, we set sail, and at 9.30 A.M. anchored in the Port of Quebec, having the satisfaction to be able to say, in closing the report of my cruise in the Gulf, that we met with no accident or injuries, and that our new masts and shrouds were firm and well fixed.

On the 16th, although in the harbour, I gave orders to begin unrigging the schooner, and in the evening I discharged 10 sailors.

On the 17th, we went to the Government wharf, and began storing the rigging, goods and material of the schooner; and on the 20th I discharged the remainder of the crew, keeping only the mate and the master of the crew to take charge of the schooner till placed in dock, which was done on the 24th.

On the 26th, the dock in which *La Canadienne* was, was towed into Palace harbour, where she is to winter, and on the next day my officers were discharged, and the schooner placed under Mr. Buteau's charge.

RESUMÉ.

The cruise of the armed schooner *La Canadienne* in the Gulf of St. Lawrence, for the protection of the fisheries, during the season just expired, began on the 29th of May, the date of our leaving Quebec, and was interrupted by a trip to Quebec, where we remained

from the 31st of August to the 29th of September, for the purpose of having new masts put on (the old ones which have lasted since 1855 being rotten at the top), and terminated on the 15th of November. The coasting vessel has thus been engaged actively in the service :

	4	days	during	the	month	of	May,
30	"	"	"	"	"	"	June,
31	"	"	"	"	"	"	July,
31	"	"	"	"	"	"	August,
2	"	"	"	"	"	"	September,
31	"	"	"	"	"	"	October,
15	"	"	"	"	"	"	November.

Total, 144 days.

Deducting the days spent in the River St. Lawrence to come up and go down twice—viz :—

3	days	in	May,
4	"	"	August,
2	"	"	September,
2	"	"	November,

giving a total of 11 days.

There remains then 133 days of actual cruise on the shores. During that period I visited Magdalen Islands twice; the principal posts of Anticosti Island once; the shores of Gaspé twice; Paspébiac three times; Percé three times; Gaspé Basin three times; and made two visits, the second not being quite a complete one, to the north shore of the river and Gulf, from Bersimis to Blancs Sablons, a distance of 501 nautical miles.

During the whole time of my cruise, I made it a duty to stop at all our salmon and fishery stations on the north and south shores, every time it was possible; I visited them to be sure that the fishing was pursued in accordance with the Fisheries Act, and the regulations made in virtue of the same, and to punish the parties found violating any of the clauses of the said Act and said regulations; this was done in many places, as can be seen by perusing my report.

I will remark here that, from year to year, the fishing law is better understood and appreciated by our fishing population who understand its object better, and feel less opposition to it than formerly. Order and peace prevailed during the last season in our sea ports, the harbours and rivers where the cod fishing establishments are, and I may add on the whole of our shores. From these must be excepted the Magdalen Islands, where during the mackerel fishing season, during the months of August and September, fishermen from schooners engaged in this fishery went ashore at Entry Island, and on some other parts of the group of these Islands, and stole some fowls and cattle. Not being at the islands when these robberies took place, and besides they having been committed during the night, it follows that it is very difficult, if not impossible to detect the authors. Consequently, the only means to protect our insular population from these depredations, is to cruise with *La Canadienne* in the places frequented by foreign schooners during a part of the mackerel fishing season, as I have already done, in order that the presence of the armed schooner might keep them constantly on their guard, and caution them against a well deserved punishment, if they continued to render themselves guilty of such improper acts towards population having such gentle manners, and always ready to help strangers. The trip was obliged to make to Quebec, and the necessity under which we were to proceed with as little sail as possible, from the 9th of July to the 31st of August (after having discovered the bad state of our masts), which extended by many weeks my first visit on the north coast, prevented me from being at Magdalen Islands at a period when my presence was greatly wished for, and would have been very necessary.

The result of the fisheries was very different on our shores, this year. Thus, whilst salmon fishing was generally good in the rivers, and stations in the north and south shores of the Gulf and River St. Lawrence; cod fishing, this great industry in which our population is engaged, nearly failed entirely on points generally renowned for the greatest supply of fish, as at Natashquan, Kegashka, Mutton Bay, Dog Islands, Bonne Espérance and Salmon

Bay. These places are nevertheless visited by a larger number of foreign fishermen than of our own.

At Bradore Bay and Blancs Sablons, it was over an average. On the shores west of Mingan, it had been good only at Magpie Bay and Le Gros' Cove, everywhere else, the fishing had been below the average.

On the Gaspé shores from Bay of Chaleurs to Cape des Rosiers, there was no reason to complain of the results of the year, although, during the summer, scarcity of bait had made the fishing difficult and little remunerative.

From Cape des Rosiers inclusive to Fox river, the fishing had been bad. At Grand Etang, it had been good; higher up, on the shores of the St. Lawrence it had been middling; and at St. Anne des Monts, Cape Chatte and Matanne, the results of the season's fishing were satisfactory, although the same began very late. What most injured the success of cod fishing this year, was the scarcity of bait, and the great difficulty for fishermen to get it, and especially caplin, which, as often remarked in my reports, is the best bait and the most used by our fishermen. Taking in a whole the products of the different fishing stations, cod fishing was not very good this year, and the results not so satisfactory as those of last year. Still as the number of fishermen had increased in many places, the quantity of codfish exported into foreign countries will yet be very large, although less than last year. I will give at the end of this report, a table shewing the quantity of codfish taken at each establishment on the north and south shore.

Fall cod fishing having been generally good on the Gaspé shore, and pursued with much zeal and perseverance, it followed that large quantities of salted codfish, in barrels or in bulk, were sent to Quebec and Montreal, where the schooners arrived nearly all together, during the month of October. The result was disastrous to our fishermen, who on account of the overstocked market, sold their produce too low to expect even ordinary profits, and some cargoes were sold at a loss. The only means to obviate this inconvenience (and our fishermen intend to do so next year), is to prepare a certain quantity of the fall codfish for export, and to keep but a small quantity for Canada, where, as it is known, the consumption of pickled and dried fish is too limited to offer an easy market for the produce of our Gulf fishermen. The produce of the spring herring fisheries have not been so good as those of previous years, but this is not owing as much to the absence of fish on our shores as to the little demand of pickled herring for export, caused by the American war having closed the Southern markets; for this reason our fishermen generally fished only according to the wants of our country. The herring fall fishing has failed on our shores, except at Bradore Bay and Blancs Sablons, where some thousand barrels of this fish have been caught by foreign and Canadian fishermen, but the fish were generally small. The fine fall herring which were brought to Quebec this fall were caught on the coast of Newfoundland, and especially on that part of Labrador, under the jurisdiction of Newfoundland, and beyond Cape Charles, on the Atlantic.

Our Gaspé shore fishermen caught during the month of August, a certain quantity, which was specially used to bait cod lines.

As I have already mentioned, the fishing was very good at Magdalen Islands; especially cod fishing which gave abundant produces; and if seal hunting had been good, the inhabitants of these islands would have reaped more profit from their season's labors, than they have since many years.

I furnish statements indicating the quantity and the value of the different fish caught in our fisheries.

I will conclude by stating that our fisheries are, compared to what they formerly were, in a state of prosperity, thanks to the liberal encouragement and effectual protection of the Government; and I hope that this encouragement, either in the shape of bounties, or free ports, will not fail, so that the fisheries may soon acquire a development which will cause them to be considered all over the country as one of the largest and most productive industries of Canada.

P. FORTIN,

Stipendiary Magistrate; Commanding the expedition for the protection of the Fisheries of the Gulf and River St. Lawrence.

List of the vessels which left Paspebiac Harbour during the season of 1863, with cargoes of dried codfish for the markets of Brazil, Italy, Spain, &c., and belonging to the firms of Charles Robin & Co., and Le Boutillier Bros.

SUMMER TRIPS.—(Vessels belonging to the firm of Robin & Co.)

Bark "O. Blanchard," Capt. P. Giffard, 268 tons, 12 men.

This vessel made one trip to Brazil and Rio Janeiro, with 3,200 barrels of dried codfish (each barrel containing one Portuguese quintal of fish.)

She left Paspebiac on the 1st July, and returned to the same port in the beginning of October, to take a second cargo.

Bark "Markwell," Capt. J. Baleine, 270 tons, 12 men.

During the summer made one trip to Brazil, with 3,200 barrels of dried codfish.

She left Paspebiac for Rio Janeiro on the 6th of June, and returned to the Bay des Chaleurs on the 15th September.

Brig "Union," Capt. Thos. Le Dain, 187 tons, 10 men.

Made one trip to Naples with 3,800 quintals of dried codfish.

Left Paspebiac Harbour for Italy on the 29th of June.

Brig "85," Capt. A. Le Moignan, 113 tons, 8 men.

Left Paspebiac Harbour for Civita Vecchia on the 1st of August, with a cargo of 3,000 quintals of dried codfish.

Returned to Bay des Chaleurs in the beginning of October,

Bark "Columbus," Capt. J. Ahier, 203 tons, 12 men.

During the summer this vessel brought a cargo of fruits to Quebec, from Palermo, and accomplished the journey in 37 days.

From Quebec, she went to Jersey, with a cargo of flour, and there loaded salt and goods for Paspebiac, where she arrived on the 5th of October.

SUMMER TRIPS.—(Vessels belonging to the firm of Le Boutillier Bros.)

Brig "Teaser," Capt. De Grouchy, 143 tons, 10 men.

This vessel cleared from Paspebiac to Barbadoes, on the 16th of July, with the following cargo, consisting of different produces of Bay des Chaleurs:—411 barrels pickled herring; 28 barrels pickled salmon; 211 barrels pickled haddock; 500 herring barrel hoops; 189 bags of oats; 112 barrels (containing 400 lbs. weight) of dried codfish; 80,000 shingles (long), sold at \$5.50 per m.; 346 boards.

Brigantine "Quiz," Capt. Frs. Jean, 93 tons, 9 men.

Left Paspebiac harbour, on the 8th of August, with a cargo of 2,400 quintals of dried codfish, for Naples.

Brigantine "Adelina," Capt. J. Lefevvre, 104 tons, 8 men.

Cleared from Forteau Bay for Bristol, on the 22nd September, with cod sounds and seal oil, manufactured by the establishments of Messrs. Le Boutillier Bros., at Isle à Bois and Forteau.

Besides the oil, there was also some hundred barrels of Labrador herring sent by the same firm to Jersey, where this fish is always sold at a good price.

Brigantine "M. Georgiana," Capt. J. Venement, 101 tons, 8 men.

On the 16th September this vessel left Paspebiac harbour for Naples, with 2,000 quintals of dried codfish.

Brig "C. T. Sutton," Capt. Ahier, 197 tons, 12 men.

This brig left Paspebiac, on the 10th of October, for Jersey, with a cargo of Bay des Chaleurs timber, chiefly of square timber, knees, planks, boards, &c.

Brig "Tickler," Capt. P. Hubert, 96 tons, 8 men.

Left Paspebiac harbour, on the 16th of October, for Naples, with 2,700 quintals of store-dried merchantable codfish.

FALL TRIPS.—(Vessels belonging to the firm of Robin & Co.)

Barque "Blanchard," Capt. P. Giffard, 268 tons, 12 men.

Left Paspebiac in the month of November, for Rio Janeiro or Bahia, according to the state of the market in either of those cities, with 3,300 barrels of dried codfish.

Bark "Markwell," Capt. J. Balvine, 210 tons, 12 men.

Left Paspebiac towards the end of November, for Jersey, with 3,800 quintals of dried codfish, timber, knees, &c., taking on board at the same time passengers employed by the firm of Robin & Co., who were going to spend the winter with their families at Jersey. These passengers (fishermen, stagers, carpenters, &c.) will most of them return to Paspebiac next spring, and be again employed in the different fishing establishments of the firm of Charles Robin & Co., at Bay des Chaleurs, and elsewhere.

Bark "C. Columbus," Capt. J. Ahier, 203 tons, 12 men.

Immediately after its arrival at Paspebiac on the 5th of October (coming from Jersey) this vessel began loading with merchantable dried codfish, and by the end of November again left Paspebiac, with 4,200 quintals of this fish, for Naples.

Brig "Ranger," Capt. ———, 113 tons, 12 men.

This fine vessel was launched in Messrs. Charles Robin & Co.'s dockyards at Paspebiac during the summer. She is of 113 tons.

Towards the end of November the "*Ranger*" left Paspebiac, loaded with large dried codfish, for Oporto, where this fish is sold higher than anywhere else. The merchants of Bay des Chaleurs generally give one shilling more per quintal to the fishermen for the large sized dried codfish. Besides, it is known that it is much more difficult to dry large codfish than small.

Brigantine "Dit-On," Capt. A. Le Daim, 71 tons, 7 men.

Also left Paspebiac towards the end of November, bound for Bristol, with 70 tons of cod-liver oil.

Brig "Union," Capt. Thos. Le Daim, 187 tons, 10 men.

Immediately after returning from Naples began taking in a new cargo of fish, and by the end of November again left Paspebiac, for Jersey, with 4,000 quintals of dried codfish.

Brigantine "85," Capt. A. Le Moignan, 113 tons, 8 men.

On her return from Civita Vecchia, from Bay des Chaleurs, she took a second cargo of fish, composed of 1,800 barrels of dried codfish for Jersey. She left Paspebiac towards the end of November.

FALL TRIPS.—(Vessels belonging to the firm of Le Boutillier Bros.)

Brigantine "Pandora," Capt. J. Hubert, 99 tons, 8 men.

After taking part of her cargo at Thunder river, where the firm of Le Boutillier Bros. has an establishment, she completed it at Paspebiac towards the end of November and left Bay des Chaleurs with 2,400 quintals of dried codfish for Italy.

Brigantine "G. T. D." Capt. P. Le Brun, 124 tons, 10 men.

This vessel carries each spring to the coast of Labrador, Isle à Bois and Forteau, in which places the firm of Le Boutillier Bros. has establishments, the fishermen, stagers &c. from Bay des Chaleurs and Magdalen Islands who are employed by this firm. In the fall, she takes on board the codfish of Isle à Bois, returns to Paspebiac, stopping at Magdalen Islands to land the fishermen from this place who do not return from Labrador by the first vessel sailing from Blancs Sablons with passengers, about the 15th or 20th of August. If, however the codfish brought from Labrador is not quite prepared or dried when put on board; immediately on arriving at Paspebiac, the fish is unloaded and dressed till it is fit for export. The thing occurred this year, foggy weather had been so prevailing at Isle à Bois, that Mr. Alfred Le Boutillier had been obliged to put his codfish half dressed on board the "*G. T. D.*" for Paspebiac. Towards the end of November, the "*G. T. D.*" left Bay des Chaleurs for Naples, with 3,000 quintals of dried codfish on board.

Brig "Hebe," Capt. J. Cozens, 236 tons, 13 men.

This fast sailing vessel, after a trip during the summer to Brazil, returned to Paspebiac, and took a second cargo of codfish.

On the 25th of November, she left Paspebiac harbour, and reached St. Helier, Jersey, on the 7th of December, making that trip in the short time of 13 days. This is one of the quickest passages made by any sailing vessel.

Her cargo consisted of 2,500 barrels of dried codfish to be delivered at Brazil, 20 barrels of oil, and lath wood.

Brig "Diana," Capt. P. Touzel, 216 tons, 12 men.

Although not quite so large as the *Hebe*, this vessel is built on the same model and is as good a sailer. Both were built at Jersey, in 1862, for the firm of Le Boutillier Bros., by Mr. Le Vesconte.

Brig "Teaser," Capt. De Grouchy, 143 tons, 10 men.

Having returned from Barbadoes, this vessel remained in Paspébiac harbour, to wait for a new cargo of codfish.

She left Bay des Chaleurs for Naples, towards the end of November, with 3,000 quintals of codfish on board.

Schr. "Gleaner," Capt. F. Le Blanc, 70 tons, 6 men.

Left Paspébiac for Oporto, towards the end of November, with 1,200 quintals of large dried codfish.

During the summer, the "*Gleaner*" was engaged on the north shore of the St. Lawrence, carrying from the various fishing establishments between Mingan and Thunder river, belonging to the firm of Le Boutillier Bros., codfish to load the "*Pandora*," and another vessel sent every year by them to Thunder river.

CODFISH, OIL AND HERRING EXPORTED BY THE FIRMS OF ROBIN AND LE BOUTILLIER BROS., DURING THE YEAR 1863.

EXPORTS.	Codfish.	Herring,	Cod-Liver Oil.
	Quintals.	Barrels.	Gallons.
Chas. Robin & Co.....	50,000	1,200	82
Le Boutillier Bros.	25,000	1,000	50
Total.....	75,000	2,200	132

Out of the 50,000 quintals of dried codfish exported this year by the firm of Robin, 18,000 had been prepared in 1862, but could not be sent during that year. This explains the large difference between the quantity of codfish exported during the present year by these two firms.

Vessels which left Point St. Peter, belonging to Messrs. J. & Elias Collas, and to Mr. John Fauvel, with dried codfish for foreign markets, during the season of 1863.

SUMMER TRIPS.—(Vessels belonging to Messrs. J. & E. Collas.)

Brigantine "Boadicea," Capt. F. G. Lafarge, 106 tons, 7 men.

On the 3rd of July this fine vessel, built in the dock-yards of Messrs. J. & E. Collas, at Point St. Peter, as well as all the other vessels belonging to the same firm, left Point St. Peter, with 1,000 barrels of codfish for Barbadoes.

On the 10th of September she returned to Point St. Peter, after a successful voyage with a cargo of molasses and rum, received in exchange for her codfish.

Brigantine "Chance," Capt. F. G. Cantell, 139 tons, 8 men.

This vessel left Point St. Peter, for Malaga, on the 2nd July, with 3,000 quintals of dried codfish. Having disposed of his fish, Capt. Cantell took on board a cargo of fruits for Montreal. From thence, he went to Point St. Peter, where he arrived on the 2nd of October, with different kinds of goods.

FALL TRIPS.—(Vessels belonging to Messrs. J. & E. Collas.)

Brigantine "Chance," Capt. F. G. Cantell, 139 tons, 8 men.

Having returned from Malaga, the *Chance* remained in Gaspé Basin till the end of November, when she left for Brazil, with a cargo of 2,000 barrels of dried codfish.

Brigantine "Brothers," Capt. Thos. Vibert, 178 tons, 6 men.

This vessel left Pt. St. Peter towards the end of November, for Jersey, with a cargo of 3,000 quintals of dried codfish. She had also on board all the passengers for Jersey, employed during the summer at the different establishments of Messrs. Collas, who were returning to spend the winter at Jersey.

Brigantine "St. Aubin," vessel chartered by Messrs. Collas.

This vessel left for Naples on the 14th of October, with 2,100 quintals of dried codfish belonging to the firm of Messrs. Collas.

Brigantine "Zelia," vessel chartered by Messrs. Collas.

The above-named firm sent by this vessel, 1,400 quintals of dried codfish to Naples. The *Zelia*, left Point St. Peter, on the 14th September, for Italy.

Brigantine "Signet," vessel chartered by Messrs. Collas.

Left Point St. Peter towards the end of November, for Naples, with 1500 quintals of dried codfish.

Brigantine "Deese," vessel chartered by Messrs. Collas.

This vessel took her cargo of dried codfish at Shelldrake, on the north coast of the River St. Lawrence, where Messrs. Collas have also a fishing establishment. From Shelldrake, she went to Gaspé to get her clearance, and on the 15th October, left that port for Naples, with 2,400 quintals of dried codfish.

SUMMER TRIPS.—(Vessels belonging to Mr. John Fauvel.)

Brigantine "Aura," Capt. J. Le Gresley, 90 tons, 7 men.

Left Point St. Peter for Cadiz, on the 16th June, with a cargo of 2,100 quintals of dried codfish, out of which 1,702 quintals belonged to J. Le Boutillier, Esq., of Gaspé.

FALL TRIPS.—(Codfish belonging to Messrs. Fauvel and Lespérance.)

Brigantine "Mary,"

This vessel, chartered by Messrs. J. Fauvel and Lespérance, left Point St. Peter for Cadiz, on the 15th September, with 1,500 quintals of dried codfish.

Brigantine "Aura," Capt. J. Le Gresley, 90 tons, 7 men.

Having returned from Cadiz, where she went in June, the "*Aura*" took at Gaspé, a cargo of 2,100 quintals of dried codfish for Messrs. Fauvel and Lespérance, and left this port towards the end of November, for Civita Vecchia.

Dried Codfish exported by John Le Boutillier, Esq., either in his own vessels, or in vessels chartered by him in 1863.

SUMMER TRIPS.

Brig "St. Ann," Capt. J. Vibert, 150 tons, 6 men.

On the 10th of June, this brig left Gaspé Basin for Rio Janeiro, with 1747 barrels of dried codfish, and returned to Gaspé Basin, on the 25th of October, with a cargo of coffee.

FALL TRIPS.

Brigantine "Prince," vessel chartered by Mr. John Le Boutillier.

Left Gaspé Basin for Ancona, on the 25th September, with 1,500 quintals of dried codfish.

Brigantine "Why Not?" chartered by Mr. J. Le Boutillier.

Left Gaspé Basin for Ancona, on the 15th October, with 2,500 quintals of dried codfish belonging to Mr. J. Le Boutillier.

Brigantine "Belus," chartered by Mr. J. Le Boutillier.

Left Gaspé Basin for Cadiz, on the 4th of November, with 2,000 quintals of dried codfish.

Brigantine "Typhus," chartered by Mr. J. Le Boutillier.

Left Gaspé Basin for Jersey, on the 2nd November, with 2,000 quintals of dried cod-

fish. When at Jersey, this codfish will be put in barrels, and the "Typhus," will carry it to Brazil, Rio Janeiro or Bahia.

Brig "St. Ann," Capt. J. Vibert, 150 tons, 6 men.

Having returned from Brazil on the 23rd October, the *St. Ann* remained in Gaspé Basin, ready to take a new cargo for her fall voyage. By the end of November, her cargo being completed, she left the Port of Gaspé for Rio Janeiro, with 1,753 barrels of dried codfish.

About 5,000 quintals of dried codfish are still in the stores of Mr. Le Boutillier, and will be exported only next spring.

CODFISH EXPORTED BY THE FIRM OF FRUING & CO.

Bark "Alice Jane," Capt. E. Jean, 180 tons, 10 men.

This vessel belongs to the above named firm, and came this spring to Gaspé Basin with a cargo of salt, goods, &c., for the firm. She carries besides, every spring, all the Jersey passengers engaged by them, and who come to work at the different establishments of the firm in the County of Gaspé.

After her arrival from Europe, the "Alice Jane" took a cargo of codfish for Brazil, and returned to Gaspé Basin in the month of October, and left again for Jersey towards the end of November, with 4,000 quintals of dried codfish.

Brigantine "Rifleman," Capt. J. Small, 132 tons, 7 men.

This vessel, chartered by the firm of Fruing & Co., loaded with codfish at Gaspé Basin, and towards the end of November left this port for Naples, with 2,000 quintals of fish.

Brigantine "Favorite," Capt. Chs. Coste, 63 tons, 5 men.

Took at Gaspé Basin a cargo of 1,300 quintals of codfish, and left for Italy towards the end of November.

Brigantine "R. H. S.," Capt. E. Jean, 56 tons, 4 men.

Having returned from Barbadoes where she had taken a cargo of dried codfish for the firm of Fruing, this vessel loaded again with fish at Grand Grève, and left Gaspé for Oporto towards the end of November.

The firm of Fruing & Co., which does a large business in the County of Gaspé and elsewhere, also exported many thousand quintals of dried codfish during the season just expired, but I could not get the names of the vessels in which the fish was exported.

I must say the same thing of the codfish exported by Messrs. Le Gros & Savage, of Cape Cove; De La Parelle & Bros., of the same place, Clarence Hamilton, of New Carlisle, and John Holliday, of River Moisie. They exported this year many thousand quintals of dried codfish to Brazil, Spain and Italy. The quantities will be found in the statements of codfish caught in the Counties of Gaspé, Bonaventure, and the coast of Labrador, &c., &c.

ISLAND OF ANTICOSTI, (County of Saguenay.)

Number of Fishing Boats.	Value of Fishing Boats.	Number of Fishermen.	Salmon.
			Barrels.
4	\$120	4	79

COUNTY OF BONAVENTURE, County of Gaspé, County of Rimouski, County of Saguenay; (comprising the coast of Labrador, the North shore of the Gulf and River St. Lawrence, and the Island of Anticosti,) added together.

No. Fish'g Boats.	Value of Fishing Boats.	No. of Fishermen	No. of Stagers.	Quantity of Fish taken in 1863.												
				Codfish.		Haddock.	Cat-fish.	Herring.	Mackerel.	Salmon.	Trout.	Halibut.	Herring.	Sardines.	Cod-liver Oil.	C'd Sds. and Tongues.
				Summer Fishing.	Fall Fishing.											
2628	\$79275	5242	2620	143453	37437	992	505	40066	1639	2802	200	313	360	670	93035	150

NOTE.—Trout is eaten fresh in the fishing establishments, and does not appear in the Overseer's Reports.

STATEMENT shewing the number of Fishing Boats, Men, &c., &c., engaged in the Fish of the Gulf and Lower

Locality.	Number of Fishing Boats.	Value of the Fishing Boats.	Number of Fishermen.	Number of Stagers.	Quantity		
					Codfish.		Haddock.
					Summer Fishing.	Fall Fishing.	
		\$			Quintals.	Quintals.	Quintals.
Ristigouche River.....	13	260	26				65
Nouvelle (above).....	4	120	6	4	15		10
Carleton.....	10	300	20	8		20	5
Maria.....	11	330	22	8	71	10	9
New Richmond and Black Cape.....	3	90	6	3	21		6
Little and Grand Bonaventure.....	61	1830	122	40	1830	400	11
Cox—comprising New Carlisle and Paspebiac.....	43	1290	86	89	645	350	7
Nouvelle (below).....	30	900	60	20	526	300	70
Shediac.....	18	540	36	16	285	100	50
Port Daniel.....	24	720	48	18	623	250	70
Anse à la Barbe.....	16	480	32	11	382	200	50
Anse aux Gascons.....	19	570	38	15	536	250	80
Total.....	252	\$7430	502	232	4934	1850	433

COUNTY OF

Localities.	Number of Fishing Boats.	Value of the Fishing Boats.	Number of Fishermen.	Number of Stagers.	Quantity		
					Codfish.		Haddock.
					Summer Fishing.	Fall Fishing.	
		\$			Quintals.	Quintals.	Quintals.
Matane and Metis.....	50	1500	100	48	2000	500	
Rimouski, Bic and St. Simon.....	20	300	40				
Total.....	70	\$1800	140	48	2000	500	

eries of the Counties of Gaspé and Bonaventure, the Coast of Labrador, the north shore St. Lawrence, in 1863.

of Fish taken in 1863.						REMARKS.
Catfish.	Herring.	Cod liver Oil.	Salmon.	Trout.	Herring, smoked.	
Quintals.	Barrels.	Gallons.	Barrels.	Barrels.	In cases.	
50		25	133			<p>A great number of white porpoises were seen this summer in Bay des Chaleurs.</p> <p>There was very little caplin in the county of Bonaventure during last season; not enough for manuring land. At Maria and Carleton they make use of plaice instead of caplin, and spread it on their lands, generally in May or June.</p> <p>Bait (herring, mackerel and caplin) has generally been scarce during the fishing season in the whole county of Bonaventure.</p> <p>There was a decrease in the export of Spring pickled herring, on account of the low prices on foreign markets. Salmon fishing was better this year than in 1862, there being an increase of about 100 barrels in the county of Bonaventure.</p> <p>Fishermen also took a small quantity of mackerel, but only to use as bait.</p>
6		15	7½			
21	290	15	42½			
	570	65	76			
	960	55	25½	2½	360	
15	1000	700	6			
	245	1016				
50	150	800				
35	300	240				
45	350	592	62			
30	50	397				
60	30	435				
312	3745	4335	363½	2½	360	

RIMOUSKI.

of Fish caught.						REMARKS.
Sardines.	Herring.	Mackerel.	Salmon.	Trout.	Cod liver Oil.	
Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Gallons.	
	1000	25			1500	<p>The Matane and Métis Fishermen are more than ever engaged in cod-fishing. If this year, the fall fishing had been as good as the summer one, the fishermen of these two parishes would have done very well.</p> <p>Salmon fishing at Rimouski, Bic and St. Simon has been a great deal better than in previous years.</p>
670	3268		87			
670	4268	25	87		1500	

COUNTY OF

Localities	Number of Fishing Boats.	Value of Fishing Boats.	Number of Fishermen.	Number of Stagers.	Quantity			
					Codfish.		Haddock	Catfish.
					Summer Fishing.	Fall Fishing.		
		\$			Quintals.	Quintals.	Quintals.	Quintals.
Newport.....	45	1350	90	40	2475	675	29	8
Grand and Little Pabos.....	65	2275	130	50	2925	1625	40	
Grand River.....	90	3150	180	80	4500	2700	25	
Cape Cove and Little River.....	66	1980	132	50	4950	2310	100	
Beau Fils Bay.....	35	1050	70	25	2625	1225	25	
Percé.....	130	3900	260	150	13000	7150	150	
Bonaventure Island.....	50	1500	100	80	5000	500		
Barachois.....	18	540	36	15	1040	400		
Point St. Peter.....	50	1550	100	75	4460	500		
White Head.....	10	300	20	7	800	200		
Red Head.....	6	180	12	5	540	120		
Malbay.....	12	360	24	10	900	250		
Bois Brulf.....	4	120	8	4	320	80		
Seal Cove.....	8	240	16	6	480	160		
Douglstown.....	20	600	40	15	1000	350		
South side end of Gaspé B.....	11	330	22	9	100	50		
North side end of Gaspé B.....	9	270	18	7	173	25		
North side of Gaspé Bay, from } Seal's Cove to Gd. Grève.....	28	840	56	25	2000	240	30	50
Grand Grève.....	25	750	50	35	2000	450	50	20
St. George's Cove, Indian } Point and Long Point.....	26	780	52	24	2080	300	25	30
From Long Point to Ship-head } Cape des Rosiers.....	8	240	16	6	480	200	60	55
Louisa Cove.....	40	1200	80	25	2000	400	25	30
Jersey Cove.....	13	390	26	9	520	125		
Griffon's Cove.....	10	300	20	7	600	100		
Fougère Cove.....	81	2430	162	75	6000	480		
Fox River.....	11	330	22	8	600	170		
Little Fox River.....	66	1980	132	60	4230	1000		
Little Cape and Point Jaune.....	15	450	30	15	750	300		
Valleau's Cove.....	10	300	20	8	650	150		
Grand Etang.....	12	360	24	10	780	300		
Point Seche.....	21	630	42	25	2000	625		
Little Chlorydon.....	13	390	26	10	1490	400		
Grand Chlorydon.....	8	240	16	7	740	300		
Petite Valley.....	6	180	12	6	440	200		
Grand Valley.....	30	900	60	25	300	180		
Magdalen Islands. } Madalen River.....	11	330	22	10	1600	800		
Mount Louis Bay.....	22	660	44	19	500	160		
Ste. Ann des Monts.....	35	1050	70	40	1300	460		
Cape Chatte.....	25	750	50	30	1575	420		
Amherst Island.....	80	2400	160	70	1125	300		
Grindstone do.....	60	1800	120	50	70	3300	1000	
Allright do.....	48	1444	96	40	3000	600		
Entry do.....	6	180	12	4	2000	480		
Coffin do.....	2	60	4	2	260	50		
Grosse do.....	18	540	36	15	60	100		
Bryon do.....	3	90			1000			
	1383	\$42,315	2780	1309	89218	28610	559	193

GASPÉ, 1863.

