

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for scanning. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of scanning are checked below.

L'Institut a numérisé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de numérisation sont indiqués ci-dessous.

- Coloured covers /
Couverture de couleur
- Covers damaged /
Couverture endommagée
- Covers restored and/or laminated /
Couverture restaurée et/ou pelliculée
- Cover title missing /
Le titre de couverture manque
- Coloured maps /
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black) /
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations /
Planches et/ou illustrations en couleur
- Bound with other material /
Relié avec d'autres documents
- Only edition available /
Seule édition disponible
- Tight binding may cause shadows or distortion
along interior margin / La reliure serrée peut
causer de l'ombre ou de la distorsion le long de la
marge intérieure.

- Additional comments /
Commentaires supplémentaires:

- Coloured pages / Pages de couleur
- Pages damaged / Pages endommagées
- Pages restored and/or laminated /
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached / Pages détachées
- Showthrough / Transparence
- Quality of print varies /
Qualité inégale de l'impression

- Includes supplementary materials /
Comprend du matériel supplémentaire

- Blank leaves added during restorations may
appear within the text. Whenever possible, these
have been omitted from scanning / Il se peut que
certaines pages blanches ajoutées lors d'une
restauration apparaissent dans le texte, mais,
lorsque cela était possible, ces pages n'ont pas
été numérisées.

Includes some text in French.

Sessional papers Nos. 72-76, 76a, 78-79, 82, 85, 87-88, 90-92, 93c, 97, 99,
101-102, 106-107, 110, 112-116, 120, 122-124 not printed.

SESSIONAL PAPERS.

VOLUME 12.

FIRST SESSION OF THE FIFTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1883.

VOL. XVI.

PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET, OTTAWA.

890871

LIST OF SESSIONAL PAPERS.

VOL. XVI.—SESSION 1883.

ARRANGED ALPHABETICALLY.

A	No.	C	No.
Accidental and Life Insurance, abstract for 1882.....	12b	Cadets, Royal Military College.....	58
Accidents on G. T. R.....	76a	Callander and Gravenhurst, railway between, subsidy to.....	121
Accidents on I.C.R.....	40 <i>f</i>	Campbellton, steamer connecting with I.C.R.....	40 <i>k</i>
Administration of Justice, claims of the Provinces.....	119	Canada Central R'y acquisition by C.P.R....	27 <i>n</i>
Adulteration of Food.....	4	Canada Central Railway, Pembroke bonus.....	69
Agents, duty on, by Registrar of Supreme Court.....	63	Canada, ordnance for.....	116
Agricultural Implements, &c., imported into Manitoba and N.W.T.....	103 to 103b	Canada, railway map of.....	8a
Agriculture, Annual Report.....	14	Canada trade with West Indies and Brazil..	98
Albert County Court.....	67a	Canadian Extradition Act.....	32
Albert (Port) Harbor.....	46c	Canadian Pacific Land Bonds.....	27c, 27 <i>f</i>
Allan Line and I.O.R. Freight Tariff for season 1882-83.....	39 & 39a	Canadian Pacific Railway.....	27 to 27 <i>r</i> , 69
Appropriation Accounts.....	6	Canadian Pacific Railway Commission.....	27 <i>g</i>
Appointments, Civil Service.....	13a, 21	do do map of, &c.....	27c
Auditor-General's Report.....	6	Canadian Statutes.....	17 to 17b, 28
Award, Ontario Boundary.....	95	do Tobacco.....	35 & 35a
B		Canadian Vessels in the Great Lakes, disasters, &c.....	68
Baie des Chaleurs Railway Co., subsidy to..	121	Canal Statistics.....	4
Bailiffs, Dominion, appointment of.....	62 & 62a	Canals.....	4, 81, 83, 105 to 106c, 109
Baker, David, appointment of.....	110	Canals and Railways, Annual Report.....	8
Banks, shareholders of.....	19	Canals, Public Debt incurred for.....	109
Banque de St. Jean.....	34	Cape Breton Constitution, &c.....	70
Baptisms, Marriages and Burials.....	44	Caracquet Railway Co., N.B., subsidy to.....	121
Batteries, "A" and "B," No. instructed, &c	31e	Carillon and Grenville Canal.....	105 to 105b
Batteries "A" and "B," officers staff.....	56a	Cartridge Factory, Quebec.....	99
Bayfield Harbor.....	46 <i>f</i>	Census and Statistics.....	24
Belgium, commercial arrangements with....	89	Charybdis, H.M.S.....	120
Bernatchez, N., tobacco seizure.....	35a	Chinese Immigration into British Columbia..	93a
Berthier, camp at, in 1882.....	31 <i>f</i>	Civil Service, appointments and promotions	13a
Blackeby's Report.....	16	do Examiners' Report.....	13
Blankets for Militia.....	31b	do Montreal.....	13b
Bonds and Securities.....	25	Claims against Intercolonial Railway.....	40b
Boundary Award, Ontario.....	95	do for Fishing Bounty.....	37
Bounty, claims for fishing.....	37, 37c	Coal Lands, North-West, sale and lease of..	36b
Bounty to fishermen.....	37c	do Lands, regulations for.....	36a
Brae, Prince Co., P.E.I.....	52c	do quantity exported.....	36c
Brandy Pots and River du Loup Semaphores	74	do do from N.S.....	36
Brazil, trade between Canada and.....	98	Cockburn, James, Q.C., commission to.....	17 to 17b
Breakwaters.....	52 to 52c	Collisions on I.C.R.....	40 <i>f</i>
Breakwaters, New Harbor, N.S.....	52a	Colonization Grants.....	117
do Port Lorne, N.S.....	52	Colonization, land for.....	84
Bridge at St. John, railway.....	47 & 47a	Commercial arrangements France, Spain, &c..	89
British Canadian Loan and Investment Co..	73	Commissioner of Fisheries, Report of.....	7
British Columbia Coast, H.M. Ships of war on	106	Commissioner to France.....	60
British Columbia, Constitution, &c.....	70	Commission, Intercolonial Railway.....	40b
British Columbia, immigration into.....	93, 93a	Commission to James Cockburn, Q.C.....	17 to 17b
British Columbia Penitentiary.....	29a	do revise Canadian Statutes.....	17 to 17b
British Columbia, Pilots and Pilotage.....	111	Consolidated Fund, expenditure and receipt charged to.....	30
Buoys and Beacons, Lake Huron.....	87	Constitutions, &c., of C.B., N.S., P.E.I., N.B., B.C. and Vancouver Island.....	70
Burials, Baptisms and Marriages.....	44	Construction, C.P.R., progress of.....	27 <i>d</i>
	3	Contracts A. and B., C.P.R., change of construction.....	27 <i>p</i>

C		F	
	No.		No.
Contracts, C. P. R.	27f	Fishery Inspectors, instructions as to salmon	37b
County Court Judges, increase of salary	67b	do seizures made by	37b
County Court, New Brunswick	67	Fishing Bounty Claims	37, 37c
County Courts	67 to 67b	Fishing Leases or Licenses in N. B.	37a
County Courts, Kings and Albert	67a	Fishing, Lobster, close season	37c
Court, Maritime	68 & 68a	Fog-Whistles, Shelburne Harbor	68
Credit Valley Railway, C. P. R. interest in	27n	Food, Adulteration of	4 & 4a
Credit Valley Stock	27a	France, commercial arrangements with	89
Criminal Statistics for 1881	14	do Commissioner in	60
Customs Department, Montreal	13b, 49	Freight Sheds and Warehouse at St. John, N. B., I. C. R.	40g
Customs Duties paid by C. P. R.	27m	Freight Tariff between I. O. R. and Allan Line for Season 1882-83	39 & 39a
do refunded at Toronto	91	Freight Tariff, Western Division, C. P. R.	27j
		Frontenac Terrace, Quebec	113
D		G	
Dauphené, Jas., claim of	115	Gaspé, Petition of the Fish Merchants of	98
De la Chevrotiere, Mr. O. O.	51	Gaspé, steamer connecting with I. C. R.	40k
Digby, N. S., wharves at	79	Gatineau Valley Railway Co., subsidy to	121
Dionne, —, Doctor's bill for attending	40c	General Election, 1882	77 & 77a
Disasters to Canadian Vessels in the Great Lakes	58	General Election, 1882, list of Returning Officers	33
Distilled and Fermented Liquors imported and manufactured	59	Genii, request of the Master of, to release sailors	72
Distribution, Canadian Statutes	28	Germany, commercial arrangements with	89
Dominion Bailiffs, appointment of	62 & 62a	Germany, steamship communication with	71
Dominion Police, expenditure of	18	Glendon, steamer to replace the	97
Dominion Statutes	17 to 17b, 28	Goodwin, Jas., amount paid	105
Drawbacks, manufactured goods exported	45a	Government Lien on G. T. R.	76b, 76c
do do iron do	45a	Government Survey, Lot No. 133, Manitoba	107
Drawbacks, shipbuilding materials	45	Governor General's Warrants	26, 43
Drill Shed, Iona	50	Grain and Products of Grain	100
Drugs, analysis of	4a	Grand Trunk Railway	76 to 76c
Duties on Salt	65	Gravenhurst to Callander, railway between, subsidy to	121
Duties paid by C. P. R. on imports	27m	Great American and European Short Line Railway Co.; subsidy to	121
		Greece's Point, Grenville Canal	105a, 105b
		Grenville and Camillon Canal	10; to 105b
E		H	
Eastern Extension Railway, N. S.	40j	Halifax and Cape Breton R'y and Coal Co.	40j
Ecuador, commercial arrangements with	89	Halifax, Fire Insurance in, from 1880 to 1882	12c
Egypt, do do	89	Halifax, troops in	88
Election, General, 1882-83	77 & 77a	Hamilton, Fire Insurance in, from 1880 to 1882	12c
Estimates, 1883-84	1	Hamilton & North-Western Railway, purchase of shares by G. T. R.	76
Estimates, Supplementary, 1882-83	1	Havelock and Petitcodiac, N. B., railway between, subsidy to	121
Estimates, Supplementary, 1883-84	1	Hébert, H., fraudulent practices	78
Estimates, Further Supplementary, 1883-84	1	Healy, Stewart & Co, Contractors	105a & 105b
Examination of Mates	7	H. M. Ships of War British Columbia Coast	106
Excise, Montreal	13b	Hudson Bay	104
Expenditure, British Columbia Penitentiary	28a	Huron Lake, buoys and beacons	87
Expenditure, Dominion Police	18	Hydrographical Survey	64
do and receipt, charged to Consolidated Fund	30		
Expenses and Revenue, I. C. R.	40a		
Expenses, unforeseen	22, 42		
Exports and Imports last half 1882	92		
Extradition Act, Canadian	32		
F		I	
Fabre, Hon. Hector, Commission to France	60	Immigration	93 to 93c
Factory Labor	16 & 16a	Immigration into British Columbia	93, 93c
Fermented and Distilled Liquors, imported and manufactured	59	Implements, agricultural, imported into Manitoba and N. W. T.	103 to 103b
Fermented and Distilled Liquors, materials used in	59	Imports and Exports, last half 1882	92
Field Battery, Richmond	31c	Indian Affairs, Annual Report	5
Fifth General Election	77 & 77a	Indian Agency, Manitoba	123
Fines and Seizures	38	Inland Revenue, Annual Report	4
Fines exacted and how disposed of	38	Inland Revenue, Montreal	13b
Fire Insurance, 1880 to 1882 inclusive, in Montreal, Quebec, Toronto, Hamilton, Ottawa, Halifax, St. John, N. B.	12c	Instruction Staff, Royal Military College	56a
Fire and Marine Insurance, abstract for 1882	12a	Insurance	12 to 12c
Fisheries	37 to 37c	Insurance, Report of Superintendent	12
Fisheries and Marine, Annual Report	7	Intercolonial Railway	40 to 40f, 121
Fisheries, Commissioner's Report	7	do Commission	40b
Fishermen, bounty to	37c		

	Q	No.		S	No.
Quaco Lighthouse.....		57	Statistics, Criminal, for 1881		14
Quebec and Lake St. John Railway Co., subsidy to.....		121	do railway		8a
do Cartridge Factory		99	Statutes, Canadian, classifying, &c.	17 to 17b	7
do City, fire insurance in, 1880 to 1882..		12c	Steamers for Lake of the Woods and Rainy Lake.....		114
do Frontenac Terrace.....		113	Steamship communication with Germany....		71
do Provincial subsidy.....	94 & 94a		Stewart, John, volunteer of 1837-38		31d
R			St. Anne (Chicoutimi), wharf at.....		46b
Railway Bridge, St. John.....		47 & 47a	St. Agathe, Man., claims on lot No. 133....		106
Railway, Canadian Pacific.....	27 to 27r		St. Jean, banque de.....		34
Railway Commission, Canadian Pacific.....	27g		St. Jean Port Jolie, pier at.....	46 & 46a	
do Intercolonial	40b		St. John, land taken in, for I.C.R.		40h
Railway, Grand Trunk.....	76 to 76c		St. John, N.B., fire insurance in, from 1880 to 1882		12c
Railway, Intercolonial.....	40 to 40l		St. John Railway Bridge.....	47 & 47e	
Railway, Lake St. John.....	90		St. John River, N.B.		122
Railway map of Canada.....	8a		St. Lawrence and Ottawa Railway, purchase of shares by G.T.R.....		76
Railway, P. E.I.....	86		Subsidies for Manitoba.....		108
Railway Statistics.....	8a		Subsidies to certain railways.....		121
Railways and Canals, Annual Report.....	8		Subsidy, Province of Quebec.....	94 & 94a	
Railways, public debt incurred for.....	109		Sugar and Syrup imported by vessels.....		58b
Railways, subsidies to.....	121		Summerside Harbor.....		54
Rainy Lake, steamers for.....	114		Superannuation	21 to 21b	
Rapide Plat Canal.....	105c		Superannuation List.....		21e
Receipts and Expenditure charged to Con- solidated Fund.....	30		Supernumerary Clerks, Montreal Customs...		49
Reciprocity between Canada and the U.S....	55		Supreme Court, amended rule.....		63
Registered ships in Province of Quebec, &c.	58a		Survey, Hydrographical		64
Renouf, Dr., account of.....	40e		Suspension of Extradition Act		32
Reserves, Naval.....	82 & 82a		T		
Returning Officers, list of.....	33		Tariff between Intercolonial and Allan Mail Line.....	39 & 39a	
Revenue and expenses, I. C. R.....	40a		Telegram expenses, Dep't. Public Works...		124
Revision Canadian Statutes.....	17 to 17b		Thunder Bay, C.P.R. terminus		27r
Richmond Field Battery.....	31c		Timber Licenses in disputed territory (On- tario)		118
River du Loup and Brandy Pots Semaphores	74		Tobacco, Canadian		35
River du Loup branch, sale of by G.T.R. 76b to 76c			Toronto, Customs duties refunded at.....		91
do & Rivière Ouelle, wharfs at.....	75		Toronto, fire insurance in, from 1880 to 1882.		12c
Rocky and Selkirk Mountains, C.P.R. line in	27l		Trade and Navigation, Annual Report.....		2
Rolling Stock, Intercolonial Railway.....	40, 40f & 40i		Trade between Canada, West Indies and Brazil.....		98
Romania, commercial arrangements with.....	89		Troops in Halifax.....		88
Royal Military College.....	56, 56a		Truro and Pictou Branch I.C.R.....		40q
Russell v. The Queen	80		U		
Russia, Jewish Refugees from.....	93c		Unforeseen expenses	22, 42	
S			Unsettled accounts with the Provinces.....		20
Sailors' application for release.....	72		V		
Sale of Liquor.....	59a, 59b & 61		Vancouver Island Constitution, &c.....		70
Salmon Fishing	37b		Vessels importing sugar, syrup and molasses.		58b
Salt duties.....	65		Vessels, on the Great Lakes, disasters to Canadian.....		58
Secretary of State, Annual Report.....	11		Vessels, registered.....		58a
Sections 14 and 15, C.P.R.....	27g		Veterans, 1812, deceased since 1875.....		31
Securities and bonds.....	25		do surviving.....	31 & 31a	
Seizures and fines.....	38		do widows of.....		31
do at ports of entry	38		W		
Seizures of tobacco	35a		Warrants, Governor General's.....	26, 43	
Selkirk and Rocky Mountains, C.P.R., line in Semaphores, River du Loup and Brandy Pots	27l		Weights and Measures.....		4
Servia, commercial arrangements with.....	74		Wellington, Grey and Bruce Railway, pur- chase of shares by G.T.R.....		76
Shelburne Harbor, fog-whistle	66		West Indies, trade between Canada and.....		98
Shipbuilding materials, drawback on.....	45		Wharves and Piers.....	46 to 46g, 75	
Ships registered in the Province of Quebec, &c.....	58a		Whitehead, Jos., Contractor		27g
Short-term prisoners, claim for refund for maintenance by P.E.I. Government. 46c & 46d					
Shuswap and Okanagan Canal	81				
Spain, commercial arrangements with.....	89				
Spellmacheen-Okanagan Canal	81				
S.S. <i>Newfield</i> and <i>Moravian</i>	101				
Standard Meridian	48				
Statistics and Census	24				

LIST OF SESSIONAL PAPERS.

ARRANGED NUMERICALLY AND IN VOLUMES.

CONTENTS OF VOLUME A.

CENSUS OF CANADA, 1880-91, Vol. III.

CONTENTS OF VOLUME No. 1.

No. 1... PUBLIC ACCOUNTS :—For the fiscal year ended 30th June, 1882.

ESTIMATES :—Of sums required for the service of the Dominion, for the year ending 30th June, 1884.

Supplementary Estimates of sums required for the service of the Dominion, for the year ending 30th June, 1883.

Supplementary Estimates of sums required for the service of the Dominion, for the year ending 30th June, 1884.

Further Supplementary Estimates of sums required for the service of the Dominion, for the year ending 30th June, 1884.

CONTENTS OF VOLUME No. 2.

No. 2... TRADE AND NAVIGATION :—Tables of, for the fiscal year ended 30th June, 1882.

CONTENTS OF VOLUME No. 3.

No. 3... POSTMASTER-GENERAL :—Report of, for the year ended 30th June, 1882.

No. 4... INLAND REVENUE :—Report, Returns and Statistics of, for the fiscal year ended 30th June, 1882.

Supplement No. 1 :—Canal Statistics for the season of Navigation, 1882.

Supplement No. 2 :—Weights and Measures, 1882.

Supplement No. 3 :—Adulteration of Food, 1882.

No. 4a. Return to Address (Senate); Return showing—The various drugs and articles of food, an analysis of which has been made by the official Analyst, and the Reports thereon.

CONTENTS OF VOLUME No. 4.

No. 5... INDIAN AFFAIRS :—Annual Report of the Department of, for the year ended 31st December, 1882.

No. 6... AUDITOR-GENERAL :—Report of, on Appropriation Accounts, for the year ended 30th June, 1882.

CONTENTS OF VOLUME No. 5.

No. 7... MARINE AND FISHERIES :—Report of the Department of, for the fiscal year ended 30th June, 1882.

Supplement No. 1 :—Report of the Chairman of the Board of Steamboat Inspection, Examination of Mates, &c., for the calendar year ended 31st December, 1882.

Supplement No. 2 :—Report of the Commissioner of Fisheries, for the year ended 31st December, 1882.

CONTENTS OF VOLUME No. 6.

- No. 8... RAILWAYS AND CANALS:—Annual Report of the Minister of, for the past fiscal year ended 30th June, 1882.
- No. 8a. RAILWAY STATISTICS OF CANADA:—Capital, traffic and working expenditure of the railways of the Dominion, for the year ended 30th June, 1882, with a map showing the Railways of Canada.
- No. 9... MILITIA:—Report on the state of, for the year 1882.
- No. 10... PUBLIC WORKS:—Annual Report of the Minister of, for the fiscal year 1881-82.

CONTENTS OF VOLUMES Nos. 7 & 8.

- No. 10a. PUBLIC WORKS:—General Report of the Minister of, from 30th June, 1867, to 1st July, 1882.

CONTENTS OF VOLUME No. 9.

- No. 11... SECRETARY OF STATE OF CANADA:—Report of, for the year ended 31st December, 1882.
- No. 12... INSURANCE:—Report of the Superintendent of, for 1881.
- No. 12a. Fire and Marine Insurance Companies: Abstract Statements of, for the year ended 31st December, 1882.
- No. 12b. Life and Accidental Insurance in Canada: Abstract of, for the year 1882.
- No. 12c. Return to Order: Statement of the total amounts of insurance premiums against fire collected and losses paid, during each of the years 1880, 1881 and 1882, in each of the following cities: Montreal, Quebec, Toronto, Hamilton, Ottawa, Halifax and St. John, N.B. (*Not printed.*)
- No. 13... CIVIL SERVICE:—Report of the Examiners.
- No. 13a. Return of the names and salaries of all persons appointed or promoted in the Civil Service during the half-year ending 31st December, 1882, specifying the office to which each has been appointed or promoted, in compliance with the Canada Civil Service Act, 1882.
- No. 13b. Return to Order: Return showing the names, ages and origin of all persons employed in the Customs, Post and Inland Revenue offices at Montreal, since 1st May, 1882, to 20th February, 1883, and the salary of each of the said employes; also the names of the employes in the offices of Customs and Excise, on the Civil Service List, as entitled to a pension. (*Not printed.*)

CONTENTS OF VOLUME No. 10.

- No. 14... AGRICULTURE:—Report of the Minister, for the calendar year, 1882.
- Criminal Statistics for 1881:—Appendix to the Report of the Minister of Agriculture for the year 1882.
- No. 15... LIBRARY OF PARLIAMENT:—Report of the Librarian.
- No. 16... LABOR IN FACTORIES:—Report (Senate) of A. H. Blackeby on the laws regulating labor in the State of Massachusetts.
- No. 16a. Report of W. Lukes on factories in England and Continent of Europe.
- No. 17... DOMINION STATUTES:—Report of the Commissioner to collect, &c., passed by Parliament since Confederation.
- No. 17a. Return to Address; Statement in detail of all expenditures made in connection with the Commission to the Hon. James Cockburn, Q.C., to consolidate the Dominion Statutes, and copies of the Commission, and of any reports made by him.
- No. 17b. Return to Address; Copies of correspondence, &c., touching the appointment of a Commissioner in connection with the Revision of the Canadian Statutes.

- No. 18... DOMINION POLICE:—Statement of expenditure during the year 1882. (*Not printed.*)
- No. 19... BANKS:—Lists of Shareholders of the Canadian Banks. (*Not printed.*)
- No. 20... LAND IMPROVEMENT FUND:—Return to Address; Copies of all letters, &c., between this Government and the Governments of Ontario and Quebec, from 1st June, 1882, relating to this Fund and unsettled accounts, also a statement showing the present balances, if any, due to the said Provinces. (*Not printed.*)
- No. 21... SUPERANNUATION:—Statement of name, &c., of each person superannuated, &c., in accordance with the Civil Service Act, 45 Vic., chap. 4, sec. 55, sub-sec. 3.
- No. 21a. Return of the names of the persons on the Superannuation List, as on 23rd February, 1883, together with the amount of the annual allowances paid each.
- No. 21b. Return (in part) to Order; Statement showing separately for each year since the establishment of the Superannuation Fund:—1. The number of persons on the list for the year as entitled to the benefit of the Act. 2. The number superannuated during the year under the Act. 3. The number retired during the year on a gratuity under the Act. 4. The total amount paid into the Fund from the beginning by those who were, during the year, superannuated or retired on a gratuity; distinguishing between those whose superannuation was caused by the abolition of office. 5. The number of persons on the list, for the year, who died in the service;—and 6. The total amount paid into the Fund from the beginning by those who, during the year, died in the service.
- No. 22... UNFORSEEN EXPENSES:—Statement of payments charged to, by Order in Council, from 1st July, 1882, to date, in accordance with the Act 42 V., chap. 2, schedule B.
- No. 23... INTERIOR:—Annual Report of the Department of, for the year 1882.
- No. 24... CENSUS AND STATISTICS:—Report, required by sec. 25, of the Census and Statistics Act, of 1879, of operations and expenses during the calendar year, 1882. (*Not printed.*)
- No. 25... BONDS AND SECURITIES:—Detailed statement of, registered in the Department of the Secretary of State of Canada, submitted to Parliament, in compliance with the Act 31 Vic., chap. 37, sec. 15. (*Not printed.*)
- No. 26... GOVERNOR GENERAL'S WARRANTS:—Statement of, issued since the last Session of Parliament, in accordance with the Act 41 Vic., chap. 7, sec. 32, sub-sec. 2, on account of the fiscal years, 1881-82, and 1882-83.
- CONTENTS OF VOLUME No. 11.**
- No. 27... CANADIAN PACIFIC RAILWAY:—Return to Resolution; Report giving full information on all subjects affecting the Railway, up to the latest date: 1. The selection of the route; 2. The progress of the work; 3. The selection or reservation of land; 4. The payment of money; 5. The laying out of branches; 6. The progress thereon; 7. The rates of tolls for passengers and freight; 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year; 9. Like particulars up to the latest practicable date before the presentation of the Return; 10. Copies of all Orders in Council and of all Correspondence between the Government and the Railway Company, or any member or officer of either, relating to the affairs of the Company.
- No. 27a. Return to Resolution; Memorandum as to substitution by the Railway of Credit Valley Stock for \$1,000,000 cash deposit.
- No. 27b. Return to Resolution; Report of the Company, in account with the Government of Canada, viz.:—Rails Advance Account, Land Grant Bond Account, Current Account and Subsidy Account. (*Not printed.*)
- No. 27c. Return to Resolution; Schedule of Correspondence as to Canadian Pacific Land Grant Bonds.
- No. 27d. Return to Resolution; Memorandum of the progress of construction of the Railway, dated Montreal, 21st February, 1883. Also, a map of the country to be traversed by the Railway. (*Not printed.*)

- No. 27e. CANADIAN PACIFIC RAILWAY :—Return to Resolution ; Further Report giving full information, not contained in No 27 ; and also, a plan showing lands for expropriations of the Railway, extending from the south-westerly side of the village of Prince Arthur's Landing easterly to Current River.
- No. 27f. Return to Resolution ; Copies of communications of the Railway on the subject of the allotment and conveyance of lands, as they are earned under the contract.
- No. 27g.. Return to Order ; Statement, in detail, of all sums expended in connection with the Canadian Pacific Railway Commission, with dates and names of the persons paid, and particulars of the service in respect of which payment is made—copy of all correspondence, contracts, accounts or arrangements, not already brought down, as to the printing of the evidence or Report.
- No. 27h. Return to Resolution ; Map showing the Railway, as located for construction between Callander and Algoma Mills, 191 miles. (*Not printed.*)
- No. 27i.. Copies of contracts for the Railway, in terms of section 19 of the Act 37 Victoria, chapter 14, as follows :—
 Between Horton & Son and Her Majesty the Queen, etc.,—for the supply of 72 tons of iron bolts and nuts. (Contract No. 94.)
 Between Bayliss, Jones and Bayliss and Her Majesty the Queen, etc., —to supply bolts, nuts and spikes. (Contract No. 95.)
 Between Guest and Company and Her Majesty the Queen, etc.,—for the supply of steel rails and steel fish-plates. (Contract No. 96.)
 Between John McDonald and Her Majesty the Queen, etc.,—to construct six combined passenger and freight buildings on 42nd contract. (Contract No. 97.)
 Between Colin Nichol Black and the Minister of Railways and Canals, etc., for the supply of 30,000 tamarack ties, 8'—0 x 7" x 8" at 25 cts. each. (Contract No. 98.)
- No. 27j. Return to Resolution ; Location eastern section, Current Creek to Nipigon, and freight tariff, western division.
- No. 27k.. Return to Order ; Statement of the total quantity of land agreed to be sold by the Company, the total price agreed to be paid therefor, during each month up to the 1st day of March, 1883, distinguishing between the sales of farming lands and those of town, village or station lots, woodland, mineral, quarry lands and other special sales, and including the quantities and prices realized for lands in which the Company became interested by agreements in connection with the location of stations. (*Not printed.*)
- No. 27l.. Return to Resolution ; Communication from W. C. Van Horne, General Manager, dated Montreal, 18th April, 1883, respecting additional information concerning the line proposed to be adopted through the Rocky and Selkirk Mountains.
- No. 27m. Return to Order ; Statement of duty paid by the Company on articles imported by them, from the date of their contract until 28th February, 1883, specifying the ports of entry of such goods, and the amount paid at each port. (*Not printed.*)
- No. 27n.. Return to Address ; Copies of the official memorandum of the Company, dated 12th December, 1882, describing its position and prospects. The advertisement published thereafter by the Company asking for subscriptions for its increased capital stock ; and all memoranda in connection therewith.
 Statement showing the amount of the subscribed stock of the Company prior to the increase of its capital stock from \$25,000,000 to \$100,000,000, and the amounts paid up on such subscribed stock, with the date of each payment in cash, and also the amounts (if any), satisfied by the acquisition of property or otherwise, specifying in such case the consideration therefor and the amount of stock given, and the date.
 Statement of the facts as to the acquisition by the Company of the Canada Central Railway, the Montreal, Ottawa and Occidental Railway, and interest in the Credit Valley Railway and Ontario and Quebec Railway.
 Statement of the various matters required to be returned under the Consolidated Railway Act, 1879, and amendments thereto.
 Statement of the total sum expended up to the 1st of February, 1883, by the Company under their contract.

- No. 27o. **CANADIAN PACIFIC RAILWAY**:—Return to Order; Map or maps showing (1) the location of the railway so far as approved or constructed; (2) its location so far as proposed to Government, but not yet approved; (3) the location of any branches constructed and of any now contemplated by the Company, so far as the Government is advised; (4) the lands set apart for the Company but not yet granted; (5) the lands granted; (6) the lands applied for but not yet set apart. (*Not printed.*)
- No. 27p. Return to Order; Statement showing the reduction made by change of construction in Contracts A and B, and the amount involved by such change; also, the amount of each payment made to the respective contractors each month since the letting of the work; also, all claims made by the contractors on each of these contracts, and the date of each claim. (*Not printed.*)
- No. 27q. Papers in relation to Sections 14 and 15, Joseph Whitehead, Contractor. (*Not printed.*)
- No. 27r. Memorandum respecting Thunder Bay and River Kaministiquia.
- No. 28... **DOMINION STATUTES**:—Official Return of the distribution of, being 45 Victoria, 1882. (*Not printed.*)
- No. 29... **PENITENTIARIES IN CANADA**:—Report of the Minister of Justice on, for the year ended 30th June, 1882.
- No. 29c. Supplementary Return; Expenditure of the British Columbia Penitentiary, for the fiscal year ended the 30th June, 1882. (*Not printed.*)
- No. 30... **RECEIPT AND EXPENDITURE**:—Return to Order; Return of, in detail, chargeable to the Consolidated Fund, from 1st July, 1882, to 1st February, 1883. (*Not printed.*)
- No. 31... **MILITIA**:—Return to Order; Statement of the number of Veterans of 1812 now surviving; of the number who have died since 1875, and of the number of widows of deceased who have applied for assistance. (*Not printed.*)
- No. 31a. Return to Order; Statement containing the names and residences of all the militiamen of 1812 who received their pensions during the last fiscal year, as well as the sum given to each of them. (*Not printed.*)
- No. 31b. Return to Order; Copies of all tenders, accounts, &c., in connection with the purchase of blankets for the militia during the recess. (*Not printed.*)
- No. 31c. Return to Order; Return of all petitions and correspondence with respect to new guns for the Richmond Field Battery. (*Not printed.*)
- No. 31d. Return to Order; Copies of all correspondence relating to the application of John Stewart, of Woodbridge, one of the Volunteers of 1837-38, for assistance, for his services in defence of his country during those years. (*Not printed.*)
- No. 31e. Return to Order; Return showing the number of officers, non-commissioned officers and men who received instruction in "A" and "B" Batteries in each year since their establishment; the number awarded a certificate of qualification in each year, and the entire cost per annum of each battery for the same time.
- No. 31f. Return to Address (Senate); Copies of all tenders for work at the camp at Berthier, in 1882, stating the rates of the various tenders, and the names of persons to whom the contracts were awarded, etc. (*Not printed.*)
- No. 32... **CANADIAN EXTRADITION ACT**:—Return to Address; Correspondence, not already brought down, touching the Act, and the suspension of the Imperial Act within Canada.
- No. 33... **RETURNING OFFICERS**:—Return to Order; List appointed for the General Election, 1882, other than Registrars or Sheriffs, occupations and residences of such officers, and a list of the Sheriffs and Registrars for the Districts in which such officers were appointed.
- No. 34... **BANQUE DE ST. JEAN**:—Return to Order; Copies of the returns, annual and monthly, made by the Bank since 1875, to the Government; also, copies of the certificates granted by the Treasury Board to the said Bank on going into operation. (*Not printed.*)

- U A
- No. 35... **NADIAN TOBACCO**:—Return to Order; Return shewing: 1st. The number of licensed tobacco manufactories on 1st February, 1883, in which Canadian leaf is exclusively used; 2nd. The quantity of Canadian leaf used in tobacco manufactories since the passing of the Inland Revenue Act of 1880, to 1st February, 1883; and 3rd. The quantity of cigars and Cavendish produced, respectively, since 1st May, 1880, to 1st February, 1883, in manufactories in which Canadian Leaf is exclusively used. (*Not printed.*)
- No. 35a... Return to Order; Copies of all documents, &c., relating to a seizure of tobacco on the premises of Mr. N. Bernatchez, and other merchants, of Montmagny. (*Not printed.*)
- No. 36... **COAL**:—Return to Order; Return showing the quantity in tons of coal exported from each port in Nova Scotia for the year ending June 30th, 1882; Also, for the six months ending December 31st, 1882, and the countries to which exported; Also, quantities sent by railway, and by water (separately), to any ports of Quebec and Ontario, naming places sent to.
- No. 36a... Coal Lands; Regulations for the disposal of, approved by His Excellency the Administrator of the Government in Council, on the 2nd March, 1882, substituted for those of the 17th December, 1881.
- No. 36b... Return to Order; Copies for all applications for sales or leases, and all correspondence or reports touching all leases of coal lands in the North-West, not already brought down; and a statement of the payments made under any such leases.
- No. 36c... Return to Order; Return giving a full statement of all coal entered ex-warehouse free or for exportation, during the years ending 30th June, 1881 and 1882.
- No. 37... **FISHERIES**:—Copies of Orders in Council, instructions and forms for Fishing Bounty, submitted in compliance with the Act 45 Vic., cap. 18.
- No. 37a... Return to Order; Return of leases or licenses to fish on rivers in New Brunswick and the annual rent received on each; Also, the number of leases or licenses cancelled or surrendered.
- No. 37b... Return to Order; Return of the instructions issued to the Inspectors of the Fisheries, as to the enforcement of the Order in Council of 11th June, 1879, whereby fishing for salmon in Canada, excepting under authority from the Department of Marine and Fisheries, was prohibited, the number of seizures and informations laid before Justices of the Peace against parties fishing without such lease or license; the number of convictions obtained, etc.
- No. 37c... Certified copy of a Report of the Hon. the Privy Council, on 2nd May, 1883, respecting an appropriation of at least \$50,000 for bounty to fishermen.
- No. 37d... Return to Order; Return of all correspondence, etc., had from 1st January, 1877, to 31st March, 1883, between the Department of Marine and Fisheries at Ottawa and the Inspector of Fisheries for New Brunswick in reference to the claim of ex-Overseer Amos Perley, of Chatham, for services in connection with the Smelt Fishery of Miramichi, in the years 1876 to 1878.
- No. 37e... Return to Address; Copies of all Orders in Council in force regulating the close season for Lobster Fishing, &c.
- No. 38... **SEIZURES AND FINES**:—Return to Order; Statement showing the number of seizures made at each port of entry in the Dominion during the last fiscal year, and also during the six months ended the 31st December 1882, the fines exacted, and how disposed of. (*Not printed.*)
- No. 39... **OCEAN MAIL SERVICE**:—Return to Address (Senate); Correspondence, &c., in the possession of any department or officer of the Government, relating to the mail service between Canada and the United Kingdom, or to the rates of freight charged by the line of steamships by which such mail service is performed.
- No. 39a... Supplementary Return (Senate) to the preceding.
- No. 40... **INTERCOLONIAL RAILWAY**:—Return to Order; Return showing rolling stock purchased during the year ended December 31st, 1882, &c.; also, a statement showing what has been built during the year in the Government workshops.

- No. 40a. INTERCOLONIAL RAILWAY:—Return to Order; Statement of the revenue and working expenses for the six months of each year, ended December 31st, 1880, 1881 and 1882, under the several divisions.
- No. 40b. Return to Address; Copies of all Orders in Council, correspondence, &c., and the Commission in connection with claims made on the Government, arising out of the construction of the railway; and statement of the matters referred to them so far; and of the remuneration to be paid to them and the Secretary of the Commission, &c.
- No. 40c. Return to Order: All correspondence in reference to the removal and dismissal of W.D. McCallum, Chief Train Despatcher at Truro. (*Not printed.*)
- No. 40d. Return to Order; Return of casualties on the railway, where no loss of life or personal injuries occurred, from March 1st, 1882, to March 1st, 1883, with the respective causes, &c.; of damage to property, and amount of compensation paid, as well as claims unsettled. (*Not printed.*)
- No. 40e. Return to Order; Copies of the accounts rendered by Doctors Lebel and Renouf, of St. Gervais, for attendance on an employé of the railway named Dionne; and a statement of the sums to them paid. (*Not printed.*)
- No. 40f. Return to Order; Return showing the nature of the rolling stock purchased for the railway, as contained in the item of \$153,853.84 in the Public Accounts of 1882; where such rolling stock was manufactured, and the price paid.
- No. 40g. Return to Order; Return of all tenders submitted for the construction of the freight sheds and warehouses at the railway depot, St. John, N.B.; the names of the several contractors, and the amount of each contract, the number and names of the superintendents and overseers, and the amount paid for their services. (*Not printed.*)
- No. 40h. Return to Order; Return of the amounts paid for lands taken on Mill and Pond streets, in St. John, N.B., for the railway; the names of the arbitrators appointed to appraise the land, the compensation paid to them and the awards made by them.
- No. 40i. Return to Order; Return showing the rolling stock purchased for each year since the 1st of July, 1878, the nature of such rolling stock, and the place where manufactured, &c.
- No. 40j. Return to Address; Copies of all correspondence between the Government of Nova Scotia and the Departments of Railways and Public Works, respecting the transfer of the branch railway between Truro and Pictou, and with the Halifax and Cape Breton Railway and Coal Company, respecting Eastern Extension Railway matters in Nova Scotia.
- No. 40k. Return to Order; Copies of all correspondence relating to the steamer running in connection with the railway between Campbellton, Gaspé and intermediate ports. (*Not printed.*)
- No. 40l. Papers in relation to H. G. C. Ketchum's claim for overcharge, for the conveyance of rails 1866-67 and '68, Intercolonial Railway. (*Not printed.*)
- No. 41... PUBLIC ACCOUNTS:—Return to Address; Copies of all Orders in Council affecting certain items in the Public Accounts, for the fiscal year ended 30th June, 1882. (*Not printed.*)
- No. 42... UNFORESEEN EXPENSES:—Return to Address; Copies of all Orders in Council affecting certain items in the statement of payments charged to Unforeseen Expenses, referred by the House to the Select Standing Committee on Public Accounts, on the 23rd February, 1883. (*Not printed.*)
- No. 43... GOVERNOR GENERAL'S WARRANTS:—Return to Address; Copies of all Orders in Council affecting certain items in the statement of the Governor General's Warrants, issued during the fiscal years 1881-82 and 1882-83, referred to the Select Standing Committee on Public Accounts by the House, on the 23rd February, 1883. (*Not printed.*)
- No. 44... BAPTISMS, MARRIAGES AND BURIALS:—General statements and returns of, for certain districts of the Province of Quebec, for the year 1882. (*Not printed.*)
- No. 45... DRAWBACK ON SHIPBUILDING MATERIALS:—Return to Order; Return of all claims presented for drawback on materials used for shipbuilding, for the year ended 30th June, 1882; also, for the six months ended 31st December, 1882. (*Not printed.*)

- No. 45c. **DRAWBACK ON MANUFACTURED GOODS**:—Return to Order; Return of all claims presented for drawbacks on goods manufactured for export since 2nd March, 1882, &c.; also, copies of all regulations made by the Department with reference to such claims, together with a copy of one allowed claim and the sworn declaration thereto of each exporter of boilers, machinery, sewing machines or other manufactures of iron.
- No. 46... **WHARVES AND PIERS**:—Return to Order; Copies of all correspondence with reference to the construction of an addition to the pier of St. Jean Port Jolie, County of L'Islet, &c, since the appropriation made for that object during the last Session of Parliament. (*Not printed.*)
- No. 46a. Return to Order; Completing the preceding return by furnishing the date of the memorandum closing the said papers. (*Not printed.*)
- No. 46b. Return to Order; Reports, &c., in relation to the construction of a wharf or pier at St. Anne, on the Saguenay, County of Chicoutimi. (*Not printed.*)
- No. 46c. Return (in part) to Address; Correspondence, &c., relating to any claim made by the Provincial Government of Prince Edward Island, for a refund of their expenditure upon public wharves and piers, and also in connection with the maintenance of short-term prisoners in that Province since its admission to the Union. (*Printed for Distribution.*)
- No. 46d. Supplementary Return to the preceding. (*Printed for Distribution.*)
- No. 46e. Return to Order; Copy of all reports, estimates, &c., made by the Government Engineers of Port Albert Harbor, and all correspondence with the Port Albert Pier Company respecting said harbor.
- No. 46f. Return to Order; Copies of all reports, &c., made by the Government Engineers of Bayfield Harbor.
- No. 46g. Return to Order; Copies of all correspondence, appropriations, &c., relative to proposed improvement of Morpeth Harbor, on Lake Erie.
- No. 47... **St. JOHN RAILWAY BRIDGE**:—Return to Order; Copies of all correspondence with the Government during the year 1882, referring to the construction of a railway bridge over the St. John, at St. John.
- No. 47a. Telegram from Shadroch Holly, Mayor of St. John, N.B., with a copy of a memorial to the Governor General, in relation to the resolution respecting the proposed loan to the St. John Bridge and Railway Company.
- No. 48... **STANDARD MERIDIAN**:—Return to Address (*Sevate*); A copy of the memorial from the Royal Society of Canada, the Canadian Institute of Toronto, and of any documents connected with the memorials, relative to the representation of Canada in the International Conference, to determine a standard meridian now contemplated by the Congress of the United States. (*Printed for Distribution.*)
- No. 49... **CUSTOMS DEPARTMENT, MONTREAL**:—Return to Order; Return of the names of persons in the employ of the Customs Department in the City of Montreal, as supernumerary clerks constantly employed for not less than six months previous to 1st July, 1882. (*Not printed.*)
- No. 50... **DRILL SHED, IONA**:—Return to Order; Copy of contract, &c., for the building of the drill-shed at Iona, Ont., with report of inspection of the same. (*Not printed.*)
- No. 51... **DE LA CHEVROTÈRE, O. C., DISMISSAL OF**:—Return to Address; Copies of the Order in Council, &c., dismissing Mr. Octave C. de la Chevrotière from his position as keeper of a lighthouse situated in the Parish of Lotbinière, in the County of Lotbinière. (*Not printed.*)
- No. 52... **BREAKWATERS**:—Return to Order; Return of the advertisement for construction of the Breakwater at Port Lorne, N.S., and the several tenders therefor; the party to whom the contract was awarded, and the amount of such contract. (*Not printed.*)
- No. 52a. Return to Order; Copies of all papers, reports of engineers, &c., relating to the building of a breakwater at New Harbor, Guysboro' County, N.S. (*Not printed.*)
- No. 52b. Return to Order; Copies of all correspondence, &c., relating to the building of a breakwater on the west side of Liverpool Bay, from 1870 to 1882. (*Not printed.*)

- No. 52c. **BREAKWATERS** :—Return to Order; Copies of Engineer's report of survey made at Brae, Prince County, Prince Edward Island, during last summer, with a view to making harbor improvements. (*Not printed.*)
- No. 53... **MILLER, J. A., JUDGE** :—Return to Order; Copies of all correspondence with Mr. J. A. Miller, late Justice of the Court of Queen's Bench, Manitoba, prior to his appointment, relating to his becoming Justice of that Court, and subsequently to his appointment on the subject of the resignation of his office. (*Not printed.*)
- No. 54... **SUMMERSIDE HARBOR** :—Return to Order; Copy of the Engineer's Report of Survey made at Summerside Harbor, Prince County, Prince Edward Island, during the last summer, with a view to improving the navigation of said Harbor. (*Not printed.*)
- No. 55... **RECIPROCIITY BETWEEN CANADA AND U. S.** :—Return to Address; Copies of all correspondence between the Governments of Canada and the United States, or any Board of Trade in Canada or the United States, upon the question of Reciprocal Trade relations between the two countries, on the general basis of the Reciprocity Treaty of 1854, since 1878.
- No. 56... **ROYAL MILITARY COLLEGE** :—Return to Order; Return of the number of Cadets that have graduated at the Royal Military College since its establishment; the number who have obtained Commissions in the Imperial service; the number who have been appointed to the permanent Militia Corps; Also, names of any officers appointed to "A" and "B" Batteries of Artillery since February 6th, 1880, who have not graduated at the Royal Military College, and of those appointed who graduated at the College. (*Not printed.*)
- No. 56a. Return to Order; Return showing the name, salary and duty of each officer on the Instruction Staff of the Royal Military College, with the date of his appointment; also a Return showing the full staff of officers of "A" and "B" Batteries, respectively, with salary and date of appointment. (*Not printed.*)
- No. 57... **QUACO LIGHTHOUSE** :—Return to Order; Return of the tenders for the re-building of the Lighthouse at Quaco, New Brunswick, and to whom the Contract was awarded, and the amount of such Contract. (*Not printed.*)
- No. 58... **DISASTERS TO CANADIAN VESSELS IN THE GREAT LAKES** :—Return to Order; Return of all correspondence relating to the disasters which have occurred to Canadian vessels, navigating the Great Lakes and the Georgian Bay, within the past three years, &c. (*Not printed.*)
- No. 58a. **REGISTERED VESSELS** :—Return to Order; Statement showing the vessels registered in the Province of Quebec; also, the number of vessels sold and lost between 1st January, 1873, and 1st January, 1882. (*Not printed.*)
- No. 58b. **VESSELS IMPORTING SUGAR, SYRUP AND MOLASSES** :—Return to Order; Return showing the number of vessels with their tonnage, nationality and port of entry, in which sugar, syrup and molasses were imported into this country during the fiscal year ended 30th June, 1881; the quantity of sugar above 14 D.S., and of a lower grade by each vessel or steamship; also a like Return from 1st July, 1881, to 1st January, 1882. (*Not printed.*)
- No. 59... **INTOXICATING LIQUORS** :—Return to Order; Statement showing the quantities of distilled and fermented liquors, imported and manufactured for consumption in Canada, from 1868 to 1882, computed in Imperial gallons, each Province separately, the value of the same and duty paid thereon; the amount of materials used in brewing and distilling alcoholic liquors in the several Provinces of Canada during the same years.
- No. 59a. Return to Order; Copies of any petitions from the Province of Quebec, on the subject of proposed legislation, as to the sale of intoxicating liquors. (*Not printed.*)
- No. 59b. Return to Address; Copies of despatches, &c., on the subject of Canadian and Provincial Laws, as to the imposition of restrictions on the sale of intoxicating drinks. (*Not printed.*)
- No. 60... **FABRE, HON. HECTOR** :—Return to Address; Copies of all correspondence, &c., respecting the appointment of Hon. Hector Fabre to the position he now occupies in France; also, statement of his duties and the salary or commission paid or to be paid for such services, &c; also, all reports on the results of the mission. (*Not printed.*)

- No. 72... **SAILORS' APPLICATION FOR RELEASE**:—Return to Address; Copies of all correspondence between the Secretary of State and the Departments of Marine and Fisheries and of Justice, concerning the application of divers sailors in the port of Quebec, praying for a release from confinement, and to return to sea, &c., at the request of R. Temple, Master of the British vessel *Gem*. (Not printed.)
- No. 73... **BRITISH CANADIAN LOAN AND INVESTMENT Co.**:—Return (Senate)—A list of shareholders, and also a statement of its affairs on 31st December, 1882. (Not printed.)
- No. 71... **SEMAPHORES, RIVER DU LOUP, AND BRANDY POTS**:—Return to Address; Copies of all correspondence in relation to the erection of Semaphores on the wharf at River du Loup, in the County of Temisconata, and on the Brandy Pots. (Not printed.)
- No. 75... **WHARVES AT RIVER DU LOUP AND RIVIÈRE OUELLE**:—Return to Order; Copies of all Reports made up to this date, respecting the movement of the ice at the wharves at River du Loup and Rivière Ouelle. (Not printed.)
- No. 76... **GRAND TRUNK RAILWAY**:—Return to Address; Copy of all correspondence between the Government of Canada and the Company, in relation to the purchasing of bonds and shares of the Wellington, Grey and Bruce Railway; also, certain stocks and shares of the Hamilton and North-Western Railway Company, and of the St. Lawrence and Ottawa Railway Company; also, all copies of correspondence in relation to the purchase or sale of the North Shore Railway Company, &c. (Not printed.)
- No. 76a... Return to Order; Return of all accidents and casualties which have occurred on the Railway, or any of its branches or railways under its control, involving either loss of life or injury to person or property, &c. (Not printed.)
- No. 76b... Return to Order; Copy of all correspondence between the Company and the Government, in reference to the purchase or sale of the Rivière du Loup Branch of the said railway, now owned by the Government; also, any correspondence showing the manner in which the said Company have expended or proposed to expend the money so received; and also, all correspondence concerning the Government lien for the debt of £3,111,500, and accrued interest.
- No. 76c... Supplementary Return to the preceding.
- No. 77... **FIFTH GENERAL ELECTION**:—Report on the Dominion elections of 1882, and also each election held subsequently thereto up to date.
- No. 77a... Return to Order; Return showing all sums paid to defray expenses of the late Dominion elections, in the different electoral districts.
- No. 78... **HÉBERT, H., FRAUDULENT PRACTICES**:—Return to Order; Copies of any complaint against Hubert Hébert, Chief Station Master at Montmagny, in relation to a charge of fraudulent practices affirmed against him by P. E. Casgrain, Esq., Member for L'Islet. (Not printed.)
- No. 79... **WHARFAGE AT DIGBY, N.S.**:—Return to Order; Statement of the amount collected for wharfage at the public pier at Digby, for each year from 1879 to 1882, inclusive. (Not printed.)
- No. 80... **RUSSELL VS. THE QUEEN**:—Return to Address; Copies of the judgments in the case of Russell and the Queen, in the Supreme Court of Canada and the Privy Council, and of the judgments in any Provincial courts of superior jurisdiction, or in the Supreme Court of Canada, in all cases raising the right of a Provincial Legislature to pass laws affecting the number or character of persons licensed to sell intoxicating liquors, or the times of such sale.
- No. 81... **SHUSHWAP AND OKANAGAN CANAL**:—Return to Address; Copies of all correspondence, &c., in connection with the surveys made in 1882 for the construction of a canal between Lakes Shushwap and Okanagan, British Columbia.
- No. 82... **ORDNANCE LANDS AND NAVAL RESERVES**:—Return to Order; Statement showing the gross amount of receipts from the sale or leasing of Ordnance Lands or Naval Reserves, in Ontario, Quebec, New Brunswick and Nova Scotia, from 1st July, 1856, to 1st July, 1882, and the purpose to which the sums so received have been applied; also a Statement showing the several properties of which portions have been sold or leased, and the number of acres in each case. (Not printed.)
- No. 82a... Supplementary Return to the preceding.