of Fish taken.					REMARKS.
Herrings	Mackerel	Salmon.	Trout.	Cod Liver Oil.	
Barrels.	Barrels.	Barrels.	Barrels.	Gallons.	
30		8		1890	Fish used as bait was scarce during the season in the county of Gaspé. For instance, caplin, which is everywhere considered as one of the best baits we have, visited this year our shores in very small numbers, and only one day or two in each place. Fall fishing was of the best kind all over the county, especially at Percé, which is the reason that cod fishing has been good this year on that part of our shores. Salmon fishing has also been better than in 1862, and the fishermen seem satisfied with the profits made this year, especially those who sent it fresh by the "Lady Head" to the markets of Quebec and Montreal. Amongst others, the Gaspé fishermen disposed of nearly all their fish and pickled but a small quantity. They were also engaged mackerel fishing, and succeeded well enough. It is unfortunate that the number of men fishing for mackerel on our shores is not larger, the only ones engaged in it being some fishermen from Gaspé and Magdalen Islands. Besides this, the mackerel caught elsewhere than at these two last places is taken in small quantity, and used to bait cod hooks. The whalers of Gaspé Basin were not very successful in the Gulf, and very few of them will be enabled to defray the expenses of outfit. Whales appear to have been very scarce, and the fow net, neared with very great difficulty. As regards herring fishing: this fish paid so little on account of the American war closing the Southern markets, that our fishermen did not salt any quantity for export, the little quantity pickled was for the uses of the County. Besides, there is not half the quantity of herring caught in Gaspé that there is in Bonaventure; and it is used as bait.—The same applies to mackerel, with the exception of that caught by the Gaspé and Magdalen Islands fishermen. Cod fishing at Magdalen Islands had been very good and the fishermen of this place had more success than for many years past. They were very glad of it, for seal fishing on the ice had been almost null in the spring, and they wanted nothing less than a good cod fishing season to recover. Mackerel appeared at Magdalen Islands on the 25th of August, and remained till the 15th of October. Herring appeared on the 17th of May, and left only on the 10th of June. The first cod was caught at Magdalen Islands on the 5th of June.
100		364		2730	
120		134		4300	
100				4350	
80				2610	
250	50	3		12000	
100	40			3300	
50	15	244		864	
90	35			2976	
15				600	
				396	
60				690	
				240	
				384	
60				810	
	85	96		90	
	134	64		59	
50				1344	
100				1500	
80				1470	
15				480	
50				1440	
35				387	
25				420	
160	15			3888	
40				462	
150	20			3168	
55				630	
60				500	
75				648	
100	12			1775	
95				1134	
50	15			624	
35				384	
10				288	
75	20			1440	
25	10	11		396	
40	20			1056	
100	25	24		1185	
80	15			855	
26550	1050			6900	
29110	1561	2804		70663	

COUNTY OF

Coast of Labrador, and North shore

Localities.	Number of Fishing Boats.	Value of Fishing Boats.	Number of Fishermen.	Number of Stagers.	Quantity			
					Codfish.		Haddock.	Halibut.
					Summer Fishing.	Fall Fishing.			Quintals.	Barrels.
Blanc Sablon Bay	25	750	50	35	1500	250		
Île à Bois	40	1200	80	57	2000	150		
Little Harbor	30	900	60	30	1500	200		
Bradore Bay	6	180	12	5	180	25		
Belles Amours	3	90	6	2	90	10		
Middle Bay, Five Leagues and Salmon Bay	10	300	20	9	150	25		
Bonne Espérance and St. Paul's River	8	240	16	6	120	20		
Brulé, Dog and Old Fort Islands	9	270	18	8	400	60		
From Dog Island to Shicataka	9	240	16	7	120	15		
From Shicataka to St. Augustin	5	150	10	4	75	20		
St. Augustin	6	180	12	5	120	48		
Kilkapoé, Whale Head of Patashoo	5	150	10	4	75	10		
La Tabatière	5	150	10	6	70			
Mutton Bay	6	180	12	5	28			
Meccatina Whale Hd. and Gr. Meccatina	6	240	16	6	25			
St. Meccatina and Seal Island.	6	180	12	4	70			
Netaganu, Dumourier Point, Etanémir, Maniswaché and Coochéchou	9	270	18	7	135			
Romaine and Washbecoutai Rivers	3	90	6	2	30			
Musquaro	2	60	4	2	40	10		
Kegashka	8	240	16	6	175	80		
Natashquan	50	1500	100	70	2000	250		
Agwanus, Nabisippi, Watschéshoo, Pisahter Bay, and Cornelle Rivers	8	240	16	7	150	60		
Esquimaux Point	35	1050	70	22	1460	250		
Romaine River	1	30	2					
Mingan River	1	60	2					
King Point (Mingan)	44	1320	88	63	2421	590	40	
River St. John	74	2220	148	90	3546	700	25	
Magpie River	2	60	4					
Magpie Bay	44	1320	88	51	3387	660	40	
Jupitagan River and Ridge Point	13	390	26	14	1144	150	10	
Indian Harbor	13	390	26	15	1315	140	20	
Thunder River	35	1050	70	29	2822	100	25	
Duck Creek	9	270	18	16	666	90	5	
Little Sheldrake	14	420	28	15	1450	140	6	
Sheldrake Head	5	150	10	9	300	100	10	
Sheldrake Banks	25	750	50	42	1750	250	20	
Legros and Gibraltar's Cove	47	1410	94	78	3250	250	9	
Chaloupe River	10	300	20	13	950	90	30	
Manitoo River	8	240	16	11	410	64	16	
Bouleau River	17	510	34	23	1330			
Pigou Island and Seal River	24	720	48	38	1390		6	

SAGUENAY.

of the Gulf and River St. Lawrence.

of Fish Caught.					REMARKS.
Herring.	Mackerel.	Salmon.	Trout.	Cod-liver Oil.	
Barrels.	Barrels.	Barrels.	Barrels.	Gallons.	
150				600	Cod fishing on the north shore, from Blanc Sablon to Mingan, was not very good. It is calculated that this fishery did not yield more than one-third of a good one, taking into consideration the number of fishermen engaged on this part of the shore during the season. Cod came late, and in some places, as at Mutton Bay, Little Meccatina, and other ports, the fishermen could catch but a few quintals.
250				645	At Natashquan, a place where codfish is every year abundant, it was seen in such limited quantities, that the majority of schooners which repaired there to fish were obliged to return with only a few quintals of fish. I met some of these schooners later, in Blanc Sablon harbour.
400		3		510	From Mingan to Moisie, cod was abundant enough, and the fishing was good.
370		4		61	From Moisie to St. Nicholas, middling.
				30	Salmon fishing has been much better this year than in 1863, as can be seen by comparing the tables of this year with those of 1862.
150		60		52	At Natashquan two schooners went seal fishing this spring: the "Tiber," P. Vigneault, caught 520 seals; and the "Marie-Marguerite," J. Vigneault, 100.
200		80		45	The salmon caught at Natashquan was caught between the 5th and 15th of June, — 8½ barrels with the fly, and 3 barrels with the nets.
150		5		138	Herring fishing has not been very good on our shores, although abundant in Bradore Bay on the 3rd of August and following days, but being small, our fishermen pickled only a small quantity of it.
50		46		40	Seal fishing, by the resident fishermen of the coast of Labrador, had entirely failed during the fall of 1862, with the exception of some places where they were more successful. —
		25		28	That of the spring of 1863 was nearly nil, as will be seen by reference to the tables. Some schooners are building on many parts of the shore, and will be ready to go to the sea in the month of March, for seal hunting.
		124		50	Salmon fishing at River Moisie, though not as successful as that of 1862, was, nevertheless, good. Codfish entrails, &c., were thrown into boxes, under the head of stagers, and no offals were found in salmon nets.
50		27		25	But was scarce on the coast of Labrador, but more easily found from Mingan to Moisie.
				21	Only 6 barrels of salmon were caught with the spear.
		42		21	
		5		8	
60		41½		6	
		3		21	
		14½		40	
				9	
		27		9	
		7		12	
50		9		76	
300		320		675	
				63	
		72		63	
				513	
		3		24	
		11½		11½	
		15		876	
100		243		1288	
		33		1346	
200		9		388	
25		12		435	
50				876	
80		1		225	
20				477	
15				120	
				585	
100		10		680	
80				350	
				165	
				396	
13				546	

COUNTY OF SAGUENAY,
Coast of Labrador and North shore of the Gulf and River St. Lawrence.

Localities.	Number of Fishing Boats.		Value of Fishing Boats.	Number of Fishermen.	Number of Stagers.	Quantity of Fish Caught.							
	Codfish.					Haddock.	Halibut.	Herring.	Mackerel.	Salmon.	Trout.	Cod-liver Oil.	
	Summer Fishing.	Fall Fishing.											
	Quint's.	Quint's.	Quint's.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Gallons.		
Trout River.....	1		\$ 40	2									
River Moisie (East side).....	81		2430	162	33	5299	600		29		13	2025	
do (West side).....	80		2400	160	67	2442	415		10		34	825	
do (and at sea).....													
Seven Islands and St. Margaret River.....	29		870	58	31	718	400			80	1	540	
Ragged Islands and Pentecost River, and English Bay.....	32		060	64	24	1140	335		12			442	
Cariboo Isles, Trinity and Pt. des Monts.....	6		130	10	5	15	5					3	
Godbout and Beauce Rivers.....	3		90	6	2	25	15					9	
St. Nicholas.....	6		130	12	4	60	20					24	
Betsimis River.....													
	919		\$27010	1830	1631	47301	6447		313	2942	53	19024	16537

STATEMENT shewing the number of Seal Fishing Stations on the North Coast of the Gulf of St. Lawrence, with the names of owners, etc., in 1863.

Names of Fishermen.	Stations.	Fathoms of Nets.	Fall Fishing, 1862.	Spring Fishing, 1863.
LeBoutillier Bros	Isle à Bois	150	.....	27
Narcisse Dumas	Blancs Sablons	188	.....	10
Fruing & Co	Long Point	250	.....	44
G. L. Labadie	Anse des Dunes	300	.....	18
Wm. Labadie	Point à la Barque	140	.....	15
Rendall Jones	Bradore Bay	600	.....	13
Louis Jones	do	180	.....	.....
John Buckle	Belles Amours	201	.....	10
Harriet Griffith	Five Leagues	200	.....	6
Samuel Marsh	Little Fishery	125	.....	.....
James Buckle	Bonne Espérance	300	.....	20
Léger Levesque	Brulée Island	400	4	.....
Thomas Rule	Dog Island	160	15	.....
Thomas Morris	Canso Harbor	30	11	.....
Fruing & Co	Portage Bay	400	200	.....
Mathew Kennedy	St. Augustin	300	50	.....
Jean Legouvé	Whale Head (Pacachoo)	300	3	.....
Jacques McKennon	Kikapou	250	80	.....
Joseph Gallichan	Salt Lake	350	15	.....
William Buckle	La Tabatière	500	900	.....
Samuel Robertson	do	400	300	.....
Laurent Gallibois	Red Bay	150	8	.....
J. B. Guillemette	do	120	5	.....
François Michel	Mutton Bay	125	5	.....
F. Levesque	Grand Meccatina Island	350	30	.....
Charles Bilodeau	Whale Head (Meccatina)	500	139	.....
Michel Kenty	do	400	80	.....
Widow Manger	Gull Island	300	186	.....
Pierre Thibeault	Little Meccatina	30	80	.....
Louis Coulombe	Point-au-Pot	70	4	.....
		7760	2115	165

SEAL FISHING WITH BOTTOM NETS.

Names of Fishermen.	Stations.	Fathoms of Nets.	Number of Seals.
Baptiste Dumas	Long Point	180	20
Chas. Dicker	do	280	2
Michel Lavallée	St. Augustin	125	40
Gilbert Jones	Manisunachi	40	35
Joseph Aubé	Coacochoo	80	10
Michel Blais	Etamamu	100	14
Olivier Rochette	Nabissipi	70	12
Joseph Tanguay	Watshceshoo	90	20
		965	153

TOTAL AMOUNT of Seals taken in the Gulf of St. Lawrence, in 1863.

Seals caught by schooners from Esquimaux Point, Magdalen Islands, Natashquan, &c., &c.	Number of Seals.	Oil. Number of Gallons.	Value of Oil.
Magdalen Islands..... 24 schooners.	3959	31672	\$ c. 20588 80
Esquimaux Point..... 13 do	2060	16480	10712 00
Natashquan..... 2 do	620	4960	3224 00
Kegashka..... 2 do	467	3736	2428 00
Taken on the ice at Magdalen Islands.....	2580	10000	6500 00
Taken with nets by the settlers on the coast of the Gulf.....	2353	23530	15294 50
Killed with the gun by Indians.....	450	1800	1170 00
do do by whites.....	200	800	520 00
	12609	92978	\$60435 70

WHALE OIL.

Product of the Whale Fishery, by schooners fitted in the Port of Gaspé:—
14,400 gallons, at 65 cts.....\$9360 00.

R E C A P I T U L A T I O N .

VALUE of the Produce of Canadian Fisheries in the Gulf and Lower St. Lawrence, for the year 1863.

Codfish	180,990 quintals.....	At \$3 00	\$ c. 542970 00
Haddock.....	992 do	" 2 00	1984 00
*Hake.....	505 do	" 2 00	1010 00
Herring	40,066 barrels	" 2 50	100165 00
Mackerel	1,639 do	" 8 00	13112 00
Salmon	2,802 do	" 11 00	30822 00
Trout.....	200 do	" 10 00	2000 00
Halibut.....	313 do	" 5 00	1565 00
Codliver Oil.....	93,035 gallons	" 0 55	51189 25
Seal Oil	92,978 do	" 0 65	60435 70
Whale Oil.....	14,400 do	" 0 65	9360 00
Seal Skins.....	12,669 skins.....	" 0 90	11343 00
Cod Sounds and Tongues.....	150 barrels.....	" 5 00	750 00
Sardines.....	870 do	" 4 00	3480 00
Smoked Herring.....	360 boxes	" 0 25	90 00
Total.....			\$529160 95

* On pages 133, 135 and 136, for Catfish read Hake.

CONTINUATION OF THE LIST OF FISH OF THE GULF AND RIVER ST. LAWRENCE.

PERCA FLAVESCENS.

French—*Perche*.

Popular name in Canada—*Perchaude*.

English—*Perch*, *Yellow Perch*, *Common Perch*, of the order of *Acanthopterygii*; of the family of *Percidæ*; of the genus *Perca*.

The Perch is one of the best fresh water fish we have, and appears to me not to be well appreciated in Canada. It is widely distributed on the whole surface of the globe, and is common in almost every river, stream, lake and pond of Europe, Asia and America.

It is also very common in the River St. Lawrence, and in almost every river running into it, and in our lakes. It is also found in the Gaspé rivers and in those of the north coast of the River St. Lawrence, but according to the Indians frequenting these places, this variety of the family of *Percidæ* is most numerous in the fresh waters of the interior.

The Perch is well known by its compressed body, elongated towards the head and tail; by its brilliant colors, yellow, with greenish or gold tinge; by its dark vertical bands, to the number of five or eight, across the back; and by its bright and various colored fins.

This fish, as the name of the order in which it is classed shews, has very strong spinous rays, especially at the first dorsal, which is entirely composed of them and is used to defend itself against other fish.

It spawns about spring time, and is very prolific; there being found in the ovaries of a female fish of this species over a million of eggs.

Wild game wage a continual war against the small fry in the lakes and rivers, and destroy an enormous quantity.

LABRAX LINEATUS, PERCA SAXATILIS.

French—*Bar rayé*, *centropome rayé*.

In Canada—*Bar*.

English—*Striped Bass*, *Sea Bass*.

Of the order of *Acanthopterygii*; of the family of *Percidæ*; of the genus *Labrax*.

The striped Bass is, incontestably, after the salmon, one of the finest and most delicious fish frequenting the River St. Lawrence and some of its tributaries. It alternately frequents salt and fresh water, where it breeds during the spring. It sometimes attains an extraordinary size; frequently some have been caught at different parts of the River St. Lawrence, and especially at Sorel Islands and near Crane Island, weighing from 25 to 30 pounds, and even more.

On the coast of the United States they are said to have been found of a still larger size; and in some ancient works on ichthyology, which I consulted, Bass are spoken of as having reached the weight of 50, 60, and even 80 pounds. William Herbert, in his work on "Fish and Fishing of the United States," mentions that he saw one of 43 pounds.

Its color is bluish brown above, silvery on the sides and beneath. But what distinguishes this fish are black parallel lines along each side from head to tail, to the number of from seven to nine, making it one of the most remarkable species of the genus *Labrax*.

The Bass, which properly speaking is a salt water fish, is also found on the south shore of the Gulf of St. Lawrence and in the mouths of the rivers falling into it; it is caught in great quantities in Nova Scotia and New Brunswick.

Although this fish is said to frequent the large streams of the Canadian shore of the Bay of Chaleurs and Gaspé, no attempt, to my knowledge, has been made to fish for it.

GASTEROTUS BIACULEATUS.

French—*Epinoche*.

Popular name in France—*Savetier*; and on the shores of the Gulf of St. Lawrence, *Picassou*.

English—*Two-spined Stickleback*.

Of the order of *Acanthopterygii*; of the family of *Mailed Cheeks*; of the genus *Gasterosteus*.

This curious little fish, being from two to two and a half inches long, and half an inch

thick, is found in the rivers and brooks of the Gulf of St. Lawrence, and the species has numerous kinds in Europe as well as in North America.

The variety now described, and which is caught in great quantities in the small rivers, brooks and *Barachois* of Magdalen Islands, where it is used as food for cattle and as manure (400 barrels were caught last year in the *barachois* of Basque Harbour, Magdalen Islands) has two free spines on the back, of a quarter of an inch long, and a third but smaller, near the dorsal fin. The ventrals, represented by a single ray, look more like two strong spines than like fins. The sides and the body are protected by over twenty-five plates, forming a kind of cuirass, so that the *Stickleback*, besides being very active in its movements, is furnished with offensive and defensive arms, which causes it to be feared even by fish larger than it.

This fish is said to be a dangerous enemy to the Pike; it suffers itself to be swallowed by the latter, then with its spines inflicts, either in the mouth or inside, wounds grave enough to cause death.

But what makes the *Stickleback* still more remarkable is, that unlike all the other fish which deposit their ova either on the mud or gravel, agglutinating them to aquatic plants it builds a regular nest to receive its very numerous eggs; the male fish being entrusted with that work. Several females lay their eggs in this nest made of little sticks and stalks of grass, cemented together with the mucus that exudes from its skin; but a single male impregnates all the eggs of one nest, and he has to defend them against the voracity of other fish, and even, it is said, of the females themselves, till they are hatched. The vigilance of the male ceases when the young are able to do for themselves and provide for their own safety.

The color of the *Stickleback* varies greatly, being generally dark olive-green above, gradually intermixing with light greenish and yellowish on the sides.

On specimens found in Esquimaux Point brook, on the north shore of the Gulf of St. Lawrence, I counted

D. 2. 1. 11; P. 10; V. 1; A. 1. 8; C. 12.

HEMITRIPTERUS AMERICANUS.

French.—*Hémétriptère, Crapaud de Mer, Tétards, Diables de Mer.*

English.—*Sea Raven, Acadian Bull-head, Sea Sculpin.*

Of the order of *Acanthopterygii*; of the family of *Mailed Checks*; of the genus *Chabot* or *Cottus*.

This hideous but beautifully lemon-colored fish, varied with red, is found on our Gulf shores, and is often caught in fishing for cod. It is very voracious in its appetite, and feeds on the fry of other fish and on young codfish, causing sometimes great inconvenience to our fishermen. As soon as a certain number of Sea Ravens congregate on the bottoms where cod fishing is going on no more cod is caught, and the fishermen are obliged to cast their lines elsewhere.

The variety now described is not so common on our shores as the *Cottus Scorpias* included in my list of fish of the Gulf, in 1862.

A *Bull-head* caught last spring in Pleasant Bay (Magdalen Islands), was of a reddish color, varied with brown, measuring fourteen inches in length; its enormous head was furnished with spines intermixed with irregular cavities, and on each side with cutaneous pendants, giving to the fish a repulsive ugliness.

The first dorsal is very long; indeed, it is actually two connecting dorsals. The first is composed of sixteen very unequal spinous rays, and the second of thirteen; the pectoral fin eighteen rays; the ventral two rays preceded of a spine; the anal thirteen, and the caudal sixteen.

The *Bull-head* has the property of swelling up its body to an astonishing extent, especially when provoked. Its flesh is good, though not used in Canada.

THYNNUS VULGARIS.

French.—*Thon.*

English.—*Tunny, Ablicore, and Horse Mackerel.*

Of the order of *Acanthopterygii*; of the family of *Scombridae*; of the genus *Thynnus*.

This fine species of the family of *Scombridae* inhabits the seas of Europe and North

America. It is found in the Mediterranean Sea; it being well known to the Phœnicians, who fished it on a large scale; also in the Black Sea, on the shores of France and British Islands, in the Baltic, on the coasts of the United States, Nova Scotia, Newfoundland, and in the Gulf of St. Lawrence.

It enters Bay de Chaleurs and Gaspé Bay. I have often met it in the Straits of Belleisle, and sometimes large shoals of them off Blancs Sablons Bay.

The Tunny often acquires a very large size, and some are recorded of eight and even nine feet in length, weighing over 500 pounds; but the ordinary size is from five to six feet, and the weight from one to one hundred and fifty pounds.

This fish has an elongated form similar to that of the common mackerel, and its robust fins make it one of the best swimmers of our waters; whilst chasing shoals of small fish which constitute its ordinary food, it is seen springing out of water to a height of five or six feet.

Color:—Upper surface blackish; sides silvery; beneath pale white. Scales on the anterior part of the back, in front of the dorsal, and beneath the pectorals, very large.

The flesh of the Tunny is considered delicious food, and is something between fish and meat, being pretty much like veal; the most delicate part of the stomach. It is eaten fresh, salted for export or pickled with oil or salt; so prepared, considerable quantities of it are exported from France and Italy.

It is captured in the Mediterranean Sea, and especially on the shores of Provence and Sicily, with large nets called *thonaires*, and others called *mauiraques*, nearly similar to those used by our own fishermen in seal-fishing on the coast of Labrador. They consist of chambers made with nets, in which the fish is driven—sometimes in considerable quantities; they are then killed with spears or fire-arms. Tunny fishing is one of the great amusements of rich Sicilians, who come from the interior at the time of the fishing, to witness the killing of sometimes several thousand fish.

The Tunny is also caught with the line, especially on the Basques' shore. The boats being under sail, a sardine, or a piece of cloth resembling a sardine, of which the Tunny is very fond, is tied to the hook, the fish being very greedy swallow it at once, and they are pulled on board, but not without difficulty.

Tunny fishing begun but a few years ago in the Gulf. A few are speared every year in Gaspé Bay. They are more abundant in Bay des Chalours and off Caraquette, in the month of August, when herring appears. For three years past the fishermen at this place have caught a certain quantity of them, and this year as many as one hundred; using for that purpose strong steel hooks, tied to solid lines and baited with herring. It is a very exciting but tiresome fishing, and requires a good deal of skill; the Tunnies, in their efforts to escape, pull with such violence that if the fishermen has not taken the care to tie the line to a pin in the boat, he runs the risk of being hurt or carried overboard.

The Tunnies caught on the shores of Gaspé are eaten fresh. At Caraquette a certain quantity was salted and sent to Quebec, but it being the first time, its value could not be fully appreciated. Let us hope that it will be otherwise another time.

BLENNIUS GUNNELLUS. GUNNELLUS VULGARIS.

French.—*Gonelle Vulgaire*.

In Canada.—*Anquille de roche*.

English.—*Spotted Gummel. Butter-fish*.

Of the order of *Acanthopterygii*; of the family of *Gobiidae*; of the genus *Blennius* group *Gunnellus*.

According to information collected on the shores of the Gulf and the Lower St. Lawrence, this fish which resembles the eel, has seldom an average length of more than seven inches. It is found on the sea-shores, under stones and in the apertures of rocks left dry by the tide; under sea-weeds, the moisture of which permits it to live for several hours out of its natural element. The body is covered with a thick coating of mucus of the consistence of butter, from which is derived its English name of Butter-fish. The flesh of this fish is not eaten in Canada, although said to be good. It is used in England as bait for larger fish, and could be employed similarly here. The dorsal is very long, extending nearly to the caudal. On specimens procured from Little Meccatina River, I counted seventy-nine rays, and beneath, a series of black spots, to the number of ten gener-

ally, distinguishes this fish. The anal fin is composed of forty-four rays, and extends to the caudal, numbering nineteen rays; the pectoral eleven, and the ventral only one.

The color is extremely fugacious, being generally purplish brown and yellowish brown.

The Butter-fish is found in the Northern seas, in Europe, in America; and Valenciennes has described sixteen species.

LOPHIUS PISCATORIUS.

French.—*Baulroie, Raie pêcheresse. Diable de Mer.*

English.—*Angler. Fishing-Frog or Frog-Fish. Sea Devil. Bellows-fish. Monk-fish.* Of the order of *Acanthopterygii*; of the family of *Lophiidae*; of the genus *Lophius*.

The Angler has a still more repulsive aspect than the Bull-head, and is easily known by its enormously wide and depressed head, by its mouth, armed with very large and sharp teeth, and by the three first rays of its anterior dorsal fin, which entirely project beyond moving freely on the head, and forming a kind of appendage or crest, which caused it to be termed *Lophius* by Aristotle.

The stomach of this fish is very large and its appetite is most voracious. It is generally couched close to the bottom, buried in the sand, and draws toward itself with its appendage the fish, which it does not fail to catch with its mouth. It generally feeds on fish, mollusca and crustacea.

The Angler inhabits the seas of Europe and North America. It is also found in the Gulf, but is seldom caught with the hook or net, and the specimens found are those generally thrown on the coast when they come too near the shore looking for food. On account of the smallness of its gills, this fish can live long out of water.

The curious fish exhibited at Quebec three years ago, the name of which nobody knew, and which had been caught at Anse des Dunes, on the coast of Labrador, was nothing but an Angler. Another fish of the same species was also found two years ago at Long Point, near Mingan.

The ordinary size of the Angler is from three to four and a-half feet.

OTENOLABRUS CERULEUS, CRENILABRUS BURGALL.

French.—*Le Cténolabre chogset.*

English.—*Common Bergall. Blue-fish. Blue perch. Cunner.*

Of the order of *Acanthopterygii*; of the family of *Labridae*; of the genus *cténolabrus*.

This pretty fish is generally seven or eight inches long: of a blueish color, passing occasionally into bronze, with bright metallic bars on the sides. It is commonly seen on the shores of Gaspé and Bay des Chaleurs, and especially in the harbour of Paspebiac and in Gaspé Basin, where it is very improperly named *Tanche*.

It is easily caught with the line with any kind of bait, and is an excellent fish.

The Cunner is common on all the shores of America from Delaware Bay to Newfoundland. It is also found in Europe.

On the specimens caught at Paspebiac and Gaspé Basin, I counted the following number of fin rays:

D. 18.10; P.15; V. 1.5; A. 3.9; C. 15 $\frac{2}{2}$.

CATOSTOMUS COMMUNIS.

French.—*Catostome. Improperly called in Canada, Carpe.*

English.—*Common Sucker.*

Of the order of *Malacopterygii abdominales*; of the family of *Cyprinidae*; of the genus *Catostomus*.

The common Sucker is an important group of the genus *cyprinus*, belonging exclusively to America, and was well described for the first time by the celebrated French naturalist, Lesueur.

It is known that the real carp was not to be found in America before having been introduced into the United States, which was done by means of live fish of the species being conveyed about thirty years ago from France and placed in some lakes of the State of New York, and in some parts of the Hudson River, where they increased in an extraor-

inary manner. They may perhaps have found their way by coming through the canals and rivers joining the Hudson with the Richelieu and St. Lawrence Rivers; but I am not aware of their having been seen in our country.

The common Sucker is one of the commonest fish of the Canadian waters, being found in the River St. Lawrence, in all its tributaries and in every inland lake. There are a great number of varieties. Those called *French Carp* and *Scabby Snout Suckers*, are excellent food:

This fish is found in the rivers of Gaspé and Labrador, but generally in small numbers. It is abundant in the interior lakes of these places, and constitutes one of the principal articles of food of the Indians during the winter season. It is perhaps most abundant in St. Augustin and Pachachoo rivers; it is easily caught in this last named river.

FUNDULUS VIRIDESCENS.

French.—*Fundule.*

Popular name of the Gulf shores—*Barbeau, Choquemort.*

English.—*Big Killifish, Minnow, Minny.*

Of the order of *Malacopterygii abdominales*; of the family of *Cyprinidæ*; of the genus *Fundulus*.

The Minnow is a very pretty little fish, a quick swimmer, and is found in abundance on the Canadian shores of the Gulf, and probably also in the other British Provinces, in the salt water creeks and brackish streams, which it seems to prefer to fresh water. According to Valenciennes, the Minnow is peculiar to America, and is besides viviparous; it must not be confounded with the European *Leuciscus phoxinus* of Cuvier. It is caught in large quantities with nets or scoop-nets at Point Daniel, at the *barachois* of Malbaie (*en bas*), in many other places on the shores of Gaspé, and also in the Magdalen Islands *barachois* and creeks, where it is very useful as a bait for cod, when other bait fails. The specimens I got last year from Amherst Island were from three and a quarter to four inches long, to three quarters of an inch thick, and of the following description:—

Body elongated, cylindrical, flattened above and compressed on the sides of the tail. Scales large—(it is the opposite of the European Minnow, whose body is covered with minute scales, according to Yarrell), larger on the head than on the other parts of the body, and extending to the end of the snout. Lateral lines very obscure. Head small, flattened above. Eyes large; distant; pupil black. Nostrils form an oblong slit just anterior to the orbits. Mouth small but very protactile, with a somewhat vertical aspect. There is something similar to a lip on the upper part of the mouth. Fine teeth on the upper and lower jaw.

The dorsal fin placed far back, over the anal, quadrate, and composed of eleven rays. Pectorals rounded, and containing from seventeen to eighteen rays. Ventrals, six rays. Anal, eleven rays. Caudal fin, twenty-nine rays, broad and short.

Color:—Olive-green above, mottled, and lighter in color on the sides, silvery white under the belly, tinged with yellow on the abdomen. Opercles, pectorals and ventrals light greenish yellow. Irides yellow.

ALOSA TYRANNUS, ALOSA VERNALIS.

French—*Gaspereau.*

English—*Alewive, Gaspereau.*

Of the order of *Malacopterygii abdominales*; of the family of *Clupidæ*; of the genus *Alosa*.

This little group of the genus *Alosa* appears on the shores of the Bay des Chaleurs, where great quantities are caught in the spring during the herring fishery. It is easily known by its resemblance to herring, being nearly of the same size, by its bright silvery scales, and especially by its elongated body, and compressed and serrated abdomen.

The flesh is excellent to eat when fresh; it is also good pickled; and will keep very long.

The Alewive sometimes appears in the lower part of the River St. Lawrence, in some rivers on the coast of Labrador, and especially in Grand Meccatina river. But it is most abundant in New Brunswick and in some rivers of Nova Scotia; a pretty large quantity being salted for export. In Canada it is consumed on the spot or used as bait for cod; being considered nearly as good as herring for that purpose.

ESOX RETICULATUS.

French—*Brochet*.

English—*Pike, Pickerel*.

Of the order of *Malacopterygii abdominales*; of the family of *Esocidæ*; of the genus *Esox*.

Few fish are so common in Canada as the Pike, being found in the River St. Lawrence, and in almost all of our rivers and lakes.

The ordinary length of the Pike varies from one to three feet, and its weight from one to six pounds, but it sometimes grows to a larger size, and some are caught weighing fifteen pounds and over. Its formation, strength, and the disposition of its fins make it a rapid swimmer. Its extraordinary voracity, the sharp and numerous teeth of its large mouth, its instincts of depredation, render it the terror of other fish. Not only does the Pike swallow a large number of fluvial fish of its species, but it also feeds on animals of small size, aquatic birds, reptiles, &c., &c. It is the fresh water shark.

The flesh of the Pike is white, firm and delicious to eat, especially when the water is cold. It propagates prodigiously, and as many as 140,000 eggs have been counted in the body of one female. Its spawn is deposited in the brooks during the spring, and the ova is promptly hatched.

Although an ordinary inhabitant of rivers, lakes and ponds, the Pike sometimes appears in the sea, and the salmon fishermen of the rivers of the Gulf will sometimes catch them in their nets, of a very large size. From the information received by Indians frequenting the interior of Labrador, this fish is found in the upper part of several rivers falling into the Gulf of St. Lawrence, and in the lakes of that part of the country.

Its color varies—in some it is deep green, varying to blackish on the back and head, or bluish grey; in others it is of a golden yellow, especially during spawning time.