- No. 83... **MURRAY CANAL** :—Return to Address (Senate); Copies of all tenders received for the construction of the Murray Canal, and all correspondence, &c., concerning the same.
- No. 84... **LAND FOR COLONIZATION** :—Return to Order; Returns showing the total number of applications for land for colonization under plans Nos. 1 and 2 of the Land Regulations of 23rd December, 1881, up to 1st January, 1883, with the names of the applicants, the date of application, and the quantity of land in each case applied for.
- No. 85... **O'CONNOR, HON. JOHN** :—Return to Address; Statement of any sums paid, and the arrangement on which such were paid, to the Hon. John O'Connor, since his retirement from office. (*Not printed.*)
- No. 86... **PRINCE EDWARD ISLAND RAILWAY** :—Return to Order; Return of all reports, estimated cost, &c., bearing upon the survey of a proposed branch line of railway, between Harmony Station on the railway, to Elmira, east point of P.E.I.
- No. 87... **BUOYS AND BEACONS, LAKE HURON** :—Return to Order; Return of all correspondence with the Government within the past four years, copies of contracts and expenditure, in reference to buoys and beacons in the north channel of Lake Huron. (*Not printed.*)
- No. 88... **TROOPS IN HALIFAX** :—Return to Address; Copies of all despatches, Orders in Council and reports on the subject of the withdrawal of the troops from Halifax. (*Not printed.*)
- No. 89... **COMMERCIAL RELATIONS WITH FRANCE, SPAIN, &c.** :—Return to Address; Copies of all despatches, &c., between the Governments of the United Kingdom and Canada; and between the Government of Canada and the High Commissioner, touching negotiations for commercial arrangements with France, Spain or other countries.
- No. 90... **LAKE ST. JOHN RAILWAY** :—Return to Order; Copies of all correspondence between the Government and the Lake St. John Railway Company, in relation to the subsidy granted to the said company, and a statement of all sums paid to the said company, on account of the said subsidy. (*Not printed.*)
- No. 91... **CUSTOM DUTIES REFUNDED AT TORONTO** :—Return to Order; Return of the names and respective amounts of Customs duties refunded at the port of Toronto for the last fiscal year, and the articles or commodities upon which the duties were collected and refunded. (*Not printed.*)
- No. 92... **IMPORTS AND EXPORTS** :—Return to Order; Return showing the imports and exports from July 1st, 1882, to January 1st, 1883, and the countries from which imported and to which exported. (*Not printed.*)
- No. 93... **IMMIGRATION** :—Return to Address; Copies of all correspondence, &c., of recent date between the Governments of the Dominion and British Columbia, on immigration into that Province.
- No. 93a... Return to Order; Copies of all correspondence between the British Columbia and Dominion Governments respecting immigration to British Columbia; also, on the question of Chinese immigration.
- No. 93b... Return to Order; Return giving the number of Immigrant Agents (other than those on the regular and published lists) sent from Canada to Europe, who received pay from the Government during the Calendar years of 1881 and 1882; the names of persons so employed; the instructions given to them, &c.
- No. 93c... Return to Order; Copies of all correspondence, &c., in reference to the immigration of Jewish refugees from Russia into Canada, and the subsequent maintenance and disposal of such immigrants. (*Not printed.*)
- No. 94... **QUEBEC PROVINCIAL SUBSIDY** :—Return to Address; Copy of any representation by the Legislature of Quebec, on the subject of an increase of the provincial subsidy.
- No. 94a... Return to Address (Senate); All letters, correspondence, &c., which the Federal Authorities may have received from the Quebec Government or Legislature, asking for "better terms" or an increase of the Dominion Subsidy.

- No. 95... **ONTARIO BOUNDARY AWARD** :—Return to Address; Copies of all correspondence between the Secretary of State and Lieutenant-Governor of the Province of Ontario, in relation to the award respecting the northern and north-western boundaries of that Province, not already communicated.
- No. 96... **PORTAGE ISLAND** :—Return to Address; Copies of all correspondence between the Canadian Government and the British Government, in reference to the transfer of Portage Island, at the entrance of the Miramichi River, to the Government of Canada, together with all reports, &c., in reference to that subject.
- No. 97... **STEAMER TO REPLACE THE "GLENDON"** :—Return to Order; Return of the advertisement for the contract of the building of a steamer to replace the "Glendon"; the several tenders therefor, to whom the contract was awarded, and the amount of such contract. (*Not printed.*)
- No. 98... **TRADE BETWEEN CANADA, WEST INDIES AND BRAZIL** :—Return to Order; Copy of the petition relative to the trade between Canada and the West Indies, and Brazil, signed by the principal fish merchants of the coast of Gaspé and Bay des Chaleurs, and addressed to the Hon. Minister of Finance, with a copy of the letter accompanying the said petition.
- No. 99... **CARTRIDGE FACTORY AT QUEBEC** :—Return to Order; Return showing the cost of the cartridge factory at Quebec, since its establishment, and the names and salary of all the officers and employés, with the value and quantity of ammunition manufactured. (*Not printed.*)
- No. 100. **GRAIN AND PRODUCTS OF GRAIN** :—Return to Order; Statement showing:—1st. The amount of duties collected between 15th March, 1879, and 1st January, 1883, on the cereals comprised under the head of "grain and products of grain"; also the total quantities imported. 2nd. The quantity imported and entered for consumption in Canada; also quantity exported during the years 1874 to 1882, inclusive.
- No. 101. **S.S. "NEWFIELD" AND "MORAVIAN"** :—Return to Order; Copies of all correspondence with the Minister of Marine and Fisheries concerning the employment of the Government steamer "Newfield" in aiding the wrecked steamship "Moravian." (*Not printed.*)
- No. 102. **MINING REGULATIONS** :—Copy of those governing the disposal of mineral lands other than coal lands. (*Not printed.*)
- No. 103. **AGRICULTURAL IMPLEMENTS, &c., IMPORTED INTO MAN. AND N.-W.T.** :—Return to Order; Statement of agricultural implements, waggons, sleighs and carriages, imported from 30th June to 31st December, 1882.
- No. 103a Return to Order; Statement of all agricultural implements, carriages, waggons and sleighs shipped, in bond, to Manitoba from other Provinces of the Dominion, from 1st July to 31st December, 1882.
- No. 103b Return to Order; Statement of all agricultural implements, carriages, waggons and sleighs shipped, in bond, to Manitoba from other Provinces of the Dominion, during the fiscal year ended 30th June, 1882.
- No. 104. **HUDSON BAY** :—Return to Address; Return of all information in reference to the duration of navigation, the soundings and the extent to which the Bay freezes over; also, all documents bearing on its probable resources; also, all reports on the mineral resources of the regions about the Bay and the Islands therein.
- No. 105. **GREENVILLE AND CARILLON CANAL** :—Return to Order; Copy of the award of arbitrator on claim for damages put in by the contractor for the Grenville and Carillon Canal, under contract in force in 1871-72, with statement of sums paid thereunder.
- No. 105a Papers in relation to the construction of two locks, and other works, at Greece's Point.
- No. 105b Award of John Page, Esq., Chief Engineer, on the claim of Messrs. Heney, Stewart & Co. contractors for works at Greece's Point.
- No. 105c Report of J. Page, Esq., Chief Engineer, on the Rapide Plat Canal.

- No. 106.** H. M. SHIPS ON BRITISH COLUMBIA COAST:—Return to Address (Senate); Copies of all correspondence between the Dominion and Imperial Governments, and between the Dominion and British Columbia Governments, on the subject of having one or more of Her Majesty's ships of war stationed continuously on the coast of British Columbia. (*Not printed.*)
- No. 107.** GOVERNMENT SURVEY, LOT No. 133, MANITOBA:—Return to Address (Senate); Copies of all correspondence between the Department of Crown Lands, at Winnipeg, or the Department of the Interior, and parties claiming lot No. 133 of the Government survey, or any right thereto, situated in the Parish of Ste. Agathe, County of Provencher, Manitoba; also, copies of all Orders in Council or of the Department of the Interior, relating to the said lot. (*Not printed.*)
- No. 108.** SUBSIDIES FOR MANITOBA:—Return to Address; Copies of all correspondence, &c., since the commencement of last Session, in reference to subsidies or grants for Manitoba.
- No. 109.** PUBLIC DEBT INCURRED FOR RAILWAYS, CANALS, ETC.:—Return to Order; Statement showing the amounts charged in the Public Debt Account of the Dominion of Canada, which were expended on railways, canals and navigation securities in British Columbia, Manitoba, Ontario, Quebec, New Brunswick, Prince Edward Island, Nova Scotia proper, and Cape Breton Island, up to 1st July, 1882, &c.
- No. 110.** McMILLAN, J. D., DISMISSAL OF:—Return to Order; Copies of all correspondence, &c., relating to the dismissal of John D. McMillan from his office as Fishery Overseer, and the appointment in his place of David Baker. (*Not printed.*)
- No. 111.** PILOTS AND PILOTAGE, BRITISH COLUMBIA:—Return to Order; Copies of all correspondence, &c., between the Government and the Pilotage authorities of British Columbia, or any other parties in that Province, on the subject of Pilots and Pilotage.
- No. 112.** LIFE-SAVING STATIONS:—Return to Order; Copies of correspondence, &c., relative to the establishment and management of Life-saving stations on coast of Lake Ontario, or other waters, together with such other reports upon the construction and operation of Life-saving stations in other countries as may be in the possession of the Government. (*Not printed.*)
- No. 113.** FRONTENAC TERRACE, QUEBEC:—Return to Address; Copies of all documents in relation to the granting by the Imperial Government to the Dominion Government, and by the latter to the Provincial Government, of various lands, and more particularly of the land on which is located Frontenac Terrace, in the City of Quebec. (*Not printed.*)
- No. 114.** LAKE OF THE WOODS AND RAINY LAKE:—Papers in relation to the construction of steamers for Lake of the Woods and Rainy Lake. (*Not printed.*)
- No. 115.** DAUPHÉNÉ, JAMES, CLAIM OF:—Return to Order; Copies of all petitions, &c., in reference to the claim of James Dauphéné, of Bridgewater, Lunenburg, for payment of claim for refund of expenses incurred by him in discharge of his duties as a Fishery Warden of that County. (*Not printed.*)
- No. 116.** ORDINANCE FOR CANADA:—Return to Order; Copy of contract, correspondence, &c., in connection with the manufacture of great guns for the Government of Canada. (*Not printed.*)
- No. 117.** COLONIZATION GRANTS:—Return to Order; Return giving every form of patent arrangement or agreement, &c., between Companies and the Government in regard to colonization grants.
- No. 118.** TIMBER AND MINING LICENSES IN DISPUTED TERRITORY, ONTARIO:—Return to Address; Copies of all correspondence, Orders in Council and papers not already brought down, relating to the cutting of timber or to mining on lands within the territory now in dispute with Ontario; also, all correspondence, &c., and all permits and licenses granted to make timber ties, telegraph poles and saw logs, within the district of Rainy Lake and River, and Lake of the Woods and tributary streams.
- No. 119.** ADMINISTRATION OF JUSTICE, CLAIMS OF THE PROVINCES:—Return to Address; Copies of correspondence, from 1st July, 1867, to date, between the Dominion and the Provincial Governments respecting the claims of each of the said Provincial Governments, for the repayment of sums expended by them on account of the Dominion for the administration of justice; also, a statement in detail of the claims settled.

- No. 120. H. M. S. "CHARYBDIS":—Return to Order; Copies of all correspondence, expenditure and reports relating to the "Charybdis", not already brought down. (*Not printed.*)
- No. 121. SUBSIDIES TO CERTAIN RAILWAYS:—Report to Council, 14th May, 1883, recommending the grant of a subsidy of \$3,200 per mile, for 12 miles, in all \$38,400, towards the construction of a line of railway between Petitcodiac and Havelock Corner, N. B.
 Proposed subsidy, \$3,200 per mile for 80 miles from Canso to Louisburg or Sydney, in all \$256,000, to the Great American and European Short Line Railway Company.
 Proposed subsidy, \$3,200 per mile for 49 miles, in all \$156,800, to the International Railway Company.
 Proposed subsidy, \$3,200 per mile for 36 miles, in all \$115,200, to the Caraquet Railway Company, N. B.
 Proposed subsidy, \$3,200 per mile, in all \$160,000, to the Gatineau Valley Railway Company.
 Proposed subsidy, \$3,200 per mile first 50-mile section out of St. Jerome, in all \$160,000, to the Montreal and Western Railway Company.
 Proposed subsidy, \$3,200 per mile for 28 miles, from Napanee to Tamworth, in all \$89,600, to the Napanee, Tamworth and Quebec Railway Company.
 Proposed subsidy, \$3,200 per mile for 25 miles, from St. Raymond to Lake St. John, in all \$80,000, to the Quebec and Lake St. John Railway Company.
 Proposed subsidy, \$3,200 per mile for 100 miles from Metapedia to Paspébiac, in all \$320,000, to the Baie des Chaleurs Railway Company.
 Proposed subsidy, \$3,200 per mile for 32 miles (from the Intercolonial Railway to Mr. Laggan's Mills), in all \$102,400, to the Miramichi Valley Railway Company.
 Proposed farther subsidy at the rate of \$6,000 per mile, or a further sum, in all of \$660,000, from Gravenhurst to Callander, 110 miles, to such Company as shall be approved by the Governor in Council.
- No. 122. ST. JOHN RIVER, N. B.:—Return to Address (Senate); Copies of all reports, letters, &c., since 1878, between the Department of Public Works and Mr. J. A. Lyon, or any other person, in reference to the removal of obstructions in the St. John River, N. B. (*Not printed.*)
- No. 123. MANITOBA INDIAN AGENCY:—Return to Order; Report, with evidence, on the condition and management of the Manitoba Indian Agency under J. A. N. Provencher, the Indian Superintendent of the Manitoba District, made by the Government Commission of Enquiry; also vouchers dated 25th June, 1875, for \$180; 25th June, 1875, for \$1,290; and 26th December, 1875, for \$600, signed by one Tremblay, &c. (*Not printed.*)
- No. 124. TELEGRAM EXPENSES, DEPARTMENT OF PUBLIC WORKS:—Return to Order; Statement of the expenditure for each month elapsed for the current fiscal year, on telegrams charged to various works in the Department of Public Works, and a like statement from November, 1881, to 30th June, 1882, inclusive. (*Not printed.*)

RETURN

(70)

To an ADDRESS of the HOUSE OF COMMONS, dated 1st March, 1882;—For copies of the Charters or Constitutions granted by the Crown or the Imperial Parliament to the Provinces of Cape Breton, Nova Scotia, Prince Edward Island, New Brunswick, British Columbia and Vancouver Island; also, copies of all Acts, Charters, Royal Instructions, Commissions, Orders in Council, or Despatches altering or amending the same, as originally granted, or conferring or withdrawing any political rights or privileges before or after the granting of such charters.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
30th March, 1883.

Acting Secretary of State.

GOVERNMENT HOUSE, PRINCE EDWARD ISLAND, 19th October, 1882.

SIR,—I have the honor to acknowledge the receipt of your despatch, of the 24th of August last, requesting me to cause to be procured and transmitted to your Department, for the information of the House of Commons, copies of the charters or constitutions granted by the Crown to the Province of Prince Edward Island. Also your despatch, of the 6th October instant upon the same subject. Immediately after the receipt of the first despatch above mentioned, I gave instructions to the Assistant Provincial Secretary to procure the information thereby required, and yesterday I received from him a letter enclosing a copy of the Commission of Walter Paterson, Esq., the first Governor of Prince Edward Island, bearing date 4th August, 1769.

I now transmit herewith the said copy of the Governor's Commission, together with the letter of the Assistant Provincial Secretary.

You will observe by the letter that the Royal instructions referred to in the said Commission are not to be found in any public office of the Province, but, doubtless, the original Royal instructions are on file among the Archives of the Colonial Office, London.

I have the honor to be, Sir, your most obedient servant,
T. HEATH HAVILAND, *Lieut.-Governor.*

The Honorable the Secretary of State, Ottawa.

CHARLOTTETOWN, 18th October, 1882.

SIR,—In pursuance to your instructions I have the honor to enclose herewith a copy of a Commission issued to Walter Paterson, Esq., first Governor of this Province, dated 4th August, 1769.

I have searched the records of this Province and can find no other document on file relating to charters or constitutions granted to this Province by the Crown, nor the instructions referred to in the enclosed Commission.

I have the honor to be, Sir, Your Honor's obedient servant,
ARTHUR NEWBERY, *Assistant Provincial Secretary.*

His Honor Lieutenant-Governor, Government House.

GEORGE THE THIRD, by the Grace of God, of Great Britain, France and Ireland, King, Defender of the Faith, etc.

To our trusty and well-beloved WALTER PATERSON, Esquire,

GREETING:—

WHEREAS, by Our Letters Patent bearing date at Westminster the Eleventh day of August, one thousand seven hundred and sixty-six, in the sixth year of Our Reign, constitute and appoint our trusty and well beloved William Campbell, Esquire, commonly called Lord William Campbell, to be our Captain-General and Governor-in-Chief in and over Our Province of Nova Scotia, bounded on the westward by a line drawn from Cape Sable across the entrance of the Bay of Fundy to the mouth of the River St. Croix, by the said river to its source, and by a line drawn due north from thence to the southern boundary of Our Colony of Quebec, to the northward by the said boundary as far as the western extremity of the Bay des Chaleur, to the eastward by the said Bay and the Gulf of St. Lawrence to the Cape or Promontory called Cape Breton in the Island of that name, including that Island, the Island St. John, and all other Islands within six leagues of the coast, and to the southward by the Atlantic Ocean from the said Cape to Cape Sable aforesaid, including the Island of that name, and all other Islands within forty leagues of the coast, with all the rights, members and appurtenances whatsoever thereunto belonging for and during our will and pleasure as by the said recited Letters Patent, relation being thereunto had may more fully and at large appear. Now Know You, that we have revoked and determined, and by these presents do revoke and determine, such parts and so much of the said recited Letters Patent, and every clause, article and thing therein contained as relates to or mentions the Island of St. John. And Further Know You, that we, reposing especial trust and confidence in the prudence, courage, and loyalty of you the said Walter Paterson, of Our especial Grace, certain knowledge and mere motion, have thought fit to constitute and appoint and by these Presents do constitute and appoint you, the said Walter Paterson, to be our Captain-General and Governor-in-Chief in and over our Island of Saint John, and Territories adjacent thereto in America, and which now are or heretofore have been dependant thereupon, and We do hereby require and command you to do and execute all things in due manner that shall belong to your said command, and the trusts we have reposed in you according to the several powers and directions granted or appointed you by the present Commission, and the instructions and authorities herewith given to you, or by such further powers, instructions and authorities as shall at any time hereafter be granted or appointed you under our Signet and Sign Manual or by our order in our Privy Council, and according to such reasonable Laws and Statutes as shall be made and agreed upon by you, with the advice and consent of the Council and Assembly of the Island under your Government, in such manner and form as is hereafter expressed; and our will and pleasure is that you, the said Walter Paterson, do, after the publication of these our Letters Patent, and after the appointment of Our Council of Our said Island, in such manner and form as is prescribed in the instructions which you will herewith receive, in the first place take the oath appointed to be taken by an Act passed in the first year of King George the First, intituled: "An Act for the further security of His Majesty's Person and Government, and the succession of the Crown in the Heirs of the late Princess Sophia, being Protestants, and for extinguishing the hopes of the pretended Prince of Wales, and his open and secret abettors." As also that you make and subscribe the declaration mentioned in an Act of Parliament in the twenty-fifth year of the Reign of King Charles the Second, intituled: "An Act for preventing dangers which may happen from Popish Recusants." And likewise that you take the oath usually taken by Governors in other Colonies, for the due execution of the office and Trust of Our Captain-General and Governor-in-Chief in and over Our said Island and for the due and impartial administration of Justice. And Further, that you take the oath required to be taken by Governors in the Plantations to do their utmost that the

several Laws relating to Trade and the Plantations be duly observed, which said Oath and Declarations Our Council of our said Island or any three of the members thereof have hereby full power and authority and are required to tender and administer to you, and in your absence to Our Lieutenant-Governor of Our said Island, all which being duly performed you shall yourself administer unto each of the members of our said Council, and also to Our Lieutenant-Governor of Our said Island, the said Oath mentioned in the said Act intituled: "An Act for the further security of His Majesty's Person and Government, and the succession of the Crown in the Heirs of the late Princess Sophia being Protestants, and for extinguishing the hopes of the pretended Prince of Wales, and his open and secret abettors;" as also cause them to make and subscribe the aforementioned declaration, and to administer unto them the usual Oaths for the due execution of their places and trusts. And We do further give and grant unto you, the said Walter Paterson, full power and authority from time to time, and at any time hereafter, by yourself, or by any other to be authorized by you in this behalf, to administer and give the Oath mentioned in the said Act, "for the further securing of His Majesty's Person and Government, and the succession of the Crown in the Heirs of the late Princess Sophia being Protestants, and for extinguishing the hopes of the pretended Prince of Wales, and his open and secret abettors," to all and every such person and persons as you shall think fit, who shall at any time or times pass into Our said Island, or shall be resident or abiding there. And We do hereby authorize and empower you to keep and use the public seal which will be herewith delivered to you, or shall be hereafter sent to you, for sealing all things whatsoever that shall pass the Great Seal of Our said Island. And We do hereby give and grant unto you, the said Walter Paterson, full power and authority, with the advice and consent of Our said Council to be appointed as aforesaid, so soon as the situation and circumstances of Our Island under your Government will admit thereof, and when, and as often as We shall require, to summon and call Council Assemblies of the Freeholders and Planters within the Island under your Government, in such manner as you in your discretion shall judge most proper, or according to such further powers, instructions, and authorities, as shall be at any time hereafter granted or appointed you under our Signet and Sign Manual, or by Our order in Our Privy Council. And Our Will and pleasure is that the persons thereupon duly elected by the major part of the Freeholders of the respective Counties, Parishes, or Townships so returned, shall before their sitting take the Oath mentioned in the said Act intituled: "An Act for the further security of His Majesty's Person and Government, and the succession of the Crown in the Heirs of the late Princess Sophia being Protestants, and for extinguishing the hopes of the pretended Prince of Wales, and his open and secret abettors," as also make and subscribe the afore-mentioned declaration. Which oaths and declarations you shall commissionate fit persons under the public seal of that Our Island, to tender and administer unto them, and until the same shall be so taken and subscribed, no person shall be capable of sitting though elected. And, We do hereby declare, that the persons so elected and qualified shall be called and deemed The Assembly of Our said Island of Saint John. And, that you, the said Walter Paterson, by, and with the advice and consent of Our said Council and Assembly, or the major part of them, shall have full power and authority to make, constitute and ordain, laws, statutes and ordinances for the public peace, welfare and good government of our said Island, and if the people and inhabitants thereof, and such others as shall resort thereunto, and for the benefit of Us, Our Heirs and Successors, which said Laws, Statutes and Ordinances are not to be repugnant, but as near as may be agreeable to the Laws and Statutes of this Our Kingdom of Great Britain. Provided that all such Laws, Statutes and Ordinances, of what nature or duration so ever be within three months or sooner after the making thereof, transmitted to Us under Our Seal of Our said Island, for our approbation or disallowance of the same, as also duplicates thereof by the next conveyance. And, in case any or all of the said Laws, Statutes, and Ordinances not before confirmed by Us, shall at any time be disallowed and not approved and so signified by Us, our Heirs and Successors, under Our or Their Signet and

Sign Manual, or by order of Our or their Privy Council unto you the said Walter Paterson, or to the Commander-in-Chief of the said Island for the time being, then such and so many of the said Laws, Statutes and Ordinances as shall be so disallowed and not approved, shall from thenceforth, cease, determine and become utterly void and of none effect, anything to the contrary thereof notwithstanding. And to the end that nothing may be passed, or done by Our said Council or Assembly to the prejudice of Us Our Heirs and Successors. We Will and Ordain, that you the said Walter Paterson, shall have and enjoy a negative voice in the making and passing of all Laws, Statutes and Ordinances as aforesaid, and that you shall and may likewise, from time to time, as you shall judge necessary, adjourn prorogue, or dissolve all General Assemblies as aforesaid. And We do by these Presents, give and grant unto you, the said Walter Paterson, full power and authority, with the advice and consent of Our said Council, to erect, constitute and establish such and so many Courts of Judicature and Public Justice within Our said Island, under your Government, as you and they shall see fit and necessary for the hearing and determining of all causes, as well Criminal as Civil, according to Law and Equity, and for awarding execution thereupon with all reasonable and necessary powers, authorities, fees and privileges belonging thereto, as also to appoint and commissionate fit persons in the several parts of your Government to administer the Oath mentioned in the aforesaid Act, as also to tender and administrate the aforesaid declaration to such persons belonging to the said Court, as shall be obliged to take the same. And We do hereby grant unto you, full power and authority to constitute and appoint Judges, and in cases requisite Commissioners of Oyer and Terminer, Justices of the Peace, Sheriffs, and other necessary Officers and Ministers in Our said Island, for the better administration of Justice, and putting the Laws in execution, and to administer or cause to be administered unto them, such Oath or Oaths as are usually given for the due execution and performance of offices and places, and for the clearing of truth in judicial causes. And We do hereby give and grant unto you, full power and authority when you shall see cause or shall judge any offender or offenders in criminal matters, or for any fines or forfeitures due unto Us, fit objects of Our mercy to pardon all such offenders, and to remit all such offences, fines and forfeitures, treason and wilful murder only excepted. In which cases you shall likewise have power upon extraordinary occasions to grant reprieves to the offenders until and to the intent Our Royal pleasure may be known thereon. We do by these Presents authorize and empower to collate any person or persons to any Churches, Chapels, or other Ecclesiastical benefices within our said Island, as often as any of them shall happen to be void. And We do hereby give and grant unto you, the said Walter Paterson, by yourself or by your Captains and Commanders by you to be authorized, full power and authority to levy, arm, muster, command and employ all persons whatsoever, residing within Our said Island, and as occasion shall serve, to march from one place to another, or to embark them for the resisting and withstanding of all enemies, pirates and rebels both at land and sea, and to transport such forces to any of Our Plantations in America, if necessity shall require, for the defence of the same against the invasion or attempts of any of Our enemies, and to execute Martial Law in time of invasion or other times when by law it may be executed, and to do and execute all and every other thing or things which to Our Captain-General and Governor-in-Chief doth or ought of right to belong. And We do hereby give and grant unto you full power and authority by and with the advice and consent of Our said Council to erect, raise and build in Our said Island such and so many Forts and Platforms, Castles, Cities, Boroughs, Towns and Fortifications as you by the advice aforesaid shall judge necessary, and the same or any of them to fortify and furnish with ordnance, ammunition and all sorts of Arms fit and necessary for the security and defence of our said Island, and by the advice aforesaid the same again or any of them to demolish or dismantle as may be most convenient. And forasmuch divers mutinies and disorders may happen by persons shipped and employed at sea during the time of war, and to the end that such as shall be shipped and employed at sea during the time of war may

be better governed and ordered, We do hereby grant and give unto you, the said Walter Paterson, full power and authority to constitute and appoint Captains, Lieutenants, Masters of Ships and other Commanders and Officers, and to grant to such Captains, Lieutenants, Masters of Ships and other Commanders and Officers Commissions to execute the Law Martial during the time of war according to the directions of an Act passed in the twenty-second year of the Reign of Our late Royal Grandfather, intituled, An Act for amending, explaining and rendering into one Act of Parliament the Laws relating to the Government of His Majesty's Ships, Vessels and forces by sea; and to use such proceedings, authorities, punishments and executions upon any offender or offenders as shall be mutinous, seditious, disorderly or any way unruly either at sea or during the time of their abode or residence in any of the Ports, Harbours or Bays of Our said Island, as the cause shall be found to require according to Martial Law and the said directions during the time of war as aforesaid. Provided that nothing herein contained shall be construed to the enabling you, or any by your authority, to hold, place, or have any jurisdiction of any offence, cause, matter, or thing committed or done upon the high sea, or within any of the havens, rivers, or creeks of Our said Island under your command, by any Captain, Commander, Lieutenant, Master, Officer, Seaman, Soldier, or person whatsoever, who shall be in Our actual service and pay in or on board any of Our Ships of War, or other Vessel acting by immediate Commission or Warrant from Our Commissioners for executing the office of Our High Admiral, or from Our High Admiral of Great Britain for the time being, under the Seal of Our Admiralty, but that such Captain, Commander, Lieutenant, Master, Officer, Seaman, Soldier, or other person so offending, shall be left to be proceeded against and tried as their offences shall require, either by Commission under Our Great Seal of Great Britain, as the Statute of the Twenty-eighth of Henry the Eighth directs, or by Commission from Our said Commissioners for executing the Office of Our High Admiral, or from Our High Admiral of Great Britain for the time being, according to the aforementioned Act, intituled, An Act for amending, explaining, and rendering into one Act of Parliament the Laws relative to the Government of His Majesty's Ships, Vessels, and Forces by sea, and not otherwise; Provided, nevertheless, that all disorders and misdemeanors committed on shore by any Captain, Commander, Lieutenant, Master, Officer, Seaman, Soldier, or other person whatsoever, belonging to any of Our Ships of War, or other Vessels acting by immediate Commission or Warrant from Our said Commissioners for executing the Office of Our High Admiral, or from Our High Admiral of Great Britain for the time being, under the Seal of Our Admiralty, may be tried and punished according to the Laws of the place where any such disorders, offences, and misdemeanors shall be committed on shore, notwithstanding such offender be in Our actual service, and born in Our pay on board any such Our Ships of War, or other Vessels acting by immediate Commission or Warrant from our said Commissioners for executing the Office of High Admiral, or Our High Admiral of Great Britain for the time being, as aforesaid, so as he shall not receive any protection for the avoiding of Justice for such offences committed on shore from any pretence of his being employed in Our service at sea. And Our further will and pleasure is that all public money raised, or which shall be raised by any Act hereafter to be made within Our said Island, be issued out by warrant from you, by and with the advice and consent of the Council, and disposed of by you for the support of the Government, and not otherwise; And We likewise give and grant unto you full power and authority, by and with the advice and consent of Our said Council, to settle and agree with the inhabitants of our said Island for such lands, tenements and hereditaments as now are, or hereafter shall be, in Our power to dispose of and them to grant to any person or persons, upon such terms and under such moderate Quit Rents, services and acknowledgments, to be thereupon reserved unto Us, as you, with the advice aforesaid, shall think fit, which said Grants are to pass and be sealed by Our Public Seal of Our said Island, and being entered upon Record by such Officer or Officers as shall be appointed thereunto, shall be good and effectual in Law against Us, Our Heirs and Successors; And We do hereby give you, the said Walter Pater-

son, full power and authority to order and appoint Fairs, Marts and Markets, as also such and so many Ports, Harbors, Bays, Havens and other places for the conveniency and security of Shipping, and for the better loading and unloading of goods and merchandize, in such and so many places as, by and with the advice and consent of Our said Council, shall be thought fit and necessary; And We do hereby require and command all Officers and Ministers, Civil and Military, and all other Inhabitants of Our said Island, to be obedient, aiding and assisting, unto you, the said Walter Paterson, in the execution of this Our Commission, and of the powers and authorities herein contained, and in case of your death or absence out of Our said Island, to be obedient, aiding and assisting unto such person as shall be appointed by us to be Our Lieutenant-Governor or Commander in Chief of Our said Island, to whom We do, therefore, by these Presents, give and grant all and singular the power and authorities herein granted, to be by him executed and enjoyed during Our pleasure or until your arrival within Our said Island, and if, upon your death or absence out of Our said Island, there be no person upon the place commissioned or appointed by Us to be Our Lieutenant-Governor or Commander in Chief of the said Island, Our will and pleasure is that the eldest Councillor who shall be, at the time of your death or absence, residing within Our said Island, shall take upon him the Administration of the Government, and execute our said Commission and Instructions, and the several powers and authorities therein contained, in the same manner, and to all intents and purposes, as either Our Governor or Commander in Chief should or ought to do, in case of your absence, until your return, or in all cases until Our further pleasure be known therein; And We do hereby declare, ordain and appoint, that you, the said Walter Paterson, shall and may hold, execute and enjoy the Office and place of Our Captain General and Governor in Chief in and over Our said Island of Saint John, with all its rights, members and appurtenances whatsoever, together with all and singular the powers and authorities hereby granted unto you, for and during Our will and pleasure.

In Witness whereof, We have caused these Our Letters to be made Patent: Witness Ourselves, at Westminster, the fourth day of August, in the ninth year of Reign.

By Writ of Privy Council,

YORKE Q. YORKE.

I certify the above to be a true copy.

ARTHUR NEWBURY,

Assistant Provincial Secretary, Prince Edward Island.

October 18th, 1882.

GOVERNMENT HOUSE, HALIFAX, N.S., September 16th, 1882.

SIR,—I have the honor to acknowledge the receipt of Mr. Under-Secretary Langevin's despatch, under date of the 24th ultimo, asking me to procure and transmit to your Department, for the information of the House of Commons, as called for by an Address of that body, copies of the charters or constitutions granted by the Crown to the Province of Nova Scotia and Cape Breton, if these documents were to be found among the records of these Provinces, and otherwise to inform the Department of their dates and particulars; and in reply I have the honor to state that I know of no such charters or constitutions, and cannot ascertain that any formal charters or constitutions were ever granted by the Crown to either of these Provinces.

It has always been understood here that the constitution of the Province of Nova Scotia, and that of Cape Breton, while it was a separate Province, were to be deduced from the Royal Commissions to the various Governors appointed from time to time, and the instructions accompanying such commissions, moulded to some extent by the interpretations of these documents by long and uniform usage in the colony.

If the Department desires it, copies of these Commissions and Instructions, which vary from time to time in minor particulars, or at all events copies of such of them

as have been preserved and bound up in the Archives of the Record Commission of this Province, could be obtained and forwarded, but a complete series of these documents could be procured only from the Colonial Office in Downing Street.

I have the honor to be, Sir, your obedient servant,
ADAMS G. ARCHIBALD, *Lieutenant-Governor.*

Hon. Secretary of State, for Canada.

GOVERNMENT HOUSE, HALIFAX, N.S., 20th December, 1882.

SIR,—Adverting to your despatch of the 24th of August last, asking me to cause to be procured and transmitted to your Department for the information of the House of Commons, as called for by an Address of that body during the last Session, copies of the charters and colonial constitutions granted by the Crown to the Provinces of Nova Scotia and Cape Breton, if these documents were to be found among the archives of Nova Scotia; adverting also to my reply thereto, under date of the 16th of September, in which I mentioned that there were no formal charters or constitutions, and stated what were understood to be the sources from which the constitutions of these Provinces were derived; adverting also to a further despatch from you under date of the 6th of October last on the same subject, desiring to have copies of certain documents therein mentioned; adverting also to the terms of the Address adopted by the House of Commons, in which the Return is required to embrace not only the charters and constitutions granted by the Crown or the Imperial Parliament, but also “copies of all Acts, Charters, Royal Instructions, Commissions, Orders in Council, or despatches altering or amending the same as originally granted or conferring or withdrawing any political rights or privileges before or after the granting of such charters.”

I have now the honor to report, for the information of the House of Commons, that, so far as I am able to ascertain the facts, no formal charter or constitution ever was conferred, either on the Province of Nova Scotia, or upon Cape Breton, while that Island was a separate Province.

The Constitution of Nova Scotia has always been considered as derived from the terms of the Royal Commissions to the Governors and Lieutenant-Governors, and from the instructions which accompanied the same, moulded from time to time by despatches from Secretaries of State, conveying the will of the Sovereign, and by Acts of the Local Legislature, assented to by the Crown; the whole to some extent interpreted by uniform usage and custom in the colony.

From 1713 to 1758, the Provincial Government consisted of a Governor or Lieutenant-Governor and a Council, the latter body supposed to possess both legislative and executive powers.

The Governor and Council undertook as a legislative body to pass ordinances which for a time were deemed to have the force of law. Some questions appear to have arisen as to the obligatory character of these ordinances.

By a letter under date of the 7th May, 1755, to be found in our Archives, from the Lords of Plantations to Governor Lawrence, an extract from which will be found annexed hereto marked A, it would appear that Chief Justice Belcher was of opinion that the ordinances had not the force of law, and that his opinion had received the concurrence of the Law Officers of the Crown in England.

The Lords of Plantations consequently required the Lieutenant-Governor to consult the Chief Justice as to the best mode of carrying into effect the intention of His Majesty to have an Assembly summoned.

An answer being procured from the Chief Justice, and forwarded, in reply to this letter, the Lieutenant-Governor received a despatch from the Lords of Plantations under date of the 25th March, 1756, containing comments on the Chief Justice's proposition, and copious instructions in reference to various matters connected with it, in which they state that notwithstanding the numberless objections to the proposed step, the want of power in the Governor and Council to pass valid laws, rendered that step absolutely necessary.

An extract from this despatch is annexed, marked B.

The Chief Justice's proposals together with Mr. Lawrence's instructions and extracts from the despatches were, on the 3rd November, 1756, submitted by him to his Council for their opinion and advice, as appears by a Minute of Council of that date, of which a copy is annexed, marked C.

On the 3rd January, 1757, after repeated intermediate deliberations, a Minute of Council was formally adopted, setting forth the scheme as finally recommended by the Governor in Council for the constituting and calling of an Assembly. A copy of the Minute last referred to is hereto annexed, marked D.

The plan so submitted, being duly forwarded to the Lords of Plantations, was in the main adopted, as will appear by a reply to Governor Lawrence dated 7th February, 1758, in which, adverting to the objections to that step, persistently urged by the Lieutenant-Governor, the Lords of Plantations directs its being carried into immediate execution; at the same time they furnish certain additional instructions in reference to this subject. I append an extract from this despatch, marked E.

Under these instructions the First House of Assembly was elected. It met on the 2nd October, 1758. The Council continued to exercise both Executive and Legislative powers from 1758 to 1838.

In 1831, the House of Assembly adopted a series of resolutions, touching among other things the composition and constitution of the Council. (These, however, they rescinded during the same Session.) The proceedings, nevertheless, were duly reported by Sir Colin Campbell, the Lieutenant-Governor, to Lord Glenelg, then Secretary of State for the Colonies.

Shortly afterwards, the Secretary, in a despatch dated 30th April, 1837, of which an extract is appended hereto, marked F, expresses the assent of His Majesty to the separation of the Council into two distinct bodies. In 1838, this policy was carried out. Two separate Councils were appointed, one an Executive Council, the other a Legislative Council, under the authority of this despatch, followed by Royal Instructions given to the Earl of Durham. A copy of these instructions authorizing the appointment of an Executive Council, not to exceed nine in number, and a Legislative Council not to exceed fifteen, will be found appended hereto, marked R, among the copies of the Royal instructions appended. The same instructions were repeated verbatim when a commission was given in 1839, to Mr. C. Poulett Thompson, afterwards Lord Sydenham, as successor to Lord Durham. The two Councils thus formed, continue in existence to this day.

By a clause in the commission to Lord Monck, a printed copy of which will be found in the Appendix to the Journals of the House of Assembly for 1862, No. 34, power was given to extend the numbers of the Legislative Council to twenty-one, which was the limit at the date of the Act of Union, and remains unaltered to this day. On the 16th October, 1839, Lord John Russell addressed a despatch to Sir Colin Campbell, in reference to the tenure of office in Nova Scotia, which is considered as materially affecting the Constitution of the Province. A copy of this despatch is annexed hereto, marked G.

In the original scheme of an Assembly there was no limit to its duration. The same Assembly elected in 1770 sat till 1785 without dissolution.

In 1792 an Act was passed for limiting its duration to seven years; a copy is hereto annexed, marked H.

This continued the law till 1849, when an Act, 3 Vic. ch. 4, was passed, which is still in force, limiting the duration to four years, a copy of which is hereto annexed, marked I.

Various Acts of the Provincial Legislature altering the representation, the qualification of voters, the boundaries of districts, &c., &c., it is assumed are not required for the purposes of the Return.

Certain provisions in reference to the Legislative Council and Assembly, to Legislative and Executive disabilities, to the duration of and representation in the General Assembly, are contained in chapters 2, 3, 4 and 7 of the Revised Statutes, 4th series, of which a copy is hereto annexed marked K.

On inquiry I cannot ascertain that any of the original Commissions to the Governors General are to be found among our Archives. I find some of the original Commissions to Lieutenant-Governors.

Of that class those to Sir James Kempt, Sir Peregrine Maitland and Sir Colin Campbell are bound up in one of the manuscript volumes of the Records Commission. A copy of each of these Commissions is hereunto annexed, marked respectively L, M, N.

A copy of the Commission to Lord Monck as Governor-General is to be found in the Journals of the Assembly of Nova Scotia for the year 1862, being No. 34 of the appendix. As the Journals are accessible in the Parliamentary Library at Ottawa, it is not supposed to be necessary to transcribe this document.

As regards the Royal Instructions to the several Governors and Lieutenant-Governors, these were of two classes; one class referred to the administration of local affairs, the other to transactions connected with the Imperial Acts for the regulation of trade and commerce and other matters beyond the jurisdiction of the Local Legislature. The latter class, I assume, is not within the scope of the resolution requiring the Return.

As regards the class of instructions referring to local affairs, our Archives contain a considerable number of these, but by no means a complete series.

Annexed hereto, marked O, is a list of such of the original codes of instructions as are bound up in our Archives, with the date of issue of, and the number of clauses in each code.

The list specifies these particulars, not only of the instructions which refer to local affairs, but also of those which touch trade and plantation.

In the Assembly Journals of 1859, No. 28 of the Appendix, page 427, a copy of the Royal Instructions to Sir Edmund Head, dated 26th September, 1854, containing 36 clauses; and in the Journals of 1862, No. 34 of the Appendix, a copy of the Instructions to Lord Monck, containing 15 clauses, will be found.

These can be seen by reference to the Journals in the Library at Ottawa.

The Codes of Instructions to be found in our Archives, as mentioned above, are bound up in three folio manuscript volumes.

In some respects they vary according to public exigencies, but those clauses which refer to the constitution of the different branches of the Legislature, and other matters of a similar nature are generally repeated verbatim, except where changes in the Constitution, such as those specified in the former part of this paper, are required to be made.

It is apprehended that it will carry out the object of the resolution of the House of Commons, if a copy is made of the Royal Instructions, or of such part of them as bear on the subject of enquiry at each of the periods following:—

1st. In the period during which a Governor and Council passed ordinances as if they possessed the powers of a Legislature. 2nd. In the period after the summoning of the First Assembly during which the Legislature consisted of a Governor, Council and Assembly; the same Council being clothed with different functions, at one time sitting as a Legislative body, at another as the advisers of the Governor. 3rd. In the period after the separation of the Council, during which the Legislature consisted of a Governor, Legislative Council and House of Assembly, and when a separate and distinct body acted as an Executive Council. As a sample of the Royal Instructions during the period No. 1, I enclose a copy of those of Mr. Richard Phillips, dated 1st July, 1729, marked P.

Of those during period No. 2, I annex as samples copy of the instructions given to Governor Lawrence dated the 15th day of March, 1756, marked Q. Also copy of those given to Governor Wilmot on the 16th March 1764. See annex marked QQ.

Of those during period No. 3, I refer to the instructions given to Sir Edmund Walker Head and to Lord Monck, printed as above stated, in the Appendix to the Journals of 1854 and 1859.

I annex a copy of the instructions to the Earl of Durham, under which the Councils were separated, and of the additional instructions to appoint the first Executive Council. See annexes marked R, and RR, and RRR.

As regards that branch of the subject which concerns the Island of Cape Breton whilst it was a separate Province, I have to observe that by Royal Proclamation, dated 7th of October, 1763, a few years after the capture of Louisburg, the island was annexed to the Government of Nova Scotia.

In 1766 the Legislature of Nova Scotia passed an Act declaring that the laws of Nova Scotia extended to the Island of Cape Breton. See Province Laws, Vol. I, page 119. (Statute printed at large in the Appendix to Journals of Nova Scotia Assembly for 1841, p. 156.)

After the annexation the island was included in the Commissions to the Governors and Lieutenant-Governors of Nova Scotia.

Any observations herinbefore contained in reference to Nova Scotia will apply to the Island of Cape Breton up to 1784, when it was severed from Nova Scotia and made a separate Government, subordinate to that of Nova Scotia. This was done under the authority of a despatch from Lord Sydney, then Secretary of State, addressed to Governor Paw, dated 28th of May of that year, a copy of which is printed in the Journals of the Assembly of Nova Scotia for 1841, being contained in No. 60 of the Appendix.

Shortly afterwards Major Frederick Wallet Desbarres was appointed Lieutenant-Governor of the island, and, on assuming office, appointed a Council, which appears not to have been advisory only, but to have claimed and exercised legislative powers, and, with the Lieutenant-Governor, to have passed ordinances supposed to have the force of law.

I am not able to forward a copy of Lieutenant-Governor Desbarre's Commission, as it is not among our Archives, but from the wording of a resolution moved in the House of Assembly of Nova Scotia, in 1841, it would appear that it contained a clause authorizing him to summon an Assembly when the circumstances of the colony would admit.

A similar clause was inserted in the Commission of Governor Lawrence, before he was expressly ordered to call an Assembly.

See Journals of 1841, page 186.

The power of calling an Assembly was not exercised while the Island remained a separate Province. No question seems to have arisen as to the constitutionality of this separation. But as not only had a Representative Assembly been promised to, but it had actually been conferred upon, and enjoyed by the inhabitants of Nova Scotia, of which Cape Breton was a part, it seems open to doubt how far rights and privileges of the kind could be withdrawn by a mere Act of the Crown.

The Constitution, consisting of a Governor and Council, remained in force till the re-annexation of Cape Breton in 1820.

By a despatch from Earl Bathurst to Sir James Kempt, dated 15th August, 1820, printed in the Journals of the Assembly of Nova Scotia, for 1841, and forming part of No. 60 of the Appendix, the Secretary of State communicated to the Governor the intention of His Majesty to re-annex the Island of Cape Breton to the Government of Nova Scotia.

On the 9th October following, Sir James issued a Proclamation carrying out His Majesty's commands, re-annexing the Island and making it a County of Nova Scotia. He also, by the same Proclamation, dissolved the Council of the Island. These papers will be found in the Appendix to the Journals of 1841, No. 60.

In the same year, the Legislature of Nova Scotia passed an Act extending to Cape Breton the laws then in force in old Nova Scotia. The constitutionality of the re-annexation was afterwards called in question in the House of Assembly of Nova Scotia. In the year 1841, the question was discussed in a Committee of the Whole House, when a series of resolutions were reported, setting forth that the measure was highly expedient and advantageous to the great body of the inhabitants of the Island; that the general prosperity of the Island was advanced by the change, but offering

no opinion on the constitutionality of the same alleging that the House had not adequate information to enable them to adjudge of it.

When these resolutions were reported upon a motion in amendment was made, confined solely to the question of constitutionality, declaring that re-annexation, under the circumstances, "could be effected only by an Act of the Imperial Parliament, adopted in compliance with the general prayer of its inhabitants, or when the safety or pressing necessities of the Empire required."

This resolution was sustained by four members only, in a House of thirty-seven, and the main resolutions, being then put, were carried with overwhelming majorities. See Journals of 1841, page 186.

This was the last occasion on which the question was raised in the Assembly. But, in 1843, a petition from certain inhabitants of Cape Breton, was lodged in the office of the Privy Council, in London, by Mr. Bliss, then solicitor, complaining of the annexation and praying for a separate Government and Legislature. A copy of this petition, and of certain correspondence between Mr. Bliss and the Colonial Office, was afterwards forwarded to the Governor of Nova Scotia, but it does not appear that any further steps, beyond the lodging of the petition, were taken in the matter; and since that period the question has never been mooted, and therefore it may be assumed that the Constitution of Nova Scotia, whatever that may be, is also the Constitution of that part of Nova Scotia which was formerly a separate Government.

I need hardly allude to the British North America Act, which takes from the Local Legislature all powers, except those contained in clause 93, nor to clause 64, which declares that the Constitution of the Executive Authority in Nova Scotia; or to clause 88, that the Constitution of the Legislature shall continue as they existed at the time of the Union, until altered by the authority of the Act; or to sub-section one of clause 93, which confers such authority on the Local Legislature,—further than to say that the power of amendment, so conferred, has not been exercised in this Province, and that the Constitution remains as it was at the time of the Union.

I have the honor to be, Sir, your obedient servant,

ADAMS G. ARCHIBALD, *Lieutenant-Governor.*

A

EXTRACT from a Despatch addressed by the Lords of Plantations to Lieutenant-Governor Lawrence, dated 7th May, 1755.

Immediately upon the receipt of your Letter, We took into consideration the observations made by the Chief Justice upon the power of the Governor and Council of Nova Scotia, to pass Laws without an Assembly, and as it appeared to us to be a matter of very great consequence we transmitted those observations, together with such parts of His Majesty's Commission and Instructions as related to the passing of Laws to His Majesty's Attorney and Solicitor-General for their opinion upon this point, and having received their report, we herewith enclose to you a Copy of it for your guidance and directions; and though the calling an Assembly may in the present circumstances of the Colony be difficult and attended with some inconveniences, yet as the Attorney and Solicitor-General are of opinion, that the Governor and Council have no power to enact Laws, we cannot see how the Government can be properly carried on without such an Assembly; We desire therefore you will immediately consult with His Majesty's Chief Justice, in what manner an assembly can be most properly convened, of what number of Members it shall consist, how those Members shall be elected, and what rules and methods of proceeding it may be necessary to prescribe for them, transmitting to us as soon as possible your opinion and report thereupon, in as full and explicit a manner as possible, to the end we may lay this matter before His Majesty for His Majesty's further directions therein; As the validity, however, of the Laws enacted by the Governor and Council or the authority of those acting under them do not appear to have been hitherto questioned,

* * * It is of the greatest consequence to the peace and welfare of the Province that the opinion of His Majesty's Attorney and Solicitor-General should not be made publick until an Assembly can be convened and an indemnification passed for such Acts as have been done under Laws enacted without any proper Authority.

B

EXTRACT of a Letter from the Lords of Plantations to Governor Lawrence, dated 23rd of March, 1756.

We have taken into our consideration your Letter to us dated the 8th of December last, inclosing the proposals of the Chief Justice for convening an Assembly in Nova Scotia; and although We are fully sensible of the numberless difficulties which will arise in carrying this or any other plan for an Assembly into Execution in the present State of the Province, and that many of the Inconveniences pointed out in your Letter must necessarily attend it, yet we cannot but be of opinion, that the want of a proper authority in the Governor and Council to enact such Laws as must be absolutely necessary in the Administration of Civil Government, is an inconvenience and evil still greater than all these; and although His Majesty's subjects may have hitherto acquiesced in and submitted to the Ordinances of the Governor and Council, yet We can by no means think, that that or any other reason can justify the continuance of the exercise of an illegal authority; what you say with regard to the Council of Virginias passing Laws in the first infancy of that Colony is very true, but then they derived the power of doing it from their Commission, which was also the case of many others of the Colonies at their first settlement, though it was a power of very short duration, and in later times since the Constitution of this country has been restored to its true principles, has never been thought advisable to be executed.

Whether the measure proposed by the Chief Justice is or is not a proper one depends upon a precise knowledge of a variety of facts which we at this distance cannot be competent judges of; but whether that or any other plan is followed, it will only be a temporary plan, and in no degree a precedent for future Assemblies, when the circumstances of the Province will admit of other regulations.

The first Assembly convened, be it in what form it will, must necessarily consist of persons of * * * property in trade, because there is no person who can be truly said to have any considerable landed interest, until the country is cleared and the lands laid out, yet it may be proper, and it will be necessary to take care, that a certain land property, be it ever so small, be the qualification as well of the electors as the elected, because the Commission directs that the Assembly shall be chosen by the majority of the freeholders.

The election of twelve persons, or of any greater or lesser number to represent the whole Province considered as one county, may be a proper method as far as appears to us, but this must be left to your discretion, who by being upon the spot, will be better able to determine upon this point; perhaps a division of the Province into districts or townships, may be the more eligible method; for, although Halifax is at present the only town in which there are any inhabitants qualified to be electors, or elected, yet as it is not proposed that actual residence should be required in order to qualify a person to act in either one or other of those capacities, the making a few grants of lands in any of the districts, as Minas, Chignecto, Pisiquid, Cobequid, &c., will remove this difficulty; and if this can be done, the first Assembly will bear the nearer resemblance to the form in which it must be convened when the Province becomes better peopled and settled.

This, however, we only throw out for your consideration, and * * * desire it may be understood, that this point is left to your discretion under the powers given you by your Commission.

This being settled, the next consideration will be the form of the writ of summons, the manner of executing it, and the previous points to be settled before the Assembly proceeds upon business, so far as regards the election of a Speaker, and the rules to be observed with respect to dissolutions, prorogations and adjournments; as to all which points, we must refer you to the inclosed copy of the form of a writ made use of in the Province of New Hampshire, which appears to us, (regard being had to the different circumstances of the two Provinces) the best adapted to the purpose, and to the inclosed copies of the instructions lately given to the Governor of Georgia, and to the Minutes of the Council of that Province, showing the manner in which these instructions were carried into execution.

There is one part of the Chief Justice's proposal, however, which we can by no means approve of, and which must be particularly guarded against, and that is the continuance of the first Assembly for three years, which might be and probably would be attended with great inconveniences; for, although we have no doubt but that the first Assembly will be constituted of proper persons, and persons well disposed to promote the public service, yet it may happen either from some defect in the first formation of the Assembly, or from their irregular and improper proceedings, that the Governor may find it necessary for the good of the Service to dissolve them, and as it would be highly improper that his hands should in such case be tied up, we thought it necessary to say this much upon this point, as it appears to us of great consequence.

Another inconvenience necessary to be guarded against is long Sessions, which will not only be attended with expense, but will also, in the present situation of affairs, greatly obstruct and hinder you in the necessary attention which you must give to other important matters: and, therefore, you will take care, the Sessions be as short as possible, and the meetings at such times as shall be most convenient as well to the Members as to yourself.

These are all the points which occur to us at present upon this important question, and it only remains for us to desire that you will take the earliest opportunity, after the first Session of the Assembly, to acquaint us in the fullest and most particular manner of all the steps you have taken in this matter, of the effect and operation of this measure with regard to the public service, pointing out to us at the same time the conveniences and inconveniences of it, how far the plan upon which you proceeded is defective, the cause of those defects, and in what manner you would propose to have them remedied, to the end that we may lay the whole matter before His Majesty, and the plan for future Assemblies.

C.

Minutes of Council of 3rd December, 1756.

At a Council holden at the Governor's House, in Halifax, on Fryday, the 3rd December, 1756.

PRESENT:

His Excellency the Governor; the Lieutenant-Governor.

Benj. Green, Jno. Collier, Robt. Grant, Chas. Morris—Councillors.

Jonathan Belcher, Esquire, took the Oaths as a Member of His Majesty's Council of this Province, and his Seat at the Board.

His Excellency then communicated to the Council, some proposals which Mr. Chief Justice Belcher had laid before him the last year for calling a House of Representatives, and which he had at that time transmitted to their Lordships of the Board of Trade for their consideration. His Excellency also communicated Extracts from two Letters which he had received from their Lordships on that head, wherein they

had directed him to take such measures as he should think most proper for calling such a House; wherefore he desired the Council would give him their opinion and advice thereon.

The Council then proceeded to consider what measures would be most proper to be taken for convening the Assembly, but not coming to any resolution thereon, they adjourned the further consideration thereof to Monday next, at Ten of the Clock in the forenoon.

(Signed) CHAS. LAWRENCE.

JNO. DUPONT, Secretary Council.

D.

Minutes of Council, 3rd January, 1757.

At a Council holden at the Governor's House, in Halifax, on Monday, the 3rd January, 1757.

PRESENT :

The Lieutenant Governor.

Jon. Belcher, Jno. Collier, Chas. Morris, Benj. Green, Robt. Grant—Councillors.

His Excellency the Governor, together with His Majesty's Council, having had under mature consideration the necessary and most expedient measures for carrying into execution those parts of His Majesty's Commission and Instructions which relate to the calling General Assemblies within the Province, came to the following resolutions thereon, viz. :—

That a House of Representatives of the inhabitants of this Province be the Civil Legislature thereof, in conjunction with His Majesty's Governor or Commander in Chief for the time being, and His Majesty's Council of the said Province, the first House to be elected and convened in the following manner, and to be styled the General Assembly, viz. :—

That there shall be elected for the Province at large	
until the same shall be divided into Counties....	12 members.
For the Township of Halifax.....	4 “
For the Township of Lunenburg.....	2 “
For the Township of Dartmouth.....	1 “
For the Township of Lawrence Town.....	1 “
For the Township of Annapolis Royal.....	1 “
For the Township of Cumberland.....	1 “

22

That until the said townships can be more particularly described, the limits thereof shall be deemed to be as follows, viz. :—

That the Township of Halifax comprehend all the land southerly of a line extending from the westernmost head of Bedford Basin across to the northeasterly head of St. Margaret's Bay, with all the islands nearest to said lands, together with the islands called Cornwallis's, Webbs and Rous's Islands.

That the Township of Lunenburg comprehend all the lands lying between Lahave River and the easternmost head of Mahoue Bay, with all the islands within said Bay, and all the islands within Mirliguash Bay, and those islands lying to the southward of the above limits.

That the Township of Dartmouth comprehend all the lands lying on the east side of the Harbor of Halifax and Bedford Basin, and extending and bounded easterly by the grant to the proprietors of Lawrence Town, and extending from the northerly head of Bedford Basin into the country, until one hundred thousand acres be comprehended.

That the Township of Lawrencetown be bounded on the ocean according to the limits of the grant to the proprietors, and thence under the same lines to extend into the country, till one hundred thousand acres be comprehended.

That the Township of Annapolis Royal be bounded northerly by the Bay of Fundy, and comprehend all the lands from the entrance of the bason, to extend up the river as far as the late French Inhabitants have possessed, and all the lands on the south side of the bason and river of Annapolis, under the same limits east and west, and to extend southerly till one hundred thousand acres be comprehended.

That the Township of Cumberland, in the District of Chignecto, comprehend all the lands lying between the Bason formerly called Beaubassin, now called Cumberland bason, and the Bay Verte, and all those lands lying within seven miles of the southwestward and northwestward of the road leading from said bason to said Bay.

That when twenty-five qualified electors shall be settled at Pisiquid, Minas, Cobequid, or any other Townships which may hereafter be erected, each of the said Townships so settled shall, for their encouragement, be intitled to send one Representative to the General Assembly, and shall likewise have a right of voting in the Election of Representatives for the Province at large.

That the House shall always consist of at least sixteen Members present besides the Speaker, before they enter upon business.

That no person shall be chosen as a Member of the said House, or shall have a right of voting in the election of any Member of the said House, who shall be a Popish Recusant, or shall be under the age of twenty-one years, or who shall not at the time of such election, be possessed in his own right, of a Freehold Estate within the district for which he shall be elected, or shall so vote, nor shall any Elector have more than one vote for each member to be chosen for the Province at large, or for any Township; and that each Freeholder present at such election, and giving his vote for one member of the Province at large, shall be obliged to vote also for the other eleven.

That respecting Freeholds which may have been conveyed by the Sheriff, by virtue of an execution, the right of voting shall remain and be in the persons from whom the same were taken in execution, until the time of redemption be elapsed.

That no non-commissioned officer or private soldier in actual service, shall have a right of voting by virtue of any dwelling built upon sufferance, nor any possession of Freehold, unless the same be registered to him.

That all the Electors shall, if so required at the time of the election take the usual State Oaths appointed by Law, and declare and subscribe the test.

That any Voter shall at the request of any Candidate, be obliged to take the following Oaths, which Oaths, together with the State Oaths, the Returning Officer is hereby empowered to administer.

"I, A. B., do swear that I am a Freeholder in the Township of _____ in the Province of Nova Scotia, and have Freehold Lands or Hereditaments lying or being at _____ within the said Township, and that such Freehold Estate hath not been made or granted to me fraudulently on purpose to qualify me to give my vote, and that I have not received or had by myself, or any person whatsoever in trust for me, or for my use and benefit, directly or indirectly, any sum or sums of money, office, place or employment, gift or reward, or any promise or security for any money, office, employment or gift, in order to give my Vote at this Election, and that I have not before been polled at this Election, and that the place of my abode is at _____

That a Precept be issued by His Excellency the Governor to the Provost Marshal or Sheriff of the Province, requiring him, by himself or his Deputies, to summon the Freeholders of the Province to meet within their respective Districts at some convenient place and time, to be by the said Provost Marshal or any one of his Deputies appointed, and of which he or they shall give twenty days notice, then and there to elect (agreeable to the Regulations hereby prescribed) such a number of

Representatives, as shall in the said Precept be expressed, agreeable to the preceding detail.

That, on account of the present rigorous season, the Precept for convening the first Assembly be made returnable in sixty days from the date thereof, at which time the Assembly shall meet at such place as His Excellency the Governor shall appoint in the Precept.

That the Provost Marshal or his Deputy shall be the Returning Officer of the Elections to be held by him with the assistance of three of the Freeholders present, to be appointed and sworn by the Returning Officer for that purpose, and in case a Scrutiny shall be demanded, the same shall be made by them, and in case of further contest, the same to be determined by the House, the Poll for each Township to be closed at the expiration of forty-eight hours from the time of its being opened; and for the Province at large, the Poll, after four days from the time of its being opened for the Election, shall be sealed up by the Returning Officer for each Township, and transmitted to the Provost Marshal by the first opportunity, that reasonable notice may be given to the persons who shall, upon examination, appear to have been chosen by the greatest number of the said votes. Provided, nevertheless, that if the votes in the Townships of Annapolis, Royal and Cumberland, for the first Members for the Province at large, shall not be returned eight days before the expiration of the time limited for returning the Precept, the Provost Marshal shall, in such case, proceed to declare who are the persons elected, from the other votes in his hands.

That the Provost Marshal or his Deputy, shall appoint for each candidate, such one person as shall be nominated to him by each candidate, to be inspectors of the Returning Officer and his assistants.

That no person shall be deemed duly elected, who shall not have the votes of a majority of the Electors present.

That the names of all persons voted for, together with the names of the Voters, shall at the time of voting, be publickly declared, and entered on a book kept for that purpose.

That in case of the absence of any of the Members from the Province for the term of two months, it shall and may be lawful for the Governor, Lieutenant-Governor, or Commander-in-Chief (if he shall judge it necessary), to issue his Precept for the choice of others in their stead.

The Returning Officer shall cause the foregoing resolutions to be publickly read at the opening of each meeting for the elections, and to govern the said meetings agreeable thereto.

(Signed,)

CHAS. LAWRENCE.

JNO. DUPONT, *Sec. Council.*

E.

EXTRACT from a Letter of the Lords of Plantations, to Governor Lawrence, dated 7th February, 1758.

We have fully considered that part of your letter, which relates to the calling an Assembly, and also the plan for that purpose, contained in the Minutes of the Council transmitted with it; and having so often and so fully repeated to you our sense and opinion of the propriety and necessity of this measure taking place, it now only remains for us to direct its being carried into immediate execution; that His Majesty's subjects, (great part of whom are alleged to have quitted the Province on account of the great discontent prevailing for want of an Assembly,) may no longer be deprived of that privilege, which was promised to them by His Majesty, when the settlement of this Colony was first undertaken, and was one of the conditions upon which they accepted the proposals then made.

We are sensible that the execution of this measure may in the situation of the colony be attended with many difficulties, and possibly may, in its consequences, in some respects interfere with and probably embarrass His Majesty's Service; but

without regard to these considerations, or to what may be the opinion of individuals with respect to this measure, we think it of indispensable necessity that it should be immediately carried into execution.

We approve in general that part of your plan which establishes townships, and ascertains their limits, as corresponding with the plan laid down in the instructions given to Mr. Cornwallis at the first settlement of the colony; but we do not think it advisable that any of those townships which has not fifty settled families, should be allowed to send Representatives to the Assembly; and, therefore, we would propose that, for the present, those only which have that number of settled families should have that privilege, and that the rest of the members, computing the whole at twenty-two, should be elected for the Province at large considered as one county, according to the plan agreed upon; but that whenever any of these townships which are now established, or any others which may be hereafter established, shall contain fifty settled families, they shall be entitled to a writ for electing two Representatives, and the number of the Members for the whole Province at large, considered as one county, shall be diminished in proportion.

As to the other parts of your plan, they do not appear to us liable to objection, excepting only that part which establishes the quorum of the Assembly, and fixes it at seventeen, which we apprehend to be too great a proportion of the whole; and that it ought not, at the most, to exceed one-half of the whole number, which is more agreeable to what has been judged to be proper in cases of other American Assemblies, where great inconveniences have been found to result from the quorum of the Assembly being too great a proportion of the whole.

With respect to the time which it may be proper to fix for the return of the writs, we could wish that you should conform yourself to what has been the general rule in cases of the like kind in other colonies, so far as the situation and circumstances of Nova Scotia will admit of it. What this rule has been we are not at present sufficiently apprized, but of which you will be able to inform yourself from the many persons now in Nova Scotia who have come from other colonies, and are doubtless well acquainted with what has been the custom in this case. But whatever this rule may be, or however short the term (and we apprehend the shorter it is, the better, provided it leaves sufficient time for the due execution of the writs), no great inconveniences can arise from it, because it will be in your power, whatever day may be fixed by the writs for the Assembly's meeting, to postpone it to some further day by a Proclamation of Prorogue, in case you shall find that it will interfere with any particular services which yourself or the Lieutenant-Governor may be employed in, and which must necessarily prevent their proceeding upon business.

F

EXTRACT from Lord Glenelg's despatch of the 30th April, 1837, touching separation of Legislative and Executive Councils.

DOWNING STREET, 30th April, 1837.

SIR,—I have received your despatch of the 9th of March, in which you transmitted to me a report of the proceedings of the Legislature of Nova Scotia since their meeting on the 21st of last January.

It is a ground of sincere satisfaction to me that the House of Assembly rescinded the resolutions which they adopted on the state of the Province, and I am happy to perceive, on reference to the Journals of the House, that the resolutions are rescinded on the motion of the same gentlemen who had originally proposed them for the adoption of the House.

Hitherto mutual confidence has reigned, almost without interruption, between His Majesty's Government and the Representatives of the people of Nova Scotia, and I should deeply have regretted to be required to participate in a discussion con-

ducted on either side in a different spirit. I hasten therefore, to obviate, if possible any such controversy, and to place you in possession of instructions for your guidance on the questions embraced in those resolutions.

It is the more incumbent on me to adopt this course, because you prepare me, not indeed for the immediate revival of all the topics, the discussion of which had been suspended, but for an intimation of the desire of the Assembly for some alteration in the form of their existing constitution.

I am happy to assure you that His Majesty, in acceding with the wishes, or what he conceives to be the wishes, of the Assembly, makes no reluctant concession, but meets them with a cheerful assent, convinced that the greater part of the measures which they have suggested will be conducive alike to the honor of his Crown and the welfare of his faithful subjects inhabiting that part of his dominion.

1st. His Majesty abstains from expressing any opinion on the questions debated between the two Houses of Provincial Legislature with regard to the disuse of divine worship in the one and the exclusion of the public from the debates of the other. The King is persuaded that the very grave importance of these measures will be duly appreciated by either House, and that the interference of the Executive Government on such subjects would not only be misplaced but injurious, as it could not fail to be regarded, and justly, as an encroachment on the peculiar privileges of the Legislature.

2ndly. You give me reason to infer that the Assembly desire such a change in the constitution of the Legislative Council, as it would bring it into correspondence with the system at present in force in the Canadas and in New Brunswick. It is of course understood in the Province that in all the British Colonies possessing Representative Assemblies, except the Canadas and New Brunswick, the Council is a single Chamber, called at different times to the discharge of the Legislative functions, and to the duty of assisting in the administration of the Executive Government.

The separating this Body into two distinct Chambers, the one Legislative and the other Executive, is an experiment which was first tried in the Canadas by the Act of 1791, and repeated in New Brunswick in the year 1832. So far as I have been able to judge the result of this innovation has not been such as to exclude very serious doubts respecting its real usefulness.

It may well be questioned whether the maintenance of the existing constitution of the Council of Nova Scotia would not be the best mode of subjecting that body to a direct and effective responsibility, and of securing to each of the two Houses of the Legislature its just weight and legitimate influence in the deliberations and measures of the other.

His Majesty, however, is graciously prepared to act on this question in conformity with such advice as shall be deliberately tendered to him by the Representatives of the People of Nova Scotia, because the King will not refuse to his people in that Province every participation in the institutions of the other Provinces of British North America, which their Representatives may regard as conducive to the general good, and because His Majesty is convinced that their advice will be dictated by more exact and abundant knowledge of the wants and wishes of their constituents than any other persons possess or could venture to claim.

I willingly abstain from entering on the discussion of the alternative of an Executive Council, suggested in one of the rescinded resolutions. It is unnecessary for me to say more on this subject than to express my conviction that the suggestion was thrown out by the Assembly rather as a possible compromise of a supposed difficulty, than as expressing any fixed opinion, that the evils of which they complained could be remedied only by so essential a change in the Constitution.

G.

COPY of Lord John Russell's despatch on the Tenure of Office, 16th October, 1839.

DOWNING STREET, 16th October, 1839.

SIR,—I am desirous of directing your attention to the tenure on which Public Offices, in the gift of the Crown, appear to be held throughout the British Colonies. I find that the Governor himself, and every person serving under him, are appointed during the Royal pleasure, but with this important difference—the Governor's commission is, in fact, revoked whenever the interests of the public service are supposed to require such a change in the administration of local affairs. But the commissions of all other Public Officers are very rarely indeed recalled, except for positive misconduct. I cannot learn that during the present, or the two last reigns, a single instance has occurred of a change in the subordinate Colonial Officers, except in cases of death or resignation, incapacity or misconduct. This system of converting a tenure at pleasure into a tenure for life, originated probably in the practice which formerly prevailed of selecting all the higher class of colonial functionaries from persons who, at the time of their appointments, were resident in this country, and amongst other motives which afforded such persons a virtual security for the continued possession of their places, it was not the least considerable, that except on those terms they were unwilling to incur the risk and expense of transferring their residence to remote and often to unhealthy climates. But the habit which has obtained of late years of preferring, as far as possible, for places of trust in the colonies, persons resident there, has taken away the strongest motive which could thus be alleged in favor of a practice to which there are many objections of the greatest weight. It is time, therefore, that a different course should be followed; and the object of my present communication is to announce to you the rules which will be hereafter observed on this subject, in the Province of Nova Scotia.

You will understand, and will cause it to be made generally known, that, hereafter, the tenure of Colonial offices held during Her Majesty's Pleasure will not be regarded as equivalent to a tenure during good behaviour; but that not only such officers will be called upon to retire from the public service as often as any sufficient motives of public policy may suggest the expediency of that measure, but that a change in the person of the Governor will be considered as a sufficient reason for any alterations which his successor may deem it to make in the list of public functionaries, subject of course to the future confirmation of the Sovereign.

These remarks do not extend to judicial offices, nor are they meant to apply to places which are altogether Ministerial, and which do not devolve upon the holders of them duties, in the right discharge of which the character and the policy of the Government are directly involved. They are intended to apply rather to the heads of Departments than to persons serving as clerks, or in similar capacities, under them. Neither do they extend to officers in the service of the Lords' Commissioners of the Treasury.

Functionaries who will be chiefly, though not exclusively, affected by them, are the Colonial Secretary, the Treasurer or Receiver-General, the Surveyor-General, the Attorney and Solicitor-General, the Sheriff or Provost Marshal, and other officers who, under different designations from these, are entrusted with the same or similar duties. To this list must also be added the members of the Council, especially in those colonies in which the Legislative and Executive Councils are distinct bodies.

The application of these rules to officers to be hereafter appointed will be attended with no practical difficulty. It may not be equally easy to enforce them in the case of existing officers, and especially of those who may have left this country for the express purpose of accepting the offices they at present fill. Every reasonable indulgence must be shown for the expectations which such persons have been encouraged to form. But even in these instances it will be necessary that the right of enforcing the regulations should be distinctly maintained in practice as well as in theory, as often as the public good may clearly demand the enforcement

of them. It may not be unadvisable to compensate any such officers for their dis-
appointment even by pecuniary grants, when it may appear unjust to dispense with
their services without such an indemnity.

I have the honor to be, &c.,

J. RUSSELL,

Lieutenant-General Sir Colin Campbell, &c.

H.

AN ACT FOR LIMITING THE DURATION, OR CONTINUANCE, OF THE GENERAL ASSEMBLIES.

Whereas, it is necessary for the well-being of this Province that its General
Assemblies should have a fixed and determined period for their dissolution :

1. Be it enacted by the Lieutenant-Governor, Council, and Assembly, That this
present Assembly, and all General Assemblies, that shall at any time hereafter be
called, assembled, or held, shall and may, respectively, have continuance for seven
years, and no longer ; to be accounted from the day on which, by the writ of sum-
mons, this present Assembly hath been, or any future General Assemblies shall be
appointed to meet, unless this present, or any such General Assembly hereafter to be
summoned, shall be sooner dissolved by His Majesty, his heirs or successors, or by his
Governor, Lieutenant-Governor, and Commander-in-Chief for the time being.

2. Provided always, that nothing herein contained shall be of force or effect until
is Majesty's pleasure shall be known thereon.

I.

AN ACT FOR LIMITING THE DURATION, OR CONTINUANCE, OF THE GENERAL ASSEMBLIES.

(Passed the 27th day of March, 1840.)

Be it enacted, by the Lieutenant-Governor, Council and Assembly, that this pre-
sent Assembly, and all General Assemblies, that shall at any time hereafter be called,
assembled, or held, shall and may, respectively, have continuance for four years, and
no longer ; to be accounted from the day on which, by the writs for holding the last
General Election, or any future General Election, this present General Assembly
hath been, or any future General Assemblies, shall be appointed to meet, unless this
present General Assembly, or any future General Assembly, hereafter to be summoned,
shall be sooner dissolved by Her Majesty, her heirs or successors, or by the Gover-
nor, Lieutenant-Governor, or Commander in Chief for the time being, of this Province :
Provided always, that nothing herein contained shall be of force or effect until Her
Majesty's assent shall be signified thereto.

K

REVISED STATUTES, FOURTH SERIES.—CHAPTER 2.

Of Legislative Councillors.

1. The appointment of members of the Legislative Council of the Province of
Nova Scotia shall be vested in the Lieutenant-Governor, who shall make such
appointments in the Queen's name, by instrument under the Great Seal of the
Province.

2. Any member of the Legislative Council, who shall be absent from his place
therein, for two Sessions consecutively without the consent of the Lieutenant-Governor,
shall vacate his seat as such Councillor.

CHAPTER 3.

Of Executive and Legislative Disabilities.

1. No person shall be capable of being appointed to, or of sitting or voting in the Legislative Council of this Province, or of being elected to, or of sitting or voting in, the House of Assembly, who shall at the time of such appointment to the Legislative Council, or at the time of his being nominated a candidate at such election, hold under the Government of this Province, or of the Dominion of Canada, any one of the following offices, that is to say:—

Judge of the Supreme Court.

Judge of the Court of Vice Admiralty.

Judge of Probate or Registrar of Probate.

Postmaster General, Postmaster or Deputy Postmaster—not to include Way Office Keeper.

Deputy Surveyor of Crown Lands.

Queen's Printer.

Registrar of Deeds.

Prothonotary.

Gold Commissioner or Deputy Gold Commissioner.

Officer or Clerk of the Customs, or of colonial or light duties, or persons concerned in the receiving or managing of any moneys to be collected under any of such Departments.

Commissioner or Manager of Government Railroads.

Any person employed by the Dominion Government or under the same, in receiving or collecting any part of the revenue, or in guarding, protecting or securing the same.

Any person acting for, or on behalf of the Dominion Government, or of any Departmental officer thereof, in the capacity of agent, subordinate or official representative.

Medical Superintendent of the Provincial Hospital for the Insane.

Supervisor of great roads.

Railroad contractor.

2. Any member of the Legislative Council, or of the House of Assembly, accepting any one of such offices after his appointment or nomination, shall vacate his seat thereby.

3. The appointment, nomination, election or return of persons disabled, as herein mentioned, shall be void; and every person so disabled who shall sit or vote as a member of the Legislative Council or of the House of Assembly, shall forfeit four hundred dollars for every day he shall so sit or vote, to be recovered in the Supreme Court.

4. When any person holding the office of Provincial Secretary, Attorney-General, Treasurer, Commissioner of Public Works and Mines, or Commissioner of Crown Lands, and being at the same time a member of the House of Assembly, shall resign his office, and within one month after his resignation accept of any other of such offices, he shall not thereby vacate his seat in such Assembly.

5. No person being a member of the Senate or House of Commons of Canada shall be capable of being appointed to or of sitting or voting in the Legislative Council of this Province, or of being elected to or of sitting or voting in the House of Assembly, thereof; and if any person, being a member of the Legislative Council or of the House of Assembly of this Province, shall accept a seat in the Senate, or be elected as a member of the House of Commons of Canada, his seat in the Legislative Council or House of Assembly, as the case may be, shall thereby be vacated.

6. No person referred to in the first section of this chapter shall be deemed eligible to or qualified to sit, in either, branch of the Legislature of this Province, unless he shall have resigned his office or employment before the day of nomination or of his appointment to a seat in the Legislative Council, and signified in writing such resignation to the Provincial Secretary.

7. Nothing in this chapter shall be held to apply to or in any manner affect any departmental officer in the Provincial Government, or any Surveyor of Shipping, Fishery Warden, Officer of Militia, person employed in taking the census, or of any person acting in the capacity of Queen's Counsel or Justice of the Peace.

CHAPTER 4.

Of the Duration of, and Representation in, the General Assembly.

1. No General Assembly shall determine merely in consequence of the demise of Her Majesty.

2. The General Assembly shall continue for four years from the expiration of forty days next after the issuing of writs for any general election, unless sooner dissolved, and no longer.

3. The House of Assembly shall be composed of thirty-eight members, of whom three shall be elected by the County of Halifax, three by the County of Pictou, and two by each of the other counties.

4. The boundaries of counties and polling districts shall be the same as now established.

CHAPTER 7.

Of Vacating Seats.

1. Any member of the House of Assembly may, by written notice to the Provincial Secretary, or Speaker of the House if in Session, vacate his seat.

2. If any member shall accept of any of the following offices his seat shall become vacant, but he may be re-elected; that is to say, the offices of Attorney-General, Provincial Secretary, Treasurer, Commissioner of Public Works and Mines, Commissioner of Crown Lands; but, if any person holding either of the above offices, and being at the same time a member of the House of Assembly, shall resign his office, and within one month after his resignation accept of the same or of any other of such offices, he shall not thereby vacate his seat in such Assembly.

3. Whenever a seat shall become vacant a writ shall be issued to supply the vacancy.

4. The Speaker shall vacate his seat as Speaker and member either by a declaration to that effect in the House, if in Session, or by written notice to the Provincial Secretary, in which case a writ shall be issued to supply the vacancy.

L.

COPY OF COMMISSION TO SIR JAMES KEMPT, 1st NOVEMBER, 1819.

In the name and on behalf of His Majesty

G E O R G E R.

GEORGE THE THIRD, by the Grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith:

To our Trusty and Well-beloved Sir James Kempt, Knight Grand Cross of the Most Honorable Military Order of the Bath, Lieutenant-General of our Forces:—
Greeting:

We, reposing especial trust and confidence in your loyalty, integrity and ability, do by these presents constitute and appoint you to be Our Lieutenant-Governor of Our Province of Nova Scotia in the room of Lieutenant-General the Earl of Dalhousie, Knight Grand Cross of the Most Honourable Military Order of the Bath; to have, hold, exercise and enjoy the said Office and place during our pleasure with all Rights, Privileges, Profits, Perquisites and Advantages to the same belonging and appertaining.

And further, in case of the death, or during the absence of our Captain-General and Governor-in-Chief of Our Province of Nova Scotia, now and for the [time being, We do hereby authorize and require you to execute and perform all and singular the powers and directions contained in Our Commission to said Captain-General and Governor-in-Chief according to such instructions as he hath already received from us, and such further orders and instructions as he or you shall hereafter receive from Us. And We do hereby command all and singular Our Officers, Ministers and loving subjects in Our said Province, and all others whom it may concern, to take due notice hereof, and to give their ready obedience accordingly. Given at Our Court at Carlton House, the first day of November, 1819, in the sixtieth year of Our Reign.

By Command of His Royal Highness the Regent in the name and on the behalf of His Majesty.

RUTLAND.

Lieutenant-General Sir James Kempt, G.C.B., Lieutenant-Governor of Nova Scotia.

M.

COPY OF COMMISSION TO SIR PEREGRINE MAITLAND, 3RD AUGUST, 1828.

G E O R G E R.

GEORGE THE FOURTH, by the Grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith.

To Our Trusty and Well-beloved Sir Peregrine Maitland, Knight Commander of the Most Honorable Military Order of the Bath, Major-General of Our Forces:—
Greeting :

We, reposing especial trust and confidence in your loyalty, integrity and ability, do by these presents constitute and appoint you to be our Lieutenant-Governor of Our Province of Nova Scotia, in the room of Lieutenant-General Sir James Kempt; to have, hold, exercise, and enjoy the said office and place during Our pleasure, with all rights, privileges, profits, perquisites, and advantages to the same belonging and appertaining. And, further, in case of the death, or during the absence of our Captain-General and Governor-in-Chief of our Province of Nova Scotia, now and for the time being, we do hereby authorize and require you to execute and perform all and singular the powers and directions contained in our Commission to our said Captain-General and Governor-in-Chief, according to such instructions as he hath already received from us, and such further orders and instructions as he or you shall hereafter receive from us. And we do hereby command all and singular our Officers, Ministers, and loving subjects, in our said Province, and all others whom it may concern, to take due notice hereof, and to give their ready obedience accordingly.

Given at our Court at Windsor, the twenty-third day of August, 1828, in the ninth year of Our reign.

By His Majesty's Command,

GEORGE MURRAY.

Major-General Sir Peregrine Maitland, Lieutenant-Governor of the Province of Nova Scotia.

N.

COPY OF COMMISSION TO SIR COLIN CAMPBELL, 24TH JANUARY, 1834.

W I L L I A M R.

WILLIAM THE FOURTH, by the Grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith.

To our Trusty and Well-beloved Sir Colin Campbell, Knight Commander of the Most Honorable Military Order of the Bath, Major-General of our Forces :—

Greeting :

We, reposing especial trust and confidence in your loyalty, integrity and ability, do, by these presents, constitute and appoint you to be Our Lieutenant-Governor of Our Province of Nova Scotia in America ; to have, hold, exercise and enjoy the said office and place during Our pleasure, with all the rights, privileges, profits, perquisites and advantages to the same belonging and appertaining ; and further, in case of the death, or during the absence, of Our Captain General and Governor in Chief of Our Province of Nova Scotia, now, and for the time being, We do hereby authorize and require you to execute and perform all and singular the powers and directions contained in the Commission to Our said Captain General and Governor in Chief, according to such instructions as he hath already received from Us, and such further orders and instructions as he or you shall hereafter receive from Us. And We do hereby command all and singular Our Officers, Ministers, and loving subjects in Our said Province, and all others whom it may concern, to take due notice thereof, and to give their ready obedience accordingly.

Given at our Court at St. James's, the 24th day of January, one thousand eight hundred and thirty-four, in the fourth year of Our reign.

By His Majesty's command.

E. G. STANLEY.

Major-General Sir COLIN CAMPBELL, Lieutenant-Governor, Nova Scotia.

O.

ROYAL INSTRUCTIONS.

List among Nova Scotia Archives.