It is fished with nets in the lakes and rivers, and also with lines having live or artificial baits. The apparatus called *kill-devil* is especially much used.

Rod-fishing for Pike is most exciting. It is one of the favorite amusements of a great many of the sportsmen of the interior of Canada, though very far from equal to salmon or trout fly-fishing, but this last enjoyment is not within the reach of every one.

ESOX ESTOR.

French—*Maskinongé*.

English—*Maskalonge, Muskellunge*.

Of the order of *Malacopterygii abdominales*; of the family of *Esocidæ*; of the genus *Esox*.

This variety, the largest perhaps of the genus *Esox*, is abundant in the large lakes of Canada and the United States, and in many places of the River St. Lawrence. They occur also in several lakes north of the River St. Lawrence, in Lower Canada, and as they are sometimes caught in the salmon nets of the Labrador rivers falling into the Gulf, one is inclined to think that it inhabits the upper waters of these streams, and the lakes where they take their sources. The flesh of the Maskalonge is everywhere considered most delicate and exquisite; even many people consider it equal to salmon. What has been said of the voracity and destructive instincts of the Pike, apply with still greater force to the Maskalonge; its larger size giving it more strength than the former, and its wide mouth furnished with long teeth render it a most dangerous enemy to fish frequenting the waters it inhabits. This fish spawns in the spring, deposits its ova in small streams in preference to large rivers.

Its color is generally deep greenish brown, darker on the back; paler on the sides, with numerous rounded, distinct, pale yellowish or greyish spots on the sides.

Its ordinary size is from one to three feet, and its weight from five to fifteen pounds; but some are often seen reaching the size of four feet and over, weighing as much as forty pounds.

SCOMBERESOX.

French—*Scombrésoc*.

English—*Bill-fish, Mackerel Garrick, Skipper*.

Of the order of *Malacopterygii abdominales*; of the family of *Esocidæ*; of the genus *Scomberesox*.

Specimens of the Bill-fish are often found dead on the shores, and especially at New-

port, Gaspé, St. Augustin and on the coast of Labrador, generally during summer at the time of the appearance of Mackerel. This fish is remarkable on account of the snout formed by its elongated jaws; the lower being more so than the upper, which presents some resemblance to a bird's beak. The dorsal and anal fins arise far back and are nearly equal in length, and the lower rays are composed of spurious fins or finlets, as in Mackerel or Tunny.

They appear on the United States coast, and are very common in the European seas, and especially in the Mediterranean sea, comprising several varieties, the type of which is the *Scambresox saurus*. Ours is probably the variety described by Dr. Storer, and called from his name, *Scambresox Storeri*.

The length of the Bill-fish is generally one foot; its color green on the back and head, and silvery beneath. It is said to be good to eat.

COREGONUS ALBUS.

French—*Poisson Blanc*.

In Europe—*Lavaret*.

English—*White-fish* and *Gizzard fish*.

Indian name in New Brunswick—*Attihawmeg*.

Of the order of *Malacopterygii abdominales*; of the family of *Salmonidæ*; of the genus *Coregonus*.

The White-fish occurs more in the lakes than in the rivers. It is most abundant in the large lakes of Canada, especially in Lake Huron, where fishing for it is carried on on a large and advantageous scale, and it is also found in all the inland waters of the northern part of our continent, as far as the Arctic Ocean.

Several of our lakes, and amongst others Lake Temiscouata, are renowned for their White-fish, and they appear in the St. Lawrence and some other rivers falling into it; being very common in the inland lakes of Labrador. They sometimes go to sea and are often caught by Canadian fishermen at the mouths of the rivers flowing into the Gulf. They are seen perhaps the most often in Little Romaine River.

The White-fish is so well known here that it is useless to give a long description of it. It will suffice to mention that its ordinary size seldom exceeds a foot and a half in length, and its weight five pounds, although some are taken weighing as much as fifteen and twenty pounds.

Its color is greyish blue or yellowish brown above, with grey spots before the dorsal; sides and belly white.

One of the two specimens I studied, which had been caught in the St. Lawrence, was nine inches and a half long, and two inches and a quarter thick. The fine rays were as follows:

D. 13.0; P. 15; V. 12; A. 13; C. 19 $\frac{0}{6}$.

The other specimen measured twelve inches, and was three and a half inches thick.

Fins: D. 14.0; P. 14; V. 11; A. 13; C. 19 $\frac{0}{6}$. Caudals forked.

As in the other species of the family of *Salmonidæ*, the second dorsal of the White-fish is formed of an adipose substance, without rays.

MORRHUA PRUINOSA. GADUS TOMCODUS.

French—*Petite Morue*. Improperly called *Loche*, in the lower parishes, and *Poulamont* on the coast of Gaspé.

English—*Tom-cod*. *Frost-fish*.

Of the order of *Malacopterygii sub-brachiati*; of the family of *Gadidæ*; of the genus *Morrhua*.

The Tom-cod is found in North America, on nearly all the shores and in nearly all the rivers from the latitude of New York to Hudson's Bay, and perhaps in the Arctic Ocean. They enter the mouths of the rivers in the fall or early in the winter, to reach the fresh water, sometimes at a considerable distance from the sea. The females being then full of eggs and the males of milt,—these pretty little fish undoubtedly repair to fresh water for the purpose of spawning, and are then met with in thick and numerous shoals. I need not mention that they are a savory and healthy fish, this is too well known

in the lower part of Canada East, where they are caught in large quantities with lines, seines, nets and boxes. This last named apparatus is used with much success at Champlain and the neighboring parishes on the north shore. They are mostly used there as food; some are sold or used for feeding cattle.

The Tom-cod is most abundant in autumn on the coast of Gaspé, in Bay des Chaleurs especially, at the mouths of the rivers and *barachois*. But on account of the limited consumption, they are fished for only during a few weeks, merely to satisfy the wants of the inhabitants of the adjoining localities. In the lower parishes of the south shore they appear in summer as well as in the fall, and are caught in large quantities during the winter when they are kept fresh by being frozen.

The small size and softness of the flesh of the Tom-cod prevents it from being pickled. It must, therefore, be eaten fresh and cannot be brought far during summer. They are kept frozen in winter, care being taken to keep them as much as possible from the contact of air.

According to some United States naturalists there are several varieties of the Tom-cod, and the one I examined, though nearly the same as that described by De Kay, differs in the number of the fin rays. Our variety has

D. 13.16.18; P. 17; V. 6; A. 19.19; C. 26 $\frac{2}{7}$,

and De Kay's,

D. 12.20.18; P. 17; V. 6; A. 20.18; C. 37.

The size of the Tom-cod varies from six to twelve inches, and sometimes more. They are as voracious as the large cod, and feed on all little fish. I found in the body of one of them measuring eleven inches, a bass two and a half inches long, and a carp of four and a half inches.

LOTA INORNATA, LOTA VULGARIS.

French—*Lotte commune*. *Lotte de rivière*.

In Canada—*Loche*.

English—*Plain Burbot*. *Eel*. *Pout*.

Of the order of *Malacopterygii sub-brachiati*; of the family of *Gadidae*; of the genus *Lota*.

The size of the Burbot, better known in Canada under the name of *Loche*, ranges from one to three feet. It closely resembles the Eel, but the body is more developed.

Color, dark brown, the head being almost black; ordinary sized mouth, armed with numerous minute teeth. The first dorsal and the caudal very long. The specimen furnished to me was thirteen inches long, and the fin rays were as follows:—

D. 12.7; P. 19; V. 7; A. 64; C. 43.

The flesh of the Burbot is good. It commonly occurs in the River St. Lawrence, and is taken in brush fisheries or with the line, in winter as well as in summer.

I did not meet with the Burbot in the Gaspé and Labrador rivers, but have been informed that it often appears there; and the finest species of fish abounding in these places; no attention whatever is paid to it.

CYCLOPTERUS LUMPUS. LUMPUS VULGARIS.

French—*Cycloptère Lump*. *Lump*. *Gros Maillet*.

In Canada—*Poule d'eau*.

English—*Lump fish*. *Lump Sucker*.

Of the order of *Malacopterygii sub-brachiati*; of the family of the *Suckers*; of the genus *Cyclopterus*.

The Lump fish is often found on the shores of the River and Gulf, after high storms and sea winds, when thrown on the coast with masses of sea weeds and other aquatic plants. It also occurs in the brush fisheries along the coast as far as Trois Pistoles, and even higher up.

The Lump Sucker is remarkable for its very grotesque form, and its flesh is soft and flabby. Instead of scales the body is covered with minute tubercles, and the sides with three series of large ones.

Its color varies much; the commonest being greenish blue. Some are red, with the exception of the belly, which is white; this led to the belief that there were several

species of this fish. Some naturalists pretend that the Lump fish going to spawn in red, and the spawning being over, they return to the blueish color; whilst others hold that the males are always red, and the females blue. This is certainly a wrong assertion, for eggs are found in the bodies of the Lumps of both colors.

The Lump fish are generally one foot long, but measure sometimes two feet, and weigh as much as twenty pounds; they are short and thick, and being bad swimmers on account of their shape, are preyed upon by seals, sharks and other large fish.

The first fin is covered with a thick skin, and closely resembles a hump. The second dorsals, anal and caudal are comparatively small. The ventral has a peculiar shape; the rays united beneath form a sucker, resembling an oval and concave disk, which permits them to adhere firmly to the rocks or any solid substance. The pectorals are very broad, partially concealing the disk of the ventrals.

The flesh of the Lump fish, especially in the spring, is very healthy and good, cut in slices and fried in butter. It is sometimes served on the table in Bay des Chaleurs; but, to my knowledge, I am not aware of its being used elsewhere in Canada, as food. In Europe it is considered a great delicacy, and is seen on the fish markets along with the highest prized fish.

CYCLOPTERUS LYPARIS. LIPARIS VULGARIS.

French.—*Liparis*.

English.—*Unctuous Sucker*. *Sea-snail*.

Of the Order of *Malacopterygii sub-brachiati*; of the family of the *Suckers*; of the genus *Liparis*.

The Unctuous Sucker is very common on the coasts of France and England. It is a small fish with an elongated body, compressed behind and almost entirely covered with a semi-transparent loose membrane. This exterior membrane being taken off, the skin looks yellow and entirely covered with black spots; the belly is tumid.

On the specimens obtained at little Meccatina, found amongst rocks covered with sea-weed and left dry at ebb tide, measuring from one and three-quarters to two inches in length, I saw no lateral line, and the fin rays, which are very difficult to count, were as follows:

D. 26; A. 19; C. 23.

Having no magnifying glass with me, I could not count those of the pectorals or ventrals.

What makes this fish remarkable is a sucker placed under its belly, shaped like a disk, and having at its circumference thirty bony papillæ covered, as in the Lump-fish, by the extremities of the pectoral and ventral fin rays, by the help of which it adheres to the rocks.

The flesh of the Unctuous Sucker, though not excellent, is nevertheless considered as good on some parts of the French coast.

ACIPENSER OXYRHINCHUS.

French.—*Esturgeon à bec pointu*.

Known in Canada under the name of *Ecaillé* or *Maille*.

English.—*Sharp-nosed Sturgeon*. *Common Sturgeon*.

Of the order of *Chondropterygii*; with free branchiæ; of the family of *Sturionidæ*; of the genus *Sturgeon*.

This species of the family *Sturionidæ* much resembles the common Sturgeon of Europe (*Acipenser Sturio*) and is peculiar to North America. It has been well described by Lesueur.

The ordinary size of the Sturgeon is from two to three feet, but larger ones are often caught. It is at once known by its elongated snout, its numerous and strong plates, varying in number according to the age of the fish, and resembling spinuous shields, covering its body in five series, one on the back, two on the sides, and two underneath. Mouth beneath the snout, transverse, without teeth and very protactile, with barbels under the snout. The dorsal fin rises far behind, is pretty large, and deeply concave at its margin. Pectorals short and obtusely pointed, ventrals still smaller, anal pointed; caudal fin, with

its upper lobe elongated, which makes the tail of the Sturgeon resemble that of some species of sharks.

The flesh of the Sturgeon is very healthy and agreeable, although disliked by many in Canada. It is the reverse in Europe, where it is highly estimated, and preserved salted and pickled. This fish is very common in the whole of the St. Lawrence, and in many streams emptying into it. At certain periods of the year it is caught in great quantity. It is often seen on our markets.

There is another species of Sturgeon commonly called here *the racer*, having a rounded and shorter snout than the sharp-nosed Sturgeon, with less projecting scales on the body. It is probably the *Acipenser brevirostris* of Lesueur. Having had no opportunity of examining it I cannot give a description of it.

Sturgeon of a very large size are often caught on the Gulf shores resembling very much the variety known in Europe under the name of *Acipenser Sturio*. It is the common Sturgeon of Western Europe.

I hope to be able next year to get a specimen in the Gulf, to make a minute study of it in order to determine its species.

LAMNA CORNUBICA. SQUALUS CORNUBICUS. SQUALUS PUNCTATUS. LAMNA PUNCTATA.

French.—*Squale-nez*.

English.—*Porbeagle or Beaumaris Shark, Mackerel Shark, Green-backed Shark*, Of the order of *Chondropterygii*; with fixed branchiæ; of the family of *Squalidæ*; of the genus *Lamna*.

The Porbeagle occurs in the waters of the Gulf of St. Lawrence, especially during the summer, when chasing shoals of mackerel, on which it feeds; and in spite of the well known agility of the mackerel, they cannot escape its pursuit.

The Porbeagle is voracious, its large mouth furnished with sharp and curved teeth enables it to seize its prey with ease.

Body cylindric and fusiform, head comparatively small, terminating in a pointed and turned up snout, to which it owes its name of *Squale-nez*. The dorsal is high and very strong as well as the pectorals. The caudal is formed of two nearly equal lobes. The distinguishing feature of this variety of shark is a projecting keel on each side of its tail.

General color, slatish grey, lighter on the sides and white underneath. Ordinary size, from five to eight feet. A Porbeagle was caught last spring at Magdalen Islands, in mackerel nets, measuring seven feet. The flesh was very fat, being more like veal than fish—we tasted it on board, and found it excellent. Several others were caught this year on the Gulf shores.

The stuffed shark exhibited at Quebec and Montreal belonged to that variety, and had been caught off Matane.

SQUALUS ACHANTHIAS. SPINAX ACANTHIAS.

French.—*Aiguillat Vulgaire. Chien de Mer.*

English.—*Spinous Dog-fish. Dog-fish.*

Of the order of *Chondropterygii*, with fixed branchiæ; of the family of *Squalidæ*; of the genus *Spinax*.

The Dog-fish, which is very common on the shores of the Gulf during the summer, is viviparous, as ascertained by me on the coast of Labrador. It is generally caught with the line in places frequented by the cod, which flies at its approach.

The Dog-fish is not so numerous as formerly, to the great satisfaction of our fishermen, whose nets were often broken into pieces by these disagreeable visitors.

About ten years ago there used to be a great quantity of them caught at Magdalen Islands in the fall, and its large liver gave a highly prized oil. Its flesh is hard and unhealthy, and is kept dried to feed the cattle during the winter.

The Dog-fish very much resembles the other sharks, but its size is seldom over two and a half feet, and robust spines are placed anterior to each dorsal fin, which they use with great dexterity to wound their enemies. They have no anal fin.

Color.—Slate above; abdomen greyish white.

Our fishermen pretend that the wound of the fin spines is venomous, and fear it much. I could not ascertain the veracity of this opinion, and the naturalists I have consulted do not mention it.

The Dog-fish occurs in Europe as well as in America, and is found in the northern seas.

RAIA INTERMEDIA. RAIA OCELLATA.

French—*Raie Tachetée.*

English—*Ocellated Ray.*

Of the order of *Chondropterygii*; of the family of *Raiidae*; of the tribe *Raia*.

During the month of October last, I got, at Bryon's Island, where this species of fish is very common, several specimens of this variety of Rays.

Here follows a short description of the largest:

Length of the body,	2 ft. 10½ in.
" " tail,	1 " 10 "
Thickness of the body,	3 " 8 "
Distance from the end of the snout to the mouth,	0 " 10 "
Breadth of mouth,	0 " 5½ "

Branchial apertures, five on each side, underneath the stomach; pectorals large; ventrals divided in two lobes; two dorsals on the tail; mouth transverse, and furnished at the upper jaw with four series of large truncated base teeth, and with five series at the lower jaw.

Color—Upper surface light brown, with ocellated, black spots from one half to three quarters of an inch in diameter. From each side of the back, and six inches distant from the median line, there is a large spot formed by two joined ocella; the interior one being one inch and a half large, and the other, one inch. The anterior part of the abdomen, at a distance of one inch from the median line, is covered with minute black spots like a crescent, and nine in number, each being about one inch and a half in length. The inferior part of the abdomen, at a distance of two inches from the median line, is covered with twenty-one or twenty-two black spots, forming a slightly curved line towards the posterior part of the ventral.

Snout pointed, and covered with spines, a certain number of which are also seen above the eyes, and on the anterior part of the back. From the posterior of the back about a third of the way down, there is a well-developed series of robust spines, increasing towards the tail, and also two lateral series on the same. The abdominal cavity small, and nearly filled by the enormous liver.

This specimen weighed forty-five pounds. The others were smaller, having nearly the same appearance.

PETROMYZON.

French—*Lamproie.*

English—*Lamprey.*

Of the order of *Chondropterygii*, with fixed branchiæ; of the family *Petromyzonidae*; of the genus *Petromyzon*.

There are several varieties of the genus *Petromyzon*, nearly all found, probably, in Canadian fresh and salt waters; such as the sea and fresh-water Lamprey; according to information received. I cannot give a description of these two varieties, having none in my possession.

The Lamprey I examined was caught in the River St. Lawrence, below Quebec, and appeared to me to be the same as the small European Lamprey or *Sucei* (*Petromyzon Planeri* Bloch), and the small Lamprey of De Kay, called *Petromyzon appendix*, although I did not find this appendage at the anterior part of the caudal fin, from which this species was called *Petromyzon appendix* by the author above cited. It might have been on the fish when alive, but destroyed by the rough handling of buyers and fishermen.

Characteristics of this fish: Length, eight inches.—Seven well defined branchial apertures. Eyes, moderate. Irides, yellow. A spiracle on the top of the head, anterior to the eyes. Mouth (opened), circular, armed with numerous incurved and sharp teeth.

On one side of the throat one large and semi-circular tooth, with seven well-developed points; on the other side, a group formed of three large teeth, two on the same row, the other farther in the throat. Only one dorsal, beginning at the centre of the back. (This feature distinguishes this species from the *Petromyzon Americanus* and *Nigricans* of De Kay, having two distinct dorsals.) The anal fin is nearly one third of the dorsal.

Color—Dark plumbeous above and along the sides, somewhat paler underneath. Fins, dark brown.

I hope to be enabled next year to describe the other species of Lampreys found in the Gulf and rivers that fall into it.

The Lamprey is well liked in many parts of Europe, and especially in France, where a large consumption is made. The Sea Lamprey is preferred; its flesh is more delicate. As an article of food it is hardly known here, as well as in the other British Provinces; whilst in the United States it is held in high estimation, and is often seen on the table of the epicure.

The Lamprey appears to be very prolific, and they ascend streams in the spring to deposit their spawn.

FIRST VOYAGE.

Extract from the Report for 1863.

	H. M.		H. M.
May 27. Left Quebec	at 3 00 p.m.	June 17. At House Harbour	
" 27. Anchored opposite St. Michel	5 30 p.m.	" 18. Left House Harbour	4 00 a.m.
" 28. Left St. Michel	2 30 a.m.	" 18. Anchored at Amherst Harb'r	7 00 a.m.
" 28. Anchored at the Pillars	9 00 a.m.	" 18. Left Amherst	3 15 p.m.
" 28. Left the Pillars	2 15 p.m.	" 18. Anchored at Entry Island	8 30 p.m.
" 28. Anchored at River Ouelle	5 15 p.m.	" 18. Left Entry Island	9 30 p.m.
" 29. Left River Ouelle	5 00 a.m.	" 18. Anchored at the Basin, Amherst	11 45 p.m.
" 29. Off St. Simon	at night.	" 19. Left the Basin	9 30 a.m.
" 30. Anchored at Rimouski	6 30 a.m.	" 20. Crossed from Magdalen Islands to Paspebiac	
" 31. At Rimouski.		" 21. Anchored at Paspebiac	5 00 p.m.
June 1. do.		" 22. Left Paspebiac	4 00 p.m.
" 2. Left St. Barnaby Island	5 00 p.m.	" 22. Anchored at Bonaventure	6 00 p.m.
" 3. Anchored at Godbout River	6 30 a.m.	" 23. Left Bonaventure	3 00 p.m.
" 3. Left Godbout River	7 15 a.m.	" 23. Anchored at New Richmond	10 00 p.m.
" 3. Anchored at Pt. des Monts	8 45 a.m.	" 24. Left New Richmond	2 00 p.m.
" 3. Left Point des Monts	10 00 a.m.	" 24. Anchored at Dalhousie	7 10 p.m.
" 3. Anchored at Trinity	11 00 a.m.	" 25. Left Dalhousie	2 00 p.m.
" 3. Left Trinity	4 00 p.m.	" 25. Anchored at the Mission	6 15 p.m.
" 3. Arrived at Caribou Islets	7 00 p.m.	" 26. Left the Mission	9 15 a.m.
" 3. Left Caribou Islets	9 00 p.m.	" 26. Anchored at Point a la Garde	11 30 a.m.
" 4. Anchored at Pentecost River	7 00 a.m.	" 26. Left Point a la Garde	2 30 p.m.
" 4. Left Pentecost River	9 00 a.m.	" 26. Anchored at Magnasha	3 45 p.m.
" 4. Stopped at Ragged Islands	10 00 a.m.	" 26. Left Magnasha	10 00 p.m.
" 4. Left Ragged Islands	10 15 a.m.	" 27. Anchored at Carleton	4 00 a.m.
" 4. Anchored at Seven Islands	3 20 p.m.	" 27. Left Carleton	2 45 p.m.
" 5. At Seven Islands		" 28. Anchored at Paspebiac	11 15 a.m.
" 6. Left Seven Islands	9 30 a.m.	" 29. At Paspebiac	
" 6. Anchored at River Moisie	7 15 p.m.	" 30. Left Paspebiac	5 30 p.m.
" 6. Left River Moisie	9 00 p.m.	July 1. Anchored at Port Daniel	9 45 a.m.
" 7. Sunday. Off Magdalen Riv.		" 1. Left Port Daniel	9 15 p.m.
" 8. Anchored at Gaspé Basin	4 45 p.m.	" 2. Anchored at Little Pabos	4 00 a.m.
" 9. At Gaspé Basin		" 2. Left Little Pabos	10 00 a.m.
" 10. Left Gaspé	2 45 p.m.	" 2. Anchored at Percé	5 00 p.m.
" 11. Anchored at Percé	5 00 p.m.	" 3. Left Percé	4 00 a.m.
" 12. Left Percé	1 00 p.m.	" 3. Anchored at Gaspé Basin	11 30 a.m.
" 12. Anchored at Amherst Island Harbour	4 00 p.m.	" 4. Left Gaspé Basin	4 00 a.m.
" 13. Left Amherst Harbour	6 00 a.m.	" 4. Arrived at Grand Grève	1 00 p.m.
" 13. Anchored at Amherst	7 45 a.m.	" 4. Left Grand Grève	2 00 p.m.
" 14. Sunday. At Amherst		" 4. Anchored at Point St. Peter	6 30 p.m.
" 15. do.		" 4. Left Point St. Peter	10 00 p.m.
" 16. Left Amherst Harbour	at noon.	" 5. Anchored at South-West Point of Anticosti	4 30 p.m.
" 16. Anchored at House Harbour	1 15 p.m.		

	H. M.		H. M.	
July 5.	Left South-West Point	5 30 p.m.	Aug. 1.	Visited Salmon Bay in a boat.
" 5.	Anchored at Jupiter River	7 15 p.m.	" 2.	Left Bonne Esperance
" 6.	Left Jupiter River	8 00 a.m.	" 3.	Anchored in Bradore Bay
" 7.	Anchored at St. Johns River	2 15 p.m.	" 3.	Visited Bradore Bay.
" 7.	Left St. Johns River	8 30 p.m.	" 4.	Left Bradore Bay
" 7.	Anchored again (calm weather)	9 15 p.m.	" 4.	Anchored at Blancs Sablons
" 8.	Left St. Johns River	4 00 a.m.	" 5.	At Blancs Sablons.
" 8.	At Long Point	11 00 a.m.	" 6.	Left Blancs Sablons
" 8.	Left Long Point	0 20 p.m.	" 6.	Anchored at Old Fort
" 8.	Anchored at Mingan	6 30 p.m.	" 7.	Left Old Fort
" 9.	At Mingan, strengthening our mast.		" 7.	Visited in a canoe Lizotte's fishery, Dog Island and Bay des Rochers.
" 9.	Visited Romaine River in a boat.		" 7.	Anchored at Nabisippi R.
" 10.	Left Romaine River	8 00 a.m.	" 8.	Left Nabisippi River
" 10.	Arrived at Mingan	1 00 p.m.	" 8.	Arrived at Chicataca
" 11.	Visited Mingan River		" 8.	Left Chicataca
" 12.	Left Mingan	2 15 p.m.	" 8.	Arrived at Portage Harbour
" 12.	Anchored at Esquimaux Point	6 16 p.m.	" 8.	Left Portage Harbour
" 13.	Repairing our main mast.		" 8.	Anchored at St. Augustin
" 14.	do do		" 9.	At St. Augustin (fog)
" 15.	do do		" 10.	do do
" 16.	Left Esquimaux Point	10 30 a.m.	" 11.	Left St. Augustin
" 17.	Arrived at Nabisippi River	0 15 p.m.	" 11.	Anchored at Whale Head (Pacachoo)
" 17.	Left Nabisippi River	3 00 p.m.	" 11.	Left Whale Head
" 17.	Arrived at Agwanus River	4 00 p.m.	" 11.	Anchored at Kilkapoe
" 17.	Left Agwanus River	3 15 p.m.	" 11.	Left Kilkapoe
" 17.	Anchored at Natashquan R.	8 10 p.m.	" 11.	Arrived at La Tabatiere
" 18.	Left Natashquan	1 00 p.m.	" 11.	Left La Tabatiere
" 18.	Anchored at Natashquan	2 15 p.m.	" 11.	Anchored at Mutton Bay
" 18.	Left Natashquan	5 00 p.m.	" 12.	Visited Grand Meccatina R. in a canoe.
" 19.	Arrived at Kegashka River	7 45 a.m.	" 12.	Left Mutton Bay
" 19.	Left Kegashka River	10 35 a.m.	" 13.	Anchored at Whale-boats' Harbour (St. Margaret Is- lands)
" 19.	Anchored in Kegashka Bay	0 45 p.m.	" 14.	At Whale-boats' Harour (contrary winds.)
" 20.	At Kegashka (contrary wind)		" 15.	do do
" 21.	do do		" 16.	Left Whale-boats' Harbour
" 22.	do do		" 16.	Anchored at Caocachoo
" 23.	Left Kegashka Bay	4 15 a.m.	" 17.	At Coacachoo (contrary wind).
" 23.	Anchored at Watsheecootai River	7 00 a.m.	" 18.	Left Coacachoo
" 23.	Left Watsheecootai	1 15 p.m.	" 19.	On our way to Mingan.
" 23.	Anchored at Treble Island	3 00 p.m.	" 20.	Anchored at St. Charles Is- land
" 23.	Visited Olomanosheeboo R.	3 15 p.m.	" 21.	Left St. Charles Island
" 23.	Returned from Olomanoshee- boob River	5 45 p.m.	" 21.	Anchored at Esquimaux Pt.
" 23.	Left Treble Island	6 15 p.m.	" 22.	Left Esquimaux Point
" 24.	Anchored at Coacachoo	10 00 a.m.	" 22.	Anchored in Mingan Harbour
" 25.	At Coacachoo (calm weather)		" 22.	Left Mingan Harbour
" 25.	Visited Maniswachi River in my boat.		" 22.	Anchored at Long Point
" 26.	At Coacachoo (fog).		" 23.	Left Long Point
" 27.	do do		" 23.	Anchored at St. Johns River
" 28.	Left Coacachoo	7 00 a.m.	" 23.	Left St. Johns River
" 28.	Anchored at Wapitigan	12 00	" 23.	Anchored at Magpie River
" 28.	Visited Etamamu River in a boat	1 00 p.m.	" 24.	Left Magpie
" 28.	Returned from Etamamu R.	6 00 p.m.	" 24.	Visited Ridge Point and the Harbour.
" 29.	Left Wapitigan Harbour	4 0 a.m.	" 24.	Anchored at Thunder River
" 29.	Arrived at Little Meccatina	1 00 p.m.	" 24.	Left Thunder River
" 29.	Obliged to anchor on ac- count of fog	3 30 p.m.	" 24.	Anchored at Shelldrake
" 30.	Left Little Meccatina	9 05 a.m.	" 24.	Left Shelldrake
" 30.	Anchored at Whale Head	10 30 a.m.	" 25.	Anchored at Moisie
" 30.	Left Whale Head	4 00 p.m.		
" 31.	Anchored in Bonne Esperance Harbour	5 30 p.m.		

	H. M.		H. M.
" 25. Left Moisie.	6 00 p.m.	" 29. Left St. Jean Port Joli.	3 00 p.m.
" 26. Anchored at Seven Islands.	8 00 a.m.	" 30. Anchored below Crane Island.	6 00 p.m.
" 26. Left Seven Islands.	11 00 a.m.	" 31. Left Crane Island.	3 00 a.m.
" 27. On our way to Quebec.		" 31. Anchored at St. Patrick's Hole.	10 00 a.m.
" 28. do do		" 31. Left St. Patrick's Hole.	4 30 p.m.
" 29. Anchored at Isle aux Pommes.	2 00 a.m.	" 31. Arrived at Quebec.	7 00 p.m.
" 29. Left Isle aux Pommes.	8 40 a.m.		
" 30. Anchored opp. St. Jean Pt. Joli.	6 30 a.m.		

From the 1st to the 28th of September, we remained in Quebec. On the 28th, our masts being fixed, we took provisions on board, and got ready to start on the next day.

SECOND VOYAGE.

Extract from the Report for 1863.