- Vol. 1.—No. 1.—Instructions to Richard Phillips, Esq., Governor in Chief, Nova Scotia, dated 1st July, 1729, containing 32 clauses. Instructions relative to Trade and Plantations, containing 21 clauses.
- No. 2.—Instructions to Peregrine Thomas Hopson, Governor in Chief, &c., dated 7th May, 1752, containing 132 clauses. Trade and Plantations, containing 23 clauses.
- No. 3.—Instructions to Charles Lawrence, Governor in Chief, &c., date, 18th March, 1756, containing 124 clauses. Trade and Plantations, containing 26 clauses.
- Vol. 2.—No. 4.—Instructions to Montague Wilmot, Governor in Chief, Nova Scotia, dated 16th March, 1764, containing 97 clauses. Trade and Plantations, containing 26 clauses.
- No. 5.—Instructions to Francis Legge, Governor in Chief, Nova Scotia, dated 3rd August, 1775, containing 81 clauses. Those referring to Trade and Plantations, not among Archives.
- No. 6.—Instructions to Sir Edmund Walker Head, Governor-General, &c., dated 20th September, 1854, contains 35 clauses. (See Journals of Assembly for 1859 ; No. 28 of Appendix, p. 427).
- No. 7.—Instructions to Lord Monck, Governor-General, &c., dated 2nd November, 1861, contains 15 clauses.
- Vol. 3.—No. 8.—Instructions to Sir John Henry Craig, dated 29th August, 1797, contains 19 clauses.
- No. 9.—Instructions to Sir George Prevost, Governor of Nova Scotia, Cape Breton and Prince Edward Island, dated 27th October, 1811, contains 70 clauses.
- No. 10.—Instructions to the Earl of Dalhousie, Governor of Nova Scotia, Prince Edward Island and Cape Breton, dated 27th April, 1820, contains 70 clauses : additional instructions, 14 clauses.

- No. 11.—Instructions to the Earl of Durham, Governor-General. &c., dated 6th February, 1838, contains 41 clauses; additional instructions to appoint certain persons Executive Councillors.
- No. 12.—Instructions to Charles Poulett Thompson, Governor-General, dated 7th September, 1839. (Verbatim, same as to Earl Durham, No. 11.)
- No. 13.—Instructions to Sir Charles Bagot, Governor-General, &c., dated 7th October, 1841. (Verbatim, same as to Earl Durham, No. 11.)

P.

BY HER MAJESTY THE QUEEN, GUARDIAN OF THE KINGDOM, &c.

INSTRUCTIONS FOR RICHARD PHILLIPS, ESQ., CAPTAIN-GENERAL AND GOVERNOR IN CHIEF OF NOVA SCOTIA.

CAROLINE, R. C. R.

INSTRUCTIONS for Richard Phillips, Esq., His Majesty's Captain-General and Governor in Chief, in and over His Majesty's Province of Nova Scotia, or Acadie in America. Given at the Court at Kensington, the first day of July, 1729, in the third year of His Majesty's Reign.

1st. With these, His Majesty's instructions, you will receive His Commission under the Great Seal of Great Britain, constituting you His Majesty's Captain-General and Governor in Chief, in and over His Majesty's Province of Nova Scotia, or Acadie in America.

2nd. You are therefore to fit yourself with all convenient speed and to repair to His Majesty's said Province, where, being arrived, you are to take upon you the execution of the trust reposed in you, and as soon as may be, to call together the persons whom you are empowered by your Commission to appoint as Councillors there, and before them to publish His Majesty's said Commission, and take yourself, and afterwards administer to the said Councillors the oaths therein mentioned.

3rd. You are to send to His Majesty, by one of His principal Secretaries of State, and to His Commissioners for Trade and Plantations, the names and characters of such persons as shall be appointed by you of the said Council, to whom you shall allow freedom of debate and vote in all affairs of public concern that may be debated in Council.

4th. You are neither to augment nor diminish the number of the said Council, nor suspend any of the members thereof, without good and sufficient cause, which you are to signify to His Majesty, and to His Commissioners for Trade and Plantations, as aforesaid.

5th. But you are to signify His Majesty's pleasure unto the members of His said Council, that if any of them shall absent themselves from the Province, and continue absent above the space of twelve months together, without leave from you, or from His Majesty's Governor, or Commander-in-Chief of the said Province for the time being, first obtained, under your or his hand and seal, or shall remain absent for the space of two years, or the greatest part thereof, successively, without His Majesty's leave, given them under His Royal Sign Manual, their place or places in the said Council shall immediately thereupon become void; and that His Majesty will forthwith appoint others in their stead.

6th. And whereas His Majesty is sensible that effectual care ought to be taken to oblige the members of His said Council to a due attendance therein, in order to prevent the many inconveniences that may happen from the want of a quorum of the Council to transact business, as occasion may require; it is His Majesty's will and pleasure that if any of the said members shall wilfully absent themselves when duly summoned, without a just and lawful cause, and shall persist therein, after admonition, you suspend the said Councillors so absenting themselves 'till His Majesty's further pleasure be known, giving His Majesty timely notice thereof; and that this

be signified to the several members of His Majesty's Council, and entered on the Council books as a standing rule.

7th. And that His Majesty may be always informed of the names and characters of persons fit to supply the vacancies which shall happen in the said Council, you are to transmit unto His Majesty, by one of His principal Secretaries of State, and to His Commissioners for Trade and Plantations, with all convenient speed, the names and characters of twelve persons, inhabitants of the said Province, whom you shall esteem the best qualified for that trust: and so, from time to time, when any of them shall die, depart out of the said Province, or become otherways unfit, you are to nominate so many other persons to His Majesty in their stead, that the list of twelve persons fit to supply vacancies in His Majesty's said Council may be always complete.

8th. But you shall not take upon you to fill up any vacancies that may happen in the said Council, after the same shall be constituted as aforesaid, without His Majesty's leave first obtained, unless the number of Councillors remaining in your Government be under seven, and in that case you are only to complete them to the number of seven and no more.

9th. And the better to enable His Majesty to complete what may be further wanting towards the establishing a Civil Government in the said Province, you are to give unto His Majesty, by one of His principal Secretaries of State, and to His Commissioners for Trade and Plantations, by the first opportunity after your arrival there, a true state of the said Province, particularly with respect to the number and qualifications of the people, that either are there or hereafter shall resort thither, of what number it may be proper to constitute an Assembly, what persons are proper and fit to be Judges, Justices, or Sheriffs; and any other matter or thing, that may be of use to His Majesty in the establishing a Civil Government, as aforesaid.

10th. In the meantime, till such a Government shall have been established, you will receive herewith a copy of the instructions given by His Majesty to His Governor of Virginia, by which you will conduct yourself till His further pleasure shall be known, as near as the circumstances of the place will admit, in such things as they can be applicable to, and where you are not otherwise directed by these instructions; but you are not to take upon you to enact any laws till His Majesty shall have appointed an Assembly, and given you directions for your proceedings therein.

11th. Whereas His Majesty is informed that the Inhabitants of Nova Scotia (except those of the garrison of Annapolis Royal) are most, if not all of them French, who never took the oaths of fidelity and allegiance to His Majesty, to His late Royal Father, or to the late Queen; notwithstanding such, their undutiful behavior, you are immediately upon your arrival there, to invite them in the most friendly manner by proclamation, and otherways, as you shall think fit, to submit to your Government and swear allegiance to His Majesty within the space of four months from the date of such, your proclamation, upon which condition they shall enjoy the free exercise of their religion, and be protected in all their civil and religious rights and liberties so long as they shall behave themselves as becomes good subjects.

12th. You shall take care to give notice to His Majesty, by one of His principal Secretaries of State, and to his Commissioners for Trade and Plantations, of the effects of this Proclamation, and expect His Majesty's further orders thereupon for your conduct towards such of the said French inhabitants as shall not have complied therewith by the time therein prefixed. But, in the meanwhile, you are to observe that the said French inhabitants of Nova Scotia have long since lapsed the time granted them by the Treaty of Utrecht for removing their effects from thence to any part of the French dominions in America; and, therefore, if any of the said French inhabitants should, notwithstanding the encouragement given them to become good subjects to His Majesty, resolve to remove out of your Government, you are to take particular care, as far as in you lies, that they do no damage before such their removal to their respective houses and plantations, and that they be not permitted to carry off their effects with them.

13th. And as it is not reasonable that such of the French inhabitants as shall neglect or refuse to take the oaths of allegiance aforesaid within the time prefixed, should enjoy the same liberties and advantages with the rest of His Majesty's subjects in Nova Scotia, you are hereby directed to debar them from fishing on the coast till His Majesty's further pleasure be known concerning them.

14th. You are to send to His Majesty, by one of His principal Secretaries of State, and to His Commissioners for Trade and Plantations, an account of the number of the said French inhabitants remaining in that Province, where their settlements are, whether they live in townships or are scattered in distances from each other; what trade they carry on, either with the Indians or otherways, and how they employ themselves for the subsistence of their families; what number of ships they have, and how they are employed; to what market they carry the fish they catch, and what goods or commodities they bring back (and from what places) in return for their said fish. Also, the like account with respect to such of His Majesty's natural born subjects as are already settled in His said Province.

15th. You shall, after your arrival there, propose to the Governor of Canada to appoint one or more Commissaries in behalf of the French, to be joined with such as you shall appoint on His Majesty's part, to view the limits between His Majesty's Territories and those of France, bordering on Nova Scotia, pursuant to the Articles of the Treaty of Utrecht, and to such further instructions as you shall receive from hence for that purpose. And you shall send a full account of your proceedings herein to one of His Majesty's principal Secretaries of State, to be laid before His Majesty, and to His Commissioners for Trade and Plantations, as aforesaid, with your opinion upon the whole.

16th. You shall live in good correspondence with the said Governor, and all other officers and subjects of the most Christian King, taking particular care that no violence be offered to them, whereby an occasion might be given to interrupt the friendship and good correspondence between the two Crowns, which, more particularly in the present juncture, is so necessary for their mutual advantage; and in case the subjects of France should make any depredations upon His Majesty's subjects, or do them any other injury, you shall not make reprisals without further orders from His Majesty, but you shall in an amicable manner demand redress of the Governor of Canada, or such other officer as it may concern; but if it should so happen that he persist in justifying what such subjects of France may have done, and that either through his obstinacy, or the dubiousness of the case, you shall not be able to adjust the difference between yourselves in a friendly manner, you shall represent the same to one of His Majesty's principal Secretaries of State, and to His Commissioners for Trade and Plantations, to be laid before Him, acquainting the said Governor, or other officer in the first place with your intention so to do, and offering to impart to him your representation of the case, if he will in like manner communicate to you what he writes to the French Court upon that subject.

17th. You are, notwithstanding, to keep as strict a watch as possible upon the proceedings of the French at Cape Breton and in Canada, and particularly you are to send to His Majesty by one of His Secretaries of State and to His Commissioners for Trade and Plantations, frequent accounts of their number, strength and situation, what commerce they carry on, and what progress they have made in their settlement on the back of the British plantations, especially with regard to the communication they are said to have opened from the Gulf and River of St. Lawrence to the Lakes of Ontario and Erie, and from thence down the River Mississippi to the Bay of Mexico.

18th. You shall to the utmost of your power encourage the growth and production of timber, masts, tar, hemp, and other naval stores in the Province of Nova Scotia; and you are to enquire what trees there are in the said Province fit for masts for the use of the Royal Navy; and in what parts of the country they grow, at what distance they are from any rivers, whereby they may be the more commodiously brought down in order to be shipped for this kingdom.

19th. And you are in a particular manner to signify His Majesty's express will and pleasure to all the inhabitants that now are or hereafter shall come to settle there, and to take care yourself that no trees fit for masts for the future, of the diameter of twenty-four inches and upwards at twelve inches from the ground, be cut without His Majesty's particular licence.

20th. And whereas His Majesty has been graciously placed to constitute and appoint a Surveyor-General of his woods in North America, with proper deputies under him, in order the better to secure and preserve for the use of His Royal Navy such trees as shall be found proper for that service. It is His Majesty's will and pleasure that you be aiding and assisting to the said Surveyor and his deputies, and that you give orders to all officers, civil and military, that they in their several stations and places be aiding and assisting to the said Surveyor or his deputies in preventing the destruction of His Majesty's woods in that Province, or in punishing such as shall be found offending therein.

21st. You are to endeavor to get a survey made of His Majesty's said Province of Nova Scotia, as soon as conveniently may be, and in the meantime you are to send to His Majesty by one of His principal Secretaries of State, and to His Commissioners for Trade and Plantations, the best description of that country you are able to get, with relation to its extent and situation, with respect to the neighbouring French of Canada and Cape Breton.

22nd. You are also to send the most particular account you can, of the nature of the soil, what swamps there are in it; and whether those swamps do produce mast trees, or by draining may not be made fit for raising of hemp; what other products the country is capable of, and how the same may be best improved for the advantage of this Kingdom; and what trade may be carried on with the Indians for furs or otherwise; what navigable rivers there are in the said Province, and what others fall into them.

23rd. And whereas His Majesty has judged it highly necessary for His service, that you should cultivate and maintain a strict friendship and good correspondence with the Indian nations inhabiting within the precincts of your Government, that they may be reduced by degrees, not only to be good neighbours to His subjects, but likewise themselves become good subjects to His Majesty; His Majesty does therefore direct you upon your arrival in Nova Scotia, to send for the several heads of the said Indian nations or clans and promise them friendship and protection on His part. You will likewise bestow on them as your discretion shall direct, such presents as you shall carry from hence in His Majesty's name for their use.

24th. And as a further mark of His Majesty's goodwill to the said Indian nations, you shall give all possible encouragement to intermarriages between His Majesty's British subjects and them, for which purpose you are to declare in His Majesty's name that he will bestow on every white man, being one of his said subjects who shall marry an Indian woman, native and inhabitant of Nova Scotia, a free gift of the sum of ten pounds sterling and fifty acres of land free of quit rent for the space of twenty years, and the like on any white woman, being His Majesty's subjects, who shall marry an Indian man, native and inhabitant of Nova Scotia, as aforesaid.

25th. And whereas it will be of advantage to His Majesty's service, and highly beneficial to the trade of Great Britain that His Majesty's said Province of Nova Scotia be peopled and settled as soon as conveniently may be; as an encouragement to all His Majesty's good subjects that shall be disposed to settle themselves and their families there, you are hereby directed to make grants of such lands in fee simple as are not already disposed of by His Majesty to any person that shall apply to you for the same; reserving, nevertheless, to His Majesty, His heirs and successors an annual rent of one shilling, or of three pounds of hemp clean, bright and water rotted for every fifty acres so granted, at the election of the grantee, the said rent to commence three years after the making the grant, and not before. You are to take especial care that there be a clause inserted in all the said grants declaring that if any grantee shall refuse or neglect to pay the above-mentioned rent for the space of three years, after

the same shall become due, his patent shall thenceforth be null and void to all intents and purposes whatsoever.

26th. But as great inconveniences have arisen from suffering one single proprietor to possess too large tract of lands in His Majesty's plantations, it is His Majesty's express will and pleasure that for the better settling and peopling the colony under your government you do not upon any pretence whatever grant unto any one person above the number of five hundred acres, it being His Majesty's intention that no person whatsoever, either in his own name, or any others in trust for him, do hold any more than five hundred acres as aforesaid until His Majesty's further pleasure shall be known thereupon; and in all such grants of land as you shall hereafter make, you are to have particular regard to the profitable and unprofitable acres, that is to say that no man shall have his whole grant run lengthways upon the banks of a river, but that a due proportion of what shall be granted to him do run from the river upwards into the country.

27th. And whereas it is, and hath been, a common practice in His Majesty's Plantations in America, for persons to take out patents for sundry tracts of land without being in any condition to cultivate the same; you are hereby directed to cause a clause to be inserted in every grant of land by you to be made as aforesaid, whereby the said grant shall become void and null, to all intents and purposes, if the grantee or his assigns, do not cultivate, enclose, plant or improve at least one-tenth part of the lands granted within the space of three years, to be accounted from the date of the patent, and so progressively one other tenth part within the space of every other subsequent three years until the whole tract of land contained in the said patent shall be cultivated, enclosed, planted or improved.

28th. And that His Majesty may at all times be exactly informed of the state of his said Province, particularly with respect to the lands that shall be granted; you are to cause a book to be fairly kept, wherein shall be registered all the grants made by you, specifying the names of the grantees, the number of acres granted, with their situation and boundaries, and the quit rent thereon reserved, together with the date of each respective grant; and you are to transmit to His Majesty, by one of His principal Secretaries of State and to His Commissioners for Trade and Plantations, transcripts of such registers, at least once a year.

29th. But as it is His Majesty's pleasure that certain tracts of land, which shall be found upon a survey to be most proper for producing of masts and other timber for the use of His Majesty's Royal Navy, lying contiguous to the sea coasts or navigable rivers, be reserved for his service, you are not to grant any lands till such tracts shall have been marked out and set apart for his use, not amounting to less than two hundred thousand acres in the whole, in which you shall strictly forbid all the inhabitants of Nova Scotia, or others that may come there, to cut any trees, of any dimensions whatsoever, upon pain of His Majesty's highest displeasure, and of the utmost penalties the law can inflict.

30th. It being His Majesty's intention to give all possible encouragement to the trade of all his subjects, you are to use your best endeavors that the fishery on the coast of Nova Scotia be encouraged and protected, and in order thereunto, you shall not allow any settlements to be made on the coast but what shall be at two hundred yards distance from the sea or harbor, that there may be sufficient room left for beaches, flakes, stages, cook-rooms, and other necessary conveniences, between the said settlements and the sea, for any of His Majesty's subjects that shall come to catch and cure fish there, who are not to be impeded, molested, or disturbed in their curing of their fish, upon any pretence of grants or settlements upon the coast; nor shall any of the planters and inhabitants demand any sum or sums of money, or other acknowledgment, from the fishermen, for the liberty of curing upon the coast, unless they provide stages and cook-rooms, with a shoreman to each stage, and the usual necessities for such fishing-ships, as is done at Marble Head, in New England, and in such case they shall ask no more than 12d., New England money, for every quintal.

31st. And to render the commerce of His Majesty's subjects in Nova Scotia more commodious and practicable, you are to take especial care in all such grants of land

as you shall make, pursuant to your commission and these instructions, that a continued space of land on the banks of all creeks and rivers, of the breadth of one hundred yards, be reserved free and common to all passengers, and public uses whatsoever.

32nd. Whereas there have been great complaints that His Majesty's soldiers, in garrison at Annapolis, have been very ill-treated with regard to their clothing and provisions, and in several other respects, you shall make particular enquiry into any abuses of this kind that may have been heretofore, and transmit an account thereof to His Majesty's Secretary at War; and you shall take care that no occasion be given hereafter for complaints of this nature.

C. R. C. R.

Q

INSTRUCTIONS TO CHARLES LAWRENCE ESQ., CAPTAIN-GENERAL
AND GOVERNOR IN CHIEF OF NOVA SCOTIA.

GEORGE R.

INSTRUCTIONS to our trusty and well-beloved Charles Lawrence, Esq., our Captain-General and Governor in Chief in and over Our Province of Nova Scotia, or Accadia in America, given at our Court at St. James's, the 18th day of March, 1756, in the 29th year of our Reign.

11. And in case you shall find it necessary for our service to call an Assembly within our said Province, you shall take care the Members thereof be elected only by the freeholders as being more agreeable to the custom of this Kingdom.

QQ.

INSTRUCTIONS TO GOVERNOR WILMOT.

GEORGE R.

INSTRUCTIONS to our trusty and well-beloved Montagu Wilmot, Esq., our Captain-General and Governor-in-Chief in and over our Province of Nova Scotia and the islands and territories thereunto belonging in America. Given at our Court at St. James, the sixteenth day of March, 1764, in the fourth year of our reign.

1. With these Our instructions you will receive Our Commission under our Great Seal of Great Britain, constituting you Our Captain-General and Governor-in-Chief in and over our Province of Nova Scotia, and the islands and territories thereunto belonging in America. You are therefore to take upon you the execution of the place and trust we have reposed in you, and the administration of the Government, and to do and execute all things in due manner that shall belong unto your command, according to the several powers and authorities of Our said Commission under Our Great Seal of Great Britain, and these Our instructions to you, or such further powers and instructions as shall at any time hereafter be granted or appointed you, under Our signet and sign manual, or by Our order in our Privy Council; and you are forthwith to call together the following persons, whom we do hereby appoint to be Our Council for Our Province of Nova Scotia, viz.:—Jonathan Belcher, Our Chief Justice of Our said Province, Benjamin Greene, John Collier, Charles Morris, Richard Bulkley, Joseph Guerish, Alexander Grant, Edmund Crawley, Henry Newton, Michael Franklyn, and Sebastian Zouberbuhler. It is, nevertheless, Our will and pleasure that Our said Chief Justice, or the Chief Justice for the time being, shall be capable of taking upon him the administration of the Government upon your death or absence, or the death or absence of the Commander-in-Chief of Our said Province for the time being.

2. And you are with all due and usual solemnity to cause Our said Commission to be read and published at the said meeting of Our Council; which being done, you shall then take and also administer unto each of the members of Our said Council, the oaths mentioned in an Act passed in the first year of the reign of His Majesty King George the First, intituled: "An Act for the further security of His Majesty's Person and Government, and the succession of the Crown in the heirs of the late Princess Sophia, being Protestants, and for extinguishing the hopes of the pretended Prince of Wales, and his open and secret abettors;" as also make and subscribe, and cause the members of the said Council to make and subscribe the declaration mentioned in an Act of Parliament made in the twenty-fifth year of the reign of King Charles the Second, intituled: "An Act for Preventing Dangers which may happen from Popish Recusants;" and you and every of them are likewise to take an oath for the due execution of your and their places and trusts, with regard to your and their equal and impartial administration of justice; and you are also to take the oaths required by an Act passed in the seventh and eighth years of the reign of King William the Third, to be taken by Governors of Plantations to do their utmost that the laws relating to the plantations be duly observed.

3. You shall administer or cause to be administered the oaths appointed in the aforesaid Act, intituled: "An Act for the further security of His Majesty's Person and Government, and the succession of the Crown in the heirs of the late Princess Sophia, being Protestants, and for extinguishing the hopes of the pretended Prince of Wales and his open and secret Abettors," to the members and officers of the Council and Assembly, and to all Judges, Justices and other persons, that hold any office or place of trust or profit in the said Province, whether by virtue of any patent under the Great Seal of Great Britain, or the Public Seal of Nova Scotia, or otherwise; and you shall also cause them to make and subscribe the aforesaid declaration; without the doing of all which, you are not to admit any person whatsoever into any public office, nor suffer those that shall have been admitted to continue therein.

4. And that We may always be informed of the names and characters of persons fit to supply the vacancies which shall happen in our said Council you are to transmit to Our Commissioners for Trade and Plantations, in order to be laid before Us, the names and characters of three persons, inhabitants of our colony, whom you shall esteem the best qualified for that trust.

5. Whereas, by Our Commission to you, you are empowered, in case of the death or absence of any of our Council of the said Province, to fill up the vacancies in the said Council to the number of nine, and no more. You are from time to time to send unto Our Commissioners for Trade and Plantations, in order to be laid before Us, as aforesaid, the names and qualities of any member or members by you put into the said Council, by the first conveyance after your so doing.

6. And in the choice and nomination of the members of Our said Council, as also the Chief Officers, Judges, Assistants, Justices of the Peace and other Officers of Justice, you are always to take care that they be men of good life, well affected to Our Government, and of abilities suitable to their employments.

7. You are neither to augment nor diminish the number of Our said Council, as it is at present established, nor to suspend any of the members thereof without good and sufficient cause, nor without the consent of the majority of Our said Council, signalized in Council after due examination of the charge against such Councillor and his answer thereunto; and in case of the suspension of any of them, you are to cause your reasons for so doing, together with the charges and proofs against the said persons, and their answers thereto, to be duly entered upon the Council books, and forthwith to transmit copies thereof to Our Commissioners for Trade and Plantations, in order to be laid before Us; nevertheless if it should happen, that you should have reasons for suspending any Councillor not fit to be communicated to the Council, you may in that case suspend such person without their consent. But you are thereupon immediately to send to Our Commissioners for Trade and Plantations, in order to be laid before Us, an account of your proceedings therein, with your reasons at large for such suspen-

sion, as also for not communicating the same to the Council, and duplicates thereof by the next opportunity.

8. And whereas we are sensible that effectual care ought to be taken to oblige the members of Our said Council to a due attendance therein, in order to prevent the many inconveniences that may happen for want of a quorum of the Council to transact business as occasion may require, it is Our will and pleasure, that, if any of Our said Council residing in our said Province shall hereafter willingly absent themselves from the Province and continue absent for the space of six months together, without leave from you or from the Commander in Chief of the said Province for the time being first obtained under your or his hand and seal, or shall remain absent for the space of one year without our leave given them under Our Royal Signature, their places in the said Council shall immediately thereupon become void; and that if any of the members of the Council residing in Our said Province shall wilfully absent themselves hereafter from the Council Board, when duly summoned, without a just and lawful cause, and shall persist therein after admonition, you suspend the said Councillors absenting themselves, till Our further pleasure be known, giving timely notice thereof to our Commissioners for Trade and Plantation, in order to be laid before us; and We do hereby will and require you, that this Our Royal pleasure be signified to the several members of Our said Council, and that it be entered in the Council books of the said Province as a standing rule.

9. And to the end that Our Council may be assisting to you or to the Commander in Chief of Our said Province for the time being, in all affairs relative to Our service, you are to communicate to them such and so many of these Our instructions, wherein their advice and consent are mentioned to be requisite, and likewise all such others from time to time as you shall find convenient for our service to be imparted to them.

10. You are also to permit the members of Our said Council, to have and enjoy freedom of debate, and vote in all affairs of public concern, which may be debated in Council.

11. And it is Our will and pleasure, that the following regulations be carefully in the framing and passing all such laws, statutes and ordinances as are to be passed by you; with the advice and consent of Our said Council and Assembly, viz.:

That the style of enacting the said laws, statutes and ordinances be, by the Governor, Council and Assembly, and no other.

That each different matter be provided for by a different law, without including in one and the same Act, such things as have no proper relation to each other.

That no clause be inserted in any Act or Ordinance, which shall be foreign to what the title of it imports, and that no perpetual clause be part of any temporary law.

That no law or ordinance whatever be suspended, altered, continued, revived or repealed by general words; but that the title and date of such law or ordinance be particularly mentioned in the enacting part.

That no law or ordinance respecting private property be passed, without a clause suspending its execution, until Our Royal will and pleasure is known, nor without a saving of the right of Us, Our heirs and successors, and of all bodies politic and corporate, and of all other persons, except such as are mentioned in the said law or ordinance, and those claiming by, from and under them; and before such law or ordinance is passed, proof must be made before you in Council, and entered in the Council books, that public notification was made of the party's intention to apply for such Act, in the several parish churches where the lands in question lie, for three Sundays at least successively, before any such law or ordinance shall be proposed; and you are to transmit and annex to the said law or ordinance, a certificate under your hand, that the same passed through all the forms above mentioned.

That in all laws or ordinances for levying money or imposing fines, forfeitures or penalties, express mention be made that the same is granted or reserved to Us, Our heirs and successors, for the public uses of the said Province, and the support of the Government thereof, as by the said law or ordinance shall be directed; and that

a clause be inserted, declaring that the money arising by the operation of the said law or ordinance, shall be accounted for unto us, here in this Kingdom, and to Our Commissioners of Our Treasury or Our High Treasurer for the time being, and audited by our Auditor-General of Our Plantations, or his Deputy.

That all such laws, statutes and ordinances be transmitted by you within three months after their passing, or sooner, if opportunity offers, to Our Commissioners for Trade and Plantations; that they be fairly abstracted in the margents and accompanied with very full and particular observations upon each of them, that is to say, whether the same is introductive of a new law, declaratory of a former law, or does repeal a law then before in being; and you are also to transmit in the fullest manner the reasons and occasion for enacting such laws or ordinances, together with fair copies of the Journals, of the Proceedings of the Council and Assembly, which you are to require from the Clerks of the said Council and Assembly.

12. And whereas, great mischief may arise by passing Bills of an unusual and extraordinary nature and importance in our plantations, which Bills remain in force there from the time of enacting until Our pleasure be signified to the contrary; We do hereby will and require you not to pass or give your assent to any Bill or Bills in the Assembly of Our said Province of an unusual or extraordinary nature and importance, wherein Our prerogative or the property of Our subjects may be prejudiced, or the trade and shipping of this Kingdom any ways affected, until you shall have first transmitted unto our Commissioners for Trade and Plantations, in order to be laid before Us, the draught of such a Bill or Bills, and shall have received Our Royal pleasure thereupon; unless you take care that there be a clause inserted therein suspending and deferring the execution thereof, until Our pleasure shall be known concerning the same.

13. And whereas, laws have formerly been enacted in several of Our plantations in America for so short a time, that the assent or refusal of Us or Our Royal predecessors could not be had thereupon before the time, for which such laws were enacted, did expire; you shall not, therefore, give your assent to any law that shall be enacted for a less time than two years, except in cases of imminent necessity, or immediate temporary expediency; and you shall not re-enact any law to which the assent of Us or Our Royal Predecessors has once been refused, without express leave for that purpose first obtained from Us, upon a full representation by you to be made to Our Commissioners for Trade and Plantations, in order to be laid before Us, of the reasons and necessity for passing such law; nor give your assent to any law for repealing any other law passed in your Government, whether the same has or has not received Our Royal approbation, unless you take care that there be a clause inserted therein suspending and deferring the execution thereof, until Our pleasure shall be known concerning the same.

14. And it is Our express will and pleasure, that no law for raising any imposition on wines or other strong liquors be made to continue for less than one whole year; as also that all other laws made for the supply and support of the Government shall be without limitation of time, except the same be for a temporary service, and which shall expire and have their full effect within the time therein prefixed.

15. Whereas Acts have been passed in some of Our plantations in America, for striking bills of credit, and issuing out the same in lieu of money, in order to discharge their public debts, and for other purposes; from whence several inconveniences have arisen; it is therefore Our will and pleasure, that you do not give your assent to, or pass any Act in the Province of Nova Scotia under your Government, whereby bills of credit may be struck or issued in lieu of money, or for payment of money either to you, the Governor, or to any Lieutenant-Governor or Commander in Chief, or to any of the members of our Council or of the Assembly, or to any other person whatsoever, except to Us, Our heirs and successors, unless there be a clause inserted in such Act, declaring that the same shall not take effect, until the said Act shall have been approved and confirmed by Us, Our heirs or successors.

16. You are not to suffer any public money whatsoever to be issued or disposed of, otherwise than by warrant under your hand; the Assembly may, nevertheless, be

permitted from time to time, to view and examine the accounts of money or value of money disposed of by virtue of laws made by them, which you are to signify unto them, as there shall be occasion.

17. And We do particularly require you to take care, that fair books of accounts of all receipts and payments of all public monies be duly kept, and the truth thereof attested upon oath, and that all such accounts be audited and attested by Our Auditor-General of our Plantations, or his Deputy, who is to transmit copies thereof to our Commissioners of our Treasury, or to our High Treasurer for the time being; and that you do every half year, or oftener, send another copy thereof attested by yourself, to our Commissioners for Trade and Plantations, and duplicates thereof, by the next conveyance, in which books shall be specified every particular sum raised or disposed of, together with the names of the persons, to whom any payment shall be made, to the end We may be satisfied of the right and due application of the revenue of Our said Province; with the probability of the increase or diminution of it under every head and article thereof.

18. Whereas several inconveniences have arisen to Our Governments in the plantations, by gifts and presents made to Our Governors by the General Assemblies, you are therefore to propose unto the Assembly, at their first meeting, and to use your utmost endeavor with them, that an Act be passed for raising and settling a permanent and established public revenue for defraying the necessary charges of the Government of Our said Province; and that therein provision be particularly made for a competent salary to yourself as Captain-General and Governor-in-Chief of Our said Province, and to other Our succeeding Captains-General, for supporting the dignity of the said office, as likewise due provision for the contingent charges of Our Council and Assembly, and for the salaries of the respective clerks and other officers thereunto belonging, as likewise of all other officers necessary for the administration of that Government; and that in such Act the salaries of all officers for the time being be fixed to some reasonable yearly sum; and you are not upon any account to give your assent to any temporary law for any allowance to yourself or the said officers, and neither you, Our Governor, nor any Governor, Lieutenant-Governor, Commander-in-Chief, or President of Our Council of our said Province for the time being, are to give your or their consent to the passing of any law or Act for any gift or present from the Assembly, or others, on any account, or in any manner whatsoever, upon pain of Our highest displeasure, and of being recalled from that Our Government.

19. And whereas complaints have heretofore been made by the merchants of the city of London, in behalf of themselves and of several others Our good subjects of Great Britain trading to our plantations in America, that greater duties and impositions are laid on their ships and goods, than on the ships and goods of persons who are natives and inhabitants of the said plantations. It is therefore Our will and pleasure, that you do not, upon any pretence whatsoever, on pain of our highest displeasure, give your assent to any law, wherein the natives or inhabitants of the Province of Nova Scotia under your Government are put on a more advantageous footing than those of this Kingdom, or whereby duties shall be laid upon British shipping, or upon the product or manufactures of Great Britain upon any pretence whatsoever.

20. Whereas Acts have been passed in some of our plantations in America, for laying duties on the importation and exportation of Negroes to the great discouragement of the merchants trading thither from the Coast of Africa; and whereas Acts have likewise been passed for laying duties on felons imported, in direct opposition to an Act of Parliament passed in the fourth year of the reign of His late Majesty King George the First, for the further preventing robbery, burglary, and other felonies, and for the more effectual transportation of felons. It is Our will and pleasure, that you do not give your assent to, or pass any Act imposing duties upon Negroes imported into our said Province under your Government, payable by the importer, or upon any slaves exported that have not been sold in Our said Province, and continued there for the space of twelve months. It is Our further will and pleasure, that you do not give your assent to, or pass any Act whatsoever for imposing duties on the

importation of any felons from this Kingdom into the Province under your Government.

21. And whereas, an Act of Parliament was passed in the sixth year of the reign of Her late Majesty, Queen Anne, intituled: "An Act for ascertaining the rates of foreign coins in Her Majesty's Plantations in America," which Act all the respective Governors of all our Plantations in America have from time to time been instructed to observe and carry into due execution; and whereas, notwithstanding the same, complaints have been made, that the said Act has not been observed as it ought to have been in many of Our Colonies and Plantations in America; by means whereof many indirect practices have grown up, and various and illegal currencies have been introduced in several of our said Colonies and Plantations, contrary to the true intent and meaning of the said Act, and to the prejudice of the trade of our subjects; it is, therefore, Our Royal will and pleasure, and you are hereby strictly required and commanded, under pain of Our highest displeasure, and of being removed from your Government, to take the most effectual care for the future, that the said Act be punctually and *bonâ fide* observed, and put in execution according to the true intent and meaning thereof.

22. You are to examine what rates and duties are charged, and payable on any goods exported and imported within Our said Province, whether of the growth or manufacture of the said Province, or otherwise; and you are to suppress the engrossing of commodities, as tending to the prejudice of that freedom which trade and commerce ought to have; and to use your best endeavors in the improving the trade of those parts, by settling such orders and regulations therein, with the advice of Our said Council, as may be most acceptable to the generality of the inhabitants; and it is our express will and pleasure, that you do not, upon any pretence whatever, upon pain of Our highest displeasure, give your assent to any law or laws for setting up any manufactures, or carrying on any trade which are hurtful and prejudicial to this Kingdom, and that you do use your utmost endeavors to discourage, discountenance, and restrain any attempts which may be made to set up such manufactures, or establish any such trades.

23. Whereas it is necessary that Our rights and dues be preserved and recovered, and that speedy and effectual justice be administered in all cases relating to Our revenue, you are to take care that a Court of Exchequer be called and do meet at all such times as shall be needful; and you are to inform Our Commissioners for Trade and Plantations whether Our service may require that a constant Court of Exchequer be settled and established there.

24. You shall not erect any new Court or Office of Judicature, nor dissolve any Court or office already erected or established there.

25. Our will and pleasure is, that you or the Commander-in-Chief for the time being do in all civil causes, on application being made to you or the Commander-in-Chief for the time being for that purpose, permit and allow appeals from any of the Courts of Common Law in Our said Province unto you or the Commander-in-Chief and the Council of the said Province; and you are for that purpose to issue a writ, in the manner which has been usually accustomed, returnable before yourself and the Council of the said Province, who are to proceed to hear and determine such appeal, wherein such of the said Council as shall be at that time Judges of the Court from whence such appeal shall be so made to you our Captain-General or to the Commander-in-Chief for the time being, and to Our said Council, as aforesaid, shall not be admitted to vote on the said appeal, but they may, nevertheless, be present at the hearing thereof to give the reasons of the judgment given by them in the causes wherein such appeal shall be made; provided, nevertheless, that in all such appeals the sum or value appealed for do exceed the sum of three hundred pounds sterling, and that security be first duly given appellant to answer such charges as shall be awarded, in case the first sentence be affirmed; and if either party shall not rest satisfied with the judgment of you or the Commander-in-Chief for the time being and Council, as aforesaid, Our will and pleasure is, that they may then appeal unto Us in Our Privy Council; provided the sum or value so appealed for unto Us do

exceed five hundred pounds sterling, and that such appeal be made within fourteen days after sentence, and good security given by the appellant, that he will effectually prosecute the same and answer the condemnation, as also pay such costs and damages as shall be awarded by Us, in case the sentence of you or the Commander-in-Chief for the time being and Council be affirmed; provided, nevertheless, where the matter in question relates to the taking or demanding any duty payable to Us, or to any fee of office, or annual rents, or other such like matter or thing, where the rights in future may be bound; in all such cases you are to admit an appeal to Us in Our Privy Council, though the immediate sum or value appealed for be of less value; and it is Our further will and pleasure that in all cases where, by your instructions, you are to admit appeals unto Us in Our Privy Council, execution be suspended until the final determination of such appeal, unless good and sufficient security be given by the appellee to make ample restitution of all that the appellant shall have lost by means of such decree or judgment in case, upon the determination of such appeal, such decree or judgment should be reversed, and restitution awarded to the appellant.

26. You are also to permit appeals unto Us in Our Privy Council in all cases of fines imposed for misdemeanours, provided the fines so imposed amount to, or exceed, the sum of one hundred pounds sterling, the appellant first giving good security that he will effectually prosecute the same, and answer the condemnation if the sentence by which such fine was imposed in Nova Scotia shall be confirmed.

27. You shall not remit any fines or forfeitures whatsoever above the sum of ten pounds, nor dispose of any forfeitures whatsoever until upon signifying unto the Commissioners of Our Treasury or Our High Treasurer for the time being, and to Our Commissioners for Trade and Plantations, the nature of the offence, and the occasion of such fines and forfeitures, with the particular sums or value thereof (which you are to do with all speed) you shall have received Our directions thereon, but you may, in the meantime suspend the payment of the said fines and forfeitures.

28. It is Our will and pleasure that you do not dispose of any forfeitures or escheates to any person until the proper officer has made enquiry by a jury upon their oaths into the true nature thereof, nor until you shall have transmitted to Our Commissioners of Our Treasury and unto Our Commissioners for Trade and Plantations, a particular account of such forfeitures and escheats, and the nature thereof, and shall have received our directions thereupon; and you are to take care that the produce of such forfeitures and escheats, in case we shall think proper to give you directions to dispose of the same, be duly paid to Our Receiver-General of the said Province, and a full account thereof transmitted to the Commissioners of Our Treasury or Our High Treasurer for the time being, and to Our Commissioners for Trade and Plantations, with the names of the persons to whom disposed. And provided that in the grants of all forfeited and escheated lands there be a clause obliging the grantee, in case the same was not cultivated and planted before to the same terms and conditions of cultivation and improvements as are hereinafter directed, with respect to all other grants of lands by you to be made within Our said Province, and that there be proper savings and reservations of quit rents to Us, Our heirs and successors.

29. And you are, with the advice and consent of Our Council, to take especial care to regulate all salaries and fees belonging to places, or paid upon emergencies, that they be within the bounds of moderation, and that no exaction be made on any occasion whatsoever; as also that tables of all fees be publicly hung up in all places where such fees are to be paid; and you are to transmit copies of all such tables of fees to our Commissioners for Trade and Plantations, as aforesaid, in order to be laid before us.

30. And you are to transmit to our Commissioners for Trade and Plantations, with all convenient speed, a particular account of all establishments of jurisdiction, courts, offices and officers, powers, authorities, fees and privileges granted and settled within Our said Province; as likewise an account of all the expenses attending the establishment of the said courts, and of such funds as are settled and appropriated for discharging such expenses.

31. You shall not appoint any person to be a Judge or Justice of the Peace, without the advice and consent of at least three of our Council; nor shall you execute yourself, or by deputy, any of the said offices. And it is Our further will and pleasure, that all Commissions to be granted by you to any person or persons, to be Judge, Justice of the Peace, or other necessary officers, be granted during pleasure only.

32. You shall not displace any of the Judges, Justices, Sheriffs or other officers or Ministers within our said Province, already appointed, without good and sufficient cause, to be signified in the most full and distinct manner to Our Commissioners for Trade and Plantations, in order to be laid before Us by the first opportunity after such removal.

33. And whereas, frequent complaints have been made of great delays and undue proceedings in the Courts of Justice in several of Our Plantations, whereby many of Our good subjects have very much suffered; and it being of the greatest importance to Our service and to the welfare of Our Plantations that justice be everywhere speedily and duly administered, and that all disorders, delays, and other undue practices in the administration thereof be effectually prevented; We do particularly require you to take especial care, that, in all Courts where you are authorized to preside, justice be impartially administered; and that in all other Courts established within Our said Province all Judges and other persons therein concerned do likewise perform their several duties without delay or partiality.

34. You are to take care that no Court of Judicature be adjourned but upon good grounds; as also, that no orders of any Court of Judicature be or allowed, which shall not be first read and approved of by the Magistrates in open Court, which rule you are in like manner to see observed with relation to the proceedings of Our Council in Nova Scotia; and that all orders there made be first read and approved in Council before they are entered upon the Council books.

35. You are to take care that all writs within Our said Province be issued in Our name.

36. You shall take care, with the advice and assistance of Our Council, that proper prisons be forthwith erected, and put into and kept in such a condition as may sufficiently secure the prisoners that are or shall be there in custody.

37. You shall not suffer any person to execute more offices than one by deputy.

38. Whereas there are several offices in Our Plantations granted under the Great Seal of Great Britain, and Our service may be very much prejudiced by reason of the absence of the Patentees, and by their appointing deputies not fit to officiate in their stead, you are therefore to inspect such of the said offices as are in Our said Province, under your government, and enquire into the capacity and behaviour of the persons exercising them, and to report thereupon to Our Commissioners for Trade and Plantations, what you think fit to be done or altered in relation thereunto. And you are, upon the misbehaviour of any of the said Patentees or their deputies, to suspend them from the execution of their places, till you shall have represented the whole matter unto Our Commissioners for Trade and Plantations, in order to be laid before Us, and shall have received Our directions thereon; and in case of the death of any such deputy, it is Our express will and pleasure that you take care that the person appointed to execute the place, until the Patentee can be informed thereof, and appoint another deputy, do give sufficient security to the Patentee, or in case of suspension, to the person suspended, to be answerable for the profits accruing during such interval by death or during such suspension, in case We shall think fit to restore the person suspended to his place again. It is, nevertheless, Our will and pleasure that the person executing the place, during such intervals by death or suspension, shall, for his encouragement, receive the same profits as the person dead or suspended did receive; and it is Our further will and pleasure that, in case of the suspension of a Patentee, the person appointed by you to execute the office during such suspension shall, for his encouragement, receive a moiety of the profits, which would otherwise have accrued and become due to such Patentee, giving security to such Patentee to

be answerable to him for the other moiety, in case We shall think fit to restore him to his place again.

39. You shall not, by colour of any power or authority hereby or otherwise granted or mentioned to be granted unto you, take upon you to give, grant or dispose of any place or office within Our said Province, which now is or shall be granted under the Great Seal of this Kingdom, or to which any person is or shall be appointed by warrant under Our Signet or Sign Manual, any further than that you may, upon the vacancy of any such office or place, or upon the suspension of any such officer by you, as aforesaid, put in any fit person to officiate in the interval, till you shall have represented the matter unto Our Commissioners for Trade and Plantations, in order to be laid before Us, as aforesaid (which you are to do by the first opportunity), and till the said office or place be disposed of by Us, Our heirs or successors under the Great Seal of this Kingdom, or until some person shall be appointed thereto under Our Signet and Sign Manual, or Our further directions be given therein; and it is Our express will and pleasure, that you do countenance and give all due encouragement to all Our Patent Officers in the enjoyment of their legal and accustomed fees, rights, privileges and emoluments, according to the true intent and meaning of their Patents.

40. And whereas several complaints have been made by the Surveyors-General and other Officers of Our Customs in Our Plantations in America, that they have been frequently obliged to serve on juries, and personally to appear in arms, whenever the Militia is drawn out, and thereby are much hindered in the execution of their employments; Our will and pleasure is that you take effectual care, and give the necessary directions, that the several Officers of Our Customs be excused and exempted from serving on any juries, or personally appearing in arms in the Militia, unless in cases of absolute necessity, or serving any parochial offices, which may hinder them in the execution of their duties.

41. And whereas the Surveyors-General of Our Customs in the Plantations are empowered in case of the vacancy of any of Our offices of the Customs, by death, removal or otherwise, to appoint other persons to execute such offices, until they receive further directions from Our Commissioners of Our Treasury or Our High Treasurer, or the Commissioners of Our Customs for the time being; but in regard the districts of the said Surveyors-General are very extensive, and that they are required at proper times to visit the officers in the several Governments under their inspection, and that it may happen that some of the officers of Our Customs, who may hereafter be established in our Province of Nova Scotia, may die at the time when the Surveyors-General is absent in some distant part of his district, so that he cannot receive advice of such officer's death within a reasonable time, and thereby make provision for carrying on the service, by appointing some other person in the room of such officer who may happen to die; therefore that there may be no delay given on such occasions to the masters of ships or merchants in their despatches, it is Our further will and pleasure, in case of such absence of the Surveyors-General, or if he should happen to die, and in such case only, that upon the death of any Collector of Our Customs within that Our Province, you shall make choice of a person of known loyalty, experience, dilligence and fidelity, to be employed in such Collector's room for the purposes aforesaid, until the Surveyors-General of Our Customs shall be advised thereof and appoint another to succeed in his place, or until further directions shall be given therein by Our Commissioners of Our Treasury, or Our High Treasurer, or by the Commissioners of Our Customs for the time being, which shall be first signified; taking care that you do not, under pretence of this instruction, interfere with the powers and authorities given by the Commissioners of Our Customs to the said Surveyors-General, when he is able to put the same in execution.

R.

INSTRUCTIONS TO THE RIGHT HONOURABLE THE EARL OF DURHAM
G. C. B., &c., &c.

INSTRUCTIONS to Our Right Trusty and Right Well-beloved Cousin and Councillor, John George, Earl of Durham, Knight Grand Cross of the Most Honorable Order of the Bath, Our Captain-General and Governor in Chief, in and over Our Province of Nova Scotia, or in his absence to Our Lieutenant-Governor or Officer administering the Government of Our said Province for the time being. Given at Our Court at Buckingham Palace, this sixth day of February, 1838, in the first year of Our Reign.

1st. With these Our instructions, you will receive Our Commission under the sea of Our United Kingdom of Great Britain and Ireland, constituting you Our Captain General and Governor in Chief, in and over Our Province of Nova Scotia. You are therefore, with all convenient speed, to assume and enter upon the execution of the trust We have reposed in you.

2nd. And whereas We have by Our said Commission appointing you Our Captain-General and Governor in Chief, as aforesaid, declared Our pleasure to be that there shall be, within Our said Province of Nova Scotia, two distinct and separate Councils, to be respectively called the Legislative Council and the Executive Council of Our said Province, with certain powers and authorities therein mentioned. And we have further declared Our pleasure to be that the said Executive Council and Legislative Council, respectively, should hereafter consist of such and so many members as shall for that purpose be nominated and appointed by us, under Our Royal Sign Manual and Signet, or shall be provisionally appointed by you, the said John George, Earl of Durham, until Our pleasure therein shall be known. Provided always, that the total number of the members, for the time being, of such Executive Council, resident within Our said Province, shall not at any time, by any such provisional appointment by you, be raised to a greater number in the whole than nine, and that the total number of the members of such Legislative Council resident within our said Province shall not at any time, by any such provisional appointment by you, be raised to a greater number in the whole than fifteen. Now, We do hereby authorize and empower you, the said John George, Earl of Durham, to nominate and appoint provisionally such persons as you shall think fit to be members of Our said Executive and Legislative Councils, respectively, who shall hold their said appointments provisionally, until Our further pleasure shall be known; provided, nevertheless, and We do hereby require you forthwith to transmit to us, through one of Our principal Secretaries of State, the names and qualifications of the several members so provisionally appointed by you to be members of Our said Executive and Legislative Councils, respectively, to the intent that their said appointment may be either confirmed or disallowed by Us, as We shall see occasion.

3rd. And you are, with all due and usual solemnity, to cause Our said Commission to be read and published at the first meeting of Our said Executive Council of Nova Scotia, which being done, you shall then take, and also administer to each of the members of Our said Executive Council, the several oaths therein required.

4th. You shall also administer, or cause to be administered, the oaths mentioned in Our said Commission to the members and officers of the said Executive and Legislative Councils and Assembly, and to all Judges, Justices, and other persons who hold any office or place of trust or profit in Our said Province, without the doing of all which you are not to admit any person whatever, into any public office, nor suffer those who may already have been admitted to continue therein.

5th. You are not to suspend any of the members of either of Our said Councils, without good and sufficient cause, nor without the consent of the majority of the members of Our said respective Councils, signified in Council, after due examination of the charge against such Councillor, and his answer thereunto; and in case of the suspension of any of them, you are to cause your reasons for so doing, together with

the charges and proofs against such Councillor, and his answer thereunto, to be duly entered upon the Council books, and forthwith to transmit copies thereof to Us, through one of Our principal Secretaries of State; nevertheless, if it should happen that you should have reasons for suspending any Legislative or Executive Councillor not fit to be communicated to the said respective Councils, you may, in that case, suspend such person, without their consent, but you are thereupon, immediately to send to Us, through one of Our principal Secretaries of State, an account of your proceedings therein, with your reasons at large, for such suspension.

6th. And whereas effectual care ought to be taken to oblige the members of Our said respective Councils to a due attendance therein, in order to prevent the many inconveniences that may happen for want of a quorum of the said respective Councils to transact business as occasion may require. It is Our will and pleasure that if any of the members of Our said respective Councils residing in Our said Province shall hereafter wilfully absent themselves from the said Province and continue absent above the space of six months together without leave from you first obtained under your hand and seal, or shall remain absent for the space of one year without Our leave, given them under Our Royal signature, his or their places in the said respective Councils, shall immediately therefrom become void; and that if any of the members of Our said respective Councils residing in Our said Province shall wilfully absent themselves hereafter from the said respective Councils, when duly summoned by you, without good and sufficient cause and shall persist in such absence after being thereof admonished by you, you are to suspend such Councillors so absenting themselves till Our further pleasure be known therein, giving immediate notice thereof to Us through one of Our principal Secretaries of State. And We do hereby will and require you that this Our Royal pleasure be signified to the several members of Our said respective Councils and that it be entered in the respective Council books as a standing rule.

7th. You are to communicate to Our said respective Councils such and so many of these Our instructions wherein their advice and consent are mentioned to be requisite, and likewise all such others from time to time as you shall find convenient for Our service to be imparted to them.

8th. You are to permit the members of Our said respective Councils to have and enjoy freedom of debate, and vote in all affairs of public concern which may be debated in the said respective Councils.

9th. And whereas, by Our Commission to you under Our Great Seal of Our United Kingdom of Great Britain and Ireland, you are authorized and empowered, with the advice and consent of Our Executive Council, to summon and call General Assemblies of the freeholders, inhabitants of Our Province under your Government, and with the advice and consent of the Legislative Council and Assembly of Our said Province, or the major part of them, to make, constitute, and ordain laws, statutes, and ordinances for the public peace, welfare, and good government of Our said Province. It is Our will and pleasure that the following regulations be carefully observed in the framing and passing all such laws, statutes, and ordinances as may be passed by you with the advice and consent of Our said Legislative Council and Assembly, viz.:—

That the style of enacting the said laws, statutes, and ordinances be by the Governor, Council, and Assembly, and no other.

That each different matter be provided for by a different law without including in one and the same Act such things as have no proper relation to each other.

That no clause be inserted in any Act or Ordinance which shall be foreign to what the title of it imports, and that no perpetual clause be part of any temporary law. That no law or ordinance whatever be suspended, altered, continued, revived, or repealed by general words, but that the title and date of such law or ordinance be particularly mentioned in the enacting part. That no law or ordinance respecting private property be passed without a clause suspending its execution until Our Royal pleasure be known, nor without a saving of the right of Us, Our heirs and successors, and of all bodies politic and corporate, and of persons, except such as

are mentioned in the said law or ordinance, and those claiming from, by, or under them, and before such law or ordinance is passed proof must be made before you in Council, and entered in the Council books, that public notification was made of the party's intention to apply for such Act in the several parish churches where the lands in question lie for three Sundays at least successively before any such law or ordinance shall be proposed, and you are to transmit and annex to the said law or ordinance a certificate under your hand that the same passed through the forms above-mentioned.

That in all laws and ordinances for levying money or imposing fines and forfeitures express mention be made that the same are granted and reserved to Us, Our heirs and successors for the public uses of the said Province and the support of the Government thereof as by the said law or ordinance shall be directed. That all such laws, statutes and ordinances be transmitted by you within three months, or sooner, after the passing thereof to us, through one of Our principal Secretaries of State, and that all such laws, statutes or ordinances be fairly abstracted in the margins and accompanied with very full and particular observations upon each of them, that is to say: whether the same is introductory to a new law declaratory of a former law, or does repeal a law then before in being, and you are also to transmit in the fullest manner the reasons and occasion for enacting such laws or ordinances, together with fair copies of Journals and Minutes of the Proceedings of the said Legislative Council and Assembly.

10th. It is Our will and pleasure that you do not give your assent to any Act or Acts for raising money by the institution of any public or private lotteries.

11th. It is Our will and pleasure that you are not to give your assent to any Bill for ascertaining the duration of Assemblies, the fixing or altering the qualifications of the electors or elected, or establishing any regulations with respect thereto, until you shall have transmitted the draft of such Bill or Bills unto Us, through one of Our principal Secretaries of State, and shall have received Our Royal pleasure thereupon, or that a suspending clause as aforesaid shall be inserted therein.

12th. It is Our will and pleasure that you do not, on any pretence whatsoever, give your assent to any Bill or Bills that hereafter may be passed by the Legislative Council and Assemblies of the Province under your Government, for the naturalization of aliens, nor for the divorce of persons bound together in holy matrimony, nor for establishing a title in any person to lands, tenements, and real estates in Our said Province, originally granted to or purchased by aliens, antecedent to naturalization.

13th. And whereas, great mischiefs may arise from passing Bills of an unusual and extraordinary nature and importance in Our Plantations, which Bills remain in force there from the time of enacting until Our pleasure be signified to the contrary, We do hereby will and require you not to pass, or give your assent to any Bill or Bills of an unusual and extraordinary nature and importance, wherein Our prerogative, or the property of our subjects may be prejudiced, or the trade and shipping of this kingdom in any way affected, until you shall have first transmitted unto Us, by one of Our principal Secretaries of State, the draft of such Bill or Bills, and shall have received Our Royal pleasure thereupon, unless you take care that there be a clause inserted therein, suspending and deferring the execution thereof, until Our pleasure shall be known concerning the same.

14th. And it is Our further will and pleasure that you do not re-enact any law to which the assent of Us or Our Royal predecessors has once been refused, without express leave for that purpose first obtained from Us, upon a full representation by you to be made to Us through one of Our principal Secretaries of State, for the reasons and necessity of passing such a law.

15th. And it is Our express will and pleasure that no law for constituting any Court or Courts of Judicature, or for establishing the Militia, shall be a temporary law, and that no law for granting unto Us any sum or sums of money by duties of import tonnage or excise be made to continue for less than one whole year, as also that no other laws whatsoever be made to continue for less time than two years,

except only in cases where it may be necessary upon some unforeseen emergency to make provision by law for a service in its nature temporary and contingent.

16th. It is Our will and pleasure, that you do not, on any pretence whatsoever, give your assent to or pass any Bill or Bills in Our Province under your Government by which the lands, tenements goods, chattels, rights and credits of persons who have never resided within Our said Province and its dependencies, shall be liable to be attached for the recovery of debts due from such persons, in any manner inconsistent with the usage and practice within this Our United Kingdom of Great Britain and Ireland, until you have first transmitted unto Us, through one of Our principal Secretaries of State, the draft of such Bill or Bills, and shall have received Our Royal pleasure thereupon; unless you take care, in passing such Bill or Bills, that a clause or clauses be inserted therein suspending and deferring the execution thereof until Our Royal pleasure shall be known thereupon.

17th. It is Our will and pleasure that you do in all things conform yourself to the provisions contained in an Act of Parliament passed in the fourth year of the reign of His late Majesty King George the Third, intituled, "An Act to prevent Paper Bills of Credit hereafter to be issued in any of His Majesty's Colonies or Plantations in America from being declared to be legal tender in payment of money, and to prevent the legal tender of such Bills as are now subsisting from being prolonged beyond the period limited for calling in and sinking the same." And also of an Act passed in the thirteenth year of His late Majesty King George the Third, to explain and amend the above recited Act passed in the fourth year of His said late Majesty's reign, as aforesaid; and you are not to give your assent to or pass any Act whereby Bills of Credit may be struck or issued in lieu of money, or for payment of money to you Our Governor, or to any other person whatsoever, unless a clause shall be inserted in such Act, declaring the same shall not take effect until the said Act shall have been approved and confirmed by Us, Our heirs or successors.

18th. You are not to suffer any public money whatsoever to be issued or disposed of otherwise than by warrant under your hand, but the Assembly may nevertheless be permitted, from time to time, to view and examine the accounts of money disposed of by virtue of laws made by them, as there shall be occasion.

19th. And we do hereby particularly require you to take care that fair books of accounts of all receipts and payments of public monies be duly kept, in which books shall be specified every particular sum raised or disposed of, together with the names of the persons to whom any payment shall be made, to the end that we may be satisfied of the right and due application of the revenue of Our said Province, with the probability of the increase or diminution of the same under every head and article thereof.

20th. Our will and pleasure is that you do, in all civil causes, on application being made to you for that purpose, permit and allow appeals from any of the Courts of Common Law in Our said Province, and you are for that purpose to issue a writ, in the manner which has been usually accustomed, returnable before yourself and the Executive Council for the said Province, who are to proceed to hear and determine such appeals, wherein such of the said Executive Councillors of Our said Province as shall be at that time Judges of the Court, from whom such appeals shall be so made to you and to our said Executive Council, as aforesaid, shall not be admitted to vote upon the said appeal, but they may, nevertheless, be present at the hearing thereof, to give the reasons of the judgment given by them in the causes wherein such appeal shall be made. Provided, nevertheless, that in all such appeals the sum or value appealed for exceed the sum of three hundred pounds sterling, and that security be first duly given by the appellant to answer such charges as shall be awarded, in case the first sentence be affirmed; and if either party shall not rest satisfied with the judgment of you and of Our Executive Council, as aforesaid, Our will and pleasure is that the appellant may then appeal unto Us in Our Privy Council, provided the sum or value so appealed for unto Us do exceed five hundred pounds sterling, and that such appeal shall be made within fourteen days after sentence, and good security be given by the appellant that he will effectually prosecute the same, and answer the

condemnation, as also pay such costs and damages as shall be awarded by Us, in case the sentence of you and the said Executive Council shall be affirmed. Provided, nevertheless, when the matter in question relates to the taking or demanding any duty payable to Us, or to any fee of office, or annual quit rent, or other such like matter or thing where Our rights in future may be bound, in all such cases you are to admit an appeal to Us in Our Privy Council, although the immediate sum or value appealed for be of a less amount or value. And it is Our further will and pleasure that in all cases where, by your instructions you are to admit appeals to Us in Our Privy Council, execution being suspended until Our final determination of such appeal, unless good and sufficient security be given by the appellee to make such ample restitution of all that the appellant shall have lost by means of such decree or judgment, in case, upon the determination of such appeal, such decree or such judgment should be reversed, and restitution awarded to the appellant.

21st. You are also to permit appeals unto Us in Our Privy Council in all cases of fines imposed for misdemeanors, provided the fines so imposed amount to the sum of one hundred pounds sterling, the appellant first giving good security that he will effectually prosecute the same and answer the condemnation if the sentence by which such fine was imposed be confirmed.

22nd. You shall not remit any fines or forfeitures whatsoever above the sum of fifty pounds, nor dispose of any forfeitures whatsoever until you signify the same to Us through one of Our principal Secretaries of State and have received Our directions thereupon, but you may in the meantime suspend the payment of the said fines and forfeitures.

23rd. You are, with the advice and consent of Our Executive Council, to take especial care to regulate all salaries and fees belonging to places or paid upon emergencies that they be within the bounds of moderation and that no exaction be made on any occasion whatsoever, as also that tables of fees be publicly hung up in all places where such fees are to be paid.

24th. And you are to transmit to Us, through one of Our principal Secretaries of State, with all convenient speed, a particular account of all establishments of jurisdiction, courts, offices, and officers, powers, authorities, fees, and privileges, granted and settled within Our said Province, as likewise an account of all the expenses, if any, attending the establishment of the said courts.

25th. You shall not appoint any person to be a Judge or Justice of the Peace without the advice and consent of a majority of Our said Executive Council. And it is Our will and pleasure that all Commissions to be granted by you to any person or persons to be Judge, Justice of the Peace or other necessary officer, be granted during pleasure only.

26th. You shall not displace nor suspend any of the Judges, Justices, Sheriffs or other officers or Ministers within Our said Province without good and sufficient cause, to be signified in the most full and distinct manner to Us through one of Our principal Secretaries of State.

27th. It being of the greatest importance to Our service and to the welfare of Our Plantations, that justice be everywhere speedily and duly administered, and that all disorders, delays and other undue practices in the administration thereof be effectually prevented, We do particularly require you to take especial care that in all courts where you are authorized to preside, justice be impartially administered and that in all courts established within Our said Province all Judges and other persons therein concerned do likewise perform their several duties without delay or partiality.

28th. You shall not by colour of any power or authority hereby, or otherwise granted unto you, take upon you to give, grant or dispose of any place or office within Our said Province, which now is or shall be granted by warrant under Our Signet or Sign Manual, any further than that you may, upon the vacancy of any such office or place, or upon the suspension of any officer by you as aforesaid, put in any fit person to officiate in the interim until you shall have represented the matter unto Us through one of Our principal Secretaries of State.

29th. And whereas complaints have been made by the officers of Our Customs in Our Plantations in America, that they have been frequently obliged to serve upon juries, or personally to appear in arms whenever the Militia is drawn out, and thereby are much hindered in the execution of their employments. Our will and pleasure is that you take effectual care, and give the necessary directions that the several officers of Our Customs be excused and exempted from serving on any juries or personally appearing in arms in the Militia, unless in cases of absolute necessity or serving on any parochial offices which may hinder them in the execution of their duties.

30th. And whereas you will receive from Our Commissioners for executing the office of Our High Admiral of Our United Kingdom of Great Britain and Ireland and of the Plantations a commission constituting you Vice-Admiral of Our said Province, you are required and directed carefully to put in execution the several powers hereby granted you.

31st. And there having been great irregularities in the manner of granting Commissions in the Plantations to private ships of war, you are to govern yourself, whenever there shall be occasion, according to the commission and instructions granted in this kingdom, but you are not to grant commissions of marque or reprisal against any Prince or State in amity with Us to any person whatever without Our especial command.

32nd. Whereas, commissions have been granted in Our Colonies and Plantations for trying pirates in those parts pursuant to the several Acts for the more effectual suppression of piracy, and a Commission will be prepared empowering you, as Our Captain General and Governor in Chief of Our Province of Nova Scotia, with other persons therein mentioned, to proceed accordingly in reference to the said Province, Our will and pleasure is that in all matters relating to pirates you govern yourself according to the intent of the said Acts.

33rd. You are to permit all persons inhabiting Our Province under your Government to have full liberty of conscience and the free exercise of all such modes of religious worship as are not prohibited by law, provided they be contented with a quiet and peaceful enjoyment of the same, not giving offence or scandal to the Government.

34th. You shall take especial care that God Almighty be devoutly and duly served throughout your Government, that the Book of Common Prayer as by law established shall be read each Sunday and Holiday, and the blessed Sacrament administered according to the Rites of the Church of England. You shall be careful that the churches which are or hereafter be erected in Our said Province be well and orderly kept, and that besides a competent maintenance to be assigned to the minister of each Order of the Church, a convenient house be built at the common charge for each minister, and you are to take care that the parishes be so limited and settled as you shall find most convenient for accomplishing this good work.

35th. It is Our will and pleasure to reserve to you the power of granting licenses for marriages, letters of administrations, and probate of wills, as heretofore exercised by your predecessors, and also to reserve to you and all others to whom it may lawfully belong, the right of patronage and presentation to benefices. But it is Our will and pleasure that the person so presented shall be instituted by the Bishop, or his commissary duly authorised by him.

36th. And you are to take special care that a table of marriages established by the Canons of the Church of England be hung up in all places of public worship according to the Rites of the Church of England.

37th. And in case of distress of any other of Our Plantations, you shall, upon application of the respective Governors to you, assist them with such aid as the condition and safety of Our said Province, under your Government, can spare.

38th. You are, likewise, from time to time, to give unto Us, through one of Our Principal Secretaries of State, an account of the wants of Our said Province, what are the chief products thereof, what new improvements are made therein by the industry of the inhabitants or planters, and what further improvements you consider

may be made, or advantages gained by trade, and which way we may contribute thereunto.

39th. If anything shall happen which may be of advantage or security to Our province under your Government which is not herein or by your commission provided for, We do hereby allow unto you, with the advice and consent of Our said Executive Council, to take order for the present therein, giving unto Us through one of Our principal Secretaries of State, speedy notice thereof, that you may receive Our ratification, if We shall approve the same; provided always, that you do not, by color of any power or authority hereby given, commence or declare war without Our knowledge and particular commands therein.

40th. And whereas, by Our several Commissions under the Great Seal of Our United Kingdom of Great Britain and Ireland, We have appointed you to be Our Captain-General and Governor in Chief of Our Provinces of Upper Canada, Lower Canada, New Brunswick, and Nova Scotia, and of Our Island of Prince Edward, and it is Our intention that the Lieutenant-Governors commanding in the said Provinces of Upper Canada, New Brunswick and Nova Scotia, and in Our Island of Prince Edward, shall have and enjoy the full salaries, perquisites, and emoluments granted to them and arising from the respective Governments, in as full and ample a manner as if the said Governments were under distinct Governors-in-Chief. It is, therefore Our will and pleasure that you shall not at any time or times when you shall be resident or Commanding in Chief in either of Our said Provinces of Upper Canada, New Brunswick, Nova Scotia, or in our Island of Prince Edward, have, or receive any part of the said salaries, perquisites, or emoluments, but that the same shall continue to be paid and satisfied to the respective Lieutenant-Governors of the said several Provinces and Island, in like manner as they usually are during your absence therefrom.

41st. And you are upon all occasions to send to Us through one of Our Principal Secretaries of State, a particular account of all your proceedings, and of the condition of affairs within your Government.

R.R.

VICTORIA R.

ADDITIONAL INSTRUCTIONS to Our Right Trusty and Right Well beloved Cousin and Councillor, John George, Earl of Durham, Knight Grand Cross of the Most Honorable Order of the Bath, Our Captain-General and Governor in Chief in and over Our Province of Nova Scotia, or, in his absence, to Our Lieutenant-Governor, or the Officer Administering the Government of Our said Province for the time being. Given at Our Court, at Buckingham Palace, the ninth day of March, 1838, in the first year of Our Reign.

Whereas, We did, by our Commission, under the Great Seal of Our United Kingdom of Great Britain and Ireland, bearing date at Westminster, the sixth day of February, 1838, appointing you Our Captain-General and Governor in Chief, in and over Our Province of Nova Scotia, grant, provide and declare that there should thenceforth be established within our said Province, a Legislative Council, to consist of such, and so many members, as should, from time to time, be nominated and appointed by Us under Our Royal Sign Manual and Signet, or as should be provisionally appointed by you until Our further pleasure therein should be known.

Now, Know You, that We, reposing especial trust and confidence in the wisdom, prudence, and ability of Our trusty and well-beloved the Bishop of Nova Scotia, Simon B. Robie, Peter McNab, James Tobin, Joseph Allison, Norman Uniacke, James W. Johnson, William Lawson, George Smith, Alexander Stewart, William Rudolf, Lewis M. Wilkins, James S. Morse, William Ousley, Robert M. Cutler, Alexander Campbell, James Ratchford, Joseph FitzRandolph, and William R. Alton, Esquires, do by these Our instructions constitute and appoint them, the said Bishop

of Nova Scotia, Simon B. Robie, Peter McNab, James Tobin, Joseph Allison, Norman Uniacke, James W. Johnson, William Lawson, George Smith, Alexander Stewart, William Rudolf, Lewis M. Wilkins, James S. Morse, William Ousley, Robert M. Cutler, Alexander Campbell, James Ratchford, Joseph F. Randolph, and William R. Almon, to be, during Our pleasure, Legislative Councillors in Our Province of Nova Scotia, and you are hereby authorized and required to summon them to Our said Legislative Council accordingly. And We do further direct and appoint that the members of Our said Legislative Council shall take rank and precedence in the said Council according to the order in which their names are hereinbefore inserted, and that in all other cases the members of Our said Council shall take rank and precedence therein according to the date and seniority of their respective appointments.

R.R.R.

VICTORIA R.

ADDITIONAL INSTRUCTION to Our Right Trusty and Right Well-beloved Cousin and Councillor, John George, Earl of Durham, Knight Grand Cross of the Most Honorable Order of the Bath, Our Captain-General and Governor in Chief in and over Our Province of Nova Scotia, or, in his absence, to Our Lieutenant-Governor, or the Officer Administering the Government of Our said Province for the time being. Given at Our Court at Buckingham Palace, the ninth day of March, 1838, in the first year of Our reign.

Whereas We did by Our Commission, under the Great Seal of Our United Kingdom of Great Britain and Ireland, bearing date at Westminster the sixth day of February, 1838, in the first year of Our reign, appointing you Our Captain-General and Governor in Chief in and over Our Province of Nova Scotia, grant, provide and declare that there should thenceforth be established, within Our said Province, an Executive Council, to consist of such and so many members as should, from time to time, be nominated and appointed by Us under Our Royal Sign Manual and Signet, or as should be provisionally appointed by you, until Our further pleasure therein should be known.

Now, Know You, that We, reposing especial trust and confidence in the wisdom, prudence and ability of our trusty and well-beloved Thomas N. Jeffrey, Enos Collins, Simon B. Robie, Samuel Cunard, Henry H. Cogswell, Joseph Allison, Esquires; Sir Rupert George, Baronet; James W. Johnson, James B. Uniacke, Edmund M. Dodd, Hubert Huntington, Thomas N. J. Dewolf, and Michael Tobin, Esquires, do by these Our instructions constitute and appoint them, the said Thomas N. Jeffery, Enos Collins, Simon B. Robie, Samuel Cunard, Henry H. Cogswell, Joseph Allison, Sir Rupert George, James W. Johnson, James B. Uniacke, Edmund M. Dodd, Hubert Huntington, Thomas N. J. Dewolf, and Michael Tobin, to be, during Our pleasure, Executive Councillors in Our said Province of Nova Scotia, and you are hereby authorized and required to summon them to Our said Executive Council accordingly.

And We do further direct and appoint that the members of Our said Executive Council shall take rank and precedence in the said Council according to the order in which their names are hereinbefore inserted, and that in all other cases the members of Our said Council shall take rank and precedence therein according to the date and seniority of their respective appointments.

GOVERNMENT HOUSE, FREDERICTON, 16th October, 1882.

SIR,—I regret the delay that has occurred in replying to your despatch of the 24th of August last, referred to in your despatch of the 6th inst., requesting copies of the Charter or Constitutions granted by the Crown to the Province of New Brunswick, if these documents are to be found among the records of the Province, the same having been asked for by an Address of the House of Commons. After diligent

search the only document that has been discovered among the records of the Province, is the Commission issued to Thomas Carleton, Esq., in the twenty-fourth year of the reign of His late Majesty, George the Third, appointing him Governor of the Province of New Brunswick, with powers to appoint a Council, create Courts and call an Assembly, &c., &c., &c., a copy of which I forward herewith. If any other documents, bearing on the subject are discovered, I will forward copies of the same.

I have the honor to be, Sir, your obedient servant,

R. D. WILMOT, *Lieutenant Governor.*

Hon. Secretary of State.

GEORGE THE THIRD, by the Grace of God, of Great Britain, France and Ireland, King, Defender of the Faith, etc.

To Our Trusty and Well-beloved THOMAS CARLETON, Esquire,

GREETING:—

WE, reposing especial trust and confidence in the prudence, courage and loyalty of you, the said Thomas Carleton, of Our special grace, certain knowledge and mere motion, have thought fit to constitute and appoint you, the said Thomas Carleton, to be Our Captain-General and Governor-in-Chief of Our Province of New Brunswick, bounded on the westward by the mouth of the River Saint Croix, by the said river to its source, and by a line drawn due north from thence to the southern boundary of Our Province of Quebec, to the northward by the said boundary as far as the western extremity of the Bay des Chaleur, to the eastward by the said Bay and the Gulf of St. Lawrence to the Bay called Bay Verte, to the south by a line in the centre of the Bay of Fundy from the River Saint Croix, aforesaid, to the mouth of the Musquat River, by the said river to its source and from thence by a due east line across the isthmus into the Bay Verte to join the eastern line above described, including all islands within six leagues of the coast, with all the rights, members and appurtenances whatsoever thereunto belonging, and We do hereby require and command you to do and execute all things in due manner that shall belong to your said command, and the trust We have reposed in you according to the several powers and authorities granted or appointed you by this present Commission, and instructions herewith given you, or by such further powers, instructions and authorities as shall at any time hereafter be granted or appointed you under Our Signet and Sign Manual or by Our order in Our Privy Council, and according to such reasonable Laws and Statutes as shall hereafter be made or agreed upon by you, with the advice and consent of Our Council and the Assembly of Our said Province under your Government, when such Assembly shall be called, in such manner and form as is hereafter expressed; and Our will and pleasure is that you, the said Thomas Carleton, after the publication of these Our Letters Patent, do take the Oaths appointed to be taken by an Act passed in the first year of the reign of King George the First, intituled: "An Act for the further security of His Majesty's Person and Government, and the succession of the Crown in the Heirs of the late Princess Sophia, being Protestants, and for extinguishing the hopes of the pretended Prince of Wales, and his open and secret abettors," as altered and explained by an Act passed in the sixth year of Our reign, intituled: "An Act for altering the oath of abjuration and the assurance, and for amending so much of an Act of the seventh year of Her late Majesty Queen Anne, intituled: 'An Act for the improvement of the Union of the two Kingdoms,' as, after the time therein limited, requires the delivery of certain lists and copies, therein mentioned, to persons indicted of high treason or misprision of treason," as also that you make and subscribe the declaration mentioned in an Act of Parliament made in the twenty-fifth year of the reign of King Charles the Second, intituled: "An Act for preventing dangers which may happen from Popish Recusants," and likewise that you take the usual Oath for the due execution of the office and trust of Our Captain-General and Governor-in-Chief of Our said Province for the due and impartial administration of Justice; and

further, that you take the oath required to be taken by Governors of Plantations, to do their utmost that the several Laws relating to Trade and the Plantations be observed, all which said Oaths and Declarations Our Council in Our said Province, or any five of the members thereof have hereby full power and authority and are required to tender and administer unto you, and in your absence to Our Lieutenant-Governor if there be any upon the place: All which being duly performed, you shall administer unto each of the members of Our said Council, as also to Our Lieutenant-Governor, if there be any upon the place, the said Oaths mentioned in the first recited Act of Parliament altered as above, as also cause them to make and subscribe the above-mentioned declaration, and to administer to them the Oath for the due execution of their places and trusts. And We do hereby give and grant unto you full power and authority to suspend any of the members of Our said Council from sitting, voting and assisting therein, if you shall find just cause for so doing; and if it shall at any time happen that by the death, departure out of Our said Province, suspension of any of Our said Councillors, or otherwise, there shall be a vacancy in Our said Council (any five whereof We do hereby appoint to be a Quorum) Our will and pleasure is that you signify the same unto Us by the first opportunity, that we may, under Our Signet and Sign Manual, constitute and appoint others in their stead. But that Our affairs at that distance may not suffer for want of a due number of Councillors, if ever it shall happen that there be less than nine of them residing in Our said Province, We do hereby give and grant unto you, the said Thomas Carleton, full power and authority to choose as many persons out of the principal freeholders inhabitants thereof as shall make up the full number of our said Council to be nine and no more, which persons so chosen and appointed by you shall be, to all intents and purposes, Councillors in our said Province, until either they shall be confirmed by us, or that by the nomination of others by us under our Sign Manual and Signet Our said Council shall have nine or more persons in it. And We do hereby give and grant unto you, the said Thomas Carleton, full power and authority, with the advice and consent of Our said Council to be appointed as aforesaid, so soon as the situation and circumstances of Our Province under your Government will admit thereof, and when, and as often as need shall require, to summon and call General Assemblies of the Freeholders and Settlers in the Province under your Government, in such manner and according to such further powers, instructions, and authorities, as shall at any time hereafter be granted or appointed you under Our Signet and Sign Manual, or by Our order in Our Privy Council. And Our will and pleasure is that the persons thereupon duly elected by the major part of the Freeholders of the respective Counties and places, and so returned, shall, before their sitting, take the Oaths mentioned in the first recited Act of Parliament altered as above, and also make and subscribe the afore-mentioned declaration; which Oaths and declarations you shall commissionate fit persons, under Our Seal of New Brunswick to tender and administer unto them; and until the same shall be so taken and subscribed, no person shall be capable of sitting, though elected. And We do hereby declare, that the persons so elected and qualified shall be called and deemed The General Assembly of that Our Province of New Brunswick. And that you, the said Thomas Carleton, with the advice and consent of Our said Council and Assembly, or the major part of them respectively, shall have full power and authority to make, constitute and ordain, laws, statutes and ordinances for the public peace, welfare and good government of Our said Province and of the people and inhabitants thereof, and such others as shall resort thereto, and for the benefit of Us, Our Heirs and Successors, which said Laws, Statutes and Ordinances are not to be repugnant, but as near as may be to the Laws and Statutes of this Our Kingdom of Great Britain. Provided that all such Laws, Statutes and Ordinances, of what nature or duration soever, be, within three months or sooner after the making thereof, transmitted to Us under Our Seal of New Brunswick, for Our approbation or disallowance of the same, as also duplicates thereof by the next conveyance. And, in case any or all of the said Laws, Statutes, and Ordinances not before confirmed by Us, shall at any time be disallowed and not approved, and so signified by Us, Our Heirs or Successors, under Our or their Sign Manual

and Signet, or by order of Our or their Privy Council, unto you, the said Thomas Carleton, or to the Commander-in-Chief of the said Province for the time being, then such and so many of the said Laws, Statutes and Ordinances as shall be so disallowed and not approved, shall from thenceforth, cease, determine and become utterly void and of none effect, anything to the contrary thereof notwithstanding. And to the end that nothing may be passed or done by Our said Council or Assembly to the prejudice of Us, Our Heirs and Successors, We will and ordain that you, the said Thomas Carleton, shall have and enjoy a prerogative voice in making and passing of all Laws, Statutes and Ordinances as aforesaid, and you shall and may likewise, from time to time, as you shall judge it necessary, adjourn, prorogue, and dissolve all General Assemblies as aforesaid. And We do hereby authorize and empower you to keep and use the public seal which will be herewith delivered to you, or shall be hereafter sent to you, for sealing all things whatsoever that shall pass the Great Seal of Our said Province. And We do, by these Presents, give and grant unto you, the said Thomas Carleton, full power and authority, with the advice and consent of Our said Council, to erect, constitute and establish such and so many Courts of Judicature and Public Justice within Our said Province as you and they shall think fit and necessary for the hearing and determining of all causes, as well Criminal as Civil, according to Law and Equity, and for awarding execution thereupon with all reasonable and necessary powers, authorities, fees and privileges belonging thereunto, as also to appoint and commissionate fit persons in the several parts of your Government to administer the Oaths mentioned in the first recited Act of Parliament altered as above, as also to tender and administer the aforesaid declaration unto such persons belonging to the said Courts, as shall be obliged to take the same. And We do hereby authorize and empower you to constitute and appoint Judges, and in cases requisite Commissioners of Oyer and Terminer, Justices of the Peace, and other necessary Officers and Ministers in Our said Province, for the better administration of Justice, and putting the Laws in execution, and to administer or cause to be administered unto them, such Oath or Oaths as are usually given for the due execution and performance of offices and places, and for the clearing of truth in judicial causes. And We do hereby give and grant unto you full power and authority, where you shall see cause, or shall judge any offender or offenders in criminal matters or for any fines or forfeitures due unto Us, fit objects of Our mercy, to pardon all such offenders, and to remit all such offences, fines and forfeitures, treason and wilful murder only excepted, in which cases you shall likewise have power, upon extraordinary occasions, to grant reprieves to the offenders until and to the intent Our Royal pleasure may be known therein. And whereas it belongeth to Us in right of Our Royal Prerogative to have the custody of Idiots and their Estates, and to take the profits thereof to our own use, finding them necessaries; and also to provide for the custody of Lunatics and their estates, without taking the profits thereof to our own use; and whereas, while such Idiots and Lunatics, and their estates, remain under our immediate care, great trouble and charges may arise to such as shall have occasion to resort unto Us for direction respecting such Idiots and Lunatics, and their estates, and considering that writs of inquiry of Idiots and Lunatics are to issue out of Our several Courts of Chancery, as well in Our Provinces in America as within this Our Kingdom, respectively, and the inquisitions thereupon taken are returnable in those Courts: We have thought fit to intrust you with the care and commitment of the custody of the said Idiots and Lunatics, and their estates, and We do by these presents give and grant unto you full power and authority, without expecting any further special warrant from Us, from time to time, to give order and warrant for the preparing of grants of the custodies of such Idiots and Lunatics, and their estates, as are or shall be found, by inquisition thereof, taken or to be taken, and returnable into Our Court of Chancery, and thereupon to make and pass grants and commitments, under Our Great Seal of Our Province of New Brunswick, of the custodies of all and every such Idiots and Lunatics, and their estates, to such person or persons suitors in that behalf as, according to the rules of law and the use and practice in these and the like cases, you shall judge meet for that trust, the said grants and commitments to

be made in such manner and form, or as nearly as may be, as hath been heretofore used and accustomed in making the same under the Great Seal of Great Britain, and to contain such apt and convenient covenants, provisions and agreements on the part of the committees and grantees to be performed, and such security to be by them given, as shall be required and needful. We do by these Presents authorize and empower you to collate any person or persons to any Churches, Chapels, or other Ecclesiastical Benefices within Our said Province, as often as any of them shall happen to be void. And We do hereby give and grant unto you, the said Thomas Carleton, by yourself or by your Captains and Commanders by you to be authorized, full power and authority to levy, arm, muster, command and employ all persons whatsoever, residing within Our said Province, and, as occasion shall serve, to march from one place to another, or to embark them for the resisting and withstanding of all enemies, pirates and rebels, both at land and sea, and to transport such forces to any of Our Plantations in America, if necessity shall require, for the defence of the same against the invasion or attempts of any of Our enemies, and such enemies, pirates and rebels (if there shall be occasion) to pursue and prosecute in or out of the limits of Our said Province and Plantations, or any of them, and (if it shall so please God) to vanquish, apprehend and take them, and being taken, according to law, put to death, or keep and preserve them alive, at your discretion; and to execute Martial Law in time of invasion or other times when by law it may be executed, and to do and execute all and every other thing or things which to Our Captain-General and Governor-in-Chief doth or ought of right to belong. And We do hereby give and grant unto you full power and authority, by and with the advice and consent of Our said Council of New Brunswick, to erect, raise and build in Our said Province such and so many Forts and Platforms, Castles, Cities, Boroughs, Towns and Fortifications as you by the advice aforesaid shall judge necessary, and the same or any of them to fortify and furnish with ordnance, ammunition and all sorts of Arms fit and necessary for the security and defence of Our said Province, and by the advice aforesaid the same again or any of them to demolish or dismantle, as may be most convenient. And forasmuch as divers mutinies and disorders may happen by persons shipped and employed at sea during the time of war, and to the end that such as shall be shipped and employed at sea during the time of war may be better governed and ordered, We do hereby give and grant unto you, the said Thomas Carleton, full power and authority to constitute and appoint Captains, Lieutenants, Masters of Ships and other Commanders and Officers, and to grant unto such Captains, Lieutenants, Masters of Ships and other Commanders and Officers, commissions to execute the Law Martial during the time of war, according to the directions of an Act passed in the twenty-second year of the Reign of Our late Royal Grandfather, intituled, "An Act for amending, explaining and reducing into one Act of Parliament the Laws relating to the Government of His Majesty's Ships, Vessels and forces by sea," as the same is altered by an Act passed in the nineteenth year of Our reign, intituled, "An Act to explain and amend an Act made in the twenty-second year of the reign of His late Majesty King George the Second, intituled, 'An Act for amending, explaining and reducing into one Act of Parliament the laws relating to the government of His Majesty's Ships, Vessels, and Forces by sea,'" and to use such proceedings, authorities, punishments and executions upon any offender or offenders as shall be mutinous, seditious, disorderly, or any way unruly, either at sea or during the time of their abode or residence in any of the Ports, Harbours or Bays of Our said Province, as the case shall be found to require, according to the Martial Law and the said directions during the time of war as aforesaid. Provided that nothing herein contained shall be construed to the enabling you, or any by your authority, to hold, plea, or have any jurisdiction of any offence, cause, matter, or thing committed or done upon the high sea, or within any of the havens, rivers, or creeks of Our said Province under your government, by any Captain, Commander, Lieutenant, Master, Officer, Seaman, Soldier, or person whatsoever, who shall be in Our actual service and pay in or on board of any of Our Ships of War, or other Vessels acting by immediate Commission or Warrant from Our Commissioners for executing the office of Our High Admiral,

or from Our High Admiral of Great Britain for the time being, under the Seal of Our Admiralty; but that such Captain, Commander, Lieutenant, Master, Officer, Seaman, Soldier, or other person so offending, shall be left to be proceeded against and tried as their offences shall require, either by Commission under Our Great Seal of Great Britain, as the Statute of the twenty-eighth year of Henry the Eighth directs, or by Commission from Our said Commissioners for executing the Office of Our High Admiral, or from Our High Admiral of Great Britain for the time being, according to the aforementioned Act, intituled, "An Act for amending, explaining, and reducing into one Act of Parliament the Laws relating to the Government of His Majesty's Ships, Vessels, and Forces at sea," as the same is altered by an Act passed in the nineteenth year of Our reign, intituled, "An Act to explain and amend an Act made in the twenty-second year of the reign of His late Majesty King George the Second, intituled 'An Act for amending, explaining and reducing into one Act of Parliament the laws relating to the government of His Majesty's Ships, Vessels, and Forces by Sea.'" Provided, nevertheless, that all disorders and misdemeanors committed on shore by any Captain, Commander, Lieutenant, Master, Officer, Seaman, Soldier, or other person whatsoever, belonging to any of Our Ships of War, or other Vessel acting by immediate Commission or Warrant from Our said Commissioners for executing the Office of Our High Admiral, or from Our High Admiral of Great Britain for the time being, under the Seal of Our Admiralty, may be tried and punished according to the Laws of the place where any such disorders, offences, and misdemeanors shall be committed on shore, notwithstanding such offender be in Our actual service, and borne in Our pay on board any such Our Ships of War, or other Vessels acting by immediate Commission or Warrant from our said Commissioners for executing the Office of High Admiral, or Our High Admiral of Great Britain for the time being, as aforesaid, so as he shall not receive any protection for the avoiding of Justice for such offences committed on shore from any pretence of his being employed in Our service at sea. And Our further will and pleasure is that all public money raised, or which shall be raised by any Act hereafter to be made within Our said Province, be issued out by warrant from you, by and with the advice and consent of Our said Council, and disposed of by you for the support of the Government, or for such other purposes as shall be particularly directed in and by such Act, and not otherwise. And We do likewise give and grant unto you full power and authority, by and with the advice and consent of Our said Council, to settle and agree with the inhabitants of Our said Province for such lands, tenements and hereditaments as now are, or hereafter shall be, in Our power to dispose of and them to grant to any person or persons, upon such terms and under such Quit Rents, services and acknowledgments as We, by Our Instructions given you herewith, or which We may hereafter give, you shall think fit to appoint, order and direct, which said Grants are to pass and be sealed with Our Seal of New Brunswick, and being entered upon Record by such Officer or Officers as shall be appointed thereunto, shall be good and effectual in Law against Us, Our Heirs and Successors. And We do hereby give you, the said Thomas Carleton, full power to order and appoint Fairs, Marts and Markets, as also such and so many Ports, Harbours, Bays, Havens and other places for the convenience and security of Shipping, and for the better loading and unloading of goods and merchandize, as by you, with the advice and consent of the said Council, shall be thought fit and necessary. And We do hereby require and command all Our Officers and Ministers, Civil and Military, and all other Inhabitants of Our said Province, to be obedient, aiding and assisting unto you, the said Thomas Carleton, in the execution of this Our Commission, and of the powers and authorities herein contained; and in case of your death or absence out of Our said Province, to be obedient, aiding and assisting unto such persons as shall be appointed by Us to be Our Lieutenant-Governor or Commander in Chief of Our said Province; to whom We do, therefore, by these Presents, give and grant all and singular the powers and authorities herein granted, to be by him executed and enjoyed during Our pleasure or until your arrival within Our said Province. And if, upon your death or absence out of Our said Province, there be no person upon the place commissioned and appointed by Us to

be Our Lieutenant-Governor or Commander in Chief of the said Province, Our will and pleasure is that the eldest Councillor who shall be, at the time of your death or absence, residing within Our said Province, shall take upon him the Administration of the Government, and execute our said Commission and Instructions and the several powers and authorities therein contained, in the same manner, to all intents and purposes, as other Our Governor or Commander in Chief should or ought to do, in case of your absence, until your return, or in all cases until Our further pleasure be known therein; And We do hereby declare, ordain and appoint, that you, the said Thomas Carleton, shall and may hold, execute and enjoy the Office and place of Our Captain General and Governor in Chief in and over Our said Province of New Brunswick, with all its rights, members and appurtenances whatsoever, together with all and singular the powers and authorities hereby granted unto you, for and during Our will and pleasure.