	H. M.		H. M.
Sep. 29. Left Quebec.	9 10 a.m.	Oct. 16. Left Natashquan.	0 45 p.m.
" 29. Anchored at St. Denis.	11 10 p.m.	" 16. Arrived at Natashquan R.	1 25 p.m.
" 30. Left St. Denis.	11 00 a.m.	" 16. Left Natashquan River.	2 45 p.m.
Oct. 1. Anchored at St. Barnaby I.	12 00	" 17. Anchored at Kegashka.	8 00 a.m.
" 1. Visited Rimonski River.		" 17. Left Kegashka.	1 20 p.m.
" 2. Left St. Barnaby Island.	8 30 a.m.	" 18. Sunday. Tacking towards Magdaleu Islands.	
" 3. On our way to Bersimis.		" 19. (Fog.)	
" 4. Anchored at Bersimis.	8 00 a.m.	" 20. (Fog.)	
" 5. Left Bersimis.	9 00 a.m.	" 21. Anchored at Bryon's Island.	3 30 p.m.
" 5. Anchored at Godbout River.	6 05 p.m.	" 22. Left Bryon's Island.	0 30 a.m.
" 6. Left Godboat River.	4 45 a.m.	" 22. Anchored at Cap aux Meules.	9 15 a.m.
" 6. Anchored at Pt. des Monts.	6 15 a.m.	" 22. Visited House Harbour.	
" 6. Left Point des Monts.	8 45 a.m.	" 23. Visited Etang du Nord.	
" 6. Anchored at Trinity Bay.	9 40 a.m.	" 24. Left Cape aux Meules.	6 00 a.m.
" 6. Left Trinity Bay.	11 30 a.m.	" 24. Anchored at Amherst Harbr.	8 45 a.m.
" 6. Anchored at Pentecost R.	3 00 p.m.	" 24. Left Amherst Harbour.	4 00 p.m.
" 6. Visited Ragged Islands in a canoe.		" 24. Anchored in the Basin (Amherst)	8 45 p.m.
" 6. Left Pentecost River.	8 05 p.m.	" 25. Visited Anse la Cabane, &c.	
" 7. Anchored at Seven Islands.	3 15 p.m.	" 26. Left the Basin.	12 00
" 8. At Seven Islands (contrary winds).		" 27. On our way to Bay des Chaleurs.	
" 9. do do		" 28. Anchored at Paspebiac.	4 00 a.m.
" 10. Left Seven Islands.	5 00 p.m.	" 29. At Paspebiac (contrary wind)	
" 10. Opposite Moisie at 4 p. m. obliged to return.		" 30. Left Paspebiac.	11 15 a.m.
" 10. Anchored at Seven Islands.	7 45 p.m.	" 30. Anchored at Percé.	5 15 p.m.
" 11. Sunday: at Seven Islands, (calm weather.)		" 31. Visited Little Pabos, Grand River, &c.	
" 12. Left Seven Islands.	6 15 a.m.	Nov. 1. At Percé.	
" 12. Anchored at Moisie.	9 15 a.m.	" 2. Left Percé.	1 00 p.m.
" 12. Left Moisie.	11 00 a.m.	" 2. Visited Barachois, Malbaie, &c.	
" 12. Anchored above Point St. Charles.	1 30 p.m.	" 2. Anchored at Pt. St. Peter, at midnight.	
" 12. Left Point St. Charles.	5 07 p.m.	" 3. Left Point St. Peter.	10 15 a.m.
" 13. Arrived at Gibraltar's Cove.	8 35 a.m.	" 3. Anchored in Gaspé Basin.	1 40 p.m.
" 13. Visited Le Gros' Cove.		" 4. At Gaspé Basin.	
" 13. Left Le Gros' Cove in a boat.	9 00 a.m.	" 5. do do	
" 13. Arrived at Shelldrake.	9 15 a.m.	" 6. Left Gaspé Basin.	4 00 p.m.
" 13. Left Shelldrake.	11 00 a.m.	" 7. Arrived at Griffon's Cove.	7 00 p.m.
" 13. Anchored at Thunder River.	0 15 p.m.	" 8. Left Griffon's Cove.	6 45 a.m.
" 13. Left Thunder River.	2 00 p.m.	" 8. Anchored at Fox River.	9 00 a.m.
" 13. Anchored in Mingan Harbour.	5 15 p.m.	" 8. Left Fox River.	12 00
" 14. Left Mingan Harbour.	1 00 p.m.	" 9. On our way to Seven Islands.	
" 14. Anchored at Esquimaux Pt.	2 45 p.m.	" 10. Anchored at Seven Islands.	2 15 p.m.
" 15. Left Esquimaux Point.	8 15 a.m.	" 10. Left Seven Islands.	3 30 p.m.
" 15. Anchored at Natashquan Village.	11 45 p.m.	" 11. Tacking and lying under fore-sail (snow).	

Nov. 12. Anchored in Trinity Bay	10 00 a.m.	Nov. 16. In the harbour unrigging the n. m. Schooner.
" 13. Left Trinity Bay	9 45 a.m.	" 17. do do
" 14. Anchored at the Pilgrims	11 30 a.m.	" 18. To Government wharf
" 14. Left the Pilgrims	0 15 p.m.	" 24. The "Canadienne" is put in dock.
" 14. Anchored at the Pillars	11 30 p.m.	" 26. The "Canadienne" is towed to Palace Harbour.
" 15. Left the Pillars	3 15 a.m.	
" 15. Anchored in Quebec Harbour	9 30 a.m.	

LIST OF FISH, &c., ANNEXED TO THE REPORT OF 1853.

Perch,	Common Sucker,	Plain Burbot,
Bass,	Big Killifish,	Lump-fish,
Stickleback,	Alwive,	Unctuous Sucker,
Sea Raven,	Pike,	Sharp-nosed Sturgeon,
Tunny,	Maskalonge,	Forbeagle,
Butter Fish,	Bill-fish,	Dog-fish,
Angler,	White-fish,	Spotted Ray,
Common Bergall,	Tom-cod,	Lamprey.

APPENDIX No. 41.

REPORTS OF FISHERY OVERSEERS.

SAGUENAY DISTRICT (North shore).—The services of an Overseer for this district were dispensed with, and the duties performed from head quarters.

GODBOUT DISTRICT (North shore).—Alexander Comeau, Overseer.—Reports failure of the cod-fishery for want of bait. The yield of salmon has increased. Has no infractions of the fishery laws to report.

MOISIE DISTRICT (North shore).—David Godbout, Overseer.—Reports scarcity of codfish; and that, compared with the yield of last year, the salmon fishery has fallen off. The fishery laws were duly observed.

MINGAN DISTRICT (North shore).—Joseph Beaulieu, Overseer.—Reports the cod fishing not so good as last year, and the salmon fishery about an average. Some difficulty had been caused by the Indians at Mingan River, through their having set several nets in the river, contrary to law,—and which the lessees of the stream removed and partially destroyed. Elsewhere, no material infringements of the fishery laws occurred.

RIVER DU LOUP DISTRICT (North shore).—Alfred Blais, Overseer.—Reports an almost incredible increase of salmon captured along the coast between Point Levi and Rimouski. The take of other fishes of inferior value was also great. Upwards of 300 fishing stations were visited, and the proprietors were required to comply with the law, as regards net-work and gap in brush weirs. Twelve prosecutions were brought. Suggests some alterations in the pattern and placing of fish-passes on mill dams. Remarks that great destruction of fry and small fishes, and the ova of shad and herring, &c., takes place for use as manure.

MATAPEDIA DISTRICT (South shore).—Alexander Fraser, Overseer.—Reports large quantities of salmon captured in consequence of the presence of a schule of white porpoises which scared the salmon into shoal water along shore, where they became entangled in the nets. The want of laws or regulations to restrict within reasonable bounds the net-fishing in New Brunswick waters, renders futile almost any endeavors on the part of Canadian authorities to preserve from destruction the salmon of Restigouche river and its tributaries. Has succeeded in preventing Indians and others from sparing the few salmon still left in the Matapedia and Casupsal rivers.

NOUVELLE DISTRICT (South shore).—A. McEwan, Overseer.—Reports the take of salmon as larger than last year.

MARIA DISTRICT (South shore).—F. Cook, Overseer.—Reports catch of codfish as decreased, and that of salmon increased, since last year.

NEW RICHMOND DISTRICT (South shore).—R. W. H. Dimock, Overseer.—Reports that the cod and salmon fisheries have been somewhat less this year than last. Additional restrictions and fewer nets, rather than scarcity of salmon, have occasioned apparent falling

off in the latter fishing. The Indians have been prevented from spearing salmon for barter or sale. This has had the effect of increasing the stock in rivers within his district. He, however, draws attention to the killing of foul fish during the spring months, whilst returning from their spawning grounds.

PABOS DISTRICT (South shore).—J. M. Remon, Overseer.—Reports increase in catch of salmon, and the cod and herring fishery as (on the whole) better than last year.

PORT DANIEL DISTRICT (South shore).—William Phelan, Overseer.—Reports cod-fish as scarce; but herrings and mackerel plentiful, and the salmon fishery improved.

DOUGLASTOWN DISTRICT (South shore).—Bernard Conly, Overseer.—Reports improvement of fisheries, and illegal fishing as scarcely known.

GASPÉ BASIN DISTRICT (South shore).—T. Byle.—Reports catch of cod, mackerel and salmon as diminished. States that large numbers of trout are killed through the ice, after the close season established by law.

APPENDIX NO. 42:

EXTRACTS FROM REPORTS OF SURVEYS IN LOWER CANADA.

TOWNSHIP OF BOILLEAU.

The township of Boilleau is situated in the county of Chicoutimi, its southern limit being the 48th parallel of latitude, and is traversed by the road leading from St. Urbain a parish on the River du Gouffre, and adjoining the parish of St. Paul's Bay, on the River St. Lawrence; on the east and west sides the township is bounded by waste lands of the Crown, and on the north by the projected township of Ferland.

The grand Lake Ha! Ha! lies nearly centrally in the township, the outlet of which discharges into the Bay Ha! Ha! on the northerly border of which lies the prosperous village of Grand Bay.

The grand Lake Ha! Ha! connects by a small stream with the little Lake Ha! Ha! both presenting, especially the larger lake, and towards its northern border, some available (although more or less elevated) lands for settlement.

Mr. P. L. S. Gideon Gagnon, who surveyed this township, reports as follows:—“Through the whole extent of my survey I found the soil in the neighborhood of the lines I ran to be of good quality, in some places consisting of black strong mould, and in others of a rich yellow earth. There are, however, some localities where the land is rocky, but still generally fit for cultivation and settlement. The land is well covered with hard and soft wood, black and white birch, ash, red and white spruce, white and red pine, etc.

“Roads could be opened between the ranges with great advantage. I would also suggest that a colonization road should be opened from the St. Urbain road to its intersection with the little Lake Ha! Ha! and following its western shore and that of the great lake Ha! Ha! as far as the middle of the township of Boilleau, and thence reaching the settlements of Grand Bralé. This road would be of great use to the settlement of the township of Boilleau, especially to establish the lots in the north-west portion of the township, a great part of which are fit for cultivation. The climate of Boilleau is favorable, frost setting in only late in the autumn.

“The lakes in this township abound in trout.

“The most eligible site for a village reserve would be at the mouth of the discharge of Lake Ha! Ha!

“Good mill sites will be found on all the rivers in this township.”

TOWNSHIP OF TESSIER.

The township of Tessier lies in the rear of the seigniory of Matane, on the south side of the St. Lawrence, in the county of Rimouski. It is bounded towards the south-west by the township of Matane, and towards the north-east by the township of St. Denis, and in rear by the waste lands of the Crown.

The River Matane, which intersects the first range of the township from near the southerly corner of the seigniory of Matane, with its numerous tributaries, irrigate and fertilize the lands in the township, the general character of which is most favorable for settlement and cultivation. The surface of the country, although occasionally undulating,

is not intersected by any considerable mountains, as will appear from Mr. P. L. Surveyor Grondin's report of survey of that township :—

“On approaching the River Matane the soil is generally bad over some of the lots, with the exception of some plateaux along the borders of the river where the alluvial soil is very rich and productive. In every other direction the land is level and covered with wood of the finest growth and quality, such as maple, birch (black and white), ash, spruce and elm, nourished by a calcareous yellow soil, pretty rich in the south-west part of the centre line, while on the north-east the soil is alluvial and well adapted for cultivation. I have no doubt but that this township will be speedily opened for settlement, as there appears a great desire on the part of the settlers, encouraged by the richness of the soil, to hasten their clearance, as fast as could divide the lots in the first range.

“The means of communication supplied by the Government to the settlers, by opening a road as far as the third range, affords them easy access to these lands; the neighborhood of Matane an easy and useful mode of exit, with the addition of the quality of its soil, are sufficient reason for securing the speedy settlement of the township. It is to be regretted that the portion of the road already laid out should not have been located on a line regularly traced, to avoid the difficulties always occurring in these cases.”

TOWNSHIP OF FALARDEAU.

The projected township of Falardeau, situate in the county of Chicoutimi, is of irregular figure, comprising the arable land extending from the rear boundaries of the townships of Simard and Tremblay to the base of the mountain range, skirting the right bank of the River Margurite.

The surveyor, Mr. P. A. Tremblay, in his report of survey, describes the general quality of the land sub-divided into ranges and lots, as follows :—

“The examination I was enabled to make in the course of my surveying operations of the land in this township, has convinced me that it is not fit for cultivation, and that the part sub-divided contains all the arable land, I therefore discontinue the survey.

“The land generally is even, but very rocky even in the marshy parts; on the hills are extensive quarries of lime-stone, in several places there are bare masses of granite similar to that of which the mountains in the north are composed. Near the lakes and over the quarries the timber is well grown, which doubtless deceived those who asked for the survey of the township.

“The few lots situate between Lake Clair and Lake Charles, being composed of good land, have also led into error those persons who have visited these lakes which abound with fish.”

TOWNSHIP OF OTIS.

This township is situated on the south side of the River Saguenay, in the county of Chicoutimi, and is bounded on the west by the township of Bagot, on the east by waste lands of the Crown, and on the south by the projected township of Ferland. It is traversed along its southern boundary by the Malbaie and Grand Bay road, along both sides of which lots have been let off for actual settlement. The report of Mr. P. L. S. J. O. Tremblay describes the general character of the land in this township as follows :—

“The land on the line between the townships of Otis and Casault, on the centre line, and south-easterly outline of Otis, is very uneven and uncultivable. On the exterior line I crossed numerous small lakes bordered by hills of various heights, which appear to extend some distance to the westward. The breaks produced by these lakes, and the high grounds surrounding them, by the loss of land they occasion, will always be a serious obstacle to the opening up the good lands which lie around them. The same slope appears to extend considerably to the east, and suggests the same description of land; at the same time the lakes are less numerous along the road and the land more level; the high ground is composed of yellow clay, and the valleys of black mould. At the south-east end are several mountains which are intersected by the interior lines.

“On the Malbaie road, from No. 1 to No. 14, although the land is not level, the lots are taken on both sides, and some of them already cleared. The land is swampy above for some distance, but the swamp only extends over a few chains of the second range, and does not retard the settlement of the lots. With the exception of some rocks near the Lake des Islets, the rest of the lands along the Malbaie road are of good quality and some of

them are taken; they are all watered by numerous streams, some of which are sufficiently large to afford good water powers for a flour or saw mill.

"On the 3rd, 4th and 5th ranges, the soil is generally good, except the north-west part adjoining the township of Bagot, over an extent varying from one to two miles, where the surface is broken and rocky, and some hills cover a considerable extent of ground. The quality of the wood and soil and general appearance of the land leave no room for doubt as to the speedy settlement of these lots; and I may add that, if the Government opens roads across these lands, the squatters, who have already made some extensive clearings on the borders of the Lake Otis, will follow the progress of the clearing of the road to settle themselves on it, and those now on the range lines will follow their example.

"The extensive valley situate to the south-east of the mountains, which border the Saguenay over a distance of many miles, extends as far as the high mountains of Lake St. John, near the limits of the township of Otis, taking an east and west direction and with the large Lake Otis, Lake St. John, the Lake des Isles, and the Lac à Garth, offers a splendid view, and assures to the cultivator a splendid field of operations, certain to reimburse for his labor as soon as it shall be opened.

"The 6th and 7th ranges do not offer quite the same advantages, as they are more distant from the roads of communication; but as soon as the roads asked from the Government are made they will at once be settled.

"The soil is good to the south-east of Lake Otis, as far as the limit of the township or thereabouts, especially on the heights above the lake; in high mountainous localities some lots might be ineligible. To the north-west of the lake a great amount of land is uncultivable—there are a number of broken rocks and rocky hills. On the banks of the outlet of Lake Otis there is some good land in various places, but it is mostly taken up before the survey; there is also plenty of maple on the hills in this direction.

"The banks of the River Saguenay at this point are very high, consisting of lofty mountains, extending over a mile; this land is all uncultivable, except in the bay formed by the outlet of Lake Otis, where settlements may hereafter be made. There is already a saw mill built at this spot.

"The valley to the north-west of the 7th range, to which I allude in my notes of survey, would also afford a range of good land, and which, if surveyed, would certainly be at once taken up. After a topographical survey of this territory, I have formed an opinion of the value of the land which I subjoin:—

"From the centre line as far as the limit of the township (range I and range A. excepted) the land is of good quality and favorable to cultivation, there is hardly any loss. All these lots are taken and will be purchased as soon as offered for sale by the Government.

In the other part there is some loss, but quite enough left to form some good settlements, several of the lots here are taken. The pine wood is not of much value and is very scarce, there are a few red spruce and scattered pines, but in other places wood fit for building is found in large quantities, as well as red spruce, cedar and maple.

"Some benevolent persons, having the encouragement at heart, have visited this locality for the purpose of establishing saw mills. If their project were carried out, it would have the effect of opening up and speedily settling these lands."

TOWNSHIP OF CABOT.

This township is situated in rear of the seigniories of Métis and Lepage, in the county of Rimouski, and is bounded on the south-west by the township of Fleuriau and on the north-east by the township of McNider, on the south-east by the waste lands of the Crown. It is traversed by the Kempt road leading from the parish of Métis on the St. Lawrence, to Lake Matapedia.

The part now sub-divided into lots and ranges constitutes the residue of the township lying in rear of the seignior of Métis and lying between the rear of the Kempt road range and the township of Macnider. The nature of the soil and timber in which part is described in the following extract of the report of Mr. P. L. S. Bradley:—

"Having completed the sub-division of the lots in the 1st, 2nd and 3rd ranges, and in a small portion of the fourth, I also ran the range lines in rear of the lots whose direction had been changed, so as to prevent encroachments, and to avoid disputes and conflicting claims between settlers. For the same reason I also verified and renewed that

part of the rear line of the lots on the Kempt road which intersects diagonally the third range as far as the Matapedia road and from thence to the south-easterly lateral line of lot 37, in the fourth range, which has been so far obliterated from fires which have destroyed the large woods, that the settler would be unable to find it.

"The quality of the soil is well suited for cultivation through the whole extent of the Matapedia road which I have surveyed, although little gravel is to be found, principally on the hills. The surface is generally undulating on the line of the road, but is generally level on both sides.

"The principal woods are spruce, pine, birch, and here and there maple and cedar. The nature of the soil varies with the woods; there is a large amount of loam, succeeded by a clayey soil covered with black mould. The soil, in fact, is excellent, and I have no doubt that before long these lots will be all taken up. The new Matapedia road will be of great advantage to settlers, and for this reason I am of opinion that new sub-divisions should be made beyond the present limits.

"Starting from the post on the intersection of the north-east line of Cabot with that of the seigniory of Métis, I verified and traced the division line between McNider and Cabot, which I found very much grown over and obliterated (bearing south 45°, 30° east, astronomically) as far as the lots laid off on the north-east side of the Kempt road, planting range posts at the end of every mile, and thence to the intersection of the Kempt road, where I planted a boundary stone and post duly inscribed. Through the whole length of this line the land is excellent and very level from the southerly summit of the banks of the River Tartigou, as far as the Kempt road. Tartigou is bounded by very high banks, but the slope is gentle; the same feature does not apply to the banks on the south, which are crossed almost perpendicularly, which renders this part of the eighth range totally unfit for cultivation. The banks of the River Blanche (White river) which also intersects this line, have no greater elevation, the sides are on the contrary very level and allow of an overflow of water in the spring. A large amount of wood for the mills is found on these rivers, which are cleared for this purpose from their sources to their mouths.

"The prevailing woods are spruce, pine and cedar, with some maple, birch, black and white, here and there.

MATAPEDIA ROAD LINE IN THE TOWNSHIP OF CABOT.

The new road opened by Government from the parish of St. Flavie, through the townships of Fleuriau and Cabot, to its junction with the old road, now called the Matapedia Road, being found to run in a transverse direction to the ranges of the old surveyed part of the township of Cabot. An alteration was effected in the direction of the lots, so as the lots in each of the ranges so traversed by the new road should front thereon. A description of the land surveyed is contained in the following extract from Mr. P. L. Surveyor Bradley's report of survey:—

"In my survey of the line between the 8th, 9th, 10th, 11th, 12th and 13th ranges of Cabot, I found the soil generally excellent, fertile and well adapted for cultivation.

"The surface of the land is also generally level, the River Tartigou alone is bordered by high cliffs mostly very steep, from which circumstance its banks are little adapted for cultivation in the lower ranges, but on the summit of these cliffs are extensive plains whose surface is unbroken by either mountain or hill of any elevation. On these plains (plateaux) the land is very rich and offers more than ordinary encouragement to cultivation. The prevailing wood is hard-wood, birch, maple and spruce; the latter is abundant, and is pretty extensively employed by the timber merchants of the country.

"This township holds out real inducements to settlement, and I have no doubt that this part of it will soon be occupied by hardy and courageous settlers."

TOWNSHIP OF EGAN.

This township is situated on the west bank of the Gatineau river, in the county of Ottawa, and is bounded on the south by the township of Maniwaki, on the north by the township of Lytton, and on the west by the division line between the counties of Ottawa and Pontiac. It is watered by the Desert river and its tributaries. A description of the land in which township, is contained in the following extract from the report of Mr. P. L. S. O'Hanly's survey of that township:—

"It is situated in middle latitude $46^{\circ} 30'$ N. and about $76^{\circ} 15'$ W. longitude from Greenwich. It contains an area of 75,750 acres English or statute measure, being equal to $118\frac{1}{2}$ square miles. Of this 73,570 acres, equal to 115 square miles, have been subdivided into farm lots.

"This township is naturally divided into two sections, which may be designated the eastern and western, by the River Desert, which intersects it from north to south. The eastern, the largest section, comprises the peninsula formed by the Rivers Deserts and Gatineau. It is likewise the most fertile portion of the township. The land, with few exceptions, is well adapted for agricultural purposes, and embraces very few lots unfit for settlement. It is clothed with a thick growth of wood, varying in species and quality according to the quality of the soil and situation. Hardwood and pine predominating where the soil consists of gravel or mixed clay, sand and gravel, and greenwood predominating where the soil is exclusively clay, and the country champagne. Here are to be found flourishing nearly all varieties of Canadian timber, and may be classified in the order of their preponderance as follows: Balsam, spruce, birch, maple, basswood, elm, ash, oak, tamarac, white birch, poplar, pine and cedar. Hemlock is rarely found, and then only in barren situations, dwarfish and stunted. There is very little pine except adjacent to the River Gatineau, and that of an inferior order, all the good quality being already manufactured. The surface is for the most part level or slightly undulating, without any ranges of mountains, and with the exception of one instance, east of Balsam Lake, the hillocks to be met with are more undulating.

"The soil on both sides of the River Desert is chiefly clay, in many cases covered with loam. In the interior, between the Gatineau and Desert rivers, it is a mixture of clay, sand and gravel, and, therefore, the most available for the indigent settler. Along the Gatineau there are considerable tracts of rich alluvial deposit. Limestone is frequently met along the Rivers Gatineau and Desert; I think it is not the crystalline, but rather belongs to the class called *protozoic*.

"The western section comprises that portion west of the River Desert. Along the River Desert, varying from $1\frac{1}{2}$ to 2 miles, the land partakes of the character of the east side, and is equally well fit for settlement. Westward the surface is more broken and the land inferior, culminating in barrenness towards the county line and south of the base line, along the Eagle river ranges. This portion has but few limited patches of good land. The good land on the north of the base line is more frequent and of greater extent; and though in many places rugged and rocky, it contains a considerable portion of good land. The soil in this portion consists chiefly of gravel or sand. The surface is broken, rocky, irregular hillocks, alternating with marshes and lakes.

"Taken as a whole, the township is well adapted for settlement, at least as far back as the 8th range; and if a good road was made from Ottawa city to the desert, it would very soon be occupied. There are already many settlers along the River Gatineau, the 2nd range, and along the Desert. Many others, whose names I have been unable to ascertain, have made small patches of improvements in favorable localities, who do not reside on them. These kinds of improvements are known as taking possession.

"From the continued and almost unvarying sterility of the rear of the township, I was constrained to desist from its further subdivision, nor would I have persisted so far were I then possessed of the knowledge I now have, but which can only be obtained by experience. Thus is the surveyor placed in a most anomalous and difficult position; consistently with his duty to himself and the public, he cannot venture to pronounce any portion of the country, on mere hearsay, unfit for agricultural purposes without a conscientiousness based upon facts of his correctness. From the nature of the surface he is unable at any one place to see but a very limited area; neither can he devote his time to explorations, and consequently can only ascertain its true character in the process of survey.

TOWNSHIPS OF DITTON AND CHESHAM.

The situation and boundaries of these townships having been given over the extracts of Mr. P. L. Surveyor O'Dwyer, contained in the appendix to the Commissioner of Crown Lands' report of the surveys performed in Lower Canada, during the year 1862, it is here only necessary to remark, that the following extracts of the report of Mr. O'Dwyer have

reference to the survey and sub-divisions of the residues of those townships, performed and returned in the year 1863, lying north and south of the ranges set off on either side of the Bury and Arnold river colonization road line, within the lateral limits of both townships:—

“In treating of the natural features and capabilities of the tract of country surveyed, each township may properly be considered by itself.

DITTON—RIVERS AND MOUNTAINS.

“The principal rivers of Ditton are the Salmon river, divided into east and south branches, with its tributary, the Ditton river, which also divides into the Ditton and Little Ditton. The width of the Salmon river, at low water, is from 15 to 50 yards, and that of the Ditton river from 8 to 20 yards. Both are subject to sudden rise and fall, and overflow the low lands along their banks to a considerable extent. The Salmon river is large enough for floating large timber to market. It is ascended by fishing boats at the lowest stage of water, and offers a ready medium for transport to settlers along its banks. The Ditton river is obstructed by bars and “jams” at low water, but in the event of settlement could be much improved.

“The meadow lands along the banks of the Salmon and Ditton rivers are very considerable in extent, and, though partially subject to overflow in certain localities, will form rich lands for settlement.

“The Megantic mountains occupy a very large tract in the north-east corner of Ditton; the most is entirely unfit for settlement, and, in consequence, was not sub-divided in the present survey. These mountains extend into Chesham, Marston and Hamdon; a good quality of granite is found around them, and good spruce timber.

Lumber and Water Power.

“Pine lumber, in considerable quantities, was formerly found in Ditton, but within a few years past the greater portion has been taken away, so that but little comparatively remains. A very excellent quality of spruce timber is found in inexhaustible quantities in various parts of the township, with a heavy growth of birch and maple in the higher tracts.

“A number of mill sites are to be found in various parts of the township of Ditton, sufficient for the wants of settlers and manufacturing purposes, if required.

“The following is a list of the mill sites that became known during the survey, and which, without doubt, do not comprise all that may be found within the limits of the township:—

“No. 1.—Good mill site; lot No. 21, 2nd range, upon a small stream called ‘Galt’s river.’

“No. 2.—Tolerable mill site; lots Nos. 35 and 36, 2nd range, upon a small stream called ‘Mountain Brook.’

“No. 3.—Good mill site; lots Nos. 52 and 53, 5th range, upon a large brook.

“No. 4.—Very good mill site; lot No. 51, 6th range; same brook as No. 3. Fine water fall of 30 or 40 feet in about one chain of distance.

“No. 5.—Very good mill site; lots Nos. 41 and 42, 8th range on Ditton river, heavy rapids and fall.

“No. 6.—Several good mill sites; lots Nos. 38 to 40, 9th range, on Little Ditton river.

“No. 7.—Very good mill site; lot No. 56, 7th range, on south branch of Salmon river; strong rapids and fall.

“No. 8.—Very extensive water power; lot No. 55, 7th range; great falls of south branch of Salmon river; contiguous very heavy rapids and falls; portions nearly perpendicular, amounting to about 50 feet of fall in four or five chains distance.

“Of the foregoing localities, Nos. 4, 5, 6 and 8 offer the best water power; while No. 5 is the most favorably situated with respect to present settlement, being in good settling land, contiguous or belonging to the bottom lands along the Salmon and Ditton rivers. This location, in fact, was—if I am not mistaken—settled upon with a view to purchasing, shortly after the sub-division of Ditton was completed.

Arable or Settling Land.

“The general quality of the soil and timber, whether good or bad, being minutely

exhibited upon the plan and in the field-book of survey, it will be sufficient herein to give a more comprehensive view of those parts that are best adapted to settlement at the present time, taking the different ranges consecutively:—

First Range.

“Some good settling land along Newport and Hampden; then a vein of poor land, intermixed with some tolerable patches, crossing the road line; very good land at the rear of the lots on the east side of the road line, and generally pretty good land to Salmon river; a belt of very poor land on the east side of the river, with a strip of tolerable land adjoining Hampden, near the foot of the Megantic hills, at No. 39; thence rough, broken, mountainous land to Chesham. May be settled from Newport to Salmon river, more or less.

Second Range.

“Fine settling land from Newport, about 14 lots east, taking in the road line. This tract extends south-easterly nearly eight or nine miles, varying in width, and, taken together, forms a large and advantageous block for settlement.

“From No. 14 to Salmon river is generally poor; from Salmon river, poor again. Some four or five lots, to the high lands at the base of the mountains, about No. 33, whence there are seven or eight lots fit for settlement, to the Megantic Hills, at Nos. 38 to 43, which occupy the remainder of the lands to Chesham. Two mill-sites are found in this range, viz., on lots Nos. 21 and 25.

Third and Fourth Ranges.

“These ranges are advantageously situated, fronting on the Hampden and Arnold river road line; and the greater portion of the land from Newport to Salmon river, a distance of over four miles, is well adapted to settlement, while much of it is of the finest quality. From Salmon river, east, the land—with the exception of a strip along the river—is not good, except in occasional small patches, till reaching No. 48; thence commences a tract of good settling land in the 4th range, extending into the 5th, which runs easterly to Chesham.

“The fine bottom lands along Salmon river commence in the 3rd range, increasing in width southerly along the river.

Fifth Range.

“In the vicinity of Newport, this range—and more particularly the southern part—is poor, and unfit for settlement. At No. 10 commences the good tract noticed in the 3rd and 4th ranges, which extends nearly to Salmon river, over 3 miles, and is mostly very good, arable land. Southerly, this tract of good land extends to the north line of the south-west quarter of Wilton; and, easterly, joins to the meadow lands on Salmon river. The meadows on the 5th range are more liable to be overflowed than elsewhere, but they still form a tract of very good land, while every lot includes more or less of high land.

“To the east of Salmon river, and beyond the meadows, the quality of the land is not uniform; good and poor patches occur alternately, ending at Chesham line and to the south of the east fork of Salmon river, in a ridge of five high lands.

“A good mill site is found in the 5th range, on lots 52, 53; the forks of the Wilton and Salmon rivers occur in this range.

Sixth Range, Ditton.

“This range contains but 19 lots, from the south-west quarter of Ditton to No. 53, where the 6th range is overlapped by the 5th and 7th ranges. The larger portion is good land, including some of the finest bottoms of Ditton and Salmon rivers, which are but little liable to overflow in comparison to their extent. A good mill site is found in 6th range, on lot 51.

Eighth Range.

“The 8th range has some fine land at the western extremity, and on the north side as far as Ditton river. To the west of the Ditton, from No. 44 to Chesham line at No. 43, the greater portion of the land is poor and unfit for settlement, with the exception of a small tract along Chesham line, to the south of the south branch of Salmon river. The 8th range has a well-situated good mill site on the Salmon river.

Ninth Range.

"Some tolerably good land along the south-west quarter, and some better land on the south side of the range, from No. 34 to No. 48, between the Little Ditton and Ditton; poor land east of the Ditton, to within four lots of Chesham, where there is a start of good land. There are several good mill sites in this range, on the Little Ditton.

Tenth Range.

"Good settling land along the south-west quarter, and quite a tract of land, mostly good, on the south side of the range, from No. 34 to the Ditton at No. 49. This tract appears to extend into Emberton. There is a strip of good land along the Ditton, and thence mostly poor land to Chesham.

"The main portion of the settling land in Ditton lies west of the Salmon river, extending continuously in a south-easterly direction, from the western extremity of the 2nd range to near about the 8th range, and including the meadow lands on the Salmon and Ditton rivers. Besides this main tract there are smaller patches and tracts of considerable extent, particularly in the 4th and 5th ranges adjoining Chesham.

CHESHAM RIVERS AND MOUNTAINS.

"The rivers in Chesham are small streams, being the head waters of the Salmon and Arnold rivers. They are not of sufficient size to be of much use for lumbering purposes, but they furnish several good mill sites for the use of settlers.

"The Megantic mountains take up a small portion of the north-west corner of Chesham and the south-east quarter is very much broken up with the boundary mountain and ridge or spurs, extending from them in various directions.

Lumber and Water Power.

Very little fine timber, comparatively speaking, is to be found in the township of Chesham, but spruce of an excellent quality, is abundant, with maple and birch in large quantities in the most parts, except in the south-west quarter of the township, where dark timber principally prevails. Water-power, sufficient for the wants of settlers, is not lacking. The following is a list of the mill sites that were noticed during the survey:—

"No. 1. Tolerable mill site, lot No. 4, 3rd range, on the west fork of the east branch of the Salmon river. This stream probably furnishes others in the vicinity.

"No. 2. Two or three good mill sites on lots 38, 39 and 40, 4th range, on fork of Arnold river; heavy rapids and falls.

"No. 3. Good mill site, lot No. 2, 6th range, on east branch of Salmon river; rapids and falls.

"No. 4. Tolerable mill site, lot 14, 8th range, on fork of south branch of Salmon river.

Arable Lands, First Range, Chesham.

"The western extremity of this range is taken up to the extent of 8 or 9 lots by a portion of the Megantic mountain range, on the easterly slope of which there is, however, some fine settling land; then easterly to Clinton is a large tract of land, generally fit for settlement, with the exception of some small tracts or patches. This tract extends north-easterly into Marston.

Second and Third Ranges.

"A very fine tract of settling land lies on the south-east slope of the Megantic mountains in these ranges, and between the forks of the east branch of Salmon river, joining to a good tract in the 4th range of Whitton. A belt of dark timber and poor land is found near the east fork, and extending north-easterly. Farther to the east is high and undulating; the ridges generally well-wooded, and adapted for settlement throughout to Clinton, except the southerly part of the 3rd range, near Clinton.

Fourth and Fifth Ranges.

"Good land adjoining Whitton in the 4th range, and generally very good land in the northern part of the range to No. 39, where a belt of stony, dark timbered land is found extending to Clinton. This range begins at lot 21, upon a ridge of hardwood land,

adapted to settlement, to lot No. 31; thence more broken with small tracts of excellent high lands to No. 41, and then high underwood land, generally fit for settlement, to Woburn line. Several good mill sites are found in the 4th range, on lots 38, 39 and 40, which form a desirable location.

Sixth Range.

"A great portion of this range, from Whitten to No. 21, is generally poor, dark timbered land, a small part stony, Whitton excepted. The easterly part of the range, from lot 21, to Woburn, is mostly rough, broken land, with good valleys and patches of small extent, not generally favorable to settlement, except a portion of the northern side near Woburn:

Seventh and Eighth Ranges.

"Very little land for settlement. Small patches of good land are found in the hilly parts, but the greater portion is rough and broken, dark timbered, stony land, unfit for settlement. Some well-timbered, hardwood ridges are to be met with, but they are generally stony.

Ninth and Tenth Ranges.

"The great part poor land, and very rough and mountainous to the east, near the Province line. A good tract of land extends from No. 8 to 24, between the two ranges, which is better adapted for settlement than the same extent in any part south of the 5th range. The southern part of the 10th range runs up to the height of land which forms the Province line, and is in great part rough, broken land.

Undivided Tract, or Gore, along Emberton and south of Tenth Range.

"This remnant or gore of land, within the boundaries of Chesham, is a narrow strip between the Province line and the east gore of Emberton. It contains about 2400 acres, and is mostly rough, mountainous land generally unfit for tillage. Some finely wooded valleys are to be found within it, but these are mostly very stony.

Concluding Remarks—Ditton.

"From what has been shewn in detail it may be seen that the township of Ditton offers good inducements to settlers throughout a considerable portion of it, and although in the north-east and south-east quarters there is a great amount of waste land; yet there is much land of a superior quality along the Salmon and Ditton rivers, which being considered in connection with the abundance of water power, there would seem to exist no natural impediment to this township being opened and settled up as rapidly as any of the neighboring townships, and perhaps with greater rapidity.

"Should the northern and western parts of the township of Emberton, which is yet unexplored, contain good land for settlement to any considerable amount, the settlement of Ditton would be still further facilitated by the survey and opening to settlement of the adjoining township of Emberton.

"The Hampden and Arnold river road was opened during the season of 1862, and completed to a point somewhat over half a mile into Ditton, and in consequence a good deal of land in Hampden and the 1st and 2nd ranges of Whitton was very shortly after taken up. The bottoms along the Salmon and Whitton rivers are also settled upon in various places, nearly as soon as surveyed, with a view to purchase by actual settlers.

"In view of these facts, it is much to be recommended for furthering the more rapid development of the resources of Whitton, that the road line surveyed in 1861 with such modifications, if any, as may be found expedient, should be opened as far as Salmon river during the present season, a distance from the termination of the part of the road already completed of something less than six miles.

"The Salmon river, being thus reached by a good travelled road, would open a natural highway for communication, that is now to some extent inaccessible, and there could be no doubt of most of the good land in Ditton being taken up in a few seasons.

CHESHAM.

"This township does not offer the same advantages for settlement as Ditton; it has no large streams nor great water power, while the southern part is generally unfit for

settlement to any amount. The north-western and northern part, along Marston, has some very fine pine settling land in compact bodies, and here settlements might advantageously be made when a road of communication should have been opened from the nearest settlements already established in some of the nearest townships. The good settling land in Chesham, lying chiefly in a continuous block contiguous to Marston, and somewhat separated from the bottoms and settling lands in Whitton, it becomes worthy of consideration upon the presumption that Marston offers equal or greater inducements for settlement than Chesham, whether it would not be advantageous to open a road running north-easterly from the Hampden and Arnold river road, through the north-west quarter of Chesham to Marston line, and thence north-easterly through the most desirable land for settlement, so as to intersect the most southerly settlements already formed along Lake Megantic to Victoria Bay.

“From the acquaintance I have obtained of the country by having surveyed an exploratory line northerly through Marston in 1861, and from knowledge of the lands in Chesham, acquired by the survey of that township during the last season, I should consider this route as a most desirable link in the chain of colonization roads which are intended to open up this quarter of the Eastern Townships.”

TOWNSHIPS OF WOBURN AND MARSTON.

The township of Woburn is situate in the county of Compton, and is bounded on the north by the township of Clinton, on the west by the townships of Chesham and Ditton, on the south and east by the line of boundary established under the treaty of Washington.

This township is of irregular figure, and is traversed and irrigated by the Arnold river and its tributaries. Through it has been surveyed and marked a line of road from the head of Lake Megantic to the highlands along the province line, intended to connect with a road projected from Wilson's Mills, in the State of New Hampshire.

The township of Marston is situated on the western border of Lake Megantic, in the county of Compton, and is bounded on the north by the township of Whitton, on the south partly by the townships of Clinton and Chesham, and on the west by the township of Hampden.

Two lines of road for colonization purposes have been traced through this township, one in continuation of the Victoria road leading from the township of Hampden, running transversely with the ranges of the township of Marston, and the other in continuation of the Megantic road, traversing the township of Whitton and intersecting the Victoria road extension, and traversing the township of Clinton to its junction with the Bury and Arnold river projected line of road.

A description of the character of the land, its soil, and timber, is contained separately for each of the said townships of Woburn and Marston in the following extracts of the report of Mr. P. L. Surveyor Blaiklock :

Western outline.

“The whole depth of the 2nd range is in good open hardwood, the timber of a large growth, &c., the soil a good brown loam, the land is undulating and lying to the east toward the middle branch of the west fork of Arnold river. * * * * *

“The land traversed by the west outline is undulating to near the Province line, where it ascends a considerable hill, forming the boundary between Canada and the United States. The soil is a good brown loam, covered with several inches of vegetable mould; the timber varies from pure hardwood to a spruce swamp, the former being generally of a heavy growth. Two considerable brooks are also crossed tributaries of the north branch of the Arnold river.

Rear line of Second Range.

“The land traversed by this line is undulating hardwood, with a good light stony soil; there are also several lots of very excellent land, timbered with a heavy growth of maple, birch, spruce, ash, elm, cedar, &c.; the soil being a deep black vegetable mould, on a sub-soil of rich brown loam, well watered with numerous springs and small streams. Lots Nos. 63 and 64 are traversed by a high rocky hill, which runs in a north-easterly direction all across the 2nd range; the most of the lots in this range are well suited for agricultural

purposes, the soil being of a good quality, although rather stony, and, upon approaching the river, somewhat broken by rocky ledges.

Third and Fourth Range line.

"Lots Nos. 1, 2, 3 and 4 are nearly all good hardwood land, but the ground is very stony; in the 5th and 6th lots the line ascends a steep hardwood hill, which slopes away to the south fork, and extends north-easterly towards the 2nd range; from lot No. 7 to 14 the land is undulating hardwood, and much of the soil is very good, being a vegetable mould overlaying a clay loam subsoil, but generally stony; from 15 to 21 the land is more broken, the line running along the east slope of the high land forming the Province boundary; the timber is chiefly hardwood, and the soil a rich loam, but very stony in some places, almost too much so to form good arable land.

Fourth and Fifth Range line.

"In lot No. 1 the line descends the face of the hill at an angle of 30° to the brook and ascends 25° the opposite side; the timber is spruce, with a few inferior pine, and the ground covered with large masses of loose rocks; lots Nos. 2, 3, 4 and 5 undulate along the east side of a hill, but not too steep for cultivation; the soil is good, but stony, and the timber, hardwood mixed with spruce; Nos. 6 and 7 are level cedar swamp, black mould on a clay subsoil; Nos. 8 and 9 are a light sandy and stony soil, timbered with spruce.

"From 9 to 15 the land is gently undulating, timbered with a heavy growth of birch, maple, beech and spruce; the soil a good light loam, but stony for the remainder of these ranges; the line passes over mixed wood and spruce swamp; the soil, where dry, being light and stony, and a cold clay loam where wet.

"The 4th range consists of twenty-six lots, and contains an area of 2,715 superficial acres. Although this range line passes through considerable swampy land, I have every reason to believe it does not extend far to the west, but that there is good hardwood land lying between the high ground traversed by the 3rd range line, and the 4th and 5th, for upon running up the centre line I found good hardwood up to the foot of the hill forming the boundary.

Fifth and Sixth Range line.

"The ground passed over by this line for the first sixteen lots is mixed softwood and spruce swamps, with a light sandy and stony soil. In the remaining part of these ranges the lots front upon, and are bounded by, the Arnold river, along the banks of which the soil is in many places very good, being an alluvial deposit brought down by the stream.

Sixth and Seventh Range line.

"In the first four lots the land is very good, being very level, timbered with birch, spruce, maple, cedar, fir, ash, &c., of a large growth, and the soil black vegetable mould on a good brown loam subsoil. The remaining part of this line ascends the north face of the mountain, timbered with hardwood, but most of it too stony and rocky for cultivation. This mountain rises near the Arnold river, and running in an east by south direction, unites with and forms the high land forming the Province boundary, on the east side of the township, and beyond which I did not consider I was justified to go. To all appearances the land southward was much too mountainous and broken to be available for agricultural purposes.

Seventh and Eighth Range line.

"This line, it was supposed, would intersect the main river, but finding it was not likely to do so I made the south-east fork the boundary down to the main river; from thence the lots in these ranges will front on the Arnold river down to the Clinton line, and were posted off along its banks accordingly. The quality of the land along this stream is somewhat varied in some places; the banks approach close to the margin, and are precipitous; in others they recede, and leave a considerable space of alluvial flat, where the soil is excellent. There is also a considerable extent of good land lying between the range line and the south-east fork, and is contained within lots 20 to 29, and indeed nearly the whole of the 8th range is of a good quality, in particular in the lower part of the township, where the alluvial flats of the Arnold are of considerable extent. This range, I consider contains some of the best land in the township.

Eighth and Ninth Range Line.

"In the first seven lots the line passes over low undulating spruce land, the soil light and stony, but there appeared hardwood at a short distance on either side. The remaining five lots are all on the north slope of the mountain, and although the soil and timber of the lower part is good, the land is too steep and stony for cultivation.

"The first five and last five lots on this line are in good undulating hardwood, timbered with a good thrifty growth of maple, birch, spruce, fir, ash, ironwood, basswood, &c., and the soil a good brown loam. The remaining part of this line crosses several steep and rocky hills, and spurs from the great chain of the province line. These, however, all slope away to the west, leaving a considerable space of arable land between their bases and the Arnold river, timbered with a very heavy growth of birch, maple, spruce, beech, cedar and ash. I had occasion to cross this tract at different points, and found it such as I have described.

"The ninth range, being situate near to and forming the high land of the watershed between the waters of Canada and the United States, is generally too rough, broken and mountainous for agricultural purposes. Although in several places there appeared to be good land, yet there could not be any extensive or continuous settlement made.

Centre Line.

"For about one mile on either side of the Arnold river the land is flat, timbered with spruce, the soil being generally a cold, clay loam, and very strong. In the 7th range it crosses the north end of two rocky hills, of mixed timber, with some spots of good soil between them. In the eighth range the south-east fork is crossed. The land then rises gradually in good mixed hardwood until it meets the high mountain forming the eastern boundary of the township. Between the south-east fork and this mountain the soil is in many places very good, being a black mould in a brown loam, but it is all very stony; and, indeed, the whole of this section of country is thickly strewn with coarse granite boulders, evidently belonging to the drift period, for in no instance was the fixed granite rock met with.

Line between Woburn and Chesham.

"From the Megantic road line to Arnold river the line descends very gently through softwood land and swamp; the soil being light—it then traverses the river in the alluvial forming its banks and enters a cedar swamp. Leaving this swamp the line ascends very gently through an old *brulé*, which is now covered with a small second growth of spruce, larch and poplar.

"There appears to have been at one time a considerable quantity of pine growing here, as there are many charred stumps of pine still standing. This flat extends a long way to the north and east, as far as the Spider Lake and Lake Megantic, and forms the much-talked-of intervalle and meadow lands of the Arnold river. These meadows are certainly splendid land, producing wild grass enough to feed a thousand head of cattle, but the best and greatest extent of them are situate in the township of Clinton, those in Woburn not extending above one mile up the river and being limited to a few acres in depth on either side.

"From the *brulé* the town line ascends very gradually through good hardwood land up to the province line.

"The nearest point from which access can be had to Woburn is either by Lake Megantic, the first settlement of which is distant 13 miles, or from Victoria, 30 miles distant, without even a winter track; the first thing necessary, therefore, to the opening up of this township, will be the construction of either the Victoria and Arnold river or the Megantic road (both of which have been laid out), the latter of which should, in my opinion, be immediately proceeded with, as offering greater facilities for settlement along the line, and being so much shorter.

"The only objection to this line is that it would pass through about five miles of conceded land in the township of Clinton; but this, I conceive, should not be held as an objection in comparison to opening up a good country for colonization.

"Through the township of Marston the road line passes through the best of land for settlement, and were it opened, every lot along it would be immediately taken up.

The township of Clinton would likewise soon be settled, as it contains some of the finest land in the country, for its extensive prairies offer greater advantages to the new beginner than any of the adjoining townships, by enabling him to cut hay and keep stock several years in advance of the farmer on the ordinary uplands, until one or the other of these roads be opened."

ANSE ST. JEAN ROAD.

This road lies in the county of Chicoutimi, and connects the thriving settlement of Anse St. Jean in the township of St. John, with the existing settlements at and above the mouth of the Petit Saguenay river.

Although the line, as surveyed, unavoidably traverses some hilly country, yet the quality of the soil possesses some advantages for settlement, as will appear by the following report of Mr. P. L. Surveyor J. B. Duberger:—

"After having plotted the whole wood, and fixed upon the number of lots to be laid out on the suitable spaces found fit for agricultural pursuits, I then repaired to Lac à Minette, in the vicinity of the depth of the 5th range, from whence I began to measure off the four regular lots marked from one to four, and running at right angles with the 5th range, thence laid off Nos. 5 and 6, being irregular, caused by the winding of the lake; then proceeded with the measurement from No. 7 to 24, on same course; then had again two other irregular, Nos. 24 and 25; then proceeded with the nine remaining, from 27 to 35, the whole inscribed south range, the latter number contiguous to the settlements of Petit Saguenay, otherwise adjoining the clearance of Charles Bernier.

"The North range consists of only 13 lots of different dimensions. Owing to the sinuosities of the line road, a great space is left out on account of the proximity of the mountains and deep ravines, the latter might be taken as park lots. The whole of these lots have their division posts planted and duly inscribed. The line road in question runs through the fittest ground that the localities offered for agricultural purposes, and ensures the greatest economy in its construction. The nature of the road from the point of departure to Lac à Minette will not suffer any difficulty for effecting the same. The greatest impediment lies in the valley next to the main road of the River St. John. Even that, though obstructed by fallen trees, is free of stones, and is offered to be properly made for the small amount of \$16. From the settlement of Petit Saguenay for 2½ miles adjoining there lies an old pinery tract, which would take but little time and expense to become passable even for carts. The middle space, partly edging the lakes, is here and there obstructed by boulders, but not of such size as not to be rolled off or turned aside but with little labor, as happening often in declivities, besides which there lies sufficient ground at hand to fill up cavities. A particular spot, marked R on the plan, edging *lac long*, where lies a projecting rock (foot of mountain), dipping into the lake, and standing about 10 feet high, though passable for foot passengers would not answer for horse carriages. This might be easily made passable by a few blastings, or by the erection of a rough wharf edging the lake, about 35 feet long, and this at a trifling expense, as all materials necessary are on the spot.

"The nature of the ground throughout is of the best quality, fully accounted for by the large growth of timber for about 2½ miles within the Petit Saguenay settlements. Not one stone can be found on the trace, and the soil consists of the very best kind of strong loam, and no where better adapted for the growth of hay, as patches are often met with in the wilderness. In speaking of the soil I may also remark that this good soil does not exist throughout the depth of the lots laid out. There is not a single one but is obstructed in some parts by the existence of some steep mountains as well as deep valleys. Under such disadvantage, I beg to be permitted to suggest that the squatters taking possession of these lots should have the same privilege as others in some parts of the Province, by obtaining them gratis, under the restrictions provided in such case. This would be encouraging a prompt emigration in such an isolated country.

"After having closed with the survey at Petit Saguenay, and then waiting for a fair opportunity to return to Anse St. Jean to return home, I was invited to visit the valley of the Petit Saguenay, about the settlements reported to be an extensive strip bordering the river and of excellent soil. I therefore repaired to it, following an old pinery road which, at a former period, came out at Black river at its junction with the St. Lawrence, and used for the transport of supplies. This tract I followed for a couple of miles, and it may

be said without exaggeration that, with regard to soil and the pine growth of timber, no better can be found. This valley had the advantage over the valley of the River St. John, by having more extensive *terre de fonds*, and widening the more as you proceed up the river. I have been informed by persons who have gone through that communication that the same ground extends so as far as the forks, about eight or nine miles, then crossing towards Black River you again meet, in the vicinity of lakes, several extensive patches of excellent earth. I would recommend, therefore, an exploration through that section of the country, and should that communication be found as promising as reported, besides the great advantage of a sortie to the St. Lawrence, the whole of the favorable ground along and in the vicinity of that communication would be made known and taken up by a number of active young men from this county in readiness to colonize."

THE CHAUDIÈRE LINE OF ROAD.

This line of road, as located along the right bank of the River Chaudière, in the county of Beauce, commences where the public road from Quebec terminates, at the southerly boundary of the seigniorship of Aubert Gallion, and traverses the front of the townships of Jersey, Marlow, Risborough and Spalding, to the southerly limit of the township of Ditchfield, at the outlet of the River Chaudière from Lake Megantic, a total distance of 37 miles.

Considering the importance which the public lands in this section of the country have acquired from the auriferous nature of the rock formation, prevailing especially along the Chaudière and its tributaries, the construction of the proposed road cannot fail of obtaining most beneficial results. For purposes of colonization, the following report of Mr. P. L. Surveyor Pozer will convey very satisfactory information:—

"Pursuant to instructions dated Quebec, 23rd July, 1862, in which I am instructed to trace and mark a line by survey, for a road, on the eastern line of the River Chaudière, from the seigniorship of Aubin de l'Isle to Lake Megantic. Having completed the said survey according to instructions, I beg leave to report that, commencing at the line between the seigniorship Aubin de l'Isle and the township of Jersey, opening and marking a road line as near the River Chaudière, along its eastern bank, as the nature of the country through which I passed would allow, passing through the townships of Jersey, Marlow, Risborough, Spalding, and between Spalding and Ditchfield to Lake Megantic, a total distance of forty-one miles, twenty-four chains; that portion through the township of Jersey is marked by planting posts at the distance of half a mile from each other; that part across Risborough is posted and laid out in lots, according to the plan furnished me by the department, together with half-mile posts, and that part through the township of Spalding, between the second and third ranges, it having been already surveyed and posted into lots. I planted posts in half-mile sections making such deviations from the range line as I thought requisite for the best place for a road, and thence between the townships of Spalding and Ditchfield and Lake Megantic.

"The whole of this line is generally level or rolling land, with very few swamps; the soil a dark loam well adapted for cultivation. It is all good with the exception of parts of the point of Risborough.

"The land is in general stony, but free from ridges of rock or steep hills, and the few swamps I met with are shallow, with black soil. Upon the whole I think that a good passable road could be constructed at a low estimate of expense, but not being experienced in this kind of work I cannot state the exact amount.

"There are only two rivers to cross, which would require bridges of about sixty feet span. The first is the Sampson, in the township of Marlow, where a bridge is perhaps not absolutely required, owing to the flatness of the banks and to the gravelly nature of its bed. A good ford could be made passable at all seasons, except at the breaking up of the ice in spring or after a flood of rain.

"The second river is the Nibellis, in the township of Spalding, which would require a bridge of about forty feet span, building abutments on each side of eight feet in height. As the timber is plentiful near the spot, a good substantial bridge could be built for about \$160."

GOSFORD ROAD.

This line of road is proposed to connect the settlements of Valcartier, in the seigniorship

of St. Gabriel, with the parish of St. Raymond, in the county of Quebec, traversing part of the township of Gosford, from the 1st to the 3rd range, and thence south-westerly to its junction with the existing road opened from St. Raymond to lot No. 8, in said range of Gosford. A description of the general character of the land it traverses will be found in the report of Mr. P. L. Surveyor J. P. Dery, as follows:—

“In conformity with instructions dated 1st August last, directing me to trace a colonization road to shorten the distance from Valcartier to St. Raymond, in the township of Gosford, I have to report that I inspected the land in the first range of the township of Gosford, as exhibited on the plan annexed to my instructions, and found it impracticable for a road from the tributary stream of Lac à l'Isle as far as lot No. 10 of the third range, to the north of the Lake of Seven Islands; the soil is very unfit for cultivation, being intersected by two lofty mountains and three lakes, and is consequently rocky and marshy, so that the construction of a road would be very costly, and valueless to settlers if run in this direction.

“After a careful examination of the land between Lac à l'Isle and the lake of Seven Islands, through the first and second ranges, I passed through the third range to Lake Clear, situated partly on lot 22 and partly on lot 23; here I found the land is better adapted for road making; I proceeded to the line between the seigniory of Fossambault and the township of Gosford, to the north-east of Lac à l'Isle, so as not to lay the line of road till I ascertained where it would intersect the Valcartier road. I made an exploration through part of the seigniory of Fossambault, and found the Gosford road at a distance of about two miles and twenty-eight chains from the line of Gosford.

“Being persuaded that this locality was the best adapted for a road which would prove serviceable to the settlers now beginning to locate themselves on the disposable lots in the third range, as well as those in the fourth and fifth ranges of Gosford, who, at a trifling cost, could open a communication through lot 21 of the fourth range into the projected road, I cleared, chained and blazed the line of this road from station to station, planting posts at the end of every mile, and numbered from my point of departure as far as the road to Valcartier, at a post planted by John Neilson, P. L. S., last year, and ascending to meet the road actually opened in the third range of Gosford, and which runs from there to St. Raymond, over a distance of ten miles, fifteen chains and seventy-eight links.

“I found several clearings on this line, which I have shewn on my plan; also two houses, one 16 by 19, the other twenty feet square, on lots 14 and 15, in the third range.

“The quality of the soil along the road line is very good.

“Very little bridging will be required, and but few hills to ascend, and the descents are gradual and even.”

KENOGAMI ROAD.

This line of road being the fourth section of the Kenogami road, commencing at the eastern limit of the township of Metabetchouan, on the eastern border of lake St. John, and running westerly and traversing the townships of Metabetchouan and Charlevoix, and thence northerly along the western border of the lake in front of the township of Roberval and the Indian lands of Oniatouchouan, at the mouth of the River Ashuapmouchouan; thence in a north-westerly direction through the townships of Chamouchouan and Des Meules, to its termination on the north-westerly limit of the latter township, a total distance of about 43 miles.

Mr. P. L. Surveyor P. A. Tremblay, in his report of the line as located by him, gives a satisfactory report of the character of the land it traverses and the nature and quality of the soil and timber, as follows:—

“In compliance with instructions from the Department of Crown Lands, dated 29th July, 1862, I proceeded on the 5th of August to the survey of the fourth section of the Kenogami road, comprising the space between the eastern line of the village of Metabetchouan and the west line of the township of Des Meules.

“In order to enable the overseer to take advantage of the fine season, and to secure the services of the settlers before harvest time, I went at once to the mouth of the River Oniatouchouan, where I began to trace the road, and continued on to the westward, keeping a certain distance from this river so as to avoid the very steep ravines and steep slopes, as far as the intersction of the east line of the Indian reserve. With the exception of 18

chains of a bye-road, on the land of Thomas Jaur, at the point of starting, the trace follows the front road of the lots in range B; an advantage which induced me to prefer this direction to any other, especially as the obstacles of the land are not so great.

"The trace in the township of Ashuapmouchouan having necessarily to follow the range line between the 1st and 2nd ranges, so as to give it as much regularity as the nature of the ground permitted, I proceeded to the intersection of the above range with the west line of the Indian reserve, and from there I proceeded at right angles with the aforesaid line, tracing a line which I prolonged to the east line of the said reserve. The trace follows this line as far as to the intersection before mentioned, a distance of forty chains, 75 links. On the line between the east and west limits of the reserve, I planted small posts, numbered from west towards the east, and shewing the regular breadth of 13 chains, so that if the Government should think fit to sell these fine lands bordering on the trace it would not be necessary to lay them off a second time. On lots 10, 11, and 12, I made a second trace towards the south to a distance of two or three chains from the first trace to avoid the rocks. The part which traverses the 10th lot will be the most expensive, as blasting will be required in some places.

"The bridge over the River Ouïatchouan will not be very costly, the trace crossing it on the bank of a fall where, on the low ground, the breadth does not exceed twenty feet. From the mouth of the Ouïatchouan to the rock on lot 11 of the reserve the soil is mostly composed of yellow sandy earth, through which a good cheap road could be made. From lot 10 to the line of Ashuapmouchouan, I found a clayey soil, covered in several places with a light coating of sand. The most expensive part of the road comprises lots 8 and 9, passing through a cedar swamp, but the slope of the land towards the north permits of its being easily drained. Knowing that the line between range C and range I of the township of Metabetchouan was not traced, and that it would afford the most direct road to the village of Metabetchouan, at the mouth of the River Ouïatchouan, I proceeded to the point of intersection of the line between range I and range B, of the township of Charlevoix, with the west line of Metabetchouan, and from this point I traced at right angles, with the same line, the line between range I and range C, which I prolonged beyond the eastern limit of range C as far as the line between lots 45 and 46; I traced the division line between these two lots to the banks of Lake St. John to serve as a road. I traced the line from this point along the lake shore at a mean distance of about three chains, as far as lot 34, when I found it necessary to take a greater distance of about 10 chains so as to clear a rock, the foot of which is bathed by the high waters of spring. The hill by which it is ascended towards the west is steep, but become more gentle by going round the hill. On the east side the slope leads insensibly to the borders of the lake on lot 31. From this point the trace leaves the shore and passes to the south of a marsh, following the base of a mountain. On leaving the foot of the mountain it follows the border of a thick cedar bush, and falls into the front line of the village of Metabetchouan on part of lot No. 10. Leaving this point, I marked with blazes and pickets, planted at convenient distances, the course of the streets called Price and Hebert, which form the trace of the roads as far as the intersection of the eastern line of the village with the range line between ranges A and B; from this point of intersection as far as the bye-road between lots 45 and 46 of the 1st range of Metabetchouan, the soil is sandy, the surface generally even, and offering great facilities for the opening of a good colonization road.

"In the township of Charlevoix the trace follows the range line between ranges I and B as far as the picket between lots 4 and 5, then turns to the south-west to avoid a deep hollow covered with cedar and elm, it crosses some arpents of wet land on part of lots 10 and 11, and rejoins the front line at the picket of lots 17 and 18. On lot 19 there are two steep cliffs caused by a deep ravine, and a third before arriving at the River Ouïatchouan. I laid out the first in such a manner that in winter, when the waters are low, communication may be established on the shore along the foot of the first cliff as far as the crossing of the river.

"From the mouth of the Ouïatchouan to that of the Ouïatchouanish, the road in great part opened by the settlers generally, follows the sandy downs which border the lake during the high freshets of spring. The only obstacles when the active co-operation of Government is indispensable are, first, in crossing lot 18 in the first range of Roberval; second in lots 17, 16 and 15 of range B opposite "Pointe Platte." The first comprises

a distance of 12 chains, and the second 31 chains of wet land. My knowledge of the lands composing the townships of Ashuapmouchouan and Des Meules exempted me from making a second exploration for the trace, as required by the department, I have exhibited on the plan which accompanies this report. The principal artery which follows the range line of the 1st and 2nd ranges from lot No. 1 inclusive, to the crossing place of River à l'Ours, thence it regains the banks of the River Ashuapmouchouan, at about half the depth of the lots 40 and 41, following the course of this river along the front of the township of the same name, and that of Des Meules; also as far as lots 46 and 47, and then extends as far as the western line of the said township to the south-west of a rising ground which here borders the River Ashuapmouchouan.

“Through the whole extent of this survey the land offers no serious obstacle to the construction of a road. There is not a single cliff to surmount, hardly an arpent of wet land to cross. Two slopes alone are worth mentioning, one on lot 21, in Des Meules, and another on nearing Salmon river. I have drawn on my plan a trace which follows the central line of Ashuapmouchouan as far as the line between the 4th and 5th range, thence bending to the north-west, following this line across the western part of Ashuapmouchouan as far as its north-west line, and following the prolongation of this line which forms the line between the 2nd and 3rd ranges of Des Meules, as far as Salmon river. In the line between the Ashuapmouchouan I have drawn a trace which leads to the end of the depth of the 4th range of Des Meules. A bye-road by this trace will afford access to the capital lands of the 5th range of Des Meules, which the lateness of the season prevented me from sub-dividing last year. I have not exhibited a by-road in the centre line of Des Meules, on account of the gullies which this line crosses; a road, however, might be traced either to the eastward or westward of this line, and so avoid these gullies. The excellent land crossed by the main artery will, I trust, induce the Government to open roads through it as fast as the demands for settlement require it.

“In all those localities where the trace does not follow the range lines, starting from the north-west line of Indian river as far as the village of Metabetchouan, I have blazed the trees at suitable points, and planted posts to show the precise direction of the trace. The range line which crosses the Indian reserve between ranges I and C of Metabetchouan—the course of the River Ouitchouan—and the bye-road between lots 45 and 46 of Metabetchouan, were laid out and surveyed by the transit, and small posts have been put down to show the width of the lots. The posts between lots 45 and 46 not being visible, I took the mean distance, viz.: 13 chains, 85 links, for each of these lots between Nos. 44 and 47.

“The water courses crossed by the trace of the fourth section of the Kenogami road present the only obstacles of any moment to the completion of the road. I have taken the precise breadth of the Rivers Metabetchouan and Ouitchouan. The former intersects Hebert street at a breadth of 482 feet in winter, and 642 when the waters are highest. The mean depth is nine feet, except at a distance of 50 or 60 feet from the west bank, where it increases to 13 feet. In the spring, when the water in the lake is high, the depth of water is 28 feet on a solid bottom. A little further to the north, between the two points at its mouth, its breadth in summer is 330 feet; but a sand bank on the west side, covered by the high waters, would render the erection of a wharf difficult, besides which a bridge at this place would close the entrance to the principal harbour of Lake St. John. On the east side the river widens in spring 132 feet, which, added to the slope of the sand-bank, where the water crosses a surface of 100 feet, makes up a breadth of 532 feet. The depth of water is the same as at the place above mentioned. The building of a bridge on this river being very costly, and likely to delay the opening of roads into the interior of Ashuapmouchouan and Des Meules, I am of opinion that for some years the crossing of the River Metabetchouan might be easily effected opposite Hebert street by means of a *chaaland*.