In Witness whereof, We have caused these Our Letters to be made Patent: Witness Ourselves, at Westminster, the sixteenth day of August, in the twenty-fourth year of Our Reign.

By Writ of Privy Seal,

YORKE.

I, J. Woodforde Smith, do hereby certify that I have carefully compared the foregoing with the Commission on file in the Provincial Secretary's Office, Province of New Brunswick, and find the same to be a correct copy.

Dated at Fredericton, this fourteenth day of October, A.D. 1882.

J. WOODFORDE SMITH,

Deputy Provincial Secretary.

RETURN

(71)

To an ORDER of the HOUSE OF COMMONS, dated 1st March, 1883;—For Copies of all Correspondence between any Member of this House or other Persons and the Government, in relation to the establishment of Direct Steamship Communication between Montreal, Quebec, St. John, New Brunswick, Halifax and German Sea-ports.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
5th April, 1883.

MONTREAL, 12th September, 1882.

Memorandum of Wm. C. Munderloh, German Consul, referring to Commerce between Canada and the Continent of Europe.

In the year 1873, the undersigned, in his capacity as German Consul, drew the attention of the German Government to the practicability of establishing a regular and direct steamship line between Germany and Canada. The German Government, in return, published the Consular suggestion, no doubt with the view to draw the attention of steamship owners and others to the matter. A lengthy report was also sent to the North German Lloyd's Bremen (the largest steamship company in Germany), setting forth all advantages which would be derived by establishing such a line. The German Consulate received the thanks of the North German Lloyd Steamship Company for the valuable information given; but the Company stated at the same time that they were not prepared to act upon the suggestion.

Similar representations were made at about the same time to the Hamburg Steamship Company, with no better results.

The reasons why the German Steamship Companies declined to embark in such an enterprise are obvious, namely, nearly all German steamship lines of any importance are despatching their steamers to ports in the United States of America. If any of these steamers are taken out of the service and put on a new line to Canada, it will be of no advantage to the owners, as the very immigrants and the very goods which a German-Canadian line would bring to our shores, would actually be taken from their old established lines; therefore they naturally preferred not to change the certain for the uncertain, and hence their aversion.

Having, therefore, the personal conviction that a direct line between the Continent and Canada could be established with success to an enterprising steamship company, and to the advantage of the land of my adoption, I turned my attention to the most suitable port on the Continent and commenced to correspond with the well-known shipping firm, Messrs. Steinmann & Ludwig, in Antwerp, who had already done much to foster commercial relations between Belgium and Canada, having despatched sailing vessels at regular intervals to Canadian ports for the last twenty-five years, suggesting to them as owners and General Agents of the Belgian White Cross Line, to despatch in addition to the sailing vessels also steamers to our port. These gentlemen acted upon our suggestion, and since a number of years steamers from Antwerp have visited our Canadian ports, and in the year 1880 Messrs. Steinmann &

Ludwig established a monthly line of steamers, called the White Cross Line, between Antwerp and Montreal, to the general satisfaction of the importers and exporters of our Dominion.

Since the opening of this pioneer line the import and export trade between Canada and the Continent of Europe has made rapid progress, and three or four of our leading Banks have now opened accounts with Banks in Antwerp and have thereby given our exporters facility to draw direct against bills of landing.

It is the intention of the owners of the White Cross Line to add a number of first-class steamers which shall be specially adapted for the passenger trade, with the view to establish a fortnightly line between Antwerp and Canada and to secure a considerable number of immigrant passengers, more especially from Germany, who, hitherto, for want of direct communication, embarked for ports of the United States of America. As such an enterprise will entail a large investment of capital and considerable risk to the owners, I would most respectfully ask the support of the Canadian Government in favor of this line, more especially as a subsidy has already been granted to the Brazil Line, which now despatch their steamers from Antwerp and seriously interfere with the Line which I have the honor to represent. A fair competition is not to be feared, on the contrary, is very desirable, but a subsidized competition, against a line which has been established and is carried on without the support of the Government, is discouraging in the highest degree and must be detrimental to the best interests of the country.

To enable the owners of the White Cross Line to carry out their intentions it is most desirable that they should be put on the same footing as other subsidized lines, and for these and other reasons I sincerely trust the Government of the Dominion of Canada in their wisdom will take my request into favorable consideration and grant the desired support.

I may be permitted to add that the White Cross Line has been engaged for many years in the passenger trade between Antwerp and American ports, and that it has gained the very best reputation in that particular branch of business; and there is no doubt the line will be equally successful in this respect, with their steamers to Canada.

Most respectfully,

WM. C. MUNDERLOH.

Mr. Munderloh to the Minister of Agriculture.

MONTREAL, 25th September, 1882.

DEAR SIR,—When you did me the honor of granting me an interview, on the 14th instant, you suggested that I might state the sum of subsidy for placing our steamers at the service of the Canadian Government to carry freight and emigrants between Antwerp and Montreal.

I should have preferred to have left the fixing of the amount as a subsidy to our line, to the consideration of the Government; but I will do so, as you desire it.

It is the intention of the owners of the White Cross Line to establish a fortnightly line of steamers between Belgium and Canada; the steamers to sail from Antwerp to Montreal during the summer season, and from Antwerp to Halifax—if desired—during the winter season. It is intended to despatch the steamers from here direct to Antwerp, during the summer season, but during the winter season we would ask permission to sail from Halifax, N.S., for Antwerp, *via* Boston and New York, to complete the home cargo, in the event of there not being sufficient return freight to be secured at Halifax for the steamers on their voyage homeward.

To enable the proposed line to meet all requirements of this country and to give the desired facilities for freight and passenger accommodation, and to make fortnightly voyages all year round between Antwerp and Canadian ports, I would respectfully ask the Canadian Government to grant for this purpose a subsidy of

\$50,000 per annum, and allowing the line besides one pound sterling (£1 stg.) on all immigrants landed by our steamers in Canada.

Should the Government think my proposition worthy of their consideration, I beg leave to state that I will endeavor to establish the proposed line as speedily as possible, and promise that, in 1883, with the opening of navigation, the commencement of, at least, a regular monthly line between Belgium and Canada shall be made, and have no doubt that a regular fortnightly line will be established in the following year.

I have, &c.,

WM. C. MUNDERLOH.

Hon. J. H. POPE, Minister of Agriculture.

Mr. Munderloh to the Minister of Finance.

MONTREAL, 6th November, 1882.

SIR,—I have the honor to address you for the purpose of submitting to you herewith, an application for a subsidy in favor of a Steamship Line between Canada and Antwerp.

We propose to establish a regular line of steamers for the conveyance of freight and passengers between Canada and Antwerp, to sail as follows:—

1. During the summer season, fortnightly between Antwerp and Montreal, with the privilege to call at intermediate Canadian ports.

2. During the winter season, monthly between Antwerp and Halifax, Nova Scotia, or St. John, New Brunswick, with the option to sail during the winter season from Halifax or St. John, *via* Portland, Boston, or New York, to complete home cargoes.

3. If it should be deemed desirable, it may be arranged by mutual agreement between the Canadian Government and the owners, that steamers of the proposed line may also call at ports in the United Kingdom, and on the Continent of Europe, between Bordeaux and Hamburg, both ports inclusive.

For the information of the Government, the undersigned has the honor to state that the proposed line is intended to be called the White Cross Line.

Steamers of this line to sail under the Belgian flag; and their carrying capacity to be about three thousand tons, and of the highest class, special survey, at Lloyds or Veritas. The steamers to have a sailing capacity of about eleven knots per hour, and machinery, gear, etc., etc., to be of the best kind. All the ships shall be thoroughly equipped, and commanded of captains of the highest order and of great experience, to be assisted by skilled officers and an efficient crew.

It is the intention of the owners to put steamers into this service, which shall be well adapted for the carrying of steerage passengers, and they are determined to use every effort to gain the same high reputation in Canada, which they have acquired during past years, in carrying passengers to the United States of America and the Brazils.

In order to enable the owners to establish a thorough efficient line, and furnish steamers for same, which, in every respect, shall answer the requirements of this country, the undersigned begs most respectfully to ask the Government to be pleased to grant, for the purpose indicated, a subsidy of sixty thousand dollars per annum, for a period of ten years.

In view of the great importance to secure for the Dominion of Canada a large portion of the trade with the Continent of Europe, which hitherto was almost exclusively confined to ports of the United States of America, and to give intended emigrants an opportunity to embark direct for Canada, instead of sailing for ports of the United States, the undersigned hopes that the Government will take a favorable view of this application, and be pleased to grant an early answer so as to enable him to take immediate steps for the speedy establishment of the proposed line. As it will be, however, impossible to complete this line in time for next season, the undersigned will, if the Government approves of his proposition, cross the Atlantic early

next month and take steps to secure at least a number of steamers to commence to ply between Montreal and Antwerp, with the opening of the navigation in 1883; provided the Government will allow an appropriate sum of the subsidy asked for in proportion to the service rendered next season, but the whole amount of the subsidy will be expected to be paid by the Government only on the completion of the line, viz.: when the steamers make regular fortnightly trips during the summer, and monthly trips during the winter.

I have the honor to be, Sir, your most obedient servant,

WILLIAM C. MUNDERLOH.

Sir LEONARD TILLEY, K.C.M.G., Minister of Finance.

Report to Council by Minister of Finance, November 23rd, 1882.

The undersigned has the honor to report to Council, that he has received from Mr. W. C. Munderloh, Consul-General for the Empire of Germany at Montreal, an application for an annual subsidy for a line of steamers to ply between Antwerp and the Dominion, the proposal being as follows:—

1st. During the summer months, fortnightly between Antwerp and Montreal, with the privilege of calling at intermediate Canadian ports.

2nd. During the winter season, monthly between Antwerp and Halifax or St. John, with the option to sail from Halifax or St. John, *via* Portland, Boston or New York, to complete home cargoes.

If desirable, to be arranged by mutual agreement, that the steamers of the proposed line may also call at ports in the United Kingdom, and on the Continent of Europe between Bordeaux and Hamburg, both ports inclusive.

Mr. Munderloh further states, for the information of the Government, that the proposed line is intended to be called the "White Cross Line," that the steamers are to sail under the Belgian flag, and their carrying capacity will be about 3,000 tons, and of the highest class, special survey at Lloyds or Veritas. The steamers to have a sailing capacity of about eleven knots per hour, and the machinery, gear, etc., to be of the best kind; all the ships to be thoroughly equipped and commanded by captains of the highest order and of great experience, to be assisted by skilled officers and an efficient crew; the steamers further to be well adapted for carrying steerage passengers.

The request of Mr. Munderloh, is for an annual grant of \$60,000 per annum for the period of ten years.

The undersigned has carefully considered the proposition, and recommends to Council that provision be made in the Estimates about to be submitted to Parliament at the next Session, for a vote to pay \$2,000 for each round trip, commencing from the 1st July, A.D. 1883, one trip monthly to be made at least for the first year, and afterwards fortnightly trips, the agreement to continue for the space of five years.

The undersigned further recommends to Council, that during the winter season the steamers shall sail monthly between Antwerp and Halifax or St. John, without the option asked for by Mr. Munderloh, that is to say, to sail *via* Portland, Boston or New York, to complete home cargoes.

The undersigned further recommends to Council, that the steamers shall have an average sailing capacity of eleven knots per hour, instead of *about* eleven knots per hour.

With these amendments of the proposition, the undersigned recommends, the same to the favorable consideration of Council.

Respectfully submitted,

S. L. TILLEY, *Minister of Finance.*

Finance Department, Ottawa, 23rd November, 1882.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor-General in Council, on the 29th November, 1882.

On a Report, dated 23rd November, 1882, from the Minister of Finance, submitting an application, dated 6th November, 1882, from Mr. W. C. Munderloh, Consul-General for the Empire of Germany at Montreal, for an annual subsidy for a line of steamers to ply between Antwerp and the Dominion.

The Minister submits the following proposals of the Consul-General at Montreal:

1. That during the summer season, fortnightly between Antwerp and Montreal, with the privilege of calling at intermediate Canadian ports.

2. That during the winter season, monthly between Antwerp and Halifax, or St. John, with the option to sail from Halifax or St. John *via* Portland, Boston or New York to complete home cargoes.

3. That, if desirable, to be arranged by mutual agreement, that the steamers of the proposed line may also call at ports in the United Kingdom, and on the Continent of Europe between Bordeaux and Hamburg, both ports inclusive.

4. That the proposed line is intended to be called the "White Cross Line," that the steamers are to sail under the Belgium flag, and their carrying capacity will be about three thousand tons, and of the highest class, special survey at Lloyds or Veritas.

5. That the steamers to have a sailing capacity of about eleven knots per hour, and the machinery, gear, etc., to be of the best kind - all the ships to be thoroughly equipped and commanded by captains of the highest order and of great experience, to be assisted by skilled officers and an efficient crew - the steamers further to be well adapted for carrying steerage passengers.

6. That of an annual grant of sixty thousand dollars per annum for the period of ten years.

The Minister, having carefully considered the proposition, recommends that provision be made in the Estimates to be submitted to Parliament at the next Session to pay two thousand dollars for each round trip, commencing from the first of July, A.D. 1883, and that one trip monthly, at least, be made during the first year, and afterwards fortnightly trips, and that the agreement continue for five years.

The Minister further recommends that during the winter season steamers be required to sail monthly between Antwerp and Halifax or Saint John without the option asked for by Mr. Munderloh, that is to say, to sail *via* Portland, Boston or New York to complete home cargoes.

The Minister also recommends that the steamers be required to have an average sailing capacity of eleven knots per hour, instead of *about* eleven knots per hour.

The Committee concur in the foregoing recommendations and submit the same for Your Excellency's approval.

JOHN J. MCGEE.

Mr. Munderloh to Sir Leonard Tilley.

MONTREAL, 9th December, 1882.

DEAR SIR,—When I had the honor of an interview with you last I took the liberty to draw your attention to the great disadvantage under which a new Steamship Company would labor if their steamers were not permitted to complete home cargo in a part of the United States, in the event that Canadian ports should not offer sufficient freight during the winter season. You understood the difficulty and kindly suggested that I might modify my application.

I have now taken the liberty to make a suggestion in the enclosed acknowledgment, which is of such a nature that I trust that it may meet your approval. If so, I am convinced that you will kindly endeavor to have the restrictions modified.

I leave the matter with much confidence to your wise consideration. In the meantime be pleased to accept my heartfelt thanks for your great urbanity and kindness which I have experienced from your hands.

Believe me to be, &c.,

WILLIAM C. MUNDERLOH.

Sir LEONARD TILLEY, K.C.M.G., Minister of Finance.

Mr. Munderloh to Sir Leonard Tilley.

MONTREAL, 9th December, 1882.

SIR,—I have the honor to acknowledge receipt of a copy of an Order in Council, of date the 29th ult., stating the terms upon which a subsidy is granted for a line of steamers from Antwerp, and I beg to express my acknowledgments for the action of the Government.

The service will be arranged for in conformity with the order and to the satisfaction of the Government. At the same time I would beg to request your attention to one of the conditions in the Order in Council, which, while I recognize the correctness of the principle upon which it rests, is so framed that it operates disadvantageously upon the proposed line. I refer to the condition that the steamers in the winter season, sailing monthly between Antwerp and Halifax, or St. John, will not have the right to complete home cargo at Portland, Boston or New York.

I assume that it is the desire of the Government that Canadian trade should pass exclusively through Canadian ports, and I consider this reasonable. But a modification of the condition might be adopted which would secure to Canada the entire Canadian trade, and yet enable the steamers to complete their cargo elsewhere in the event of not finding sufficient freight in Canadian ports.

For that purpose I would respectfully suggest that the condition be, that all freight and passengers to or from points in Canada should be landed or shipped, as the case may be, exclusively, during the winter season, at the port of St. John or Halifax; but that if any ship fails to obtain sufficient cargo in Canadian ports, she may complete it with cargo exclusively appertaining to the United States at a United States port.

While a modification of this kind would not in any respect affect the Canadian carrying trade, it would strengthen the enterprise which the Government desires to assist, and would undoubtedly result in the improvement both in the character and number of the ships engaged in the trade.

I have, &c.,

WILLIAM C. MUNDERLOH.

Sir LEONARD TILLEY, K.C.M.G., Minister of Finance.

Sir Leonard Tilley to Mr. Munderloh.

OTTAWA, 11th December, 1882.

MY DEAR SIR,—Your letter of the 9th instant has been received, and I have forwarded it to the Secretary of State to be submitted for the consideration of the Governor General in Council.

I may, however, state to you that when this condition was inserted in the Order in Council, it was agreed that for the future no new subsidy will be given to lines of steamers that do not make a port in Canada the terminal port of her voyage.

I fear, therefore, that the concession asked will not be conceded. I will, however, forward you the answer as soon as it has been had.

Yours sincerely,

S. L. TILLEY.

WM. MUNDERLOH, Esq., Montreal.

Report to Council by Minister of Finance, 15th December 1882.

The undersigned has the honor to report to Council that he had referred to him a letter from W. C. Munderloh, Esquire, Consul-General for Germany at Montreal, requesting a modification of one of the conditions of the Order in Council recently passed granting a subsidy to a line of steamers from Antwerp to the Dominion. The modification proposed is that all freight and passengers to or from ports in Canada should be landed or shipped, as the case may be, exclusively, during the winter season, at the port of St. John or Halifax, but that if any ship fails to obtain sufficient cargo in Canadian ports she may complete it with cargo exclusively appertaining to the United States at a United States port.

The undersigned has to report that as the subject was fully discussed in Council and these conditions deemed inadmissible, he regrets that he cannot recommend the change suggested, as it was decided that Canadian ports should be the termini of the line.

Respectfully submitted,

S. L. TILLEY, *Minister of Finance.*

Finance Department, 15th December, 1883.

Order in Council passed December 22nd, 1882.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the 22nd December, 1882.

On a Report, dated 15th of December, 1882, from the Minister of Finance, stating that he has had referred to him a letter under date 9th December instant, from W. C. Munderloh, Esq., Consul General for Germany at Montreal, requesting the following modification of one of the conditions of the Order in Council recently passed granting a subsidy to a line of steamers from Antwerp to the Dominion, namely:—

That all freight and passengers, to or from points in Canada, should be landed or shipped, as the case may be, exclusively, during the winter season, at the port of St. John or Halifax, but that if any ship fails to obtain sufficient cargo in Canadian ports, she may complete it with cargo exclusively appertaining to the United States, at a United States port.

The Minister further states that as the subject was fully discussed in Council and the conditions above cited deemed inadmissible, the Minister recommends that the modification suggested be not entertained, as it was decided that Canadian ports should be the termini of the line.

The Committee concur in the foregoing recommendation, and they advise that Mr. Munderloh be informed accordingly.

JOHN J. MCGEE.

The Under-Secretary of State to Mr. Munderloh.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 29th December, 1882.

Sir,—I have the honor to inform you that His Excellency the Administrator of the Government has had under consideration in Council your letter of the 9th inst., addressed to the Honorable the Finance Minister, suggesting the following modification of one of the conditions of the Order in Council recently passed, granting a subsidy to a line of steamers from Antwerp to the Dominion, namely:—

That all freight or passengers to or from points in Canada, should be landed or shipped, as the case may be, exclusively, during the winter season, at the port of St. John or Halifax, but that if any ship fails to obtain sufficient cargo in Canadian ports,

she may complete it with cargo exclusively appertaining to the United States, at a United States port.

I have now to state that His Excellency is advised that the conditions above cited are deemed inadmissible, and that the modification now suggested by you cannot be entertained, as it has been decided that Canadian ports should be the termini of the line.

I have, &c.,

EDOUARD J. LANGEVIN, *Under-Secretary of State.*

W. C. MUNDERLOH, Esq., Consul-General for Germany, Montreal.

Mr. Munderloh to Sir Leonard Tilley.

MONTREAL, 20th January, 1883.

SIR,—I have the honor to acknowledge receipt of a communication from the Under-Secretary of State, dated 29th December, 1882, informing me that the modification suggested by me of the Order in Council recently passed, granting a subsidy to a line of steamers from Antwerp to the Dominion, is deemed inadmissible, and that the modification cannot be entertained.

I have now received an answer from the owners of the White Cross Line of steamers, in Antwerp, to the effect that, on account of not being allowed to complete cargoes at a United States port during the winter season, they must respectfully decline to accept the proposition as stated in the Order in Council passed on 29th November, 1882, they being convinced that a loss of ten thousand dollars per round trip during the winter would be the result.

The owners of the White Cross Line have authorized me to make a new proposition, which I have now the honor to submit, as follows:—

They propose to make six round trips during the summer season between Antwerp and Montreal, commencing this spring with first-class steamers of their present fleet; the service to be continued during the following years with new steamers of a capacity as desired by the Government. All steamers shall be well adapted for the carrying of steerage passengers. The Government to grant a subsidy of two thousand dollars for each round trip.

If the Government should deem it desirable, the owners have no objections to allow steamers of their Boston fleet to call at Halifax, N.S., during the winter, so as to give an opportunity for further development of trade between the Lower Provinces and Antwerp.

With the view of securing at an early date fortnightly service between Canada and the Continent of Europe, I may be permitted to make the following suggestion:—

If the Government will be pleased to grant similar privileges to a monthly steamship line between a German port and Montreal, as I have asked for the Belgian White Cross Line, I shall at once enter into negotiations with the North German Lloyd Steamship Company, in Bremen, with whom I have been in communication as early as 1873, and who have now indicated to me that they may take the matter up, if conditions acceptable.

It would be desirable that both lines should have the privilege to commence a fortnightly line as soon as trade will be sufficiently developed to warrant success.

I have, &c.,

WILLIAM C. MUNDERLOH.

Sir LEONARD TILLEY, K.C.M.G., Minister of Finance.

Mr. Munderloh to Minister of Finance.

MONTREAL, 29th January, 1883.

SIR,—I have the honor to inform you that the owners of the White Cross Line of steamers have respectfully declined to accept the proposition as stated in the Order in Council passed on 29th November, 1882.

In lieu of the first proposition, I now most respectfully beg to submit the following:—

Steamers of the above named line to make twelve round trips per annum, leaving first week of each month from Antwerp, namely:

Six round trips, or seven if possible, between Antwerp and Montreal in summer, and the remaining trips between Antwerp and Halifax, Nova Scotia, or St. John, New Brunswick, in winter, with the privilege of proceeding to Portland, Boston, and New York, during the winter, for the purpose of discharging and loading goods appertaining to the United States.

It is, however, understood that all goods billed for Canada shall be discharged at Canadian ports, and it is also understood that all steerage passengers coming by this line are to be landed in Canada, and not ticketed for ports outside of Canada; and it is further understood that merchants and shippers in Canada shall have the first opportunity to secure freight room on these steamers, on their return voyages, at the then ruling rates of freight at ports in the United States. In the event that no complete return cargo should be obtainable for Antwerp, the owners to have the option to load their steamers with goods for London or other ports of the United Kingdom.

The service to commence on the first day of May next, with first-class steamers of the White Cross Line present fleet, and to be continued during the following years with new steamers of a capacity and speed as desired by the Government and as specified in my former application, and to be well adapted for the carrying of steerage passengers.

The Government to grant a subsidy to the owners of \$24,000 per annum for a period of seven years; but in the event that not more than eight trips should be made during the first year of the contract, then \$2,000 per trip be paid, it being understood that, after the first year, twelve trips a year be made.

I have the honor, &c.,

WILLIAM C. MUNDERLOH.

Sir LEONARD TILLEY, K.C.M.G., Minister of Finance.

Mr. Munderloh to Minister of Finance.

MONTREAL, 30th January, 1883.

DEAR SIR,—Referring to the interview I had with you and Sir Charles on the 24th inst., I now have the honor to respectfully submit to you my new application. The same is in all essential points according to your instruction. The only difference is that I have taken the liberty to ask a subsidy for a period of seven instead of five years, which I hope you will kindly grant, if at all possible.

I now have the honor to inform you, that I have written to the North German Lloyd Steamship Company at Bremen, with a view to induce this Company to enter into a similar contract with the Canadian Government, as now under consideration with the White Cross Line Steamship Company, and I shall do myself the honor to report to you as soon as I have received an answer to my letter. I am hopeful of success, and trust that ere long two successful steamship lines will be established, so that Canada will virtually have fortnightly communication with the Continent of Europe, and thereby not only open new channels for the export of Canadian produce,

but also to afford an opportunity to intended emigrants to embark direct for our shores.

Thanking you sincerely for the many courtesies which you were pleased to bestow upon me,

I have, &c.,

WILLIAM C. MUNDERLOH.

Sir LEONARD TILLEY, K.C.M.G., Minister of Finance.

Sir Leonard Tilley to Mr. Munderloh.

(Private.)

OTTAWA, 31st January, 1883.

MY DEAR SIR,—Your new proposal is this moment to hand. I notice a change made to which you do not refer in your letter. You say “from Halifax or some other port in the Maritime Provinces.” The original proposition was Halifax or St. John. This proposal leaves the Company to take any port they may choose in the Maritime Provinces. This is an important change, and I wish to know if you adhere to this before I submit your communication to Council.

I am in receipt of communications from two other parties asking for permission to make proposals for this since.

Yours faithfully,

S. L. TILLEY.

Wm. C. MUNDERLOH, Esq., Montreal.

Telegram from W. C. Munderloh to Sir S. L. Tilley.

MONTREAL, 1st February, 1883.

Received yesterday's favor. Have no objections to sail from or to Halifax or St. John, without option of other safe ports of the Lower Provinces, except for coaling purposes at Cape Breton.

WILLIAM C. MUNDERLOH.

Mr. Munderloh to Sir Leonard Tilley.

MONTREAL, 1st February, 1883.

DEAR SIR,—I have the honor to acknowledge receipt of your kind letter of yesterday's date, to which I promptly replied per wire as follows:—

“Received yesterday's favor. Have no objections to sail from or to Halifax or St. John without option of other safe ports of the Lower Provinces, except for coaling purposes at Cape Breton.”

I now take the liberty to state I put the words “or other safe ports of the Lower Provinces” for no other purpose than to have the privilege to despatch the steamers to Cape Breton to take in the necessary supply of coal, and that I am quite willing to confine the steamers, as far as the Maritime Provinces are concerned, to Halifax or St. John, N.B.

Hoping that this explanation will be satisfactory and that you will kindly grant the privilege of coaling at Cape Breton,

I have, &c.,

WILLIAM C. MUNDERLOH.

Sir LEONARD TILLEY, K.C.M.G., Minister of Finance.

The Minister of Finance to Mr. Munderloh.

(Private.)

OTTAWA, 2nd February, 1883.

MY DEAR SIR,—Since you were here a proposal has reached the Postmaster-General on the, or rather a communication upon the, subject of a line of steamers between Germany and Canada, and another communication from the representative of some other German lines. These will delay action somewhat upon your new proposition, as we could not well close with you until their communications have been considered. I regret that you did not mention the Maritime port question when you were here. The idea of abandoning Halifax or St. John for any other Ports in Nova Scotia or New Brunswick would, necessarily, meet with strong opposition in Parliament.

Your proposition will be discussed in Council early next week, Several members of Council will be absent to-day and to-morrow.

Yours sincerely,

S. L. TILLEY.

WM. C. MUNDERLOH, Esq., Montreal.

Mr. Munderloh to the Minister of Finance.

MONTREAL, 3rd February, 1883.

DEAR SIR,—I beg most respectfully to confirm my respects, and telegraph despatch of the 1st instant, and now have the honor to acknowledge receipt of your kind and valued favor of yesterday's date, through which you had the goodness to inform me that the Postmaster-General had since received communications upon the subject of other lines of steamers between Germany and Canada, whereby action to my new proposition will be somewhat delayed.

Thanking you very much for the prompt information given, I beg leave to give expression of my fullest confidence to you and your honorable colleagues, and have the assurance that you will give my new application, in favor of the White Cross Steamship Company, not only careful consideration, but, if possible, the preference to any other line, to which I think the same is entitled, being the pioneer line between the Continent of Europe and Canada, which has already been of considerable service to the merchants here and to the country in general.

I regret exceedingly that I should not have expressed my views regarding calling at ports in the Maritime Provinces clearly, but I will repeat now, that steamers of my line shall call at Halifax, N.S., or St. John, N.B., only, if it is the desire of the Government, but it would be a great accommodation if steamers were allowed to touch Cape Breton for coaling purposes.

At my late interview with you and Sir Charles you had the goodness to authorize me to communicate with the North German Lloyd Steamship Company, at Bremen, with the view to induce the same to enter into a similar arrangement with the Canadian Government as is now under contemplation with the White Cross Line Steamship Company. I have promptly written to the Bremen Company, and have now the honor to inform you that I received yesterday a cable despatch from the North German Lloyd Steamship Company, stating that they are prepared to commence service between Bremen and Canada in May next.

As I stated, at a previous occasion, I have been in correspondence with the Bremen Lloyd since 1873, and have no doubt that, with a little more perseverance, I shall succeed in accomplishing the long-desired communications with Germany direct.

As soon as I have received letters from Bremen, I shall do myself the honor to communicate their contents to you.

With repeated assurance of my very high esteem,

I have, &c.,

WM. C. MUNDERLOH.

Sir LEONARD TILLEY, K.C.M.G., Minister of Finance.

Report to Council by the Minister of Finance, 9th March, 1883.

The undersigned has the honor to report to Council that by an Order in Council passed on the 29th November, 1882, it was recommended that arrangements should be made with the owners of the White Cross Line to subsidize a line of steamers to trade between Antwerp and the Dominion.

The undersigned has the honor to report that he has been informed by Mr. Munderloh, the Consul General at Montreal, that the owners of the White Cross Line are unable to accept the propositions contained in said Order in Council, and in lieu thereof submit the following proposals:—

“Steamers of the above-named line to make twelve round trips per annum, leaving first week of each month from Antwerp, namely: Six round trips, or seven if possible, between Antwerp and Montreal in summer, and the remaining trips between Antwerp and Halifax, N.S., or St. John, N.B., in winter, with the privilege of proceeding to Portland, Boston or New York during the winter for the purpose of discharging and loading goods appertaining to the United States.

“It is, however, understood that all goods billed for Canada shall be discharged at Canadian ports, and it is also understood that all steerage passengers coming by this line are to be landed in Canada and not ticketed for ports outside of Canada, and it is further understood that merchants and shippers in Canada shall have the first opportunity to secure freight room on these steamers, on their return voyages, at the then ruling rates of freight at ports in the United States. In the event that no complete return cargo should be obtainable for Antwerp, the owners to have the option to load their steamers with goods for London or other ports in the United Kingdom. The service to commence on the first day of May next, with first-class steamers of the White Cross Line present fleet, and to be continued during the following years with new steamers of a capacity and speed as desired by the Government and as specified in the former application of Mr. Munderloh, and to be well adapted for the carrying of steerage passengers.

“The Government to grant a subsidy to the owners of \$24,000 per annum for a period of seven years, but in the event that not more than eight trips should be made during the first year of the contract, then \$2,000 per trip be paid, it being understood that after the first year twelve trips a year be made.”

The undersigned has the honor to recommend, after having given the same careful consideration, that the foregoing propositions be accepted, with the exception that the subsidy be granted for five years, instead of seven years as proposed by the owners of the steamship line.

Respectfully submitted,

S. L. TILLEY, *Minister of Finance.*

Finance Department, 9th March, 1883.*

Order in Council passed March 12th, 1883.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 12th March, 1883.

On a Report, dated 10th March, 1883, from the Minister of Finance, submitting that by an Order in Council, passed on the 29th November, 1882, authority was granted to enter into arrangements with the owners of the White Cross Line to subsidize a line of steamers to trade between Antwerp and the Dominion.

The Minister represents that he has been informed by Mr. Munderloh, the Consul of Germany at Montreal, that the owners of the White Cross Line are unable to accept the proposition contained in said Order in Council, and in lieu thereof submit the following proposals:—

“Steamers of the above-named line to make twelve round trips per annum, leaving first week of each month from Antwerp, namely:—

“Six round trips, or seven if possible, between Antwerp and Montreal in summer, and the remaining trips between Antwerp and Halifax, N.S., or St. John, N.B., in winter, with the privilege of proceeding to Portland, Boston, or New York, during the winter for the purpose of discharging and loading goods shipped for the United States.

“It is, however, understood that all goods billed for Canada shall be discharged at Canadian ports—such goods to be landed in Canada before proceeding to the United States—and it is also understood that all passengers coming by this line are to be landed in Canada and not ticketed or re-shipped for ports outside of Canada; and it is further understood that merchants and shippers in Canada shall have the first preference to secure freight room on these steamers on their return voyages, Canadian freight rates not to exceed the then ruling rates of freight at ports in the United States. In the event that no complete return cargo should be obtainable from Antwerp the owners to have the option to load their steamers with goods for London or other ports in the United Kingdom.

“The service to commence on the 1st day of May next, with first-class steamers of the White Cross Line present fleet and to be continued during the following years with new steamers of a capacity and speed as desired by the Government, and as specified in the former application of Mr. Munderloh, and to be well adapted for the carrying of steerage passengers.

“The Government to grant a subsidy to the owners of \$2,000 per round trip, for a period of seven years; but in the event that not more than eight trips should be made during the first year of the contract, then \$2,000 per trip be paid, it being understood that after the first year twelve trips a year be made.”

The Minister, after having given the same careful consideration, recommends that the foregoing proposition be accepted, with the exception that the subsidy be granted for five years, instead of seven, as proposed by the owners of the steamship line.

The Committee concur in the foregoing recommendation, and submit the same for Your Excellency's approval.

JOHN J. MCGEE.

Cablegram, Sir L. Tilley to Armstrong.

13th March, 1883.

Government would accept following:—Bremen Line same as agreed—Antwerp—time five years—twelve monthly round trips each year, six for Montreal or seven if possible in summer, others, winter, Halifax or St. John, with privilege in winter of proceeding Portland, Boston or New York after discharge Canadian freight and passengers—two thousand dollars round trip—all goods billed for Canada to be discharged at Canadian ports before proceeding to States—all passengers to be landed in Canada—merchants and shippers in Canada to have first preference for freight room—Canada rates not exceed ruling freight in the United States—if not enough freight from Canada to Germany can call at London or ports in the United Kingdom—must be good steamers.

TILLEY.

ARMSTRONG, Charing Cross Hotel, London.

Copy, Cablegram.

LONDON, 14th March, 1883.

Terms accepted with slight change—can we consider matters decided,

ARMSTRONG.

TILLEY, Ottawa.

Answered as follows :

OTTAWA, 16th March, 1883.

Should indicate changes proposed.

TILLEY.

Answered as follows :

LONDON, 16th March, 1883.

" Clause making Canadian freight rates same as American objected to—clause useless anyway—all others accepted."

ARMSTRONG.

Cablegram, Hon. S. L. Tilley to Armstrong.

OTTAWA, 16th March, 1883.

This condition important to Canada and insisted upon in other contracts—can not be conceded.

TILLEY.

ARMSTRONG, Charing Cross, London.

Cablegram, Armstrong to Sir S. L. Tilley.

LONDON, 17th March, 1883.

Clause accepted—cable when matter decided.

ARMSTRONG.

TILLEY, Ottawa.

Answered as follows :

We have contract prepared—will it be signed here or in England ?

TILLEY.

Cablegram.

LONDON, 24th March, 1883.

Will sign Ottawa.

ARMSTRONG.

TILLEY, Ottawa.

Thomas White, M.P., to Sir Leonard Tilley.

MONTREAL, 11th December, 1882.

MY DEAR SIR LEONARD,—Mr. J. Y. Gilmour, who is agent for a number of steamship lines trading with the Continent, has asked me to send you the enclosed, and a number of pamphlets which I also send in a separate packet and which explain themselves. If there is to be a subsidy to a Bremen line or one to Hamburg, Mr. Gilmour would like to have the chance of making an offer. Of course I do not express any opinion on the policy of granting a subsidy, but if one is to be granted I think it might be well to enlist some one of the companies now trading to New York with which Mr. Gilmour is connected.

Yours truly,

THOS. WHITE.

Hon. Sir S. L. TILLEY.

C. B. Richard & Co. to J. Y. Gilmour & Co.

NEW YORK, 6th December, 1882.

DEAR SIRS,—We are informed that there is a project on foot to organize a new steamship line, next year, from Montreal to Germany.

Can you enlighten us upon the subject?

Yours truly,

C. B. RICHARD & CO., *Howell.*

Messrs. J. Y. GILMOUR & Co., Montreal, Canada.

C. B. RICHARD & Co.,

General Passenger Agents of the Hamburg American Packet Company,

61 Broadway, New York.

J. Y. Gilmour & Co. to Thos. White, M.P.

MONTREAL, 9th December, 1882.

SIR,—We have the honor to address you with reference to a notice which appeared in the press despatches, stating that it is the intention of the Government to subsidize a company to run a line of steamers between the ports of Bremen and Montreal, in the interest of immigration. We enclose for your perusal a letter received to-day from the Hamburg American Packet Company, asking for information on the subject.

We now represent the three largest ocean steamship companies running between the ports of Bremen, Antwerp, Hamburg and New York, namely: the Hamburg American Packet Company, founded in 1847; the North German Lloyd Steamship Company, founded in 1857, and the Red Star Line. They are all wealthy companies, and have resident agents throughout Germany. We enclose passenger lists showing that they are at present carrying large numbers of immigrants to New York.

If sufficient inducement was offered them they would be in a position to take up the business immediately.

We beg that you will kindly obtain for us full particulars as to the service required and the amount of subsidy that will be paid.

In our opinion these companies, through their many agents, would be the very best means of circulating information regarding the North-West Territory, at little or no cost to the Government.

Awaiting your kind attention, we are,

Yours respectfully,

J. Y. GILMOUR & CO., *Howell.*

THOS. WHITE, Esq., M.P., Montreal.

Papers sent you:—Passenger lists: "Becker," "Elbe," "Doran," "Werra." Pamphlets: Hamburg American Packet Company, North German Lloyd Steamship Company, and Red Star Line. Also Hamburg Steamship Company map.

Sir S. L. Tilley to Thomas White, M.P.

(Private and confidential.)

OTTAWA, 12th December, 1882.

MY DEAR MR. WHITE,—The Belgian Consul of Montreal has been in Ottawa, and in conference with the Premier, Mr. Pope, and myself, touching the establishing of a line of steamers to Montreal in summer, and Halifax or St. John in winter. He has for years acted as the agent of a Company, sending steamers to Montreal for freight, and made a proposal to the Government by which a direct line would be established fortnightly in the summer, that would give us a chance for German immigrants. We

did not accept his terms, but made a counter proposal, one of the conditions of which was that a port in Canada should be the terminal port of the voyage. The gentleman referred to, asked to be permitted to go to a port in the United States to complete cargo. This we objected to, and this line will, I doubt not, be adhered to, though prepared to yield.

I will state to my colleagues the contents of your note for their consideration, should the question be thrown open.

Yours sincerely,

S. L. TILLEY.

THOS. WHITE, Esq., Montreal.

Thos. White, M.P., to Sir S. L. Tilley.

MONTREAL, 15th December, 1882.

MY DEAR SIR LEONARD,—I was away, and got your telegram too late last night to write you. I now enclose, as I understand you to request, the letter I sent you, and your own to me—although I don't quite understand whether you want it.

Yours truly,

THOS. WHITE.

Hon. Sir S. L. TILLEY.

P.S.—I should say that one of the lines, represented by Gilmour, has thirty, and the other twenty-four ships. They do the largest immigrant business of any line in the world.

Telegram.—Hon. Sir S. L. Tilley to Thos. White, M.P.

OTTAWA, 1st February, 1883.

Mr. Gilmour has made no proposal relative to vessels between Canada and Germany. He should act at once if he has any proposition to make.

S. L. TILLEY.

THOS. WHITE, Esq., M.P., Montreal.

J. Y. Gilmour & Co. to Thos. White, M.P.

MONTREAL, 2nd February, 1883.

DEAR SIR,—Referring to telegram left with us this a.m., would say, we write the North German Lloyds Steamship Company, by to-day's mail, asking them if they have any proposal to make. We will see you immediately on receipt of their reply.

Yours truly,

J. Y. GILMOUR & Co., *Howell.*

THOS. WHITE, Esq., M.P.

Thos. White, M.P., to Sir S. L. Tilley.

(Private.)

GAZETTE PRINTING COMPANY, MONTREAL, 3rd February, 1883.

MY DEAR SIR LEONARD,—I got your telegram and sent it to Gilmour. I am this morning in receipt of the following reply, from which you will see that the matter is being attended to. My own impression, however, is that they will not consent, except for a very large subsidy, to bind themselves to Halifax or St. John, as a terminal point for winter months; and I understand you make this a condition. The Brazil line, so far as winter is concerned, is simply a Boston line, with Halifax as a port of call.

Yours truly,

THOS. WHITE.

Hon. Sir S. L. TILLEY.

RETURN

(72)

To an ADDRESS of the HOUSE OF COMMONS, dated 2nd April, 1883;—For Copies of all Correspondence, Orders in Council, Documents, and Communications between the Secretary of State and the Departments of Marine and Fisheries, and of Justice, concerning the application of divers Sailors in the Port of Quebec, praying for a release from confinement and to return to Sea, &c., at the request of R. Temple, Master of the British vessel "Genii."

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
5th April, 1883.

RETURN

(73)

A List of Shareholders, and also a Statement of the Affairs of the British Canadian Loan and Investment Company, as on the 31st December, 1882.

[In accordance with the recommendation of the Joint Committee on Printing, the above Statement and Returns are not printed.]

RETURN

(74)

To an ADDRESS from the HOUSE OF COMMONS, dated 7th March, 1883 ;—For Copies of all Correspondence in relation to the erection of Semaphores on the wharf at Rivière du Loup, in the County of Temiscouata, and on the Brandy Pots.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
7th April, 1883.

Acting Secretary of State.

RETURN

(75)

To an ORDER of the HOUSE OF COMMONS, dated 14th March, 1883 ;—For Copies of all Reports made up to this date, respecting the movement of the ice at the Wharf at Rivière du Loup, and the Wharf at Rivière Ouelle.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
7th April, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.]

RETURN

(76)

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1883;—
 For copy of all Correspondence between the Government of Canada or any Department thereof, and the Grand Trunk Railway Company of Canada, or any of its Officers, in relation to the subject stated in the advertisement published in the *Canada Gazette*, of 3rd March, instant, of H. W. Tyler, President, and J. B. Benton, Secretary of said Company, dated at Dashwood House, 9 New Broad Street, London, 28th February last, calling a meeting of said Company, at London, on the 29th March instant, for the consideration, amongst other things, of the purchasing of bonds and shares of the Wellington, Grey and Bruce Railway; also, to purchase, on behalf of the Company, of certain stocks and shares of the Hamilton and North-Western Railway Company, and of the Saint Lawrence and Ottawa Railway Company; also, all copies of the traffic arrangement or correspondence in relation thereto, or of correspondence in relation to the purchase or sale of the North Shore Railway Company by, or between the said last named Company, and the Grand Trunk Railway Company of Canada, or with the Government of Canada, together with a statement in detail of any liability or obligation which has been created by the said Grand Trunk Railway Company, or on their behalf in connection therewith.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
 9th April, 1883.

RETURN

(76 a.)

To an ORDER of the HOUSE OF COMMONS, dated 15th March, 1883;—For a Return of all accidents and casualties which have occurred on the Grand Trunk Railway of Canada and any of its branch Railways, or Railways associated with it, or under its control, involving either loss of life, or injury to person or property; with a statement showing the full extent and particulars of such casualties, the points at which they occurred, and the causes and nature thereof; with a copy of the By-laws, Rules and Regulations of the said Railway Company, branch Railways, associated Railways, and Railways under its control, as required by the 55th Section of the Railway Act of 1879.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
 7th April, 1883.

[In accordance with the recommendation of the Joint Committee on Printing,
 the above Returns are not printed.]

RETURN

(76 b.)

To an ORDER of the HOUSE OF COMMONS, dated 15th March, 1883;---For a Copy of all correspondence between the Grand Trunk Railway Company of Canada, or any of its Officers, and the Government of Canada, or any of the Departments or Members of the Government, in reference to the purchase or sale of the Rivière du Loup Branch of the said Railway now owned by the Government of Canada; also, any correspondence showing the manner in which the said Company have expended or proposed to expend the money so received for the said Rivière du Loup Branch; and also, all correspondence in reference to their expending the said money or any portion thereof, either in purchasing or constructing a Railway or Railways in the United States, either in their own name, or by an associated Company, or in any other way, and how much money received for the Rivière du Loup Railway purchase has been so expended; and also, any and all correspondence showing whether the Government lien for the debt of £3,111,500 and accrued interest owing by the said Railway attaches upon the said Railway or Railways so purchased or built in the said United States, with the length and cost of the same.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
7th April, 1883.*Acting Secretary of State.*

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 2nd April, 1879.

SIR, - I regret that I have not been earlier in a position to comply with the request you made to me when I last had the pleasure of seeing you in Ottawa. You are probably aware that I had the misfortune a few days ago to meet with an accident which has confined me to my room for upwards of a fortnight.

In letters which are already before the Government the Grand Trunk Company have offered to sell the Rivière du Loup portion of their road, that is, the portion from Chaudiere Junction to Rivière du Loup, including, of course, all sidings, buildings, lands and tracks, for the sum of five hundred thousand pounds sterling (£500,000.)

The distance is 1.8½ miles.

The Directors of the Company contemplated under the arrangement with the Government that all traffic exchanged between the two systems of railway would be turned over from the one to the other at Chaudiere Junction.

You have intimated to me that the Government desire to make an arrangement by which the trains of the Intercolonial can be run to and from Point Lévis over the Grand Trunk Company's Railway to and from Chaudiere Junction, and have the

use of terminal facilities at Quebec and Point Lévis and the use of the Grand Trunk ferry.

I have now to submit terms on which the Company are willing to afford such facilities and accommodations.

You are probably well aware that the piece of railway in question was built at great cost, and that it and the terminal facilities have entailed a very large expenditure upon the Company.

There are two methods by which an agreement could be reached, either of which would be satisfactory to the Company.

The one is :

That interest at the rate of 6 per cent. per annum should be charged upon the value of the line and works, including all buildings, wharfage, appliances, etc., belonging to the Grand Trunk Company between Chaudiere Junction and Point Lévis, inclusive of the property in the ferry and in the terminus at Quebec.

That the cost of maintaining and working the railway between Chaudiere Junction and Point Lévis, all works connected therewith, buildings, signals, switches, wharfage, bridges, pontoons, engine sheds, ferry boats, wharves, warehouses, etc., both at Quebec and Point Lévis, be also charged.

That the wages of the staff employed, with the cost of handling traffic of all descriptions, insurance, taxes, claims, stationery, stores, fuel, lights and all other charges incidental to the working of the railway, the ferry, and terminal facilities at Point Lévis and Quebec, engine sheds, etc., be also charged.

That the total amount of the whole of the charges as indicated in the preceding clauses be divided between the Intercolonial and Grand Trunk Companies, in the proportion of the number of trains and engines run over the line between Chaudiere Junction and Point Lévis.

That the capital necessary to supply any additional accommodation required, whether at Point Lévis or Quebec, or on the line between Chaudiere Junction and Point Lévis, be found by the Government, and that interest upon it at the rate of six per cent. be charged in the total expenditure connected with the working of the line, such expenditure only to be incurred after mutual agreement as to its necessity.

That such terminal facilities as may be necessary at Chaudiere Junction, be provided by the Government.

That inasmuch as the space available for working the traffic at the termini of Point Lévis and Quebec is limited, the control of the trains and the traffic should remain under the charge of the Grand Trunk Company, but the Government if they should see fit, might appoint an agent or superintendent to see that the business of the Intercolonial was satisfactorily done, and the salary of such agent or superintendent should form part of the total cost of working the traffic.

Under this arrangement, of course, the engines and trains of the Intercolonial would run to and from Point Lévis, and the engines would have the use of the present engine shed accommodation of the Grand Trunk Company.

The rates for all traffic to and from Quebec and Point Lévis, passing over the Intercolonial Line, to be those supplied by the superintendent of the Intercolonial Railway, which rates would be acted upon by the employees of the Grand Trunk Company in dealing with the business of the Intercolonial Line, and, further, all returns and accounts of the business of the Intercolonial Railway at Quebec and Point Lévis, required by the superintendent or officers in charge of that line, would be furnished by the agent of the Grand Trunk Company at such time, and in such manner as might be directed.

The other arrangement to which I have referred is this :

That the traffic of the Intercolonial to and from Point Lévis or Quebec exchanged with the Grand Trunk Company at the Chaudiere Junction, be worked by the latter at a fixed rate per ton and per passenger, or a fixed rate per ton and per passenger train, the engines of the Intercolonial Railway not proceeding beyond the Junction, the trains being worked as between the Junction and Point Lévis by the engines and staff of the Grand Trunk Company.

I may observe that the Company would not object to name a fixed sum for the business of the Intercolonial Railway, say for a period of three years, to be increased at the end of that period as the traffic of the line became developed.

If you should prefer this plan, I shall be prepared to name the amount at which the Company would work the traffic of the Intercolonial as between the Junction and the terminus at Point Lévis, either by their own engines and staff, or by the engines and staff of the Intercolonial, the work in and about the terminus, however, whether at Point Lévis or Quebec, being performed by and under the charge of the employees of this Company. As regards through traffic, that is, traffic to and from the Grand Trunk system and the Intercolonial, it would be interchanged at Chaudière Junction, and the Company are willing to enter into an arrangement in respect of it, to the effect that its charges for the transportation over their railway shall not be higher per ton per mile or per passenger per mile than their charges in respect to passengers and freight of the same class, to and from the same places on their railway west of Richmond, sent by any other route to and from the cities of St. John and Halifax, in the Provinces of New Brunswick and Nova Scotia respectively.

These suggestions are predicated on the assumption that there will be an efficient through service of trains both for freight and passengers, and that such trains will make convenient and close connections at the Junction at Chaudière, so as to develop to the fullest extent the business to be interchanged between the two systems of railway.

I have the honor to be, Sir, your obedient servant,

J. HICKSON, *General Manager.*

HON. SIR CHARLES TUPPER, Minister of Public Works.

DEPARTMENT OF PUBLIC WORKS, GOVERNMENT RAILWAYS,
OTTAWA, 11th April, 1879.

SIR,—Mr. Hickson's letter of the 2nd instant, upon the subject of his offer of sale of the Rivière du Loup Branch of the Grand Trunk Railway, and submitting terms upon which the Grand Trunk Railway Company are willing to afford the Intercolonial Railway traffic facilities between Chaudière Junction and Quebec, having been referred to me.

I have the honor to report that in my opinion the price which the Grand Trunk Railway Company have placed upon the Rivière du Loup Branch, viz., \$2,433,335, is very much in excess of the value of the property.

On the 4th February last I estimated the cost of constructing a new line of railway, to be laid with steel rails, between Rivière du Loup and Chaudière Junction, 118 miles in length, at \$1,534,000; and at the same date I submitted an estimate of the cost of the necessary repairs to the Rivière du Loup Branch, based upon my inspection of the road in 1876, at 302,200. If this principle is adopted in arriving at the value of the Rivière du Loup branch, it might be said to be worth \$1,238,800. But if, on the other hand, its value was to be worked out based on its annual net earnings, it would no doubt prove to be of no value.

For affording the Intercolonial Railway traffic facilities between Chaudière Junction and Quebec, Mr. Hickson submits two propositions, either of which he states would be satisfactory to the Grand Trunk Railway Company.

The first is that a charge of 6 per cent. interest should be made on all the Grand Trunk Company's road works and property between Chaudière Junction and Quebec, except the engines and cars; also upon the annual cost of working the traffic and maintaining the road and works, as well as upon the cost of all increased accommodation that may be made at Point Lévis, Quebec, or any other point along the line, "the cost of which he states shall be defrayed by the Government," that this charge of 6 per cent. interest shall be divided between the Intercolonial Railway and Grand Trunk Company in the proportion of the number of engines and trains run over the line between Chaudière Junction and Point Lévis by each railway.

In consideration of this rental, he proposes that the Intercolonial Railway shall make its own rates for traffic going over the Rivière du Loup Branch, run its own engines and cars over the Grand Trunk Railway between Chaudière Junction and Point Lévis, have the use of the Grand Trunk Ferry and the engine house, but that inasmuch as the space available for working the traffic at the terminus of Point Lévis and Quebec is limited, the Grand Trunk Railway Company shall control the trains and traffic.

This offer as a whole does not commend itself favorably to me, but I think the basis of the proposition is not unreasonable, viz.: "That each road shall bear a proportionate rate of rental, on the plan suggested by Mr. Hickson, according to the number of trains it runs over the line between the Chaudière Junction and Point Lévis, but it is imperative the Intercolonial Railway should have some freedom in conducting its business; in fact according to the business each railway does over this section of road, so in proportion should the facilities be given to them both, as regards the use of the road and other property, including the ferry boat which should be employed in the interest of the traffic of both lines, the boat being made to ply when necessary between Point Lévis and any other railway or boat with which the railways, or either of them, propose to do business. If these details are arranged and it is decided to run down to Point Lévis, an agreement, no doubt, could be had satisfactory to both parties.

The second proposition is that the Grand Trunk Railway Company should work the traffic to and from the Intercolonial Railway, between Chaudière Junction and Point Lévis at a fixed price per ton for freight and per passenger, or passenger train, the engines of the Intercolonial Railway not proceeding beyond the Junction, or, if preferred, a fixed price could be made, the engines and train of the Intercolonial Railway proceeding direct through to Point Lévis under the supervision and control of the Grand Trunk Railway Company's officials.

The desirability or otherwise of such an arrangement depends very largely upon the facilities and despatch given to the Intercolonial Railway business by the Grand Trunk Railway Company, and the charge that they may make for the service.

Before taking action on either of Mr. Hickson's propositions, I would recommend that a survey of a line be made from the Rivière du Loup Branch to Point Lévis in order to ascertain the cost of approaching Quebec by an independent line.

As regards the traffic from and to the west, the charges for its transportation over the Grand Trunk Railway, certainly should not exceed the rate per ton, per mile, or per passenger per mile, that is charged for passenger and freight of the same class to Portland.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer of Govt. Railways.*

F. BRAUN, Esq., Secretary Public Works.

DETAILS OF DEDUCTIONS.

Repairs to Embankments.....	\$1,000 00
do Bridges....	6,000 00
do Renewal to culverts and cattle-guards.....	8,000 00
New snow fences \$7,000, other fences \$3,000.....	10,000 00
Steel rails and fastenings, 115½ miles, 92 tons per mile at \$30.....	318,000 00
Sleepers renewals.....	6,000 00
Ballasting.....	42,000 00

Increase of siding accommodation.....	8,200 00
Coal sheds and trestles.....	8,000 00
	\$407,200 00
Less value of old rails.....	105,000 00
	\$302,200 00
Total cost of a new road, 118 miles.....	1,534,000 00
Less.....	307,200 00
	\$1,226,800 00
For second result add.....	105,000 00
	\$1,331,800 00

COLLINGWOOD SCHREIBER.

DEPARTMENT OF PUBLIC WORKS, GOVERNMENT RAILWAYS,
OTTAWA, 18th April, 1879.

SIR,—Since my report to you on the 11th instant, I have further considered the question of the Government acquiring the Rivière du Loup Branch of the Grand Trunk Railway and securing traffic facilities over that section of the Grand Trunk Railway between Chaudière Junction and Point Lévis, and I am disposed to think that the purchase of the Rivière du Loup Branch should be made to embody free running powers over the section of the Grand Trunk Railway between Chaudière Junction and Point Lévis and that the Government should procure a property at Point Lévis for terminal purposes independent of the Grand Trunk Railway.

Such an arrangement as I have suggested I am of opinion would be the most satisfactory in the interests of the traffic of the Intercolonial Railway.

I am your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer Govt. Rys.*

F. BRAUN, Esq., Secretary Public Works.

DEPARTMENT OF PUBLIC WORKS, GOVERNMENT RAILWAYS,
OTTAWA, 3rd May, 1879.

SIR,—Having been instructed to prepare and submit to the Department, without delay, an estimate of the value of the Rivière du Loup Branch of the Grand Trunk Railway (exclusive of the old iron rails in the main track and gravel pits sidings,) and also of the section of the Grand Trunk Railway between Chaudière Junction and the first bridge east of the Hadlow Station ground.

I have the honor to report that the estimate of this branch which I am about to submit is prepared from notes taken by me during a careful inspection of this work in the summer of 1876, and from information recently obtained of the actual amount of ballasting and other improvements done since that date. Upon this data, I believe I have been enabled to arrive at a pretty accurate estimate of its value, including the entire property of the Grand Trunk Railway in and upon this branch line, except the old iron rails in the main track and in the ballast pit sidings, the station furniture,

stoves, fuel, and the workmens' tools. My valuation, which is given in detail, is attached hereto; it amounts to..... \$1,502,976

The section of road between Chaudière Junction and Hadlow is of a very different nature. The excavation is comprised largely of rocks of a very hard character; the work is heavy and expensive, and the water lot and station ground at Hadlow is a valuable property. I should consider this section of the road, with the station ground, worth about.. 200,000

This makes a total value of..... \$1,702,976

Which price is intended to cover the entire roadway between Rivière du Loup and Hadlow, about 125 miles in length, including the roadway lands, water services, stationary engines, machinery and all other property of the Grand Trunk Railway between Rivière du Loup and the first bridge east of Hadlow station, except the old iron rails and chairs on the main track and gravel pit sidings of the Rivière du Loup Branch, station furniture, stores, and fuel, section-mens' tools, and rolling stock.

The fact must not be lost sight of that the Grand Trunk Railway Company will require running powers over the section of road between Chaudière Junction and Hadlow, to reach their terminus at Lévis, and although the purchase by the Government of the Hadlow station and water lot, would give them facilities for having an independent terminus on the St, Lawrence, opposite Quebec, nevertheless it is very important that the Government should acquire running powers over the Grand Trunk line east of Hadlow, to and past the Lévis station, and have the use of the Lévis station yard, buildings, wharf, ferry and station at Quebec; and I would suggest that running powers, free of charge, be granted to the Grand Trunk Railway upon consideration of their granting the Government running powers over and through their line east of Hadlow, and the use of the Lévis station yard, etc., free of charge, the actual cost of handling the Intercolonial business at the Lévis station only being charged for. Of course the Grand Trunk trains in passing between Chaudière Junction and Hadlow would be run under the regulations of the Government authorities, in the same manner that the Government trains east of Hadlow would be under the regulations of the Grand Trunk Railway authorities, and it should also form part of this arrangement, that the charges for transport of traffic from and to the West in connection with the Intercolonial Railway over the Grand Trunk Railway shall not exceed the rate per ton per mile or for passenger per mile, that is charged for passenger or freight of the same class to Portland.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer of Govt. Rys.*

F. BRAUN, Esq., Secretary Public Works.

APPROXIMATE ESTIMATE of the cost of a new line of Railway from Rivière du Loup to the Chaudiere Junction, with gradient and curvature similar to that upon the Rivière du Loup Branch of the Grand Trunk Railway, and with the embankments elevated above the ground surface to the same extent as is done upon the said Branch, the Road with the Western limit being 119 miles long.

Per Mile.	Description of Work.	Amount.	Total.
\$ cts.		\$ cts.	\$ cts.
875 00	Land and damages	104,125 00	
20 00	Clearing and grubbing	2,380 00	
704 00	Fencing	83,776 00	
90 00	Telegraph Line	10,710 00	
3,400 00	Grading	404,600 00	
3,000 00	Masonry	357,000 00	
150 00	Foundations	17,850 00	
820 00	Bridge Superstructure	97,580 00	
300 00	Road and Farm Crossings	35,700 00	
600 00	Station and other Buildings	71,400 00	
		1,185,121 00	
	Contingencies, &c.	59,500 00	1,244,621 00
500 00	Steel Rails and Fastenings	328,440 00	
2,760 00	Sleepers	71,400 00	
630 00	Ballasting	107,100 00	
900 00	Four miles of sidings	10,710 00	
90 00	Switches	2,975 00	
25 00	Engineering and Management	83,300 00	
700 00	5,000 feet Snow Sheds and Fences	10,710 00	
90 00			614,635 00
15,624 00			1,859,256 00

COLLINGWOOD SCHREIBER.

OTTAWA, 3rd May, 1879.

APPROXIMATE ESTIMATE of the value of the Section of the Grand Trunk Railway between Rivière du Loup and the first Bridge East of the Hadlow Engine House; total length, including the Western Limit of the Branch, 125 miles.

	Amount.	Total.
	\$ cts.	\$ cts.
Estimated cost of building a Railway from Rivière du Loup to Chaudiere Junction, 119 miles.....	1,859,256 00	
Estimated value of necessary repairs :—		
Embankments.....	\$1,000 00	
Bridges and culverts.....	14,000 00	
Fencing.....	3,000 00	
Ballasting.....	12,000 00	
Sleepers.....	7,500 00	
Rails and fastenings	318,780 00	
	356,280 00	1,502,976 00
Estimated value of the Section of Road between Chaudiere Junction and East end of Hadlow, including Station and Water Lot.....	200,000 00	200,000 00
		1,702,976 00

COLLINGWOOD SCHREIBER.

OTTAWA, 3rd May, 1879.

OTTAWA, 3rd May, 1879.

SIR,—I am directed to inform you that the Government contemplate the purchase of the Rivière du Loup Branch of the Grand Trunk Railway, and with that view have obtained from Mr. Schreiber, the Chief Engineer of the Government Railways in operation, a report upon the condition of that branch, its value and the cost of putting it in repair.

The Minister desires me to refer Mr. Schreiber's report to you, and to state that he would be glad to have an expression of your views upon the subject and to obtain your opinion as to the value of the Rivière du Loup Branch.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

WALTER SHANLY, Esq., Civil Engineer, Russell House, Ottawa.

OTTAWA, 3rd May, 1879.

SIR,—I have the honor to acknowledge receipt of your letter of this date, enclosing Mr. Schreiber's report on the Rivière du Loup Branch of the Grand Trunk Railway, and conveying the desire of the Honorable the Minister of Public Works to have my opinion on the value of the line, etc., etc.

Mr. Schreiber divides the portion of the Grand Trunk Railway, which the Government contemplates purchasing into two parts:—

1st. Chaudiere Junction to Rivière du Loup, 119 miles.

2nd. Chaudiere Junction to Hadlow, including the terminus and water lot at the last named place, 6¼ miles.

He estimates the first named part as worth.....	\$1,502,976
The second part at.....	200,000

Whole valuation.....	\$1,702,976
----------------------	-------------

I do not concur in the foregoing estimates, and ground my own opinions of value upon an intimate knowledge of the line in all its parts.

The 119 miles I consider to be worth.....	\$1,752,000
---	-------------

The 6¼ miles, with the Hadlow property, I put at a least valuation of.....	350,000
--	---------

Making a total of.....	\$2,100,000
------------------------	-------------

Against Mr. Schreiber's.....	\$1,709,976
------------------------------	-------------

It is also my opinion that a new line between the same terminal points and of the same structural character could not now be built and brought to the same condition of permanency and stability in which the Rivière du Loup line is to-day, for less than the sum of my estimate.

To construct a new line of equal structural character to the Intercolonial Railway will cost no less than I estimate to be the value of the Rivière du Loup Branch of the Grand Trunk Railway, namely, \$2,100,000. Neither in Mr. Schreiber's estimate or in mine is account taken of the item of rails and fastenings, it being understood that the old iron rails now on the track are not to be included in the contemplated purchase of the railway by the Government.

I coincide in Mr. Schreiber's views for the interchange of carrying facilities over the portions of the road to be owned respectively by the Government and the Grand Trunk Railway Company between Chaudiere Junction and Point Levis, including transit between the last named place and Quebec.

I have the honor to be, Sir, your obedient servant,

WALTER SHANLY.

F. BRAUN, Esq., Secretary Public Works.

DEPARTMENT OF PUBLIC WORKS, GOVERNMENT RAILWAYS,
OTTAWA, MAY 3rd, 1879.

SIR,—I have this day made a revised valuation of the Rivière du Loup Branch of the Grand Trunk Railway, and as the result differs materially from my previous report, I desire to make a few explanatory observations. In both these estimates the value is based upon the cost of constructing a new road, and debiting it with the estimated cost of repairing the old one. In my first estimate dated 4th February, last, my calculations are based upon the cost of a new road with gradients, curvature and works of construction of a similar character to the old road except that the road-bed was designed to be elevated from about nine inches to a foot above the general surface of the long stretches of flat country traversed by the road. Such a new road I estimated to cost \$13,000 per mile. This appears low, but my estimate is strengthened by the fact that reliable contractors are prepared to enter into engagements to build the road for that sum per mile. This I debited with the amount of my estimate of the cost of repairs to the old line in the summer of 1876.

After discussing the matter with Mr. Shanly, I this day submitted an estimate, based on a road-bed about three feet above the general surface of the country, similar to the existing road, with an amount added for contingencies to meet his objection that contractors invariably advance extra claims in settlement of their contract.

An estimate prepared on this basis, with a few other slight modifications, produces a rate per mile of \$15,624, and in debiting this with the cost of repairs to the old road, I have deducted from my estimate of 1876 the work which I have ascertained has since been done, and also the cost of coal trestles, sheds, snow fences, and extension of sidings which do not appear in my estimate of the cost of a new road, but which will be needed for the traffic of the Intercolonial Railway and will have to be provided.

The foregoing are the facts. It is, of course, not for me to determine which estimate shall be adopted; at the same time I am prepared to admit that the higher elevation of the road-bed is more in accord with the construction of the old road, and that it is a benefit in operating the traffic in a snowy region such as is traversed by the Rivière du Loup Branch. My estimate of the cost of a new road on the low level, including the western limit at Chaudiere Junction, 119 miles at

\$13,000.....	\$ 1,547,000
My estimate of the cost of a new road on the higher level, including the western limit at Chaudiere Junction, 119 miles at \$15,624.....	1,859,256
Difference.....	\$312,256

I should here explain that neither of these estimates are made upon information obtained from actual survey, but they are prepared from memoranda of observation taken by me during my tour of inspection in 1876, but inasmuch as reliable contractors are prepared to enter into a contract for the lower level road at my estimate, I think the figures may be assumed to be approximately correct.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer Gov. Rys.*

F. BRAUN, Secretary Public Works.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 5th May, 1879.

Memorandum.

The undersigned represents that the successful operation of the Intercolonial Railway depends in a great measure upon its western connection.

That the portion of the Grand Trunk Railway from Chaudière Junction to Rivière du Loup, and known as the Rivière du Loup Branch, is in such a dilapidated condition as to impair very materially the traffic of the Intercolonial, and unless placed in

proper repair at an early date, will make it impossible for the Intercolonial to compete with other lines for Western through traffic, and will defeat the object which the Government had in view in expending large sums of money in extending the Intercolonial Railway into the City of Halifax, and improving the shipping facilities at that terminus at Richmond.

That it is also very important to the traffic of the Intercolonial that a water terminus should be had on the River St. Lawrence.

That the Grand Trunk Railway submitted on the 2nd ultimo, a proposal to sell that portion of their line between Rivière du Loup and Chaudière Junction for the sum of £500,000 or \$2,433,335, and have in addition submitted two proposals for facilitating the traffic of the Intercolonial Railway over that portion of their line and ferry, from Chaudière Junction to Point Lévis and Quebec.

That in anticipation of the contemplated purchase of the line from Rivière du Loup to the waters of the St. Lawrence at Hadlow, the Chief Engineer of the Government Railways in operation, prepared a report setting forth: "That having been instructed to prepare and submit to the Department without delay an estimate of the value of the Rivière du Loup Branch of the Grand Trunk Railway, exclusive of the value of the old iron rails in the main track and gravel-pit sidings, and also of the section of the Grand Trunk Railway between Chaudière Junction and the first bridge east of the Hadlow station ground.

"I have the honor to report that the estimate of this branch, which I am about to submit, is prepared from the notes taken by me during a careful inspection of this work in the summer of 1876, and from the information recently obtained of the actual amount of ballasting and other improvements done since that date, upon this data, I believe I have been able to arrive at a pretty accurate estimate of its value, including the entire property of the Grand Trunk Railway, in and upon this branch line, except the old iron rails in the main track, and in the ballast pit-sidings, the station furniture, stoves, fuel, and the workmens' tools. My valuation, which is given in detail, is attached hereto; it amounts to \$1,502,976. The section of road between Hadlow and Chaudière Junction is of a very different nature. The excavation is composed largely of rock of a very hard character, the work is heavy, expensive and the water lot and station ground at Hadlow is a valuable property. I should consider this section of the road, with the station ground, worth about \$200,000. This makes a total value of \$1,702,976, which price is intended to cover the entire roadway between Rivière du Loup and Hadlow, about 125 miles in length, including the railway lands, water lots, buildings, water services, stationary engines, machinery, and all other property of the Grand Trunk Railway, between Rivière du Loup and the first bridge east of Hadlow station, except the old iron rails and chairs on the main track, and gravel-pit sidings of the Rivière du Loup Branch stations, furniture, stoves and fuel, section mens' tools and rolling stock.

"The fact must not be lost sight of that the Grand Trunk Railway Company will require running powers over the section of the road between Chaudière Junction and Hadlow to reach their terminus at Lévis, and although the purchase by the Government of the Hadlow Station and water lot would give them facilities for having an independent terminus on the St. Lawrence opposite Quebec, nevertheless it is very important that the Government should acquire running powers over the Grand Trunk Line east of Hadlow, to and past the Lévis Station, and have the use of the Lévis Station yard, buildings, wharf, ferry and station at Quebec; and I would suggest that the running powers, free of charge, be granted to the Grand Trunk Railway upon consideration of their granting the Government running powers over and through their line east of Hadlow, and the use of the Lévis Station, yard, etc., free of charge, the actual cost of handling the Intercolonial business at the Lévis Station only being charged for. Of course the Grand Trunk trains in passing between Chaudière Junction and Hadlow would be run under the regulations of the Government authorities in the same manner that the Government trains east of Hadlow would be run under the regulations of the Grand Trunk Railway authorities, and it should also form a part of this arrangement that the charges for transport of traffic from and to

the West in connection with the Intercolonial Railway over the Grand Trunk Railway shall not exceed the rate per ton per mile or per passenger per mile what is charged for passengers or freight of the same class to Portland."

The undersigned concurs in the above report so far as relates to the property to be obtained, and requests that he may be authorized to enter into arrangements with the Grand Trunk Company, for the purchase of their line of railway between Rivière du Loup and Hadlow, and for running powers to Point Lévis and Quebec, on the terms and conditions stated in the said report, at a cost not exceeding \$1,500,000, provided that the Company gives a sufficient guarantee to maintain the line from Richmond to the Chaudière Junction in the same state of efficiency as their line to Portland, and that the money be paid to secure the connection of the Grand Trunk Railway with Chicago, such purchase to be subject to ratification by Parliament; and further, on the condition recommended by the Chief Engineer, that the charges for transport of traffic from and to the West in connection with the Intercolonial Railway shall not exceed the rate per ton per mile or per passenger per mile that which is charged for passengers or freight of the same class to Portland.

Respectfully submitted,

CHARLES TUPPER, *Minister of Public Works.*

COPY of a Report of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 8th May, 1879.

On a Memorandum hereunto annexed, dated 5th May, 1879, from the Hon. the Minister of Public Works, having reference to the dilapidated condition of the portion of the Grand Trunk Railway known as the Rivière du Loup Branch, and to the offer made by that Company for the sale of it to the Government, and stating that in anticipation of the contemplated purchase of the line from Rivière du Loup to the waters of the St. Lawrence at Hadlow, the Chief Engineer of the Government Railways in operation prepared a Report upon the subject, in which Report he, the Minister of Public Works, states his concurrence so far as relates to the property to be obtained, and requests that he be authorized to enter into arrangements with the Grand Trunk Railway Company for the purchase of their line of railway between Rivière du Loup and Hadlow, and for running powers to Point Lévis and Quebec on the terms and conditions stated in the said Report, at a cost not exceeding \$1,500,000, provided that the Company gives a sufficient guarantee to maintain the line from Richmond to the Chaudière Junction in the same state of efficiency as their line to Portland, and that the money be paid to secure the connection of the Grand Trunk Railway with Chicago, such purchase to be subject to ratification by Parliament; and further on the condition recommended by the Chief Engineer, that the charges for transport of traffic from and to the West in connection with the Intercolonial Railway over the Grand Trunk Railway shall not exceed the rate per ton per mile, or per passenger per mile, that which is charged for passengers or freight of the same class to Portland.

The Committee advise that the authority requested be granted.

Certified, J. O. COTÉ, *Assistant Clerk.*

MONTREAL, 10th June, 1879.

SIR,—A meeting of the proprietors of the Grand Trunk Railway has been called by public advertisement to take place on the 30th June, for the purpose of ratifying the arrangement made with the Government of the Dominion in respect to the Rivière du Loup Branch of the Company's railway.

Sir Henry Tyler, the President, Sir Charles Young, the Vice-President, and Mr. Heygate, one of the Directors, are now in this country. The President and Vice-President return to England by the steamer that sails from Quebec on Saturday next

for the purpose of attending the meeting of the proprietors to which I have just referred.

During the visit of the three gentlemen named, they have examined the position of the lines west of the St. Clair and the Detroit Rivers, and various proposals made for securing a route for the Grand Trunk Company's business to and from Chicago free from interruption by adverse interests.

I enclose herewith a plan on which you will find laid down in blue, a line extending from Port Huron *via* Flint, Lansing, Valparaiso and Thornton to Chicago. It is proposed to secure the control of this line on the basis set forth in the accompanying memorandum.

The total distance from Port Huron to Chicago by this route will be about 327 miles as against 342 miles *via* Detroit and the Michigan Central Railway.

I may here mention that the Company have secured the power to run its trains over the line marked yellow, between Lansing and Detroit Junction, and that it can also secure the privilege of running its trains over the line of either the Baltimore and Ohio Company or the Pittsburg, Fort Wayne and Chicago Company from the intersection of these Companies' roads into Chicago.

These privileges are valuable as securing the Company against any interruption to its business whilst the two gaps to be constructed between Lansing and Flint and Valparaiso and Thornton, should it become necessary to build both of them, are in course of construction.

The piece of railway lying between Port Huron and Flint is to be sold on the 21st of the present month, under a Decree of Court, and if the Grand Trunk Company is to control it, they will have to make the necessary arrangements for the purchase of the road on that date. This will involve an expenditure of about \$400,000 on the day of sale and during the ensuing six weeks.

The Grand Trunk Company must either make the purchase of the Port Huron to Flint section on the 21st instant, or abandon the proposed scheme entirely.

The Company believe that in carrying out this scheme they are complying with the conditions imposed in the Act passed in the last Session, and that it is one that will prove of the greatest advantage to the Dominion.

The Directors are anxious to be assured that in this view the Government concur, and that the transfer of the Rivière du Loup line, as contemplated by the Act of Parliament being made, there will be no objection to paying over to the Company the amount of the purchase money, as the same may be required to secure the three sections of the road to which I have referred in the annexed memorandum, namely :—

Port Huron to Flint. Lansing to Valparaiso. Thornton to Chicago.

It is with a view to perfecting temporary financial arrangements, to enable the Company to carry out this plan, and to, as far as that is possible, place the Directors in a position to make a complete and definitive statement to the proprietors at the meeting of the Company to be held on the 30th instant, that I now address you.

Will you do me the favor to let me know the views of the Government on the subject, and further, the transfer of the Rivière du Loup line being made, if the Government will have any objection to placing the purchase money in the Bank of Montreal, to be paid over to the Company on the order of the Government, as it may be required to carry out the plan in question.

Waiting the favor of your reply,
I have the honor to be, Sir, your very obedient servant,
J. HICKSON, *General Manager.*

Hon. Sir CHARLES TUPPER, C.B.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, June 9th, 1879.

It is proposed to secure a through route to Chicago for the business of the Grand Trunk, over a railway which will be under its control by a majority of its stock (voting power) being held for, or by the Company.

1st. The first section, which is colored blue (solid) on the annexed plan, extending from Port Huron to Flint, will be sold at public sale, on the 21st June, 1879, and it is proposed to purchase it. The purchase will involve the payment of about \$600,000.

2nd. The Western Section, extending from Lansing to Valparaiso, will be sold during July or August, and it is also proposed to purchase it for the Grand Trunk Company. This would involve an expenditure of \$700,000.

3rd. The Railway from Thornton to Chicago, also colored blue, (solid) has been secured for the Grand Trunk Company, and the purchase money will have to be paid in August or September, 1879. It amounts to \$250,000.

4th and 5th. The pieces shown by the blue dotted lines on the plan annexed, being first, the piece between Flint and Lansing, 48 miles; and secondly, the piece between Valparaiso and Thornton, 23 miles; will be constructed under arrangements with the Grand Trunk Company.

The black line between Flint and Lansing may become available to the Company, but if not secured, negotiations have proceeded so far as to make it certain that the Company can secure the construction of these gaps by private capital.

J. HICKSON, *General Manager.*

Memorandum.

OTTAWA, January 11th, 1879.

The undersigned has the honor to report that whereas the Dominion of Canada has found it of imperative necessity in view of the efficient working of the Inter-colonial Railway, to purchase the line of the Grand Trunk extending from Rivière du Loup to Hadlow.

That at the last Session of Parliament a sum not exceeding \$1,500,000 was voted in the Estimates to effect the purchase of this line, conditionally that the purchase money shall only be made to cover expenditure for such purposes in connection with the Grand Trunk Railway as the Government shall consider conducive to the public advantage.

That the undersigned considers the attainment of a through railway connection from Chicago to Port Huron and the Grand Trunk system of Canada to be conducive to the public advantage, and is of the highest commercial importance.

Whereas, in a letter submitted by Mr. Joseph Hickson, Managing Director of the Grand Trunk Railway, dated 10th June, 1879, this connection is submitted to be feasible as follows: the whole line being divided into five sections:—

1. From Port Huron to Flint, sixty-five miles.

This line is to be sold at public sale on the 21st of the present month. The purchase money involves an expenditure of about \$600,000.

2. From Flint to Lansing, forty-eight miles.

If the line already in operation between these points cannot be obtained the distance will require to be constructed.

3. From Lansing to Valparaiso, 166 miles.

This line will be sold during July and August, and its acquisition will involve an expenditure of about \$700,000.

4. Valparaiso to Thornton, twenty-eight miles.

It is proposed to construct this portion of the line under arrangements with the Grand Trunk Company.

5. Thornton to Chicago twenty miles.

This line has been secured for the Grand Trunk Company, and the purchase money will have to be paid in August or September, amounting to \$250,000.

The total distance by this route will be about 327 miles. The line by Detroit and the Michigan Central is 342 miles. Accordingly Mr. Hickson, on the part of the Grand Trunk in the communication above named, has asked the views of the Government on the subject, and if, on the transfer of the Rivière du Loup Line being made, the Government will have any objection to placing the purchase money in the

Bank of Montreal, to be paid over to the Company on the order of the Government as it may be required to carry out the plan in question.

The undersigned has the honor to report that he considers the expenditure of the purchase money of the Riviere du Loup branch as set forth by the Grand Trunk Railway Company, in the attainment of a direct railway connection between Chicago and the Grand Trunk system at Port Huron, will fully meet the conditions on which the purchase of the River du Loup branch has been authorized by Parliament, and he respectfully recommends that the Railway Company be so informed.

Respectfully submitted,

CHARLES TUPPER, *Minister of Railways and Canals.*

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 13th June, 1879.

The Committee have had under consideration a Report, dated 11th June, 1879, from the Honorable the Minister of Railways and Canals, stating that the Grand Trunk Railway has submitted a scheme therein set forth for obtaining railway connection of their own with Chicago, which, in his, the Minister's opinion, fully meets with the conditions on which the purchase of the Riviere du Loup branch has been authorized by Parliament, and asking authority to inform the Grand Trunk Railway Company accordingly.

The Committee concur in the Report, and advise that the Grand Trunk Railway be informed accordingly.

Certified, W. A. HIMS WORTH, *C. P. C.*

JULY 3rd, 1879.

SIR,—I am directed by the Honorable the Minister of Railways and Canals to inform you that, by an Order in Council dated the 13th ultimo, a copy of which is herewith enclosed, the approval of the Government has been given to the scheme proposed in your letter of the 10th ultimo, as a means of acquiring uninterrupted railway communication for the Grand Trunk Railway with Chicago.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

JOSEPH HICKSON, *E. q.*, Manager G.T.R., Montreal.

Memorandum.

17th July, 1879.

The undersigned has the honor to report that the agreement hereto annexed respecting the purchase of the Riviere du Loup line of the Grand Trunk Railway has been come to with the Company.

That the Act of last Session authorizing the purchase has been accepted by the Company at a special general meeting, as provided by such Act.

The undersigned recommends that authority be given to the Minister of Railways and Canals, or acting Minister, to execute said agreement on behalf of Her Majesty, and to carry out the terms thereof.

Respectfully submitted,

J. H. POPE, *Acting Min. R_ls. and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 24th July, 1879.

On a Memorandum dated 17th July, 1879, from the Hon. Mr. J. H. Pope, acting in the absence of the Minister of Railways and Canals, reporting the purchase of the

Rivière du Loup Line of the Grand Trunk Railway, has been come to with the Company.

That the Act of last Session, authorizing the purchase, has been accepted by the Company at a special general meeting, as provided by such Act, and recommending that authority be given to the Minister of Railways and Canals, or Acting Minister, to execute said agreement on behalf of Her Majesty, and to carry out the terms thereof.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, *Assistant Clerk.*

Hon. Minister Railways and Canals.

This is the draft agreement alluded to in the Order in Council, on the 24th July, 1879.

J. O. COTÉ, *Assistant Clerk.*

I certify that this and the following from page to contain the agreement *re* Rivière du Loup, line, settled by Mr. Schreiber, Chief Engineer, Government Railways, and Mr. J. Hickson, General Manager of Grand Trunk Railway, and myself.

Z. A. LASH, *Deputy Minister of Justice.*

THIS INDENTURE, made this day of , in the year of Our Lord 1879, by and between Her Majesty Queen Victoria, represented herein by the Hon. the Minister of Railway and Canals of Canada, and hereinafter called or referred to as the Government, of the first part, and the Grand Trunk Railway Company of Canada, hereinafter called the Company, of the second part.

Whereas, by an Act of the Parliament of the Dominion of Canada, passed in the late Session thereof, and intituled: "An Act for the acquisition by the Dominion of a certain portion of the Grand Trunk Railway, to be made part of the Intercolonial Railway;

It is provided that the Government may enter into arrangements with the Company for the purchase by the Dominion of that part of the Grand Trunk Railway between Rivière du Loup and Hadlow, with such metes and bounds, and such appurtenances (except certain rails then in use thereon) as may be deemed expedient, and for running powers between the Chaudière Junction and Point Levis, and other obligations and services by either party to the other on equitable terms, to be agreed upon by the parties; and that Her Majesty may acquire the said property and rites, and the Company may sell and convey the same to Her Majesty for the Dominion of Canada, according to such agreement; but that the said Act should not take effect unless and until submitted to a special general meeting of the Company, and accepted by a majority, consisting of two-thirds of the votes of the persons present, or represented by proxy entitled to vote. And it is further provided in and by the said Act that the payment of the purchase money (which shall not exceed \$1,500,000) shall only be made to cover expenditure for such purpose, in connection with the Grand Trunk Railway, as the Government shall consider conducive to the public advantage, and that interest at six per cent. per annum shall be allowed on any purchase money remaining unpaid for thirty days after the payment of the same has become due under the agreement, and that interest at six per cent. per annum shall be allowed upon the value of such rails not purchased as part of the line, as may not be taken up and delivered by the Government to the Company according to agreement so long as the same shall remain upon the line, after the period agreed upon, the value of such rails to be computed at their then marketable value.

And whereas, afterwards, the said Act was duly submitted to a special general meeting of the said Company, the party hereto of the second part, duly called and held according to the provisions of the Statutes in that behalf, and was unanimously accepted and approved by the votes of the persons present, or represented by proxy, entitled to vote according to the requirements of the above recited Act.

Now the said parties hereto agree as follows, that is to say :

1. That they, the Government, do purchase the line of the Grand Trunk Railway from its junction with the Intercolonial Railway at Rivière du Loup, up to and including the first bridge east of the Hallow Cove Station ground, including the western branch at Chaudière Junction. The switch on this line entering the main track of the Grand Trunk Railway, to be under the charge of the said Company.
2. That the transfer shall include all the lands, lands covered with water, ballast pits, roadway with sleepers thereon, all sidings complete, that is in the state they now are, all track laid with steel rails on the Rivière du Loup Branch, and all the tracks complete as they now exist between the east switch at Chaudière Junction, and the first bridge east of the Hallow Cove Station ground, also station yard, all buildings, sheds and fences, also the right of the Company in the telegraph lines and appliances, all stationary engines, boilers, machinery, wind-mills, water tanks, water privileges and appliances, in fact the entire property of the Company on the said section of the road, except the old iron rails and fastenings thereof in the main line track, and ballast pit sidings between Rivière du Loup and Chaudière Junction, and excepting the cordwood, small stores, station furniture, section mens' tools, hand cars and rolling stock, excepting also the new sleepers, and new fencing materials delivered along the line.
3. That the old iron rails and fastenings thereof, excepted, as above mentioned, from the said purchase and sale, shall be delivered by the Government to the Company on cars (to be furnished by the Company) along the line as the same are taken up, which cars shall be taken by the Government from the Chaudière Junction and back thereto, and at that place delivered to the Company free of all charge, within eighteen months from the date of transfer of the road, and that failing delivery as aforesaid within the time above specified, the Company shall be allowed and paid by the Government, interest at the rate of 6 per cent. per annum upon the value of the said materials at the then marketable value, which value is to be mutually agreed upon, or in default of agreement to be settled by arbitration as hereinafter provided, for such length of time as may elapse between the time specified for delivery and the time that the actual delivery takes place, the whole, however, to be delivered by the Government to the Company within two years from the date of the transfer of the said road.
4. That the Government shall pay to the Company for the said road and property so sold, the sum of \$1,500,000, and that such purchase money shall be paid in the terms of the Act above in part recited, and the sum so to be paid, or so much thereof as may remain unpaid, shall bear interest at the rate of 6 per cent. per annum from the date of the transfer of the road to the Government; but should the Government at any time notify the Company of their readiness to pay over the said purchase money, or any portion thereof, and the Company not be ready to accept the same and apply it in accordance with the terms of the said herein partly recited Act, then and in that case the amount unpaid shall be placed in the Bank of Montreal subject to the order of the Government, but for the purposes set forth in this agreement, and the Company shall only be entitled to such interest thereon as the bank may be willing to allow upon the sum so deposited.
5. That amongst the purposes which the Government consider will promote the interest of the Dominion, is the extension either by the building, or purchase of an independent line, or by such other arrangements of a permanent character with other Companies as will secure free access to and from Chicago, in the State of Illinois, for the through traffic of the Company.
6. That the Government will take over the road immediately, upon the same being duly conveyed to the Government

7. That the Government will take over at a fair valuation, all such hand cars, section men's tools and office furniture as they may require for the working of the road, such valuation to be mutually agreed upon, or settled by arbitration as hereinafter provided.

8. That they, the Government, will take over at actual cost price, the new sleepers and fencing materials, and such of the small stores as they may consider serviceable.

9. That the Government will indemnify the Company against payment of all claims for taxes, land, land damages, and such like springing into existence for the first time after the date of the transfer of the road.

The Company to indemnify the Government against payment of all similar claims having an existence before the date of transfer.

10. That the Company shall have the right in perpetuity to run their trains and engines separately or combined, and as frequently, and at such times as the character and extent of their traffic may require, under the reasonable rules and regulations of the Intercolonial Railway, and under the direction of the officials in charge thereof, between Chaudiere Junction and the first bridge of Hadlow Cove station grounds and to take up and deliver traffic at all places between these points to and from their line all free of charge.

11. That the Company are to be allowed, and they shall have the right under the reasonable rules and regulations of the Intercolonial Railway, to stable four engines in the Hadlow engine house, and to have access for said engines to and from said engine house, all free of charge, and the Company may require the Intercolonial Railway officials in their shops at Hadlow to make temporary repairs upon said engines, which repairs shall be done on request, with all reasonable despatch, and for these the Company shall pay the Government the actual cost thereof, said cost to include a fair proportion of the salaries and wages paid to those making such repairs.

12. The Company shall keep the railway between the Chaudiere Junction and Richmond, in the Province of Quebec, at all times in as good condition as their railway between Richmond and Portland, and the Government are to keep their railway between Chaudiere Junction and Hadlow Bridge aforesaid in like good condition.

13. That the Government shall have the right in perpetuity, and free of charge, to run their trains and engines, separately or combined, and as frequently and at such times as the character and extent of their traffic may require, under the reasonable rules and regulations of the Grand Trunk Railway Company, and under the direction of the officials in charge thereof, between Hadlow and Point Levis station to and from places between these points, in the yard at Point Levis, and to and from and beyond that station, also the right in perpetuity and free of charge to use the said Levis station yard and the tracks, sidings and platform.