“The greatest length of the bridge over the Ouitchouan will be 396 feet. The bed of the river at low water is 132 feet wide. On the western bank there is a shoal which raises the level about 3 feet. The slope, or east side, of the river, is about 66 feet in width. The depth of water in summer is from 1 to 2 feet, and in spring 19 feet. The bed of the river is strewed with rocks. The building of a bridge cannot be delayed without serious inconvenience. At high water, when the wind blows from the north,

crossing is frequently impossible; at mean height of water, owing to the force of the current, the same inconvenience exists. If the Government wishes the settlers to profit by the opening of the Kenogami road at once, they should prepare the necessary materials in the course of the winter, the transport being cheap at this season, and the settlers would receive some of the funds devoted to this purpose. A bridge should be thrown over the River Iroquois during the summer, of about 50 feet in length. The bridge over the River à l'Ours (Bear river) will be about 60 feet, including the piers. I am unable to say if the intersection of the line between the 1st and 2nd ranges with Salmon River is the most favorable for a bridge; its breadth at this point is 264 feet; in spring the depth is about 12 feet.

"It is very necessary that Government should construct a good road over the cliffs on lot 19 of the 1st range of the Township of Charlevoix, near the crossing of the River Ouitchouan. I have estimated the cost of a good road at each cliff at about 120 dollars.

"The visit made by the Minister of Colonization last summer to this part of the Saguenay territory, relieves me from the necessity of remarking on the importance of opening out the fourth section of the Kenogami road. A wide field is here offered to the agriculturist; the settlers are most anxious to reach that locality. An easy access being afforded by the Government would be most favorable to settlement."

(Signed,) P. A. TREMBLAY.

APPENDIX No. 43.

EXTRACT FROM UPPER CANADA REPORTS OF SURVEY.

AWERES

Is bounded on the north and east by lands as yet unsurveyed; on the south, by the township of Tarentorus; and on the west by the township of Pennefather.

It was sub-divided in 1859 into sections and quarter-sections; each regular quarter-section contains an area of 160 acres. The township of Aweres contains 21,544 acres of land.

The following is an extract from Provincial Land Surveyor A. P. Salter's report of survey:—

"In the township of Aweres but little land fit for arable purposes was met with, its general character being rough and rocky. Many of the sections are well timbered, and in places mineral, specular iron was observed in the rock.

"As a whole, this township offers few inducements to settlers."

KORAH AND AWENGE

Are adjoining townships.

Korah is bounded on the north by the township of Pennefather; on the east by the township of Tarentorus and Hudson Bay Company's property; on the south by the township of Awenge; and on the west by the township of Prince.

Awenge is bounded on the north by the township of Korah; on the east by the township of St. Mary; on the south by the River Ste. Marie; and on the west by the township of Parke.

They were sub-divided in 1859 into sections and quarter-sections; each regular quarter-section contains an area of 160 acres.

The townships contain, respectively, Korah, 22,336 acres; and Awenge, 2,647 acres.

The following is an extract from Provincial Land Surveyor James Johnston's report of survey:—

"The quality of the land in these townships is generally good. For an average width of a mile along the shore of the River Ste. Marie it is low and marshy, then, gradually rising, it becomes more dry, and is principally a good clay loam for a distance north of two miles. The surface then becomes rolling, the soil a fair sandy loam, and the timber chiefly maple for a distance north of three miles. On this section are several sugar bushes, frequented in the spring by the inhabitants of the Sault village. From thence to the northerly limit of the township, it is more or less broken with ridges of rock, chiefly granite.

"The timber on a considerable tract in the southerly part of these townships has been

destroyed by fire, but it is otherwise well timbered. The timber consists principally of hardwood."

NEE-BING AND PAI-POONGE

Are adjoining townships, situated to the west of Thunder Bay, Lake Superior. They are bounded on the north, south, and west by lands as yet unsurveyed; the Indian reserve and Hudson Bay Company's post are on the east.

They were surveyed in 1860 by P. L. S. Herrick, and contain, respectively,—Nee-Bing, 19,781 acres of land; Pai-Poonge, 43,846 acres of land. The Kaministiquia river flows through both townships. The following is an extract from Mr. Herrick's report of survey:—

"The townships of Nee-Bing and Pai-Poonge are bounded on the south by high ranges of trap rocks, rising in perpendicular precipices some hundred feet high on their north and east sides, the most prominent point of which—McKay's mountain—reaches an elevation of 1,000 feet. The summits of these mountains are in general covered with white and red pine, while on the sides may be seen a thick growth of birch, poplar, and spruce and in a few spots sugar maple. At the base of these mountains we get into a comparatively level plain, forming the valley of the Kaministiquia river, and at an average elevation of 30 or 40 feet above the level of the river. The soil in this valley consists in general of a reddish, clayey loam, well adapted for cultivation, and producing a good growth of poplar, spruce, balsam, birch, with an undergrowth of hazel-nut, cherry, &c. In some places, also, white and red pine of good quality, though not in any great abundance.

"Between the long windings of the river, the lower part of which is exceedingly tortuous in its course, are flats of rich, dark alluvial deposit, rising 6 or 8 feet above the level of the river, and giving growth to large elm, ash, balsam of Gilead, &c., with an undergrowth of wild hops and flowering plants of various descriptions.

"On the north as well as on the south bank of the river, rising from these flats, are banks of red clay, gravel, or sand, 50 to 80 feet in height.

"The land, for a short distance from the north side of the river, is in general pretty good, and covered with poplar, spruce, birch, balsam, &c. However, proceeding further north from the river in Nee-Bing, the land in general becomes wet, and the prevailing timber is tamarac and spruce; while in Pai-Poonge, most of the country north of the river, for some distance, presents a dry, sandy appearance.

"Along the northern boundary of both townships the soil again improves, and continues to do so until the range of granite and trap rocks bounding Thunder Bay on the north and ranging towards the south-west is again met with.

"The country on both sides of the river is well watered by numerous creeks, affording excellent mill-sites. Slate river flows with rapid current between high banks of dark argillaceous slate, lying in horizontal layers, and containing limestone in interlying masses, as well as in large rounded nodules. This slate in some places is of good quality, presenting a hard, compact appearance, while in other places it is soft, and decomposed readily—nearly pure alum being found on the surface in considerable quantity.

"This formation of dark slate, intersected in places by dykes of trap, is found all through the southern portion of Pai-Poonge.

"On the north side of the river are also several creeks or small rivers, very rapid in their course, and supplying easily available water power to any extent. The rocks on the north side of the river are chiefly of slaty trap, with layers of red jasper, and intersected by veins of quartz, with traces of lead and copper ores. At the Paresseux rapids, a vein appears about 3 feet in width, chiefly of fluor spar, with particles of lead and copper ores. A small deep river flows through the north of Nee-Bing, about one chain in width, and navigable for small boat or canoe for about 4½ miles from its mouth.

"Further up this river, in the north-west corner of Nee-Bing, are falls 30 to 40 feet in height. Here appears a vein running nearly east and west, 12 to 15 feet wide, chiefly of white calc spar, and containing a considerable quantity of the ores of lead and zinc.

"The only impediment to navigation of the River Kaministiquia by lake steamers consists of a bar of soft mud or sand, a couple of hundred feet wide, at the mouth of the river; over this bar in the channel there is about five feet of water. This trifling difficulty overcome, the river is navigable for good-sized steamers to Point de Meuron, or about 11 miles

from the mouth—there being an average width of about 5 chains, with a depth of from 8 to 10 feet.

“While coasting along Thunder Bay, I had a good opportunity of examining the north shore of the Bay with reference to harbours, and found that at Lambert’s Island to be the only one worth notice.

“This bay, sheltered completely by Lambert Island, formed a beautiful harbour, about half a mile wide by three quarters of a mile deep—the water varying from two to six fathoms in depth. The island which protects it on the south is divided from the main land by a channel a few feet in width, and affords on its inner side a secure anchorage alongside of the island, which rises from ten to twenty feet in perpendicular basaltic columns from the water.

“As far as my experience goes, the climate at Port William in winter is not more severe than that in the neighborhood of Montreal.”

ST. MARY

Is bounded on the north by the township of Tarentorus, on the east by lands as yet unsurveyed, on the south by the River Ste. Marie, and on the west by the Hudson Bay Company’s property.

It was sub-divided in 1859 into sections and quarter sections by Provincial Land Surveyor A. P. Salter. The township of St. Mary’s contains 856 acres of land. The following is an extract from the report of survey:—

“SECTION 3.—The soil is good, though rather light, and the timber entirely destroyed.

“SECTION 4.—The same remark applies to this section.

“SECTION 6.—Good soil, covered with a thick second growth of timber, original timber burnt.

“SECTION 9.—Good soil, a narrow belt of timber on the margin of the River Ste. Marie, not burnt.

“SECTION 10.—This section precisely similar in character to section 9.”

TARENTORUS

Is bounded on the north by the township of Aweres, on the east by unsurveyed lands, on the south by the township of St. Mary’s, and on the west by the township of Korah.

It was sub-divided in 1859 into sections and quarter sections. Each regular quarter section contains an area of 160 acres. The township of Tarentorus contains 13,988 acres of land.

“The following is an extract from Provincial Land Surveyor A. P. Salter’s report of survey:—

“With the exception of the northerly and north-easterly sections of Tarentorus, the whole township is fit for settlement; a few of the centre sections are rather low, but are susceptible of drainage. The soil is either sandy loam, black mould, or red clay, the sub-soil, red or white clay.

“A serious drawback to the settlement of this township will, I fear, be found in the scarcity of timber, a very considerable portion of it having been overrun by fire, and in some sections the surface soil has been completely burned off, being of a peaty nature. This is to be regretted, as the soil is generally of good character, and affords a good opening to intending settlers.

“The surface on the westerly side of this township is somewhat broken by ravines, which however, offer no serious obstacle to its settlement. Numerous small rivulets of excellent spring water cross the country, a great desideratum to an agriculturist.”

MATTAWAN AND PEMROKE ROAD.

During the past year, a survey of a tier of lots on each side of that part of the Mattawan and Pembroke road, lying between the boundary line between the township of Maria and Clara and the mouth of the Mattawan river, was made by P. L. S. Sinclair.

The following is an extract from the report of survey:—

“The timber is what is usually known as mixed wood; pine, either red or white, predominates, but it has been nearly all burned from the commencement of the survey, to the middle of the second township. This has been a very valuable section in its pine timber, but there is not much remaining that is valuable, within the limits of this survey.

There are not any large streams entering the Ottawa, in the country embraced in this survey.

"Its geological features are uninteresting; it is what is denominated a boulder country except a belt of fossiliferous limestone crossing to the south of the Ottawa river, at the head of the Seviellier rapids, which gives a small tract of very good land, at and around Bell's farm.

"The facilities for settlement along this road are certainly considerable, although the road is far from being what the public interests require, it being the main thoroughfare along the joint frontier of the United Province, which must be the highway for the transport of supplies from the east to the lumbering districts along the Upper Ottawa country, as well as for the ingress of settlers to the various sections where arable land may be found."

CARDIFF.

The following is an extract from the report of survey of the east part, or residue of the township, in 1863:—

"That tract of country lying between the south boundary and concession No. 6, and side line 20 and 21 and the east boundary, is undulating, and in places considerably broken by low ridges of granite, only partially covered with a shallow soil; in the valleys, however, occasional tracts of fair land occur sufficiently extensive to induce settlement thereon. The prevailing timber in this section is white pine of a good quality, and from its proximity to the North River, which runs obliquely through this tract, could, with advantage, become marketable. The river, however, though possessing sufficient water and being comparatively free from sudden abrupt bends, would require a good deal of blasting, and small packs of drift wood to be cut away to make it profitably available. Hemlock, maple, beech, birch, &c., of average size, are also frequently met with in this tract.

"Between concession 6 and Paudash lake is a tract of land possessing a much more favorable appearance; the surface is gently undulating, gradually sloping towards the lake; the soil is composed of sandy loam of good depth, resting generally on a bed of gravel and coarse sand, and covered with a healthy stout growth of hardwood timber. On the west shore of this lake, from concession 6 to concession 11, is also a tract of land of very good quality, and covered with heavy beech, maple, hardwood, birch and hemlock. Small isolated patches of healthy average-sized pine are also met with.

"With the exception of a part of the east shore of the north bay and a portion of the north shore of the east bay, the land around Paudash lake offers every inducement to the settler; the soil is rich and fertile, and the situation in every way a desirable one for settlement—from its proximity to this large and beautiful lake, abounding in salmon-trout, and smaller varieties of fish, and also being within easy access of the Burleigh road.

"To the north and north-east of the lake, extending to concession No. 13, the land again is broken by low granite ridges, the soil is shallow, and the timber of a stunted growth. To the west of this section, and along side line 15 and 16, is an excellent tract of land, extending northwards to concession 14. The surface is gently undulating, and grows stout beech, maple and basswood; the soil is of great depth, and of a rich, loamy nature.

"The land through which side line 25 and 26 passes, in concessions 10, 11 and 12, is partly broken; but further east it improves very much, and towards the boundary presents a promising aspect.

"In concession 12, on side line 25 and 26, the land improves. Eastward of this line is a small lake surrounded by land of a very fair quality, covered chiefly with hardwood timber. Some excellent white pine also surrounds the shore of this lake, though not in great abundance.

"In concession 14, the line crosses a neck of this lake, beyond which the land is rather hilly, but the soil of good depth, and the country in every other respect well suited for agriculture.

"The land on concession lines 14 and 15, from lot 10 to the east boundary, is of nearly the same fair character—a very large proportion of this part of the township being well fitted for settlement.

"On side line 25 and 26 the land is rolling, about three-quarters of a mile north of concession line 14 and 15, where it begins to become more uniform and level in concessions

16 and 17, a very large proportion of which is beautiful land, sloping eastwards; the soil is a rich sandy mould, and is covered with very large beech, maple, basswood, birch and swamp elm. The hardwood tract extends to the north boundary, and eastwards to the township of Herschel; it comprises about eight or ten thousand acres, and is drained almost entirely by tributaries of the York branch of the Madawaska. Along side line 15 and 16, from concession 15 to 20, the land is not quite so good, and is chiefly covered with small pine, hemlock, balsam, &c. This part of the township is well watered; a number of small lakes are immediately north of Paudash lake, and connected with it by a good creek, affording some good mill sites.

"Paudash lake is a large body of water of a very irregular form; its banks are generally low, and in places rocky and stony. Some very pretty islands are also scattered through it; its outlet is in the township of Faraday, butting on the Hastings road, and flows very gently for a long distance.

"This part of the township of Cardiff comprises very nearly 40,000 acres, and is well worthy the attention of Government; and until it can be conveniently reached (although several thousand acres are now claimed), it cannot possibly be settled. West of this township is Monmouth, the survey of which I have also just completed. It contains at least 60 per cent. of good land and I would respectfully beg to recommend, a new road be opened through this tract in an easterly and westerly direction, connecting the Bobcaygeon with the Hastings road—thus affording access to both these roads, together with that afforded by the Burleigh road to the interior."

JONES

Is bounded on the north by the township of Robinson, on the east by the township of Sherwood, on the south by the township of Bangor, and on the west by the township of Lyell.

It was surveyed last year by Provincial Land Surveyor Forrest, and contains 40,016 acres, including roads and water.

A line for a road to connect the Opcongo and Hastings roads was also surveyed at the same by Mr. Forrest.

The following is an extract from the report of survey:—

"The road line is based upon the 12th and 13th concession lines of the townships of Jones and Lyell. Following the deviations shown on the trace, a very fair road could be located and made, notwithstanding the exceedingly rough and hilly country through which it would have to pass, but as the country along the entire line, (with the exception of a small tract of hardwood land commencing at lot No. 24 in the township of Lyell, and extending to the Hastings road line) is unfit for settlement, that is for farming operations, such a road would be useless for the purpose of locating settlers. There appears to be a belt of rough hilly country varying from half a mile to a mile in width, skirting the level red pine plains of the immediate valley of the River Madawaska, and separating them from the rolling hardwood uplands of the middle and southerly portions of the township of Lyell. It is through, or, more properly speaking, along, this belt of rough country, that the proposed road runs to a great extent in the township of Lyell, and hence the most important objection to that route. From my own observations, and also information obtained from reliable men, who have explored through the township from Bark Lake to the Hastings road line, I am of opinion that a good road available for settlement can be made, through the township of Lyell to the Hastings line by locating it about two miles south of the line of the proposed road. That portion of such a road, connecting it with the Opcongo road, through the township of Jones, would be unfit for settlement.

"The accompanying timber map shows with considerable accuracy the division of the township into pine and hardwood lands. The pine lands may be considered as generally unfit for settlement, consisting of red pine plains, with a soil of course sand or gravel, and rocky or green hills of irregular shape, covered with red and white pine, and other green timber. Here and there a lot may be found with a tolerably good soil, but in general the reverse is the case.

"The hardwood lands may be generally considered fit for settlement, the soil being a rich sandy loam, although in many places stony. Maple, birch, basswood, beech, elm, and ash, are the chief woods met with, and here and there a white pine of superior growth and quality.

"Of the whole township, 15,000 acres are available for settlement.

"There are several lakes in the township, of which Bark Lake is the largest and by far the most important. This lake is an expansion to the River Madawaska, which forms its inlet and outlet; its waters are in general very deep and clear, and abound with various kinds of excellent fish, such as several varieties of trout, black bass, pike, pickerel, maskinongé, and other descriptions, valuable to the settler as a material aid to subsistence.

"The Ottawa and Opeongo road runs through the north-east corner of this township."

LIMERICK

Is situated in the county of Hastings. It is bounded on the north by the township of Dugannon, on the east by the township of Cashel, on the south by the township of Tudor, on the west by the Hastings free grant road. It contains 54,139 acres including roads and water, and was partly surveyed in 1857 by Provincial Land Surveyer Quintin Johnston; the residue of the township (40,539 acres) was surveyed last year by Provincial Land Surveyor McLeod.

The following is an extract from Mr. McLeod's report of survey:—

"I have classified the soil under three heads, viz., good, fair and poor, about one-fifth of the land may be placed under the head of good, and is well fitted for the purpose of agriculture; three-tenths may be classed as fair, and is rather indifferent for farming purposes, being shallow and rocky; the remaining half may be put down as poor, being light, sandy and rocky, quite unfit for farming. There are some extensive beaver meadows, from which the settlers and lumberers mow quantities of hay, and which with a little cultivation would become excellent meadows. Many of the marshes might also be made productive at a small outlay by draining.

"The largest part of the township is covered with hemlock, pine and cedar; more of it with mixed timber, such as hemlock, beech and maple; and the remainder with hardwood, beech, maple, &c.

"Lumbering has been carried on to a considerable extent in the north-eastern part of the township adjoining Egans river.

"There is still, however, a good deal of valuable pine in many parts, particularly about Salmon lake, where I understand Messrs. Gilmour & Co. intend to lumber this year. They have now a large dam at the outlet of Gull lake which raises the water in it and Salmon lake about six feet, to save water for the flushing of rapids on Beaver Creek when running their logs.

"The township is well watered with streams and lakes, the largest of them, Salmon lake, covers 1,539 acres, and is a very fine sheet of water. The tributaries of Beaver Creek are beautifully clear and pure, those of the Madawaska are dark colored. The total water area is 2,902 acres.

"Generally throughout the township the rock is near the surface, and principally composed of crystalline limestone, dipping on the average say 30° West, strike say N. 20° E. In many parts the strata are considerably broken, but they generally lie pretty even.

"At the same time my survey was in progress, lands were occupied by twelve families, who had possession of 1,135 acres, they had cleared 62 acres and estimated the value of their improvements at \$1,885. Their crops last year were as good as the average throughout this country. Spring wheat and oats seemed to flourish well, and potatoes were remarkably fine; a few of them had maize and pumpkins; turnips appeared to be a good crop. Large quantities of salmon trout and bass are caught in Salmon lake; deer are also very numerous, and are a great assistance to the settlers. There is also a good deal of trapping on the lakes and rivers. I have heard of trappers making \$300 in one season by their furs.

"Since completing the survey, I have heard of more lands being taken up by settlers, near those at present occupied. The route which those in the south-eastern part of the township use, for getting in supplies, &c., is by Wadsworth lake and south-west diagonally across Tudor to Millbridge. If the road surveyed by Mr. Snow last autumn, which I understand comes within two miles of the centre of the south town line of Limerick, were opened out and improved, it would help the settlement of Limerick very much, and the settlers would tap it at the nearest point. A good site for a road can easily be found to connect it with the south part of Limerick."

MONMOUTH.

The following is an extract from Mr. Fitzgerald's report of survey of residue, in 1862:—

"The country along the boundary from lot No. 15 to the lake which commences on lot No. 22 presents a very favorable appearance, for, with the exception of an occasional swamp, the land is almost exclusively covered with hardwood timbers, the surface gently undulates, and the soil is deep and of a rich loamy nature. Side line between lots 20 and 21 commences in a swamp, which continues along the line for one quarter of a mile; the line then enters a fine tract of land, gently undulating, and covered with maple, beech, basswood, and large hemlock. The line runs through a country presenting the same features to the middle of concession 6, and on concession line 2-3, the land is of the same undulating character from lot 16 to lot 25. On concession line 4-5 the land is broken and rocky westward of lot 20, but eastward to lot 25 the hardwood tract still continues; about the middle of concession 6, side line 20-21, crosses Burnt river, the south shore of which is steep and rocky, the north shore is low and level for a short distance, and beyond, the land is high and rolling.

"In the 7th concession the line crosses a large tributary of Burnt river called Otter creek. In the 8th concession the land improves again, and from this concession to the north boundary is a fine tract of land covered with maple, beech, basswood, and elm of a very large growth, this tract extends from lot 10 to lot 25 in all the concessions from the 8th northwards. The soil in this section is of excellent quality, of a dark color, great depth, and very free from stone; in some places granite boulders appear at and above the surface, but rocks are not prevalent in this locality except in some hardwood ledges which occasionally traverse the country.

"It is remarkable that in many places partial windfalls occur, although the soil throughout this tract is of great depth. The timber here is of large size, maple, beech, elm, and basswood predominating, pine being rarely met with. The surface of the country is undulating, but in some places rather hilly, the country is well watered by large streams and interspersed with swamps of cedar, black ash, and spruce; beaver ponds are frequently met with; beaver, otter, and mink are very plentiful, and deer are also in abundance. There is a large lake, called by the hunters Otter Lake, towards the north of this township; it is of a long, narrow shape, and the shores, in most places, rise abruptly from the water's edge—in some instances in almost perpendicular escarpments, the waters from it flow into Burnt river by a large stream, called Otter Creek. In the vicinity of this lake is an excellent tract of farming land, the soil being of the most fertile nature, composed of a dark, rich, sandy loam; it is everywhere of great depth, and generally rests on a substratum of gravel or coarse sand. Large, healthy elm is very abundant in this section, and the other timbers also grow to a great size.

"Along concession line 14-15 the land presents the same favorable aspect, as far as lot 9, where it becomes more broken and rocky.

"On lots 9 and 10 is a small lake, through which a large creek flows in a northerly direction; and at the south of the lake where this stream flows in there is a very good site for a mill—a fall of from 12 to 14 feet could easily be obtained, and the situation is in every way admirably adapted for the erection of a mill. There is some good pine in the neighborhood, not in great abundance, but in sufficient quantity to supply all the wants of a settlement. The land from lot 9 to lot 4 is rather broken and stony, and on side line 5-6 is very much broken—to the north boundary it being nearly all windfall.

"Along the west boundary, from concession 15 southwards to concession 11, is a tract of good hardwood land, which extends eastward in some places as far as lot 6; the soil here is very fair, and the surface undulating.

"Between this and the large tract of good land to the east there is a rough, granite vein, covered with hemlock, pine, birch, and balsam. In concession 10, side line 5-6 enters a very broken country, which continues to the south boundary; this tract is traversed by rocky ridges, and interspersed with cedar and spruce swamps—the timber is small and stunted, hemlock, pine, birch, balsam and maple predominating. The pine in some places is of considerable size. On concession 6, side line 5-6 crosses Burnt river a little to the eastward of a high fall, and further south the line passes within a few feet of another fall, where the waters rush over an almost unbroken descent of between 20 and 30 feet. The river here is very large, averaging about 80 feet in width; between the falls the current is rapid, and the banks are steep and rocky. Pine is abundant in the neighborhood. The land continues rough and broken, and on concession line 4-5 this rocky tract extends eastwards as far as lot 18. Swamps and beaver ponds are thickly inter-

spersed over the country, and the soil is very light; indeed, in that section lying between lot 11 and the west boundary, the flat rock is within a few inches of the surface, and in some places visible. With the exception of this rough tract to the south-west, the land in this township is well adapted for settlement, a greater portion of the area being one unbroken tract of hardwood land, through which the soil is rich and fertile. The country is well watered by lakes and large streams; and there are numerous mill privileges on Burnt river and its tributaries. Pine is in sufficient quantity to supply all the wants of the settlers, and large healthy elm is very abundant throughout the township."

TUDOR.

Is situated in the county of Hastings. It is bounded on the north by the township of Limerick; on the east by the township of Grimsthorpe; on the south by the township of Madoc; and on the west by the township of Lake.

The Hastings road runs through the township. It contains 62,967 acres, including water and roads.

A small portion of the township was surveyed in 1853, by Provincial Land Surveyor P. V. Elmore; a portion in 1857, by Provincial Land Surveyor W. H. Deane; and the residu, a block of 6,986 acres (including roads and water) in the 15th, 16th, 17th, 18th, and 19th concessions, lots 6 to 20, last year, by Provincial Land Surveyor McLeod.

The following are extracts from the Reports of Survey:—

Extract from Mr. Dean's Report.

"The land in this township is of rather an inferior quality, being rough, broken, and undulating in character—the ridges generally rocky and unproductive, and the valleys of a deep, alluvial soil. Its resources, in a lumbering point of view, are worthy of remark: pine (white and red) is very abundant, of large size, and of good quality—easy of access, and with great advantages for getting to market.

"The township is drained by the Moira and Jordan rivers; Beaver Creek and its tributaries possess many sites for mill and manufacturing establishments.

"The southern portion of the township is composed of the limestone formation, of many varieties; the northern portion is of the primitive formation, and forming a part of the great "Granite region." The approximate line of demarkation between these formations is represented on plan; but as it runs through a broken section of country, and the different formation variously interstratified, it would require a professional geologist to define it correctly.

"Though the land generally is not of a good quality, there is a great influx of settlers, and numerous applications for wild land; and I have great pleasure in being able to state, that the lands on the Hastings road are settling rapidly."

Extract from Mr. McLeod's Report.

"The northern portion of the block surveyed (say half) may be considered as good land and fit for farming purposes.

"About one fifth of the central portion is tolerably fair, though rough and rocky.

"The southern portion, being the remainder (say one-third), is poor and sandy, only fit for lumbering.

"There is an extensive beaver meadow on lots Nos. 10 and 11,—17th and 18th concessions—where large quantities of hay are mowed by the adjoining settlers.

"A large quantity of pine, in the shape of logs, has already been taken from the vicinity of Beaver Creek.

"When I was surveying, Messrs. Gilmour and Co. had three extensive lumber shanties in operation on the southern and middle parts of the block. The best of the timber is nearly exhausted; there is still a good deal of inferior quality, and a large amount lies on the ground wasted on account of small blemishes. The more northern part is covered with hardwood, &c.

"The block is well watered with streams; Beaver Creek flows through the north-western part; there are several rapids in its course.

"The rock is composed principally of crystalline limestone, and is similar to the formation in the township of Limerick.

"The block is well situated for settlement; being on Beaver Creek, supplies can easily be obtained from the Hastings road. Some of the lots in the north part are well worth the attention of intending settlers."

APPENDIX No. 44.

SYNOPSIS OF THE REPORT OF THE DEPUTY SUPERINTENDENT OF INDIAN AFFAIRS.

The system of selling lands, the purchase money being payable by instalments without the condition of actual settlement following, during the period of inflation in 1856, '57 and '58, threw the greater part of the townships in the Saugeen peninsula into the hands of speculators, who out-bid the intending settlers,—purchasing at extreme rates in hopes of being able to dispose of the lands before a second instalment became due. A period of depression followed, during which there was but little demand for Indian lands.

The privilege extended to these speculators of allowing them to surrender the greater number of their lots, and of applying the instalments paid on them to complete the purchase money of the few they retained, has enabled the Department to re-offer these lands to the public, and they, together with the unsold lands, have been brought into the market at moderate prices, and inquirers for land for actual settlement are increasing.

In the Saugeen District the Superintendent has been instructed to sell the lands fit for tillage to actual settlers only. This may temporarily limit the quantity sold, but the benefits arising from the restriction will amply compensate for it.

No apprehension need be entertained in regard to the payment of both principal and interest by the actual settler. The aid afforded by the Department to the corporations of the townships of Amabel and Keppel in opening a road on the boundary line between the townships, will facilitate the sale of the lands in that locality.

The Indian lands in the townships in the neighborhood of Sault Ste. Marie, were in the autumn of 1863, placed for sale under the charge of Joseph Wilson, Esq., who resides at the Sault. A mining location has been taken up in one of these townships (Fenwick), which it is hoped will tend to develop the mineral resources of that locality.

The exploration by P. L. S. Dennis of that portion of the Great Manitoulin Islands surrendered by the Indians, has been followed by the survey of the arable lands, which is now in progress.

So soon as the survey is completed the Indians will be located in terms of the Treaty of October, 1862, and the residue of the lands opened for sale to actual settlers.

For the general topography and resources of the Island see P. L. S. Dennis' report of his exploration in the Appendix No. 41 to the report of the Commissioner of Crown Lands for 1862.

The practice of individual Indians cutting or disposing of the timber on their reserves to white men for trifling remuneration, which has so long prevailed and been tacitly overlooked, has, as nearly as possible, been put a stop to, and the leading men among the Indians have, as respects certain reserves, consented to the timber being disposed of by the Indian department, with the understanding that the chief part of the moneys realized from its sale shall be placed at interest for the benefit of the Bands to which the respective reserves belong.

In proof of the benefit resulting from this arrangement, it may be stated that \$3000 of bonus for the right to cut timber on the Anderdon reserve, and \$4,115 for that in Caradoc, has already been received. This is in addition to the dues chargeable on the timber when cut.

In the Saugeen District a number of licenses to cut timber were taken out last autumn, and on that and other Indian lands, considerable quantities of timber are being made, the charges on which will make satisfactory additions to the permanent Indian funds.

In Lower Canada also two not unimportant amounts have been received for timber. See statement E herewith.

Land Sales.

The new sales during the year amount to 16,141 acres, being somewhat less than in 1862. Of these 1258 acres in the township of Seneca were sold at an average of \$7.64 an acre, and the remainder, 14,883 acres, at an average of \$2.38 an acre.

The quantity of lands surveyed into lots available for sale, amounts to 431,100 acres. For details see statement H herewith.

Lower Canada Indians.

Some of the Iroquois of Caughnawaga have evinced a disposition to consent to the sale of their lands in the seignior of Sault St. Louis, but owing to the want of unanimity and their valuing the property at too high a rate, nothing has yet been effected.

During the year 1862, 1,102 of the Indians on the north shore of the St. Lawrence (where the visitation of small pox was apprehended) were vaccinated, and 497 in 1863.

The expense incurred in procuring and forwarding supplies to the destitute Indians, and the annuity furnished for the purchase of seed grain and roots and farming implements for those engaged in agricultural pursuits, will be found in tabular statement D, which contains also other charges upon the Legislative grants to Lower Canada Indians.

Mr. Fortin, the stipendiary Magistrate for the protection of the Fisheries in the Gulf, who distributed the supplies to the destitute Indians, suggests that they should be encouraged to turn their attention to cod-fishing, and be aided by grants of boats and fishing tackle.

Indian Education.

Statement I contains much interesting information on this important subject, the benefits resulting from which are beginning to be appreciated by the Indians.

The Indian population is given in tabular statement J, and shows a decrease in numbers since 1858.

Repression of Intemperance.

It is gratifying to record that in the Grand River Tract Temperance Societies have been organized and are prospering.

Injunctions have been given to the Visiting Superintendent to exert the authority which the law (though inadequate in its provisions) confers upon them in punishing with severity those selling or bartering spirituous liquors to the Indians. The law, however, is defective, as it does not provide a punishment for an Indian dealing in spirituous liquors, who can be made the instrument by men of other origins for effecting their disposal; nor does it provide for the imprisonment of offenders who cannot, or will not, pay the fine imposed on them.

Since the issue of the Report for 1862, the Department has, by death, been deprived of the services of two of its experienced officers, Capt. George Ironsides, Superintendent on Manitoulin Islands and North Shores of Lake Huron and Superior, and Mr. Francis Assikinack (a son of the venerable J. B. Assikinack, Head Chief of the Indians of the Manitoulin Islands), Clerk and Interpreter in the Indian Office, Toronto. Two Head Chiefs have also died, namely, Chief Sawyer, of the New Credit settlement, on the Grand River, and Chief Yellowhead, of the Chippewas, at the Narrows of Lake Simcoe.

Revenue and Expenditure.

General Statement E exhibits the receipts and expenditure of the moneys of each tribe of Indians, and Special Accounts for the year 1863.

Their revenue have continued steadily to increase.

Schedule F shows the account between the Government and the Indian Department for 1863, as taken from the books of the latter.

Tabular statement A exhibits the Staff at Head Quarters and their salaries for the year.

Schedule B exhibits the salaries, allowances and payments in detail for each Superintendency, Division or Fund for 1863.

The Contingent and Special expenditure for the year will be found in tabular statement C, which includes the cost of the survey of the islands in the St. Lawrence and Bay of Quinte, &c., commenced in 1861, and advances to the surveyors employed on the Manitoulin Islands.

Schedule K is a list of pensions paid by the Imperial Government to persons who held appointments in the Indian Department previous to its transfer to the Provincial Government.

Schedule L is a list of the various bands, to certain aged and destitute members of which, blankets have been issued hitherto from Imperial funds, but by Order in Council of 3rd October last, the cost (£275) is to be included in the Provincial Estimates for the future.

The Grand River Institution supplies, at no cost to the Indian Funds, the opportunity of training the young Indian people in a manner apparently equal to existing requirements, of which many avail themselves.

Further, the Department, which maintains at Victoria College two Indian youths of considerable promise can, as occasion offers, bestow a similar favor on others who may desire and deserve a good education.

APPENDIX No. 44.

A.

RETURN of Officers and Employees of the Indian Department, for the year 1863.

Designation.	Name.	Salary. Per Annum.	When Appointed.	By whom Appointed.	Date of first Appointment to Provincial Service.	Remarks.
Superintendent General.....	Hon. Wm. McDougall.....	\$ Nil.	24th May, 1862.....	Governor General.	Appointed to Surveyor Genl's Department 1st Jan'y., 1829.	
Deputy Superintendent.....	Wm. Spragge.....	2000 00	17th March, 1862.....	Governor in Council.....	Appd. to Governor's Sec's Office, 14th Oct., 1842.	
Chief Clerk.....	M. Turnor.....	1400 00	1st April, 1851.....	Governor General and O. C. 17th March, 1862.	Appointed to Crown Land Department,—Oct., 1854.	
Accountant.....	C. T. Walcot.....	1400 00	1st Dec., 1859.....	Governor General and O. C. 17th March, 1862.		
Corresponding Clerk.....	L. Vankoughnet.....	730 00	13th Feb., 1861.....	Governor General and O. C. 17th March, 1862.		
Temporary Clerk.....	J. P. M. Lecourt.....	\$2 per diem. 240 00	10th April, 1862.....	Superintendent General.		
Messenger.....	Robt. Jessop.....	\$5 per mensem, 1st Jan'y. to 31st Aug. 1863. \$10 per mensem, 1st Sept. to 31st Dec., 1863.	1st October, 1859.....	Superintendent General.		
Housekeeper.....	Ellen Jessop.....		1st May, 1862.....	Superintendent General.		

WM. SPRAGGE,
D. S. I. A.

C. T. WALCOT,
Acc. Ind. Aff.

INDIAN DEPARTMENT,
Quebec, 22nd February 1864.

B.

SCHEDULE of Salaries paid, and allowances and payments made to Individuals; the year

Local Superintendency or Division.	Names of Recipients of Payments.	Nature of Office or Service.	Amount Paid.	For what period paid.
Western Superintend'cy.	Froome Talfourd.....	Visiting Superintendent and Commissioner.	\$ 1400 00	Year 1863
do	Rev'd. R. Flood.....	Missionary.....	400 00	do
do	Rev'd. A. Jamieson.....	do	400 00	do
do	Charlotte Adams.....	School Teacher.....	250 00	do
do	Henry Bourne.....	do	100 00	do
do	John Porter.....	do	50 00	1863—1st Jan. to 31st March.
do	James Malcolm.....	do	50 00	1863—1st April to 30th June.
do	D. J. Croghan.....	do	33 33	1863—1st Aug. to 30th Sept.
do	Thos. King.....	do	200 00	Year 1863
do	Dr. W. Lambert.....	Medical Attendant.....	80 00	do
do	D. B. Wawanosh.....	Chief and Interpreter.....	400 00	do
do	Joshua Wawanosh.....	Chief.....	250 00	do
do	Peter Salt.....	do	100 00	do
do	Pehiegeshig.....	do	60 00	do
do	John Henry.....	Interpreter.....	100 00	do
Central and Eastern Superintendency of U. Canada	W. R. Bartlett.....	Visiting Superintendent and Commissioner.	1400 00	do
do	F. Assickinack.....	Clerk and Interpreter.....	730 00	do
do	Rev'd. G. A. Anderson.....	Missionary.....	420 00	do
do	William Law.....	School Teacher.....	50 00	do
do	Rev'd. Robt. Brooking.....	do	50 00	do
do	Glenholm Garrett.....	do	200 00	do
do	Simpson Bigsail.....	Chief.....	25 00	do
do	Wm. Yellowhead.....	do	50 00	do
do	Thos. Naningishkung.....	do	25 00	do
do	George Young.....	do	25 00	do
do	John Aissance.....	do	75 00	do
do	James Aissance.....	do	50 00	do
do	George Pandansh.....	do	125 00	do
do	John Crew.....	do	43 75	do
do	Joseph Whetung.....	do	25 00	do
do	John Johnson.....	do	50 00	do
do	John Sunday.....	do	112 00	do
do	John Simpson.....	do	24 00	do
do	Peter J. Kegeence.....	do	100 00	do
do	Geo. A. Tabigwon.....	do	50 00	do
do	Joseph Jones.....	do	87 50	do
do	John Kadahgegwon.....	do	100 00	do
do	Henry H. Madwayosh.....	do	100 00	do
do	Dr. Jas. McCrea.....	Surgeon.....	75 00	do
do	John Sunday, jr.....	Secretary.....	15 00	do
do	Mezang Pandansh.....	Writer.....	22 50	do
do	Rev'd. Alan Salt.....	Interpreter and Writer.....	12 50	do
do	Jos. B. Naningishkung.....	Interpreter.....	37 50	do

and for services at the Outposts and Stations of the Indian Department, during 1863.

Out of what Fund paid.	Authorities for Appointment.	Dates of Appointment.	Remarks.
Management Fund	Governor General...	1st Jan., 1855...	Stationed at Sarnia.
do	do	15th Dec., 1834...	Stationed at Carradoc.
do	do	5th June, 1845...	Stationed at Walpole Island.
Chippewas of Sarnia.....	Nominated by the band and approved by the Department.		
Chippewas of Walpole.....	do		
Moravians of the Thames..	do		Jas. Malcolm succeeded John Porter, who held the appointment of School Teacher for a considerable period. Jas. Malcolm was dismissed for improper conduct, and was succeeded by D. J. Croghan, the present holder of the office.
do	do		
Wyandotts of Anderdon..	do		
do	do		
Chippewas of Sarnia.....	do		
do	do		
do	do		
Chippewas of Walpole.....	do		
Chippewas of the Thames..	do		
Management Fund.....	Governor General...	1st July, 1858..	Stationed at Toronto.
do	do	15th Aug., 1840	do died 21st Nov., 1863.
Mohawks of Bay of Quinte	do		
Chippewas of Lakes Huron and Simcoe.	Nominated by the band and approved by the Department.		
do	do		
Mohawks of Bay of Quinte	do		
Chippewas of Lakes Huron and Simcoe.	do		
do	do		Dead.
do	do		
do	do		
do	do		
do	do		
Mississaguas of Rice and Mud Lakes.	do		This includes \$25 of salary for 1862, short paid to him.
do	do		This includes \$6.25 of salary for 1862. There has also been apparently a short payment to him, in 1863, of \$12.50.
do	do		This includes salary from 1st October, 1862, to 30th September, 1863.
Mississaguas of Alnwick...	do		One year's salary, from 1st Oct., '62, to 30th Sept., '63.
do	do		
Chippewas of Saugeen and Owen Sound.	do		
do	do		
do	do		
do	do		
do	do		
Mississaguas of Alnwick..	do		Dr. Jas. McCrae was paid only three-fourths of a year's salary.
do	do		One year's salary, from 1st Oct., 1862, to 30th Sept., 1863.
Mississaguas of Rice and Mud Lakes.	do		This includes salary for year to 31st March, 1863, and for half year to 30th Sept., 1863.
Chippewas of Lakes Huron and Simcoe.	do		
do	do		This includes salary for year to 31st March, 1863, and for half year to 30th September, 1863.

SCHEDULE of Salaries paid, and Allowances and

Local Superintendency or Division.	Names of Recipients of Payments.	Nature of Office or Service.	Amount Paid.	For what period paid.
Central and Eastern Superintendency of U. Canada.	Fred. Lamorandière.....	Interpreter.....	\$ 50 00	Year 1863
do	Moses B. Madwayash...	do	50 00	"
do	Joseph Jones.....	do	125 00	"
do	Robert Pandansh.....	Messenger	15 00	"
do	Jacob Jacobs.....	do	5 00	"
Grand R. Superintendy	Jasper T. Gilkison.....	Visiting Supt. & Commis'r	1050 00	"
do	Henry Andrews.....	Clerk.....	600 00	"
do	Alfred Digby, M.D.....	Medical Attendant.....	570 00	"
do	R. H. Dec, M.D	do	750 00	"
do	H. Whitchee, M.D.....	do	210 00	"
do	Joseph Sawyer	Chief (retired)	200 00	"
do	David Sawyer.....	Chief and Agent	150 00	"
do	James McLean.....	Agent	50 00	"
do	George King.....	Interpreter.....	50 00	"
do	G. H. M. Johnson	do	400 00	"
do	James McLean.....	Warden	100 00	"
do	James Cheechok.....	Messenger	50 00	"
Northern Superintendency.	George Ironside.....	Visiting Supt. & Commis'r	788 04	"
do	C. T. Dupont.....	do	73 37	"
do	McGregor Ironside.....	Clerk and Interpreter	114 00	"
do	Dr. David Layton	Surgeon	730 00	"
do	Joseph Jenneaux	Schoolmaster.....	243 32	"
Lower Canada.....	Rev. F. Boucher.....	R. C. Missionary	225 96	"
do	Rev. F. X. Marcoux	do	203 32	"
do	Rev. Joseph Murault.....	do	225 96	"

C. T. WALCOT,
Acc. Ind. Aff.

INDIAN DEPARTMENT,
Quebec, 22nd Feby., 1864.

Payments made to Individuals, &c.—Continued.

Out of what Fund Paid.	Authorities for Appointment.	Dates of Appointment.	Remarks.
Chippewas of Saugeen and Owon Sound.....	Nominated by the Band and approv'd by the Department.		
do	do		
do	do		
Mississaguas of Rice and Mud Lakes.....	do		Salary from 1st April, 1862, to 30th Sept., 1863.
do	do		do do
Six Nations.....	Superintendent General.....	1st May, 1862.	Stationed at Brantford. Mr. Gilkison only received three-fourths of his salary in 1863—the last quarter was paid in 1864. His salary per annum is \$1400.
do	Governor General...	1st Jan., 1855..	do do do His salary per annum is \$800.
do	do		Dr. Digby only received three-fourths of his salary in 1863—the last quarter was paid in 1864. His salary is \$760 per annum.
do	do		Dr. Dec only received three-fourths of his salary in 1863. His salary is \$1000 per an.
do	do		Dr. Whitchee only received three-fourths of his salary in 1863. His salary is \$230 p.a.n.
Mississaguas of the Credit			Dead.
do			
do			This salary is for 1862. Mr. McLean's services have been dispensed with since 31st December, 1862. Chief David Sawyer performs the duties.
do			
Six Nations.....			
Mississaguas of the Credit			
do			
Management Fund.....	Governor General...	1st July, 1845..	Stationed at Manitowaning, Manitoulin Island. Died 14th July, 1863. Succeeded by C. T. Dupont.
do	Superintendent General.....	4th Sept., 1863.	Stationed at Manitowaning, Manitoulin Island. Salary from 4th to 30th Sept., 1863, at \$1000 per annum. Mr. Dupont did not receive his salary for Oct. to Dec., 1863, until 1864.
do	do		Pay at \$2 per diem, 5th Aug. to 30th Sept. '63
do	Governor General...	22nd Oct., 1849	
do	do	25th Oct., 1850	
L. Canada Indian Fund...	do	..... 1844	Resident at Indian Lorette.
do	do	..... 1832	do St. Regis.
do	do	..... 1847	do St. Francis.

WM. SPRAGGE,
D. S. I. A.

C.

STATEMENT of Special Payments, Contingent and Incidental Expenditure, by the Indian Department, during the year 1863, out of Upper Canada Indian Funds.

Station, Superintendency or Division.	Character of Disbursement.	Amount Paid.	Out of what Fund payable.	
Head Quarters.....	Stationery, books, binding, printing, &c.....	\$ c.	Management Fund.	
	Office disbursements.....	432 44		do
	Advertising	54 75		do
	Postage.....	6 23		do
	Rent for office	165 00		do
	Assistance to Indians expelled from Wikwemikong...	125 00		do
	*Survey—Indian Islands in St. Lawrence.....	2551 65		do
	do Manitoulin Island	2271 23		do
	Protection of timber on Garden River Reserve.....	16 00		do
	Medicines for Manitoulin Island Indians.....	237 32		do
	Travelling expenses visiting Mississauga Indian reserve	33 75		do
	†Salary for a Solicitor.....	500 00		do
	Western Superintendency...	‡Froome Talfourd's office disbursements		60 64	do
Distribution.....		4595 82	Chippewas of Sarnia.	
Funeral expenses.....		109 79	do	
Medicine and attendance		106 87	do	
Allowance to Chapel Steward and Messenger.....		70 00	do	
Supplies		57 92	do	
Building Chief Nottee's house.....		100 00	do	
F. Talfourd's Contingent expenses.....		13 26	do	
Postage.....		2 79	do	
do Distribution.....		1294 90	Chippewas of Walpole.	
do Postage.....		4 27	do	
do Distribution.....		3612 08	Chippewas of Thames.	
do Postage.....		15 35	do	
do Advertising	7 06	do		
do Froome Talfourd's contingent expenses.....	26 50	do		
do Musical Instruments	125 00	do		
do Distribution.....	2636 84	Moravians of Thames.		
do Postage.....	15 00	do		
do Distribution.....	1200 88	Wyandotts of Anderdon.		
do Advertising.....	61 90	do		
do Postage.....	8 11	do		
do Froome Talfourd's contingent expenses	6 50	do		
do S. White's Travelling expenses	80 00	do		
Central and Eastern Superintendency of Upper Canada.	W. R. Bartlett's contingent expenses.....	236 00	Management Fund.	
	Distribution.....	3395 18	Mohawks of B. of Quinté	
	Subscription to Church.....	300 00	do	
	‡Percentage	90 14	do	
	Insurance.....	39 40	do	
	Map.....	8 00	do	
	do Distribution.....	5511 69	Chippewas of Lakes Huron and Simcoe.	
	do Vaccinations.....	78 20	do	
	do Registry certificate.....	13 90	do	
	do Survey	293 30	do	
	do Distribution.....	2274 72	Mississaguas of Rice and Mud Lakes.	
	do Survey.....	16 39	do	
	do Expenses, re., Cobourg and Peterboro' Railway.....	22 90	do	
do Vaccination and Medical attendance.....	63 00	do		
do Distribution.....	449 89	Mississaguas of Scugog.		
do Distribution.....	3702 36	Mississaguas of Alnwick		
do Distribution.....	12806 27	Chippewas of Saugeen and Owen Sound.		
do Advertising	158 47	do		
do Assistance in Office to Mr. Bartlett.....	10 00	do		
do Vaccination.....	98 00	do		
do Distribution.....	245 39	Chippewas of Nawash.		
do Improvements.....	1074 50	do		
do Distribution.....	35083 47	Six Nations.		
Grand River Superintendency.				

* To be refunded by the Alnwick and Manitoulin Indians when the lands are sold.

† This includes \$100 of 1862. ‡ Office disbursements for 1862 but not paid till 1863.

‡ Paid to F. McAnany for lands sold and moneys received by him.

STATEMENT of Special Payments, Contingent and Incidental Expenditure, by the
Indian Department, &c.—Continued.

Station, Superintendency or Division.	Character of Disbursement.	Amount Paid.	Out of what Fund payable.
		S c.	
Grand River Superintendency.	Grant for School.....	100 00	Six Nations.
	Council House, Tuscarora	1050 00	do
	Fire Losses	343 00	do
	Travelling expenses, Mr. Morgan.....	100 00	do
	Retired allowances.....	402 74	do
	Pensioners.....	175 00	do
	Expenses attending late Mr. Thornburn's funeral	120 00	do
	Improvements.....	502 25	do
	Chief's expenses attending Councils	886 25	do
	Contingencies	202 85	do
	Nails, &c	49 11	do
	Survey.....	8 00	do
	Maintenance of Lunatics	52 00	do
	do	Distribution.....	5126 79	Mississaguas of Credit.
	School House.....	691 16	do
	Chief Sawyer's House	150 00	do
Northern Superin- tendency.	Travelling expenses of Capt. Ironside.....	51 50	Indian Land Manage- ment Fund.
	Distribution	2400 00	Ojibewas of L. Huron.
	Distribution	2000 00	Ojibewas of L. Superior
Cornwall Superin- tendency, S. Col- quhon, Esq., Agt.	Distribution.....	41 29	Chief Tetomonais and his band at Gros Cap.
	Repairs to St. Regis Church	1666 78	Iroquois of St. Regis.
	Expenses awarding damages caused by the construc- tion of a dam.....	1200 00	do
L. C. Division, S. White, Agent.	Distribution.....	848 55	do
	Distribution.....	223 38	River Desert Indians.
L. C. Division.	Interest on Commutation	25 00	Durham Indians.

WM. SPRAGG,
D.S.I.A.

C. T. WALCOT,
Acc. Ind. Aff.

INDIAN DEPARTMENT,
Quebec, 22nd Feby., 1864.

D.

STATEMENT of sums paid out of the Lower Canada Indian Fund, during the year 1863.

Station, Superintendency or Division.	Character of Disbursement.	Amount Paid.	Out of what Fund payable.	To what Tribe paid.
Lower Canada.....	Relief	\$ cts. 20 00	Lower Canada Indian Fund	Betsimis Indians.
	do	300 00	do	do
	Distribution of Supplies.....	12 25	do	Godbout Indians.
	Vaccination	55 75	do	Lorette Indians.
	Provisions and Seed.....	200 00	do	Betsimis Indians.
	Survey.....	215 00	do	Abenakis of St. Francis.
	Relief.....	150 00	do	Bécancour Indians.
	Seed.....	200 00	do	Micmacs of Restigouche.
	School.....	100 00	do	do
	Promotion of Agriculture.....	150 00	do	Micmacs of Township of Maria.
	Distribution.....	400 00	do	Montagnais Indians of Upper Saguenay.
	Grant.....	50 00	do	Family of late Huron Chief "Vincent."
	Goods.....	100 00	do	Godbout Indians.
	Seed.....	50 00	do	Lorette Indians.
	Relief.....	150 00	do	Bécancour Indians.
	do	200 00	do	Betsimis Indians.
	do	60 00	do	Godbout Indians.
	do	150 00	do	Indians on North Shore of St. Lawrence.
	do	200 00	do	Caughnawaga Indians.
	Law Costs.....	32 33	do	St. Francis Indians.
	Expenses at Quebec.....	16 00	do	Montagnais Indians.
	R. C. Missions.....	400 00	do	Betsimis Indians.
	Vaccination.....	400 00	do	do and Indians below that post.
	do	92 00	do	do

WM. SPRAGOE,
D. S. I. A.

C. T. WALCOT,
Acc. Ind. Aff.

INDIAN DEPARTMENT,
Quebec, 22nd February, 1864,

E.—1863.

GENERAL STATEMENT OF RECEIPTS AND EXPENDITURE ACCOUNT OF THE SEVERAL INDIAN TRIBES AND FUNDS, DURING THE YEAR 1863; shewing also Balances at the commencement and close of the year.

Tribe or Fund.	Receipts.			Disbursements.	Credit Balances.	
	Land and Timber, &c., &c.	Interest on Investments.	Annuities and Grants.		1st Jan., 1863.	31st Dec., 1863.
					\$ cts.	\$ cts.
Ojibwas of Lake Huron.			\$ cts.	\$ cts.	\$ cts.	
Lake Superior Indians.	925 78		2400 00	101 50	101 50	
General Fund Provisional Account.			2000 00	1981 03	448 00	
J. B. Glenoh			2458 81	614 40	614 40	
Accountable Warrant.			101 97	584 30	606 48	
Albert Anthony		22 18	6039 50	19590 20	18803 80	
Chippewas of the Thames.	2033 33	819 77	600 00	38631 24	45560 71	
Moravians of the Thames.	8228 03	1706 10	2090 00	64021 22	64014 34	
Mississaugas of the Credit.	985 75	2842 72	5925 35	47939 11	50956 35	
Mohawks of Bay of Quinte.	3888 89	2161 51	4333 16	20914 24	20497 59	
Chippewas of Lakes Huron and Simcoe.	37 50	917 39	6171 54	21724 80	21417 83	
Mississaugas of Alnwick.	160 00	970 39	4007 36	27393 63	30037 62	
Mississaugas of St. Regis.	5030 25	1332 00	3718 35	1103 57	1153 36	
Iroquois of Ganaghavaga.		40 79	563 79	907 51	1954 59	
Mississaugas of Etobicoke.	1139 00	59 97	25 00	496 01	490 88	
Durham Indians.		19 87	2663 17	21 43	.....
Mississaugas of Rice and Mud Lakes.	22 55	0 27	41 29	927 40	928 20	
Chief Potomomis and Band.		42 09	2198 54	22672 05	30462 58	
Wyandotts of Anderson.	2637 90	1042 31	388 18	388 18	405 54	
Lake of Two Mountains Indians.		17 36	456 50	3924 84	405 54	
River Desert Indians.	2331 28	196 26	.....	16 14	16 84
Abenakis of St. Francis.		0 70	4933 55	31588 32	32459 69	
Lower Canada Indians.		1299 94	16380 22	160618 41	172236 17	
Chippewas of Sauguen and Owen Sound.	14961 00	7092 08	6081 55	44192 90	44338 44	
Chippewas of Sarnia.	1259 10	1978 39	124 69	35769 02	37169 22	
Industrial School Fund.		1524 80	1982 89	6454 40	11393 02	
Chippewas of Nawash.	6630 73	293 28	.....	.....	.....

1st Jan., 1863, Dr. balance \$106 00c.
31st Dec., 1863, Dr. balance \$4 07c.

31st Dec., 1863, Dr. balance \$50 82c.

E.—1863.—GENERAL STATEMENT OF RECEIPTS AND EXPENDITURE ACCOUNT OF THE SEVERAL INDIAN TRIBES, &c.—Continued.

Tribes or Fund.	Receipts.		Disbursements.	Credit Balances.	
	Land and Timber, &c., &c.	Interest on Investments.		1st Jan'y, 1863.	31st Dec. 1863.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Six Nations of the Grand River.....	15602 08	33065 60	46388 01	748405 80	750484 54
Chippewas of Walpole.....	66 00	125 72	1571 53	3036 62	3082 57
Indian Land Management Fund.....	3989 12	11246 38	12035 10	180752 42	183952 82
Lake Huron on Mississaga River.....	97 87	.....	9 78	.....	88 09
Lake St. John Indians.....	673 62	.....	67 36	.....	606 26
Chippewas of Rama.....	60 00	.....	6 00	.....	54 00
	70763 78	68756 36	135999 21	1484750 99	1530313 31

Deduct, 106 06 Dr. Balance at commencement of year.

\$1,484,750 99 Amount at debit of Government 1st Jan'y, 1863, as per Indian Department books, and account current herewith.

\$1,530,343 31 Dr. Balance at close of year.

\$4 09 Amount at debit of Government 31st Dec., 1863, as per Indian Department books and account current herewith.

C. T. WALCOT,
Acc. Ind. Aff.

WILLIAM SPRAGGE,
D. S. I. A.

INDIAN DEPARTMENT,
Quebec, 22nd February, 1864.

F.
GOVERNMENT in Account Current with the INDIAN DEPARTMENT.

Cr.

Dr.		Cr.	
1863.	To amount of balance.....	1863.	By amount of payments between 1st Jany. and 31st Dec, 1863.....
January 1.....	To amount of receipts, b between 1st Jany. and 31st Dec, 1863.....	December 31.....	By amount of balance.....
December 31.....			
1864.	To amount of balance.....		
January 1.....			

G.

STATEMENT shewing the number of Acres of Indian Lands sold during the year 1863.

Number of Acres.	To what Tribes belonging.	Amount of Principal.	Average Rate per acre.
11,789	Chippewas of Sauguen and Owen Sound.....	\$ 26359 05	} 2 28
1,646	Mohawks of Bay of Quinté.....	2872 02	
1,0754	Chippewas of Nawash.....	5805 48	} 7 64
13	Mississaguas of Alnwick.....	78 00	
360	Batchewaning Indians.....	300 00	
1,258	Six Nations of the Grand River.....	9612 50	
16,144		\$45090 05	

C. T. WALCOT,
Acc. Ind. Aff.

WM. SPRAGGE,
D. S. I. A.

INDIAN DEPARTMENT,
Quebec, 22nd February, 1864.

H.

STATEMENT shewing the quantity of Surveyed Surrendered Indian Lands remaining unsold, with their computed average value.

Townships.	Where Situated.	Estimated No. of Acres.	Average Value per Acre.
			\$ c.
Amabel.....	Saugeen Peninsula.....	9,677	2 50
Keppel.....	do	20,264	2 50
Albermarle.....	do	28,046	2 50
Sarawak.....	do	484½	2 50
Half-mile Strip.....	do	600	2 50
Indian Reserve, Cape Croker.....	do	15,586	1 00
Eastnor.....	do	57,099	1 00
Lindsay.....	do	69,084	1 00
St. Edmund.....	do	66,720	1 00
Macdonald.....	Lake Huron, North Shore.....	19,104	0 50
Aweres.....	do do	21,544	0 50
Fenwick.....	do do	18,048	0 50
Kars.....	do do	11,283	0 50
Pennefather.....	do do	18,278	0 50
Dennis.....	do do	3,537	0 50
Neebing.....	Lake Superior.....	20,660	0 50
Pai Poonge.....	do	43,846	0 50
Tyendenaga.....	Bay of Quinté.....	7,300	2 50
		431,100½	

WM. SPRAGGE,

D. S. I. A

INDIAN DEPARTMENT,

Quebec, 22nd February, 1864.

I.
STATEMENT of the condition of the various Schools established for the benefit of the Indian youths throughout the Province.

Indian Reserve and Band.	Name of Teacher.	Salary per Annum.	From what Funds paid.	No. of Boys.	No. of Girls.	Total No. of Pupils.	Remarks.
Moravians of the Thames.	D. J. Croghan.	\$ c. 200 00	Funds of the Tribe	29	12	41	
Wyandotts of Anderson.	Thos. King.	200 00	do	6	7	13	
Chippewas of Sarnia.	Charlotte Adams.	250 00	do	39	20	59	
Chippewas and Pottawatimies of Walpole Island.	H. T. Howe.	100 00	do	30	23	52	
Mississaguas of Alnwick.	Jane E. Hurlburt.	340 00	By the Wesleyan Methodist Society	20	25	45	
Chippewas of Saugueen.	A white man—name unknown.	200 00	do	No Return for	1863.		
do	An Indian—name unknown.	Not known.	By the Wesleyan Methodist Society	do	do		
do	do	do	By the Congregationalists	do	do		
do	do	do	By the Indians, by subscription.	do	do		
do	do	do	By the Wesleyan Methodist Society.	do	do		
do	do	do	By the Church of England.	do	do		
do	Rev. Mr. Sault and an Assistant.	do	By the Wesleyan Methodist Society.	do	do		
do	An Indian—Luko Sky.	60 00	\$30 by the Wesleyan Methodist Society and \$30 by the Indians.	do	do		
do	Ramu.	203 50	By the Wesleyan Methodist Society, and from funds of the tribe.	do	do		
do	Snaiko Island.	300 00	do	do	do		
do	Georgia Island.	None yet appointed.	do	19	11	30	
Mississaguas of Rice Lake.	Wm. Law	Not fixed.	By the Tribe and by the Wesleyan Methodist Society.	do	do		
do	A white man—name not known.	200 00	By the Wesleyan Methodist Society.	Not known	Not known		
do	Mud Lake.	Not known.	By the New England Society.	do	do		
Mohawies of Tyondanga.	G. Garrett.	200 00	From the Funds of the Tribe.	do	do		
do	Name unknown.	200 00	By the New England Society.	do	do		
Chippewas of Sandy Island.	do	100 00	By the Wesleyan Methodist Society.	do	do		
Manitoulin Island Indians.	Joseph Jennessoux.	240 00	Indian Land Management Fund.	94	66	160	
Mississaguas of the New Credit.	Thos. Cornell.	250 00	From the Funds of the Band.	do	do	101	
Six Nations of the Grand River.*	do	do	By the New England Society.	do	do	250	

* There are 8 schools among the Six Nations, all of which are supported by the New England Society. One of these is the Mohawk Institution, where the children numbering 63, are boarded, clothed, and educated, at the expense of the Society.

INDIAN DEPARTMENT,
Quebec, 22nd Feby., 1864.
WM. SPRAGGE,
D. S. I. A.

EXTRACT from *W. R. Bartlett's Report, dated Toronto, Feb'y 10th, 1864.*

Nearly all the Indian Schools in my district, with the exception of the Mohawks at Tyendinaga, are supplied with teachers by the Wesleyan Methodist Society, and their salaries are paid by that body.

The Rama and Snake Island Indians, however, contribute \$50 a year each in addition to the Wesleyan payment.

Much care is taken by the above named Society, in its selection of those persons engaged as teachers for the Indian schools; and only those are employed whose characters are beyond suspicion as regards morality.

These teachers, being under the immediate superintendence of the Wesleyan Conference, and not appointed or paid by the Indian Department, are not called upon to report to any one but the Society that engages them.

I called upon Dr. Wood, the General Superintendent of Wesleyan Missions, thinking that he might possess some reports. He said he would have been happy to have afforded the Department any information in his power regarding the schools supported and established by their Society, but that he had only received a report from the Alnwick Band.

Records are scarcely ever kept by the teachers of the Indian schools of the attendance of the children. I have, however, written to the several bands under my charge for information, but from those at a distance it will be a good while before I can receive answers, if supplied at all. When received I will lose no time in transmitting them to you.

The Indian children are very irregular in their attendance at school. There are three seasons of the year when the schools are closed, viz. : in the spring, for sugar making; in the winter, the hunting season, which commences in October and continues till the opening of navigation in the spring; and the wild berry season. During the sugar-making and hunting season the Indians close their houses and move to the bush with all the members of their family. Their villages look quite deserted. In the berry season the children are kept from school to assist in gathering the fruit. Indeed, whenever they absent themselves from school the parents evince great reluctance to enforce their attendance. It is a general complaint of all the teachers, both white and native.

At Saugeen.

there are three schools—one supported by the Wesleyans, who pay the teacher \$200 a year—a white teacher. One established by the Congregationalists—a native teacher—and one established by the Indians themselves—the teacher a native. (This school is supported by subscriptions and collections made by the Indians themselves at home and abroad.)

At Cape Croker.

One school by Wesleyans—white teacher. One by Church of England—native teacher.

Christian Island.

One school by Wesleyans; Rev. Mr. Salt, their Missionary, and an Indian. He taught their school when first established, and was paid a small sum by a vote of the Indian Council. A native teacher, named Luke Sky, has been engaged by this band to teach their school for five months, the Indians agreeing to pay him \$30 and the Wesleyans a like amount.

Rama.

The school here is under the Wesleyan Society, which pays the teacher annually \$158 50c. The Indian Funds pay \$50—a native teacher.

Snake Island.

Wesleyan Mission here, supported by Missionary grant of \$250, and by Indian funds \$50. A white teacher.

A portion of these Indians are settled upon Georgina Island, about nine miles from Snake Island, where they have erected a school house, which will be ready for occupation next year. The Wesleyans have assisted these Indians in their building.

Rice Lake.

Wesleyan school and grant \$200. A white man.

Mud Lake.

Teacher appointed and paid by the New England Society. A white man.

Scugog Lake.

There is no school here. This band is a very small one, and the Indians are unable to engage a teacher. There are only about 10 or 12 of an age to go to school.

These Indians have diminished very much, as you will see by the census returns. I have used all the arguments in my power to induce them to remove and join either the Rice or Mud Lake community—but they object.

Albion.

There is a very good school here, under Wesleyan management. The amount paid by their Society is \$340. The attendance at this school appears to be pretty regular, which is attributed to the influence and example of their excellent native chief and missionary, the Rev. John Sunday. Many of these Indians go out on their hunting expeditions, but they are further removed from their hunting grounds, and therefore do not take their children with them.

Mohawks of Tyendinaga.

The Indian councillors choose their teacher, and the Indian funds contribute towards his support \$200. He is a white man. The Rev. Mr. Anderson, of the Church of England, is their missionary, and a trustee of the school. I have no reports of this school, but have written to Mr. Anderson to obtain, if possible, the information you require.

The Sandy Island Indians

are supplied with a teacher and paid by the Wesleyans, and included in their grant for French River, for which is paid \$160.

(Signed,) W. R. BARTLETT,
D. S. I. A.

Examined.

L. V. K.

The following general information concerning schools established for the instruction of the Indians within the Grand River Division, has been supplied by Mr. Gilkison, the resident Superintendent:—

The New England Society have seven schools, including their excellent Institute, all of them being under the supervision of the Chief Missionary, the Rev. A. Nelles. The Wesleyan Conference has a school under the missionary charge of the Rev. P. Germain. These schools are for the education of children of the Six Nations, but who do not contribute to their support. Mr. Nelles informs us that the cost of maintaining the Institute and schools is over *seven thousand dollars per annum*. The Institute now accommodates 60 boarders, but the building is about to be enlarged so as to admit of receiving 100 children. In the New Credit settlement, a school is supported at the expense of the Wesleyan Conference, and is under the care of the Rev. Thomas Williams, Missionary.

Another school has lately been formed at the expense of the Band, an excellent new building erected, and provision made for a school-master.

I have, &c.,

(Signed,) J. T. GILKISON,
D. S. & C.

Examined.

L. V. K.

J.

COMPARATIVE STATEMENT of the Indian Population throughout Canada, as far as can be ascertained, between the years 1858 and the latest census taken since.

Name of Tribe.	Population in 1858.	Population at last census.	Date of last census.	Increase.	Decrease	Remarks.
Iroquois of St. Louis	1342	1352	1861	10	.....
Iroquois of St. Regis	685	879	do	194	.....
Nipissings, Algonquins, and Iroquois of Lake of Two Mountains.....	884	884	No census taken	.....	since 1858.	
Abenakis of St. Francis.....	387	271	1861	.....	116	
Abenakis of Becancour.....	172	51	1863	.....	121	
Hurons of Lorette	232	300	do	18	.....
Amalacites of Viger	171	170	do	.....	1	
Miamas of Ristigouche	3146	2860	1861	.....	286	
Montagnais of Point Blue						
Mistassins and Naskapius of the Lower St. Lawrence.....						
Six Nations of the Grand River.....	2550	2760	1863	210	.....
Mississaguas of the Credit	206	191	do	.....	15	
Oneidas of the Thames.....	529	529	do	.....	.....
Chippewas and Munsees of the Thames...	580	558	do	.....	22	
Moravians of the Thames	249	235	do	.....	14	
Wyandotts of Anderdon.....	69	66	do	.....	3	
Chippewas of Point Pelee	60	48	do	.....	12	
Chippewas and Pottawatamies of Walpole Island.....	824	700	do	.....	124	
Chippewas of Kettle Point, River Sable, and Bear Creek.....	67	Included	since 1858	.....	.....	.....
Manitoulin Island Indians.....	1290	1290	No census since	.....	.....	.....
Chippewas and Pottawatamies of Saugeon	256	250	1863	3	.....	.....
Chippewas, Pottawatamies, and Ottawas of Sarnia.....	512	497	1863	.....	15	.....
Chippewas of Lakes Huron and Simcoe....	564	504	No census taken	.....	since 1858.	
Mississaguas of Rice, Mud, and Seugog Lakes.....	302	302	1863	.....	.....
Mohawks of Bay of Quinté.....	568	626	do	58	.....
Mississaguas of Alnwick	217	225	do	8	.....
Ojibwas and Pedawalmies of Christian Island	94	96	do	2	.....
River Desert Indians.....	.....	245	do	.....	.....	Reserve not settled in 1858.
Cape Croker and Colpoj Bay.....	301	343	do	42	.....
Ojibwas of Sandy Island	145	157	do	12	.....
Christian Island Band, Manitoulin.....	233	241	do	8	.....
Chippewas of Lake Huron.....	2229	2122	1860	.....	107	
Chippewas of Lake Superior	993	1070	1863	77	.....
Total.....	19907	19891		642	886	

WM. SPRAGGE,
D. S. I. A.

INDIAN DEPARTMENT,
Quebec, 22nd February, 1864.

K.

STATEMENT of Indian Pensions and Retired Allowances paid by the Imperial Government, during the year 1853.

Name of Officer or other person entitled to pension.	Rank, &c.	Amount paid. Sterling.
S. Y. Chosloy	Retired Accountant and Superintendent.....	£ 411 14 2
Thos. G. Anderson.....	do do	227 14 9
Rev. F. O'Meara.....	Retired Chaplain.....	100 0 0
Mrs. E. Elliott.....	Widow of Col. Elliott.....	74 6 0
Gervase McComber.....	Late Interpreter.....	36 0 0
J. B. Assickinack	do	15 0 0
Pierre Nécajua	Wounded Warrior.....	15 3 4
D. C. Napier	Retired Superintendent	288 0 0
		£1167 18 3

C. T. WALCOT,
Acc. Ind. Aff.

WM. SPRAGGE,
D. S. I. A.

INDIAN DEPARTMENT
Quebec, 22nd February, 1864.

L.

RETURN of Blankets furnished by the Commissariat Department to certain aged and infirm Indians.

Tribe.	Person to whom the Blankets were entrusted.	No. of Blankets.	
Manitoulin Island Indians.....	Capt. George Ironside, Superintendent.....	50	
Chippewas of Sarnia.....	} Froome Talford, Superintendent	20	
Indians of Walpole.....		28	
Indians of Muncey.....		14	
Moravians of the Thames		9	
Wyandots of Anderdon.....		4	
Chippewas of Saugeen.....		5	
do of Cape Croker.....		8	
do of Christian Island...		7	
do of Snake Island.....		2	
do Rama		9	
Mississaguas of Mud Lake.....	W. R. Bartlett, Superintendent.....	3	
do of Seugog	} J. T. Gilkison, Superintendent.....	2	
do of Rice Lake.....		5	
do of Alnwick.....		3	
do of Sandy Island.....		3	
Mohawks of Bay of Quinté.....		18	
Mississaguas of the Credit.....		11	
The Six Nations.....		53	
Iroquois of St. Regis		S. Colquhoun, Superintendent	16
do of Caughnawaga		E. N. DeLorimier, Superintendent	20
Lake of two Mountain Indians.....		Rev. A. Mercier.....	14
Ile Verte Indians	Rev. Laz. Marceau.....	5	
Beaucour Indians.....	Rev. Mr. Malo.....	4	
Lorette Indians	Chief Capt. Paul Tahourhence.....	6	
Abenakis of St. Francis.....	C. C. Obumswain, Agent	23	
Total number furnished		341	

INDIAN DEPARTMENT,
Quebec, 22nd Feby., 1864.

WM. SPRAGGE,
D. S. I. A.

APPENDIX No. 45.

INSPECTION REPORT OF ALLEYN, CLAPHAM AND HUDDERSFIELD, IN THE COUNTY OF PONTIAC, C. E.

To the Hon. the Commissioner of Crown Lands, Quebec.

Sir,—In obedience to your letter of instructions bearing date Crown Lands Department, Quebec, 14th Sept. last, I have the honor to report that I had my party organized and ready to start from home on the 24th of September, and we reached the township of Allevy on Saturday the 26th of the same month.

2nd.—*Method of Exploring.*

I explored and examined this township from four encampments as centres of operations; and I divided my party of six as follows: I engaged two good bushmen who could travel by the pocket compass, and gave each of them a man to accompany him. One man we left in the camp to cook and take care of our baggage, and the other man generally accompanied myself when there was no extra duties to do, such as portaging provisions or going to the post office, which always took two days each trip. Then each explorer started from a given lot-post—for instance between the posts of lots 23 and 22, on the rear of the second concession—and go south on the course of the side line to the next concession. Then he was to ascertain which side, and how far to the side of the post, with the corresponding numbers, he came out—and start the exploration of the next concession (first) from the post 23 and 22, and go out to the front of the township on the aforesaid course of the side line; then, after reaching the front of the township, they would go across to the post between numbers 21 and 20, and return on the course of the side lines through the two concessions aforesaid. Each party performed their explorations in the same manner.

The chief explorer, or man having the pocket compass, kept the course which is intended to be a "*bee line*" as much as possible, and his assistant kept the distances by pacing; allowing an average of 25 paces for a chain, which enables me to give the approximate distance in each kind of land or surface, whether hardwood, pine, stony land, good land or swampy. By this method we were able to see one side of every lot, wherever such minuteness was deemed necessary; but in some places I did not deem it necessary to be thus minute in my examinations. We prosecuted the examinations or survey in this manner all around the camps until about a quarter of the township had been examined, and then moved camps to another quarter.

3rd.—*Different kinds of Land.*

I think it may be as well, for convenience sake, that I should give a sort of definition of the terms that I shall use in describing the various tracts or kinds of land, because it is a great mistake to suppose that all hardwood lands are arable or fit for settlement, or profitable for cultivation; and it is also a great mistake to suppose that all the lands on which people settle will afford them a comfortable subsistence in their old age.

The land fit for settlement, or lands on which people do settle, I shall reduce to two classes, with a number of divisions, viz.:—1st. Land that can be ploughed and that a cart or waggon can pass over easily. 2nd. Land that cannot be ploughed, which I shall call "*hoe and harrow*" land. There is a great deal of this latter kind of land that people have settled on in both the Upper and Lower Canada sections of the Ottawa country, which after ten years' labor will hardly afford the occupants a better living than that of a day laborer in the old and fertile settlements. The value of this land is very much dependent on the lumber trade. On the Gatineau, Madawaska, Bonnachère, Coulonge and Pickanock rivers, where the lumber trade creates a demand for hay and oats, the settlers on this class of lands will for a few years at first get on apparently as well as those on plough lands, because they get nearly as much for oats as the farmers in the older settled parts of the country get for wheat. During the first few years there is not much difference in the material progress of the one more than the other class of the settlers. But at the end of ten or twelve years the settlers on the good plough lands finds himself to begin to realize the substantial benefits resulting from his hard labor in clearing his land, in being able to turn up the soil with his plough when the stumps with their roots are rotten and can be easily turned out of their places; but the unfortunate man that settles on stony, rocky land, who can employ to advantage no agricultural implements in the cultivation of this land but the hoe and harrow, gradually finds the disagreeable fact dawning upon his mind that ruin and

decay overspread his former fertile fields. This kind of land when newly cleared will give two or three excellent crops of grain, and then a few crops of good hay, but will, after ten or twelve years thus occupied, decline so much in its producing capabilities, that what would at one time graze a horse will not now feed a sheep. I have often heard people say stony land will make excellent pastures, and that a man may live well on a dairy farm. But this is a great mistake, no land that cannot be ploughed will long continue to afford good pastures, and even if it did, our long and severe winters preclude the possibility of any farmer getting a good living on a grazing farm alone, unless he has some means of raising a great quantity of fodder; because the success of most farmers is determined by the amount of stock they are able to winter over. And how can a man who raises only from half a ton to one third of a ton of hay per acre, with oat straw in proportion, be supposed to keep a stock sufficiently large to give himself and family a comfortable subsistence? A farmer cannot make any profit by keeping cattle over summer, unless he can winter them, because lean cattle in the spring generally cost more than the same will cost in the fall when they are fat. I have known a great many settlers, who lived for twenty years on just such lands as I have been describing, and after clearing from sixty to a hundred acres, leave their farms without being able to sell them for a dollar an acre, and occasionally abandon them without receiving a cent for them. Such will be the fate everywhere of occupants of "hoe and harrow" land as soon as the lumber trade, which is now in the vicinity of them, gets removed into the interior. As long as the settlers can get 3s. 9d. and 4s. for oats, and twenty or forty dollars a ton for hay, with good wages for themselves and their teams in winter, they can live on almost any kind of land. There is a considerable proportion of those hardwood lands that contains many small parcels that may be ploughed, but the value of such patches is very much diminished by the smallness in each place, because they cannot be advantageously used without being fenced, and that is a very costly and inconvenient operation to a small farmer. But when a settler can get one quarter of his land to plough, say twenty-five acres, in one field, with plenty of rough land for his cattle to run over, he can make a living in a small way.

4th.—*Classification of Lands in Alleyn.*

I have indicated the tracts of lands with the different kinds of timber by three colours:—The hardwood and a little pine by sienna, pine and hardwood by a light tint of lake or red, and the clear solid pinery by a light green, with a few trees representing their respective classes.

The first and most important division is that hardwood tract on the north side of the Pickanock river, and west of lot No. 18. It is pretty good land, and although there is a good deal of rough land in it, yet there are few lots in it but what contain some plough land, and fit for settlement, which embraces about 107 lots, including seven or eight lots of pinery, on the creek emptying into the north side of the Pickanock, at lot 42, and another small pinery around Koudekegamo lake.

The second division of hardwood—that from lot 18 of both concessions on the north side of the river, eastward to the town line, and containing 36 lots—is "hoe and harrow" land being very stony and rough, with small hardwood and scattering white pine, a good deal of which yet remains to be cut, and is of a good quality.

The third is the hardwood on the south side of the river, which embraces about 114 lots, being the 6th, 5th and 4th ranges, from lot 27 eastward, with a few lots in the west end of the 4th and 3rd ranges, about one-fourth of which is arable or plough land, and the rest is good "hoe and harrow" land. The soil in most of this tract is rather too hilly and stony to plough. There is a good deal of superior white pine on this division, but it is being rapidly cut off.

The 4th division or tract is that in lake or red, embracing a large portion of the 3rd, 2nd and 1st concessions. On the south side of the river there are about 69 lots of good white pine, with some hardwood, but the land is rough.

The 5th and last tract is the light green, shewing the pinery. When there is scarcely anything but pine along both sides of Grove Creek, on the south side of the river the soil is a very light sand, free from stones, and embracing about 5½ lots. A great deal of pine has been cut on this tract, and there is a great deal more to be cut. The pinery lots on the north side of the river, opposite the Grove Creek pinery, have a good clay bottom and very level, as well as the pinery tract on the south side. There is a narrow strip of pinery

around Kendekegamo lake, and narrow strips of pine along all the creeks in this township, and the same will apply to the other townships which I have examined.

I would respectfully suggest that the Government might withhold from sale all those lots embracing the pinery on Grove Creek for an indefinite period; all the lots in the 2nd and 3rd concessions east, to No. 15, for two or three years, except those that are already occupied, which will be found on the Schedule of settlers, as well as on the plan. Although there is a small pinery on the north side of the river, yet the land being of a good quality I do not think it would be advisable to withhold it from sale. Hence all on the north side of the river, which is the best part of the township for farming purposes, may be offered for sale; what pine there is on it may be cut off. 5th. There are a few men in the community who endeavor to make the settler believe that the interests of the lumbermen and the prosecution of the trade are hostile to the interests of the former, whereas such a view is entirely erroneous. Under proper management the lumberman and the settler help each other very materially, but lumbermen can do better without the settler than the latter without the former. The lumberman would much rather draw his hay and oats a long distance than run the risk of having his limit burnt by the fires of the settlers; but when the settler goes on the land suitable for farming purposes he does the lumberman's limit no injury, and on the other hand he furnishes a quota of hay and oats to the lumberman more conveniently than it can be drawn from abroad in the early part of the season; and gradually lowers the price. But at the same time the settler is the greatest gainer of the two, because he is sure of a great price for his coarse produce, and he runs no risk of injury from the operations of the lumberman, while he enjoys incalculable advantage from the roads of the lumberman, and not unfrequently houses himself and family in one of the lumberman's shanties.

The protection of our pine forests, under such regulations as would place no undue restrictions on the progress of settlement into those portions of the timber country that are suitable for cultivation, is worthy of the highest consideration of the Government. The lumber trade might be made to yield a revenue of one million dollars to the country before the end of seven years, without its being felt an undue burden on the trade.

To accomplish this end some of the measures I would suggest would be the giving away of the land intended for settlement within the lumber regions to actual settlers, at such a price as would cover the costs of survey and management of the C.L.D., with a small surplus for colonization roads only, and grant the settler no interest in the pine whatever, except what would be used for the farm. Instead of the present mode of levying the duty on timber, I would suggest that an export duty be imposed on all timber sawn or unsawn leaving the Province, without regard to the land whence it was taken. If the lumbermen get their limits secured to them upon terms more permanent than they have at present, with further legislation to adjust the clashing interests of lumbermen and the owners of small privileges on all the streams used for the descent of timber, with other facilities that the Government could extend to the trade, I feel satisfied that the exported lumber could afford to pay ten per cent., which on quantity equal to that which was sold in 1860, viz.—\$10,051,147 worth of lumber, would yield one million of dollars annually. It would be but fair that an adjustment of the duties should take place between sawlogs and square timber; at the present scale of duties the latter pays about double the duty that the former kind of lumber does. This pine or lumber trade, the most important we have at present in the Province, should be looked at from a Provincial point of view, and not merely as a question to be settled on the narrow basis, as between the lumber manufacturer and the settler; because the pine is by far the most valuable crop that will be taken off many tracts of land on which it grows.

6th, Roads.—The roads made by Messrs. Gilmour & Co., through Alleyo, Leslie, Clapham and Huddersfield, are of the very greatest importance in opening these townships for settlement. They have one road from the mouth of the Kazubazua to Otter Lake Farm, and thence up the Pickanock to the Coulonge river, making a distance of sixty miles of a road beautifully cut out, wide, with innumerable good cross-roads intersecting this main line in every direction. The roads made by this firm on the Pickanock, Kazubazua, Stag Creek and the Coulonge rivers have done, and are doing more to facilitate the settlement of the County of Pontiac than all the roads made from colonization funds expended under the directions of Government. They also erected a bridge over the narrows of News lake

last summer, which has opened direct communication from Otter Lake depot to the Ottawa river, in the north-east corner of Litchfield, a convenience of which the settlers were not slow of availing themselves, because four or five families moved east and settled on lots on the east side of News lake, within two months after the building of the bridge. Messrs. Gilmour & Co. have not made these roads and bridges for the purpose of accommodating settlers, by any means; they have constructed them for the purposes of their own trade, but they serve the new settlers as well, and I think it but fair to state the fact, which shows that the clamor raised by the ignorant and designing demagogues against the lumbermen as the obstructors of settlement and the oppressors of the poor man, are without foundation and unjust, whereas the poor settler gains far more from the operations of the lumberman than the lumberman gains from the settlement of the country around him.

7TH—SCHEDULE OF SETTLERS.

Names.	Concession.	No. of Lot.	Lots.	Acres Cleared.	Acres Chopped
Henry Henney	2nd	1 & 2	2	6	
James McKenna.....	3rd	2 & 3	2	5	
Daniel Kennedy.....	3rd & 4th	5 & 5	2	5	
James Milford.....	4th	3 & 4	2		8
David Daig.....	4th	7 & 8	2	5	
Robert Kennedy.....	4th	6	1		
Stewart Gibson.....	3rd	6 & 7	2	10	
Christopher Carruthers.....	3rd	8 & 9	2		5
James Rogan.....	3rd	12 & 13	2	4	
				Partly Cleared.	
George Stevenson.....	4th	15	1	10	
Noble Carruthers.....	4th	11, 12 & 13	3	25	
James Holmes.....	2nd	23 & 21	2		5
Thomas Holmes.....	2nd	22 & 20	2		5
Alexander Baily.....	2nd	24 & 25	2	5	
James Craig.....	2nd	31	1	6	
Robert Montgomery.....	5th	13 & 14	2		6
David Daig.....	6th	14	1		5
Robert Johnston.....	6th	15 & 16	2	10	
James Keys.....	5th & 6th	17 & 18	2		4
Joseph Irwin, Jun.....	2nd	6 & 7	2	40	
Foster Irwin.....	2nd	8 & 9	2	30	
Joseph Irwin.....	1st	6 & 7	2	6	
			41	167	38

8th.—Conclusion.

The foregoing list shows there are twenty-one settlers or claimants of lots, forty-one lots claimed or occupied, with one hundred and sixty-seven acres cleared, and thirty-eight acres chopped; making about an average of four acres to each occupier, cleared or partially cleared in the township of Alleyn. Noble Carruthers is the patriarch amongst the settlers; he is an enterprising farmer who went from the township of Huntly with a large family of boys. He is very zealous in promoting the settlement of the township. He acts as guide gratis to every man who comes to look for land, and hospitably entertains them with board and lodgings during their sojourn with him. He is a man of kindly feelings and sanguine temperament, anxious to get a populous neighborhood established around him, which makes him a more efficient and successful agent in settling Alleyn than any agent in the employ of the Government could be.

These remarks and suggestions are respectfully submitted.

9th.—Summary.

1st.—All that tract north of the Pickanock and west of No. 18 is arable land, fit for settlement, and embraces some pine land, but is not worth withdrawing from sale as the land is good, containing 107 lots.

2nd.—All that tract north of the river and east of No. 18, 36 lots, containing thirty-six lots of hoe and harrow land.

3rd.—That tract embracing the whole of the 6th and 5th ranges south of the river, the 4th from No. 27 eastward, and the 1st from No. 35 eastward is mostly hardwood—one fourth arable land and the rest hoe and harrow land, may go to sale, 144 lots.

4th.—That part of the 2nd and 3rd ranges from No. 15 westward to the pinery. The sale of those now ungranted might be suspended for two or three years, it is with but few exceptions hoe and harrow land, 34 lots.

5th.—That tract in green on the south of the river contains about 54 lots of a pinery on Grove Creek, might be entirely withdrawn from sale, as the soil is very sandy, and there is scarcely anything but pine on it; and so long as it escapes from burning it will continue to produce merchantable pine.

10th.—*Clapham.*

I made a cursory examination of this township, but found it to be rather a poor tract of land, and not a great deal of pine in it either. It has but recently been blocked out. Any land of any consequence worth settling is in the east side, and any time the Government may think proper they might order the survey of the east half of the township. There is so little fit for settlement in the west half that it is not advisable to have it surveyed. There are a few lots, however, in the south-west corner, where one Smith has settled, on a tract of very good land, which may be surveyed, but there is not more than enough for six good farms in it. They are all on the west side of the Pickanock river. They would, no doubt, like to have their land surveyed. If the east side or half of Clapham were surveyed there should be a range of lots laid out on each side of the Kendekegam lake, abutting on the lake. As the land about the lake is pretty good, this would make the best settlement. The land north of Alleyn, on the east side of the Little and Great Kendekegam lakes, extending towards the great bend of Eagle river, is pretty good, which, along with the arable land in the north-west of Alleyn and the east half of Clapham, could afford as good a locality as any I know at present, in that section of the country, for about two hundred settlers.

It is quite easy of access; all that is required to open it up is to construct a bridge over the Pickanock, near the mouth of the Kendekegam Creek, and make ten or twelve miles of road northerly along the east side of the lakes and creek towards Eagle river.

Although I have recommended the survey of the east half of Clapham, it is mostly high, hilly hardwood, what I call "hoe and harrow" land.

Most of the pine lands of this township are in the west half, along the banks of the Pickanock. The east side of it is very mountainous and rocky. The pine belt varies in breadth from half a mile to a mile.—See plans.

11th.—*Huddersfield.*

I made an exploration across this township at distances of a mile apart. It is a very poor tract of land. There is not one good lot in it that I saw. The timber is small and scrubby, the hills high and rocky, and broken up with lakes and creeks. There is nothing worth surveying or settling; even its "hoe and harrow" land is of the most inferior kind.

There is fine crystalline limestone on the line between Clapham and Huddersfield, on the south side of the Pickanock, just where the line crosses the river; and there is lime in Alleyn, on the side line between lots 23 and 22 of the first concession, a few chains south of the Kazabazua Creek, and there is limestone also on the 23rd lot of the third range of Leslie.

A plan of Alleyn and another of Clapham and Huddersfield, shewing the tracts of hardwood and pine land, as the result of my exploration or inspection, accompany this report, all of which are respectfully submitted.

I have the honor to be, sir,
Your obedient servant,

DUNCAN SINCLAIR,
Prov. Land Surveyor.

APPENDIX No. 46.

INSPECTION REPORT OF TIMBER LANDS IN UPPER CANADA.

To the Honorable Wm. McDougall,
Commissioner of Crown Lands.

OTTAWA, 28th October, 1863.

SIR,—Having completed my examination of the township of Matawatchesan, I beg leave to report as follows:—

That portion of this township on the north-east is very barren and rugged, being composed of rocky, precipitous hills alternating with small swamps. The timber consists

almost entirely of white and red pine, much of which is of inferior quality. In the valleys and slopes of mountains the soil is exclusively sand, formed by the disintegration of gneissoid, or laurentian rocks. Much of the forest from time to time has been burned. The *brûlés* are neither large nor continuous, as the swamps arrest the progress of the conflagrations, so that the summits of the hills are mostly burned and the slopes green. There are a few small patches of alluvial formation along the River Madawaska, consisting of pure sand, and therefore of little worth as farms. This is decidedly the most sterile and uninviting tract that I have ever seen. I do not believe that there is enough of arable land in the whole extent to make one farm. The wonder is that any one would sub-divide it for settlement.

That portion extending from Cotton's Creek eastward to North Canoto is also very rocky and broken, mostly covered with pine, and only fit for lumbering purposes.

That part, extending from Cotton's to Lackie's Creek, and thence to the rear of the township, is the only tract available for settlement, the greater part being already occupied. The soil consists of a rich sandy loam, with indications throughout of crystalline limestone. The surface is undulating, and in some places rocky and precipitous. It is covered with a luxuriant growth of all the varieties of hardwood indigenous to this country. Cedar swamps are also occasionally to be met with. From an exploration I made along the line between Abinger and Dunbigh, I find this tract extends to the Frontenac road. Through this tract only a few scattering pines are here and there to be met with, principally on the banks of lakes or along the valleys of creeks.

The other patches of hardwood along the Madawaska are occupied.

The pine and hardwood tracts are respectively designated on the accompanying plan, the *green* border shewing the pine lands and the *purple* the hardwood.*

I have the honor, &c.,

(Signed),

J. L. P. O'HANLY.

P. L. Surveyor.

APPENDIX No. 46B.

CAMP TOWNSHIP OF DENBIGH,

25th November, 1863.

To the Hon. Wm. McDougall,

Commissioner of Crown Lands.

SIR,—Having completed the examination of the township of Miller, I beg leave to report as follows:

That portion of the township extending eastward from the western outline to Brulé lake, and thence northerly to the township of Matawatchan, and south-easterly to Lake No. 10, from thence easterly to Mosquito lake to the southern outline of the township, comprising the 1st, 2nd and 4th concessions, and a small part of the remaining concessions, is covered with all the varieties of hardwood known in this climate, maple predominating, intermixed here and there with hemlock, spruce, &c. Pine is rarely met with in this section, being confined to small clumps or scattering trees on the promontories of lakes, the valleys of streams and the abrupt sides of hills, except one grove between Brulé and Indian lakes, comprising about 1,100 acres. The surface here is undulating, becoming rugged and precipitous in the vicinity of lakes. The soil is generally a mixture of sand, gravel and clay, and according to the preponderance of either is productive or barren. Where hemlock predominates, it is either pure sand or rocks.

It is pretty well adapted for settlement, particularly that part enclosed by the *red dotted line* on the accompanying plan, and is mostly occupied by resident or intending settlers.

Eastward of the aforesaid line, extending from Brulé lake to the northern and eastern outlines, the surface is mostly clothed with a dense pine forest, white and red species, the former largely predominating, and hemlock.

The monotony is here and there broken by groves of hardwood, the principal of which are exhibited on the accompanying plan, the remainder forming the crests of mountains, small and stunted by a scanty soil. This section of the township is very irregular, rugged,

* The colors mentioned in this and the following Report refer to Mr. O'Hanly's plan, of Record in the Department, not to the accompanying Map of the district.

rocky and broken, barren and uninviting, and therefore entirely unfit for agricultural pursuits, with the exception of the patches of hardwood referred to, and marked according to size and quality of soil, and containing in the aggregate about 2,000 acres. The soil in general is sand, and not unfrequently bare rocks. In utilizing the pine forest as a source of wealth and revenue, and considering the small area herein fit for settlement, it is questionable if the ultimate advantage of locating these few lots would be commensurate with the risk incurred by the periodic fires of the settler, which prove so disastrous to the pine in its vicinity.

Though said to exist by Mr. Harper, I have not discovered any trace of limestone; from my opportunities of seeing the fixed rock in exposed situations, such as settlers' clearings and roads, and the Mississippi road, I think if it existed I could not fail to have seen it.

On the accompanying plan the *red* border encloses the hardwood land, and the *green* the pine lands. All that parts of the township south and west of the red dotted line, with the exception of the land surrounding Indian lake, represents the land fit for settlement.

All of which is most respectfully submitted.

(Signed,) J. L. P. O'HANLY,
P. L. Surveyor.

APPENDIX No. 46c.

CAMP, TOWNSHIP OF LYNDON,
10th December, 1863.

To the Honorable Wm. McDougall,
Commissioner of Crown Lands.

SIR,—Having completed the examination of the township of Denbigh, I beg leave to report as follows:—

The pine forest occupies but a comparatively small portion of this township, irregularly distributed, and chiefly confined to the vicinity of the modern and western outlines—*Vide* accompanying plan, whereon the pine country is enclosed by the *green* border, and the hardwood by the *red*. Besides this, there is much scattered about through the hardwood in small insulated groups or single trees; also along the valleys of streams and on the margins of lakes. Indeed there is not a hill—and in this township their name is legion—on whose summit, southern and western slopes, there is not more or less pine, therefore the actual considerably exceeds the estimated area.

By far the larger portion is occupied by hardwood, and the different species of greenwood, the former consisting of maple, beech, birch, basswood, ironwood and some elm, ash and oak; the latter of hemlock, cedar, balsam and spruce.

For settlement purposes, I have sub-divided the township into two sections, by the *red dotted line* on the accompanying plan. The land to the north and west thereof is very rugged, rocky and barren, and wholly unfit for agriculture, except small and isolated patches occasionally to be met with, rarely exceeding a few acres. The soil is chiefly sand or gravel, with boulders, in many cases the bare rocks protruding, nay, occupying large areas. This uninviting tract is traversed by the Addington road from north to south, and *vice versa*. There are about twenty settlers in this township located along the road, several of whom are Germans. Others have made improvements and abandoned them, as many of those remaining must eventually do from the paucity of arable land. I do not think that scarcely one of these road lots or *free grant* lots contains twenty acres of land of average quality, and I have been informed by the settlers that along the road southwards the land is still inferior, and almost exclusively pine.

The other, or south-eastern section, is tolerably fit for agricultural purposes, containing arable land in considerable quantities here and there, intermixed with rocky eminences and swamps, a few lots of which are already occupied by resident or intending settlers. The surface is rolling, occasionally broken by steep, lofty and rocky hills. The soil consists of sandy loam, a mixture of sand, gravel and clay, either predominating according to situation and like productive agencies.

There is considerable limestone to be met with.

All of which is respectfully submitted.

(Signed,) J. L. P. O'HANLY,
P. L. Surveyor.