14. That should the Government at any time desire to establish a depot at some point between Hadlow and Point Levis, they shall have the right to connect such track as it may be necessary to construct to get to such depot, with the track or tracks of the Company, anywhere between the places named; but such connection shall be made without causing any injury to the Company's property, or injurious obstruction to the working of the line of the said Company, and without entailing upon them any expense, either in construction or future working; and it is further agreed, that should the Government establish a depot at any such point, or east of the present terminus of the Company, the latter shall be allowed the use of such terminus or termini, and the track leading thereto, on the same terms as the Intercolonial Railway is allowed the use of the tracks and terminus of the Company under this agreement, platforms and appurtenances thereof; but all shunting and making up of trains in and about the Point Levis station shall be done by the said Company, and under the direction of their servants.

15. That the Government are to have the right to have the business of the Intercolonial Railway in freight and passengers done in and about the station, wharves and premises of the Company at Point Levis and Quebec, respectively, including the

booking of passengers and way-billing of freight at such rates as the Superintendent of the Intercolonial Railway may, from time to time, supply, and also the use of the Ferry arrangements of the Company, the whole to be done under the charge and supervision of the Company's servants, and the Government shall pay to the Company, for these services, the actual cost thereof to the Company such cost to include a fair proportion of the salaries and wages paid to those performing the services, also to include a fair proportion of the cost to the Company of cartage, and of the other charges connected with the services in respect of which Intercolonial traffic forms part, including, also, a fair proportion of the rent of premises in Quebec, and of cost of ferriage, and of the cost of shunting and making up of trains, and of the cleaning of carriages and all other charges, proximately incidental to the same, but not to include any proportion of the cost to the Company of insurance, taxes, maintenance, repairs to the tracks, buildings, docks, wharves and other, the property and appurtenances of the Company.

16. It is expressly agreed that the Company only undertake to supply accommodation for the business of the Intercolonial Railway in and upon their premises as they at present exist, and in conjunction with the working of their own traffic, but the business of the one party is not to have precedence over the business of the other. Should, however, the wharves or buildings of the Company either at Point Lévis or Quebec, all or any of them, be at any time destroyed by fire, the Company is not to incur any liability to the Government in respect of accommodation which they may have to secure elsewhere during the re-construction of such wharves or buildings, but such re-construction shall be proceeded with, with all reasonable despatch.

17. That the Government and the Company respectively shall furnish the one to the other standing room for cars and vehicles of all kinds in their sidings, at Hadlow and Point Lévis respectively, to the extent to which they can do so without interruption to their own operations, but all shunting in and about the Hadlow station yard shall be done by the Intercolonial Railway and under the direction of the employees thereof, and the Grand Trunk Company shall pay to the Government for that service the actual cost thereof to the Government, such cost to include a fair proportion of the salaries and wages of those performing the work.

18. That in order to facilitate and to develop the business of the Intercolonial Railway and the Grand Trunk Railway, every effort shall be made to cause close and suitable train connections to be made at Chaudière Junction, but the trains of neither party shall be unnecessarily delayed or impeded in passing over the railway between Chaudière Junction and Point Lévis, and the connecting trains of the Company shall run with due expedition between Chaudière Junction and Montreal.

19. That the Company are to be allowed to remove all their rolling stock, stationery, books and papers, and are to be given free haulage to Chaudière Junction of cordwood or property, or material of any kind which may not be taken by the Government. This applies to other property than the iron rails and fastenings which the Government are to deliver as above provided at Chaudière Junction.

20. That the interchange of the traffic between the Company and Intercolonial Railway, which may be made, shall be made at Chaudière Junction.

21. That through rates and fares shall be agreed upon and made, from time to time, for traffic to and from all points on the Intercolonial Railway, including the Rivière du Loup road, and all points on the Company's railway, including all lines leased by them, and such rates and fares shall, as regards traffic to and from all points on the Intercolonial, between Moncton and Point Lévis, and to and from all points on the Grand Trunk Railway, and leased lines, be divided on the basis of mileage, except where such divisions would act unfairly, by reason of one line of railway having a larger preponderating mileage, in which case the division of rates and fares shall be settled on a fair and equitable basis by mutual agreement, and in default of agreement, by arbitration as hereinafter provided.

22. That in respect of all traffic to or from points between Moncton and St. John, and Moncton and Halifax, all inclusive, and places on the Grand Trunk Railway, and lines leased by the Company, the proportions of such through rates and fares accruing

to the Company, shall not be more per ton per mile, and per passenger per mile, than the rates and fares respectively simultaneously charged by the Company *via* any route upon the same descriptions or classes of traffic carried to or from the same places on their lines and St. John and Halifax respectively. In ascertaining such rates of freight, all drawbacks or deductions of every kind allowed are to be taken off before fixing such rates.

23. That, as regards traffic shipped to and from Europe and the British Isles through Halifax or St. John, per Intercolonial, the rates of the Company for the carriage of such traffic from or to Chaudière Junction shall not be higher per passenger per mile, or per ton of freight per mile, than the amount per passenger per mile, and per ton of freight per mile, charged by the Company on similar classes or descriptions of traffic carried by them for others to or from the same places, and intended for or coming from the same places in Europe and the British Isles. In ascertaining such rates of freight, all drawbacks or deductions of every kind allowed are to be taken off before fixing such rates.

24. That the rates per passenger and per ton of freight per mile, on east-bound traffic, are not to govern the rates per passenger and per ton of freight per mile on west-bound traffic, nor the rates between any two or more places, the rates between all places to and from which traffic may be carried under the terms of this agreement; but the true intent and meaning of this and the two preceding clauses are that the Company shall not discriminate in the matter of rates against the traffic of the Intercolonial Railway.

25. That the Company shall not be responsible for the acts or defaults of servants of the Government, or for the efficiency, or otherwise, of the Government's machinery and appliances, and the Government shall not be responsible for the acts or defaults of the servants of the Company, or for the efficiency, or otherwise, of the machinery and appliances of the Company.

26. That the forms of all through bills of lading, also the forms for receipts for goods passing over the whole or parts of the said lines respectively shall be such as shall, from time to time, be agreed upon by the officers of the parties hereto, or, in default of agreement, settled by arbitration.

27. That in respect of traffic, whether passengers or freight, of the Intercolonial Railway carried across the river by the ferry employed to do the business of the Company, the Company shall not incur any liability arising from the dangers of navigation, but will place the traffic of the Intercolonial Railway, in every respect, on as favorable a footing as their own business, and will be responsible to the Government for due performance of the obligation and undertaking of the contractor for the ferry service.

28. The Company, for and in consideration of the said sum of one million and five hundred thousand dollars to be paid by the Government of Canada, to the said the Grand Trunk Railway of Canada, their successors and assigns, in the manner and at the times in the above-recited agreement mentioned, these presents do grant, bargain, sell, assign, transfer and surrender to Her Majesty, her heirs and successors, for the Dominion of Canada, the said portion of the said Company's line of railway, extending and as described above, together with all the property, rights, easements and privileges above mentioned, and as herein agreed to be given by the Company to the Government, reserving and stipulating for all the easements and rights in this agreement mentioned as those to be had, held and enjoyed by the Company, over and upon and in connection with the said property so sold and surrendered, as aforesaid.

To have and to hold the same unto and to the use of Her said Majesty, her heirs and successors, for the said Dominion of Canada, for ever.

And the Grand Trunk Railway Company of Canada covenant with Her Majesty, that they have the right to convey the said property and every part thereof above sold and conveyed.

That they shall and will at any and all times hereafter, make, do and execute any and all such further and other deeds, documents and writings, whatsoever, which

Her Majesty, her heirs and successors may, from time to time, require for the better and further assuring and securing to Her Majesty, her heirs and successors, the said property so sold, and every part thereof.

And it is also declared and agreed that these presents contain the agreement between Her Majesty and the said Company, made in pursuance of the said above in part recited Act, and show the terms and conditions of said sale and purchase.

29. That should any difference arise between the Government and Company respecting the carrying out of any clause of this agreement, such difference shall, from time to time, as the same may arise, be referred to the award and determination of three arbitrators, one to be nominated by the Government, one by the Company, and the third by the two so nominated; provided always, that if either party should for one month after notice from the other that they have nominated an arbitrator omit or refuse to nominate an arbitrator, or if the two nominated should omit or refuse to nominate the third, then the Chief Justice of the Supreme Court of Canada (or, in his absence, the Senior Puisné Judge), present in Ottawa, may, on the application of either party upon notice to the other, nominate the required arbitrator. In case of the death, resignation or refusal to act of any arbitrator, or if, for any other cause, the office of arbitrator becomes vacant, his successor shall be nominated in the same manner as such arbitrator was nominated, unless the parties otherwise agree; and in case such successor be not, within one month after the happening of the vacancy, nominated by the party entitled to nominate him, then the said Chief Justice, or in his absence, the said Senior Puisné Judge, may, on the application of either party, nominate such successor.

The arbitrators shall, within one month after the last appointment, proceed to determine the matters referred, and they, or a majority of them, shall make and publish their award in writing within one month after the closing of the hearing of the arbitration; provided always, that any of the Judges of the Supreme Court of Canada, may, on the application of either party, on notice to the other, either before or after the expiration of such one month, or of any extended time, from time to time, extend the time for making such award. The award of the said arbitrators or the majority of them shall be final.

30. Nothing herein contained shall in any way merge or affect the claim and rights of the Government as they now exist against the Company and other property other than that which is the subject-matter of this agreement.

In witness whereof these presents have been signed by the Honorable the Acting Minister of Railways and Canals, pursuant to Order in Council, and the seal of the Department hereto annexed, and the Company have hereunto their corporate seal, and these presents have been signed by their General Manager, on the day and year first above written.

In presence of—

OTTAWA, 26th July, 1879.

After consultation with yourself and Mr. Schreiber here, at your convenience, the Acting Minister will be prepared to execute the agreement referred to in your telegram of yesterday.

F. H. ENNIS.

JOSEPH HICKSON, Cacouna.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 4th August, 1882.

SIR,—I have the honor to enclose herewith, duly executed by the Company, four copies of the agreement recently entered into with the Government in respect to the Rivière du Loup Branch of the Grand Trunk Railway. Will you kindly have two copies executed on behalf of the Government and return them to me at your early convenience?

I beg to intimate that we are ready to hand over the railway as soon as the agreement has been signed, and I have respectfully to ask that the purchase money may be paid into the Bank of Montreal, in accordance with the terms of the agreement.

I have the honor to be, Sir, your obedient servant,

J. HICKSON, *General Manager.*

Hon. J. H. POPE, Acting Minister Railways and Canals.

OTTAWA, 5th August, 1879.

SIR,—I have the honor, by direction of the Acting Minister of Railways and Canals, to request that a credit of a special account may be opened with the Bank of Montreal, the amount of \$1,500,000, to be called "The Rivière Loup Branch Grand Trunk Railway Special Account," being under the terms of an agreement for the purchase of that Branch, dated 17th July, 1879, approved by an Order in Council, dated the 24th of that month.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *Acting Secretary.*

J. M. COURTNEY, Esq., Deputy Minister of Finance.

OTTAWA, 5th August, 1879.

SIR,—I have the honor to acknowledge the receipt of your application of this date, to place \$1,500,000 to credit of a special account in the Bank of Montreal, under the terms of an agreement for the purchase of the Rivière du Loup Branch from the Grand Trunk Railway Company, but as your letter only reached me at four o'clock p.m., and consequently after banking hours, the proposed transfer of the amount cannot be effected until to-morrow.

I beg to add that the copy of the agreement with the Grand Trunk Railway Company, which Mr. Trudeau promised would be forwarded with the application, has not yet reached this Department. I understand that it will be necessary for the Auditor-General to see that document, before he sanctions the transfer of the money—

I have the honor to be, Sir, your obedient servant,

THOMAS D. TIMS, *Acting Deputy Minister of Finance.*

F. H. ENNIS, Esq., Acting Secretary Public Works.

OTTAWA, 6th August, 1879.

SIR,—In accordance with a suggestion contained in a letter received from the Department of Finance, dated the 5th instant, I enclose for your information, the duplicate of the agreement made with the Grand Trunk Railway, for the purchase of the Rivière du Loup Branch line. The copies, which should have been forwarded with my letter, applying for a credit on their account, not having yet been printed; I have to request the return of the enclosed document.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *for Secretary.*

J. L. McDougall, Esq., Auditor-General.

OTTAWA, 6th August, 1879.

SIR,—I transmit herewith, duly executed, two of the original quadruplicates of the agreement entered into between the Government and the Grand Trunk Railway for the purchase of the Rivière du Loup Branch line. I have further to inform you;

that the sum of \$1,500,000, being the amount of the purchase money, has been deposited in the Bank of Montreal.

I am, Sir, your obedient servant,

F. H. ENNIS, *Acting Secretary.*

JOSEPH HICKSON, Esq., Manager G. T. R.

OTTAWA, 6th August, 1879.

SIR,—I am directed by the Acting Minister of Railways and Canals, to enclose for your information a copy of the agreement entered into with the Grand Trunk Railway, for the transfer to the Government of the Rivière du Loup Branch line, and to request that steps may be taken at the earliest convenient date to assume possession of that railway.

I am, Sir, your obedient servant,

F. H. ENNIS, *Acting Secretary.*

COLLINGWOOD SCHRIEBER, Esq., Chief Engineer Government Railways.

MONTREAL, 7th August, 1879.

SIR,—I have the honor to acknowledge receipt of your letter of the 6th instant, transmitting two executed copies of the agreement entered into between the Government and the Grand Trunk Railway for the purchase of the Rivière du Loup Branch, and informing me that the sum of one million five hundred thousand dollars, being the amount of the purchase money, is deposited in Bank of Montreal.

I have the honor to be, Sir, your obedient servant,

J. HICKSON, *General Manager.*

F. H. ENNIS, Esq., Acting Secretary Public Works.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 18th August, 1879.

SIR,—Referring to the 4th and 5th clauses of the agreement between the Government and the Grand Trunk Railway Company, in respect to the Rivière du Loup Railway, I have now the honor to make application for an order upon the Bank of Montreal for the payment to the Grand Trunk Railway Company of the undermentioned sums out of the monies now deposited in the bank (\$1,500,000) being the purchase price of the said railway, viz.:

For amount paid on account of the Chicago & State Line Railway extending from the City of Chicago to Thornton, in the State of Illinois..... \$205,000

As per papers enclosed herewith.

For amounts paid on account of the purchase price of the Chicago and Lake Huron Railroad extending from Port Huron to Flint in Michigan..... \$300,000

As per vouchers enclosed..... \$505,000

The lines of railway referred to, you will find marked on the plan enclosed herewith.

The Chicago and State Line Railroad is now in the possession and under the control of the Grand Trunk Company.

The Chicago and Lake Huron Road is held by me as Trustee for the Grand Trunk Company, and will be placed under their control in the course of a few days.

As the Grand Trunk Company has had to borrow the money which has been disbursed in the manner indicated, and the loans fall due at an early date, I respectfully ask that you will have an order for the amount mentioned, viz., \$505,000 forwarded to me at an early date.

I have the honor to be, Sir, your most obedient servant,

J. HICKSON, *General Manager.*

Hon. J. H. POPE, Acting Minister Railways and Canals.

THE CIRCUIT COURT OF THE UNITED STATES FOR THE EASTERN
DISTRICT OF MICHIGAN.

In Equity.

THE UNION TRUST COMPANY OF NEW YORK,

Complainant.

vs.

THE CHICAGO AND LAKE HURON RAILROAD COMPANY *et al.*,

Defendants.

I, Addison Mandell, Special Master Commissioner, hereby certify, that William S. Shepard, Matthew W. Bender, Alonzo B. Voorkees, David J. Norton, William C. Beardsley, Joseph Hickson, John Bell, James McMillan and Elijah W. Meddaugh, were the highest bidders for the railroad and property this day, sold pursuant to the decree in the above entitled cause, and that I struck off the said railroad and property to them as purchasers thereof, for the sum of three hundred thousand dollars (\$300,000). And I further certify, that the above-named persons, as the purchasers of said railroad and property, have paid to me the sum of one hundred thousand dollars, provided in said decree to be paid as a condition precedent to the right of such purchasers to have possession of said railroad and property.

DETROIT, June 21st, 1879.

(Signed) ADDISON MANDELL,

Special Master Commissioner in said cause.

N.B.—I hereby certify that this is a true copy of the original receipt in my possession.

J. HICKSON,

Gen. Man. G. T. R. Co. of Canada.

THE CIRCUIT COURT OF THE UNITED STATES FOR THE EASTERN
DISTRICT OF MICHIGAN.

In Equity.

THE UNION TRUST COMPANY OF NEW YORK,

vs.

THE CHICAGO AND LAKE HURON RAILWAY Co., *et al.*

Received of Joseph Hickson, D. J. Norton, *et al.*, the persons who bid in and purchased the Eastern Division of the railway of the above-named Defendant Co., at the recent foreclosure sale thereof, pursuant to the decree in the above entitled cause, on July 1st, ultimo, the check or draft of the Grand Trunk Railway Co., on the Bank of Montreal, New York, for two hundred thousand dollars, which was subsequently duly collected, said sum being paid pursuant to the order of the Court in that behalf, and

being the remainder of the sum of three hundred thousand dollars, bid for said railroad and the property sold in connection therewith.

August 11th, 1879.

(Signed) ADDISON MANDELL,

Special Master Commissioner

By JOHN GRAVES, *Deputy.*

I hereby certify that this is a correct copy of the original receipt in my possession.

(Signed) J. HICKSON,

General Manager G. T. R. Co. of Canada.

OTTAWA, August 6th, 1879.

SIR,—I am directed to inform you that an Order in Council has passed in connection with the transference of the Riviere du Loup Branch Railway to the Government authorizing the payment of \$300,000. The payment of the additional sum of \$205,000 is reserved for further consideration, it being a question whether the purposes for which the amount is required to be applied can be held to be within the meaning of the Act.

I am, Sir, your obedient servant,

F. H. ENNIS, *Acting Secretary.*

JOSEPH HICKSON, Esq., General Manager G.T.R.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 25th August, 1879.

On a Report dated the 22nd August, 1879, from the Hon. J. H. Pope, acting in the absence of the Minister of Railways and Canals, stating that application has been made to his Department by the Grand Trunk Railway Company, through its General Manager, for an order upon the Bank of Montreal for the payment to the said Company of the sum of \$505,000, being a part of the appropriation of \$1,500,000 voted by Parliament at its last session for the purchase of the Riviere du Loup Branch Railway, and now deposited in the Bank of Montreal as a special fund, under the terms of the agreement entered into between the Government and the Grand Trunk Railway Company, duly signed and sealed by the parties thereto, under date of the 17th July, 1879, a draft of which was approved by His Excellency the Governor General on the 24th day of July, 1879.

That the Grand Trunk Company inform the Department that the said sum of \$505,000 will be applied to cover expenditure already made by the Company in the purchase by them of the Chicago and State Line Railway from Chicago to Thornton, in the State of Illinois, and of the Chicago and Lake Huron Railway from Port Huron to Flint in the State of Michigan. That the above application is said to be made in accordance with the terms and stipulations contained in the fourth and fifth clauses of the agreement aforesaid; but the Minister recommends that authority be given for the issue only of the necessary order for the payment to the Grand Trunk Railway Company of the sum of \$300,000, part of the sum asked for, such \$300,000 to be applied to the purchase of the Chicago and Lake Huron Railway, leaving the question as to the repayment to the Grand Trunk Railway Company of the \$205,000 disbursed by them in 1877-78 for the Chicago and Thornton Railway to stand over for further consideration.

The Committee submit the above recommendation for Your Excellency's approval.

Certified,
25

W. A. HIMSWORTH, C.P.C.

OTTAWA, 26th August, 1879.

SIR,—I beg to enclose a cheque upon the Bank of Montreal for \$300,000, issued in favor of the Grand Trunk Railway Company in accordance with your certificate bearing date the 25th instant.

I have the honor to be, Sir, your obedient servant,

THOMAS D. TIMS, *Acting Deputy Minister of Finance.*

T. TRUDEAU, Esq., Acting Deputy Minister Railways and Canals.

OTTAWA, 26th August, 1879.

SIR,—By direction of the Acting Minister of Railways and Canals, and in accordance with the provisions of the Order in Council of which my letter of the 26th instant notified you, I enclose herewith a Government cheque upon the Bank of Montreal (No. 1515) in favor of the Grand Trunk Railway Company for the sum of \$300,000, being part of the purchase money agreed upon for the Rivière du Loup Branch Railway.

I am Sir, your obedient servant,

F. H. ENNIS, *Acting Secretary.*

JOSEPH HICKSON, Esq., General Manager Grand Trunk Railway.

Telegram to Hon. J. H. Pope.

CHICAGO, 28th August, 1879.

What is the objection to our account for the Chicago and State Line Road? It is part of the through scheme, and it will prove embarrassing to us if the money is withheld, as we borrowed it, and we are expected to repay the loan in a day or two. I shall perfect, while here, arrangements for completing the through route, which involves a large expenditure in excess of what we get from the Government, and we therefore expect to be treated liberally.

J. HICKSON.

MONTREAL, 29th August, 1879.

SIR,—I am directed by the General Manager of this Company to acknowledge the receipt of your letter of the 26th instant, enclosing a cheque for \$300,000 on account of the purchase money agreed upon for the Rivière du Loup Branch of the Grand Trunk Railway.

I am Sir, your obedient servant,

R. WRIGHT, *Treasurer.*

F. H. ENNIS, Esq., Acting Secretary Public Works.

OTTAWA, 5th September, 1879.

SIR,—I have the honor to transmit, to be recorded in your office, a deed in printed form, being a copy of a deed executed by the Grand Trunk Railway Company, conveying to the Crown the Rivière du Loup Branch line, certain lands being included in this surrender. This copy may be retained for the use of your Department.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *Acting Secretary.*

EDOUARD LANGEVIN, Esq., Under-Secretary of State.

OTTAWA, 6th September, 1879.

SIR,—With reference to your letter of the 5th instant, transmitting for registration a deed in printed form, being a copy of a deed executed by the Grand Trunk Railway

Company, conveying to the Crown the Rivière du Loup Branch line, I have the honor to request that one of the triplicate original documents may be furnished, which, after registration, will be returned to the Public Works Department, with the usual certificate of registration duly affixed thereto. One of the printed copies transmitted by you will be retained for the use of this Department, as suggested by your letter.

I have the honor to be, Sir, your obedient servant,

EDOUARD LANGEVIN, *Under-Secretary of State.*

Secretary Public Works.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 9th September, 1879.

SIR,—I have the honor to inform you that on the 25th ultimo, at a sale, under foreclosure, of the Michigan Section of the Peninsular Railway, extending from Lansing to the Indiana State line, the property was purchased for this Company for the sum of \$300,000, of which there has been paid on account \$100,000, as per the enclosed voucher.

This line forms a section of the through route from Port Huron to Chicago, which is laid down on the map forwarded with my letter of the 18th August. This Company have borrowed the money to make the payment herein referred to, and I respectfully beg that you will have an order for the amount mentioned forwarded to me at an early date.

I have the honor to be, Sir, your most obedient servant,

J. HICKSON, *General Manager, C.D.*

Hon. J. H. POPE, Acting Minister Railways and Canals.

CIRCUIT COURT, UNITED STATES, FOR THE EASTERN DISTRICT OF
MICHIGAN.

In Equity.

(1869)

THE UNION TRUST COMPANY OF NEW YORK,

Complainant.

vs.

THE CHICAGO AND LAKE HURON RAILROAD COMPANY, *et al,*

Defendants.

I, Addison Mandell, Special Master Commissioner, hereby certify that Joseph Hickson, Henry W. Smithers, Elijah W. Meddaugh and William F. Whitehouse, as purchasing trustees, were the highest bidders for the railroad and property this day sold pursuant to the decree in the above entitled cause, (being the Western Division in Michigan of said Railroad), and that I struck off the said railroad and property to them as purchasers thereof for the sum of three hundred thousand dollars (\$300,000); and I further certify that the above-named persons, as the purchasers of said railroad and property, have paid to me the sum of one hundred thousand dollars (\$100,000) provided in said decree to be paid as a condition precedent to the rights of such purchasers to have possession of said railroad and property.

DETROIT, August 25th, 1879.

(Signed)

ADDISON MANDELL.

Special Master Commissioner in said cause.

I hereby certify that this is a true copy of the original certificate now in my possession.

(Signed)

R. WRIGHT,

Treasurer G. T. Ry. Co.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 9th Sept., 1879.

SIR,—I have the honor to inform you that this Company's arrangements for the completion of a through line of railroad from the Ste. Claire River to Chicago have now been nearly perfected.

You are aware, from advices already sent to the Department, that the line from Port Huron to Flint was purchased by the Company at a foreclosure sale in June last. For the line which has been for some time past, and is now, under the control of Mr. W. H. Vanderbilt, between Flint and Lansing, the Grand Trunk Company has made an arrangement, and it is expected that the road will be transferred to their control in the course of a few days.

The Railway from Lansing to the State Line of Indiana, 108 miles, was sold under a foreclosure sale on the 25th ult., and purchased on behalf of the Grand Trunk Company.

The small piece of railway from the Indiana State Line to Valparaiso will be sold next month, and arrangements have been made for its purchase on behalf of this Company.

A contract has been let for the construction of a road between Valparaiso and Thornton, in the State of Illinois, under which the work is to be completed by the 1st of December next.

The railway from Thornton to 26th street, Chicago, is now under the control of the Grand Trunk Company, and is being worked on their account.

I do not trouble you with a second map in explanation of these remarks, as a reference to that already forwarded to the Department, will, I think, make them sufficiently intelligible.

have the honor to be, Sir, your obedient servant,

J. HICKSON, *Gen. Man., C. D.*

Hon. J. H. POPE, Acting Minister Railways and Canals.

MONTREAL, 10th September, 1879.

SIR,—I have the honor to advise you that an arrangement has been made for securing the Chicago and North-Eastern Railway, being that portion of the through line proposed to be established by the Grand Trunk Railway Company to Chicago, lying between the cities of Flint and Lansing.

The securities of the railway have been purchased from Mr. W. H. Vanderbilt, and the transaction is to be completed on Monday next.

The object of this letter is to ask that you will kindly arrange to let us have an order upon the Bank of Montreal for \$540,000, the amount paid for the securities; to be charged against the amount now on special deposit in the Bank, being the purchase price of the Rivière du Loup section.

I will supply you in due course with a proper certificate of the application of the amount I have mentioned.

I have the honor to be, Sir, your obedient servant,

J. HICKSON, *General Manager.*

Hon. J. H. POPE, Acting Minister Railways and Canals.

Memorandum.

OTTAWA, 10th September, 1879.

The undersigned has the honor to report that the Manager of the Grand Trunk Railway Company has informed him that the Company has purchased the Michigan Section of the Peninsula Railway extending from Lansing to Indiana State Line, for the sum of \$300,000, and has requested a further payment of \$300,000 from the Government on account of the purchase of the Rivière du Loup Branch.

The undersigned recommends that authority be granted for the further payment of \$300,000 to the Grand Trunk Railway Company on account of the purchase of the Rivière du Loup Branch.

Respectfully submitted,

J. H. POPE, *Acting Minister Railways and Canals.*

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 11th September, 1879.

On a Memorandum, dated 10th September, 1879, from the Honorable the Acting Minister of Railways and Canals, reporting that the Manager of the Grand Trunk Railway Company has informed him that the Company has purchased the Michigan Section of the Peninsula Railway extending from Lansing to Indiana State Line, for the sum of \$300,000, and has requested a further payment of \$300,000 from the Government on account of the purchase of the Rivière du Loup Branch; and recommending that authority be granted for the further payment of \$300,000 to the Grand Trunk Railway Company on account of the purchase of the Rivière du Loup Branch.

The Committee advise that authority be granted as recommended.

Certified,

J. O. COTÉ, *Assistant Clerk.*

Hon. Minister Railways and Canals.

OTTAWA, 11th September, 1879.

Memorandum.

The undersigned has the honor to report that an application has been received from the Manager of the Grand Trunk Railway Company, requesting payment by the Government of a further sum of \$540,000, on account of the purchase money due for the Rivière du Loup Branch line, in order to enable the said Company to secure the Chicago and North-Eastern Railway, being that portion of their proposed through line to Chicago, lying between the cities of Flint and Lansing in the State of Michigan.

In accordance with the provisions of clause No. 5, of the agreement entered into by the Government with the Company the undersigned recommends that authority be given for the payment of the said sum of \$540,000, making, with two previous payments, each of \$300,000, the sum of \$1,140,000 paid out of the original amount, \$1,500,000, due by the Government for the Rivière du Loup Branch, leaving a balance of \$360,000 available.

Respectfully submitted,

J. H. POPE, *Acting Minister Railways and Canals.*

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 13th September, 1879.

On a Memorandum, dated 11th September, 1879, from the Hon. the Acting Minister of Railways and Canals, reporting that an application has been received from the Manager of the Grand Trunk Railway Company, requesting payment by the Government of a further sum of \$540,000, on account of the purchase money due for the Rivière du Loup Branch line, in order to enable the said Company to secure the Chicago and North-Eastern Railway, being that portion of their proposed through line to Chicago, lying between the cities of Flint and Lansing in the State of Michigan.

In accordance with the provisions of clause No. 5, of the agreement entered into by the Government with the Company, the Minister recommends that authority be given for the payment of the said sum of \$540,000, making, with two previous payments, each of \$300,000, the sum of \$1,140,000, paid out of the original amount, \$1,500,000, due by the Government for the Rivière du Loup Branch, leaving a balance of \$360,000 available.

The Committee advise that authority be given as recommended.

Certified,

J. O. COTÉ, *Assistant Clerk.*

Hon. Minister Railways and Canals.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 24th September, 1879.

SIR,—I have the honor to inform you that the Chicago and North-Eastern Railway, extending from Flint to Lansing, referred to in my communication to the Department of the 10th instant, has been transferred to the Grand Trunk Railway Company, and is now in charge of, and being worked under the direction of, officers appointed by that Company.

I have the honor to be, Sir, your obedient servant,

J. HICKSON, *General Manager.*

Hon. Sir CHARLES TUPPER, C.B., Minister Railways and Canals.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 25th September, 1879.

SIR,—The Grand Trunk Railway Company have purchased bonds of the Indiana Section of the Peninsula Railway of Michigan and Indiana, amounting to \$990,000.

These bonds form a portion of the mortgage on the line between Valparaiso and the State Line of Indiana, a distance of fifty-eight miles, and their possession practically gives this Company the control of that section of the through line to Chicago, which is marked on the map forwarded to the Department with my letter of the 18th August.

The bonds were purchased on the 24th June last, for the sum of \$123,750, and as this Company had to borrow the money to effect the transaction, and the loan will mature shortly, I have to respectfully request that an order on the Bank of Montreal may be forwarded to me in accordance with sections 4 and 5 of the agreement for the purchase "and surrender of the Rivière du Loup Line."

I have the honor to be, Sir, your obedient servant,

J. HICKSON, *General Manager.*

Hon. Sir CHARLES TUPPER, Minister Railways and Canals.

Memorandum.

OTTAWA, 27th September, 1879.

The undersigned has the honor to report that an application has been received from the Manager of the Grand Trunk Railway Company, requesting payment by the Government of a further sum of \$123,750, on account of the purchase money due for the Rivière du Loup Branch line, in order to enable the Company to meet a loan effected for the purchase made by them of bonds of the Indiana Section of Peninsula Railway, of Michigan and Indiana, amounting to \$990,000, which (the bonds) form a portion of the mortgage on the line between Valparaiso and the State Line of Indiana, a distance of 58 miles.

That, Mr. Hickson states, that the possession of those bonds practically gives the Grand Trunk Railway Company the possession of that section of the through line to Chicago which is marked on the map forwarded to the Department with his letter of the 18th August.

In accordance with the provisions of sections 4 and 5, of the "Agreement for the purchase and surrender of the Rivière du Loup line," the undersigned recommends that authority be given for the payment of the said sum of \$123,750, making, with previous payments made amounting to \$1,140,000, the sum of \$1,263,750 paid out of the original amount, \$1,500,000, due by the Government for the Rivière du Loup Branch, leaving a balance of \$236,250 available.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 30th September, 1879.

On a Report, dated 27th September, 1879, from the Honorable the Minister of Railways and Canals, stating that an application has been received from the Manager of the Grand Trunk Railway Company, requesting payment by the Government of a further sum of \$123,750, on account of the purchase money due for the Rivière du Loup Branch line, in order to enable the Company to meet a loan effected for the purchase made by them of bonds of the Indiana Section of the Peninsula Railway of Michigan and Indiana amounting to \$990,000, which (the bonds) form a portion of the mortgage on the line between Valparaiso and the State Line of Indiana, a distance of fifty-eight miles.

That Mr. Hickson states that the possession of those bonds practically gives the Grand Trunk Railway Company the possession of that section of the through line to Chicago, which is marked on the map forwarded to the Department with his letter of the 18th August.

In accordance with the provisions of sections 4 and 5 of the agreement for the purchase and surrender of the Rivière du Loup line, the Minister recommends that authority be given for the payment of the said sum of \$123,750, making, with previous payments made, amounting to \$1,140,000, the sum of \$1,263,750 paid out of the original amount, \$1,500,000, due by the Government for the Rivière du Loup Branch, leaving a balance of \$236,250 available.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, W. A. HIMSWORTH, *Clerk Privy Council.*

Hon. Minister Railways and Canals.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 7th November, 1879.

SIR,—On the 1st instant there was sold at Indianapolis, under a decree of foreclosure of the Circuit Court of the United States, the Indiana section of the Chicago and Lake Huron Railway extending from the boundary line between the States of Indian and Michigan to Valparaiso, a distance of fifty-eight miles.

This railway was purchased by a Committee representing the interest of this Company, who are now in possession of the line, for the sum of two hundred thousand dollars whereof twenty-five thousand dollars have been paid in cash (as appears by the enclosed certified copy of the receipt of the Special Master Commissioner), and a further sum of seventy-five thousand dollars is payable within ten days or by the 11th inst.

I have to respectfully request that an order be issued in favor of this Company on the Bank of Montreal, for the sum of one hundred thousand dollars, to be charged against the balance of the Rivière du Loup purchase account in terms of sections four and five of the agreement, dated 17th July, 1879. I may mention that when the section between Thornton and Valparaiso, now under construction, has been finished, this Company will have completed arrangements for securing independent access to Chicago.

I have the honor to be, Sir, your most obedient servant,

J. HICKSON, *General Manager.*

Hon. Sir CHARLES TUPPER, C.B., Minister Railways and Canals.

UNITED STATES CIRCUIT COURT.

In Chancery.

UNION TRUST COMPANY OF NEW YORK

vs.

THE CHICAGO AND LAKE HURON RAILROAD COMPANY.

At a sale this day made under and in pursuance to the decree of the Circuit Court of the United States for the district of Indiana in equity of that part

of the Chicago and Lake Huron Railroad and the property connected therewith lying and being in the State of Indiana, Joseph Hickson, Henry W. Smithers, W. F. Whitehouse and E. W. Meddaugh were the highest bidders therefor, there bid being the sum of two hundred thousand dollars (\$200,000), subject to the conditions of the said decree; and I hereby acknowledge the receipt of a draft of twenty-five thousand dollars drawn by R. Wright and J. Ferrier, Treasurer and Director respectively, to the order of E. W. Meddaugh, paid by said Joseph Hickson in payment of the sum which said decree required to be paid on the day of sale.

(Signed) WILLIAM P. FISHBACK, *Special Master Commissioner.*

November 1st 1879.

I hereby certify that this is a correct copy of the original receipt now in my possession.

(Signed) R. WRIGHT, *Treasurer G. T. Ry. Co.*

GRAND TRUNK RAILWAY COMPANY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 17th November, 1879.

SIR,—With further reference to the subject of my letter of the 7th instant, I now beg to enclose certified copy of the receipt given by the Special Master Commissioner of the Circuit Court of the United States for the district of Indiana, for the second instalment of \$75,000 paid by this Company on account of the purchase of the Indiana section of the Peninsula Railway of Michigan, Indiana and Illinois.

I have the honor to be, Sir, your most obedient servant,

J. HICKSON, *General Manager.*

Sir CHARLES TUPPER, C.B., Minister Railways and Canals.

THE CIRCUIT COURT OF THE UNITED STATES FOR THE DISTRICT OF INDIANA.

In Equity.

THE UNION TRUST COMPANY OF NEW YORK AS TRUSTEE,

Complainant,

vs.

THE CHICAGO AND LAKE HURON RAILROAD COMPANY, HENRY W. SMITHERS, HENRY HOWARD, JOHN JOHNSTON AND MARQUIS L. McCLELLAND,

Defendants.

I, William P. Fishback, Special Master Commissioner, hereby certify that Joseph Hickson, Henry W. Smithers, Elijah W. Meddaugh and William F. Whitehouse, as purchasing trustees, were the highest bidders for the railroad and property sold November 1st, 1879, pursuant to the decree in the above entitled cause, being the Peninsula Division in Indiana of said railroad, and that I struck off the said railroad and property to them as purchasers thereof for the sum of two hundred thousand dollars (\$200,000); and I further certify that the above-named persons, as the purchasers of said railroad and property, did, on the said day of sale, pay to me the sum of twenty-five thousand dollars (\$25,000), and I hereby acknowledge the receipt from said purchasers of seventy-five thousand dollars (\$75,000) in draft of that amount on New York additional, making the sum of one hundred thousand dollars (\$100,000) provided in said decree to be paid before the purchasers are entitled to possession of the property so purchased.

(Signed) WILLIAM P. FISHBACK, *Special Master Commissioner.*

Dated 11th November, 1879.

I hereby certify that the above is a true copy of the receipt in my possession.

(Signed) R. WRIGHT, *Treasurer.*

Memorandum.

OTTAWA, 10th November 1879.

The undersigned has the honor to report that the Manager of the Grand Trunk Railway Company, in a letter of the 7th instant, states that his Company has purchased for the sum of \$200,000, the Indiana section of the Chicago and Lake Huron Railway, extending from the boundary line between the States of Indiana and Michigan, to Valparaiso, a distance of fifty-eight miles, and requests payment by the Government of a further sum of \$100,000, on account of the purchase money due for the Rivière du Loup Branch, in order to enable the Company to meet the payment of the purchase of the fifty-eight miles of railway above mentioned.

In accordance with the provisions of sections four and five, an "agreement for the purchase and surrender of the Rivière du Loup line," the undersigned recommends that authority be granted to pay the sum of \$100,000, now applied for by the Grand Trunk Company, forming, with the amount of \$1,263,750 previously paid, the sum of \$1,363,750 paid out of the original amount, \$1,500,000, due by Government for the purchase of the Rivière du Loup Branch, and leaving a balance still available of \$136,250.

Respectfully submitted,

CHARLES TUPPER, *Minister of Railways and Canals.*

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 12th November, 1879.

On a Report, dated 10th November, 1879, from the Hon. the Minister of Railways and Canals, stating that the Manager of the Grand Trunk Railway Company, in a letter of the 7th instant, states that his Company has purchased, for the sum of \$200,000, the Indiana section of the Chicago and Lake Huron Railway, extending from the boundary line between the States of Indiana and Michigan, to Valparaiso, a distance of fifty-eight miles, and requests payment by the Government of a further sum of \$100,000, on account of the purchase money due for the Rivière du Loup Branch, in order to enable the Company to meet the payment of the purchase of the fifty-eight miles of railway above mentioned.

That in accordance with the provisions of sections four and five of the "agreement for the purchase and surrender of the Rivière du Loup line," he, the Minister, recommends that authority be granted to pay the sum of \$100,000 now applied for by the Grand Trunk Company, forming, with the amount of \$1,273,750 previously paid, the sum of \$1,373,750, paid out of the original amount of \$1,500,000, due by Government for the purchase of the Rivière du Loup Branch, and leaving a balance still available of \$136,250.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, *Assistant Clerk.*

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 12th November, 1879

SIR,—I beg respectfully to enclose copy of a receipt, signed by the Special Master Commissioner, showing that the Grand Trunk Company paid, on the 27th ultimo, on account of the Chicago and Port Huron Railway (Eastern Division), a further sum of \$25,000 in addition to the amount previously paid, viz., \$300,000, and I have to request that you will be good enough to cause an order to be issued on the Bank of Montreal, in favor of this Company, for the further instalment paid, viz., \$25,000, to be charged against the balance of the amount at credit of the Rivière du Loup purchase account.

I have the honor to be, Sir, your most obedient servant,

J. HICKSON, *General Manager.*

Sir CHARLES TUPPER, C.B., Minister Railways and Canals.

\$25,000.

DETROIT, 2nd October, 1879.

Received of the Grand Trunk Railway Company the sum of *twenty-five thousand dollars*, being amount required in addition to the \$300,000 purchase money to meet Chicago and Lake Huron Receiver's certificates.

ADDISON MANDELL, *Special Master Commissioner.*

I hereby certify that the foregoing is a correct copy of the original receipt in my possession.

R. WRIGHT, *Treasurer G. T. R. Co.*

Memorandum.

OTTAWA, 24th November, 1879.

The undersigned has the honor to report, that an application has been received from the Manager of the Grand Trunk Railway Company, requesting payment of a further sum of *twenty-five thousand dollars*, on account of the purchase money due for the Rivière du Loup Branch Railway, the sum named having been paid by the Company (in addition to the amount previously paid, \$300,000), for the Chicago, and Port Huron Railway, Eastern Division, recently acquired. The financial statement showing that out of the original appropriation, \$1,500,000 payments have been made, amounting in the aggregate to the sum of \$1,363,750, and that a balance now remains available of \$136,250. The undersigned recommends that authority be given for the payment of the said sum of \$25,000, in accordance with the provisions of the fifth clause of the agreement entered into with the Company for the purchase of the Rivière du Loup Branch line.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 25th November, 1879.

On a Memorandum, dated 24th November, 1879, from the Hon. the Minister of Railways and Canals, stating that an application has been received from the Manager of the Grand Trunk Railway Company, requesting payment of a further sum of \$25,000, on account of the purchase money for the Rivière du Loup Branch Railway, the sum named having been paid by the Company (in addition to the amount previously paid, \$300,000) for the Chicago and Port Huron Railway, Eastern Division, recently acquired; that the financial statement shows that out of the original appropriation \$1,500,000, payments have been made amounting, in the aggregate, to the sum of \$1,363,750, and that a balance now remains available of \$136,250.

The Minister recommends that authority be given for the payment of the said sum of \$25,000 in accordance with the provisions of the fifth clause of the agreement entered into with the Company for the purchase of the Rivière du Loup Branch line.

The Committees submit the above recommendation for Your Excellency's approval.

Certified,

J. COTÉ, *Assistant Clerk Privy Council.*

Hon. Minister Railways and Canals.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 10th December, 1879.

SIR,—I have the honor to enclose herewith a certified copy of the receipt of Mr. Addison Mandell, Special Master Commissioner of the United States Court for the District of Michigan, for the sum of \$250,000 which has been paid by the Grand Trunk Company on account of the purchase price of the two sections of railway lying between Lansing in Michigan and Valparaiso in Indiana.

The Grand Trunk Company has previously paid, on account of these two sections, the following amounts:

August 30th.....	\$100,000
October 27th.....	25,000
November 8th.....	75,000

\$200,000

Add to these payments the amount mentioned in the enclosed certificate

\$250,000

\$450,000

The Government has repaid to the Company, out of the purchase price of the Rivière du Loup line, the following amounts:

12th September...	\$300,000
17th November.....	100,000

\$400,000

I have now respectfully to request that an order be sent for the \$50,000 which the Grand Trunk Company have paid in excess of the amount collected from the Government.

I have also to request that an order be sent for the balance of the purchase money of the Rivière du Loup line, with the accrued interest up to the present date, which, according to our calculations, amounts, less the \$50,000, to about \$66,250.

An amount in excess of this last mentioned sum has been disbursed on account of the road between Thornton and Valparaiso, as will be seen from the copy of the certificate of the Engineer in Charge of the Work of Construction which I attach hereto.

I have the honor to be, Sir, your obedient servant,

J. HICKSON, *General Manager.*

Hon. Sir CHARLES TUPPER, C.B., Minister Railways and Canals.

NORTH WESTERN GRAND TRUNK RAILWAY,
OFFICE OF THE CHIEF ENGINEER, CHICAGO, 1st December, 1879.

I, J. C. James, Chief Engineer of the North-Western Grand Trunk Railway Company, do hereby make and certify my estimate of the work done, and material furnished by Rust & Company, in the construction of the railway of the said Company under their contract in that behalf, since the second day of September, 1879, as follows:—

Estimate of work done and material furnished.....		\$157,995 00
---	--	--------------

October estimate.....	\$34,775 00	
Steel rails, 1,540 tons, at \$52.50 per ton.	80,850 00	

Less.....		15,625 00
-----------	--	-----------

\$ 42,370 00

Messrs. Rust & Company are entitled to payment of.....		\$157,995 00
--	--	--------------

Less the following amounts,		
November 1st, 240 tons steel rails (paid 13th November).....	\$12,600 00	
December 1st, 1,300 tons steel rails...	68,250 00	
October estimate, (paid 13th November)	34,775 00	

\$115,625 00

(Due 11th November, 1879. Cheque issued).

\$ 42,370 00

Which the Company has deducted to be advanced for rails ordered, and October estimates.

THE CIRCUIT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF MICHIGAN.

In Equity.

THE UNION TRUST OF NEW YORK,

Complainant.

vs.

THE CHICAGO AND LAKE HURON RAILROAD Co., *et al*,

Defendants.

EASTERN DISTRICT } S.S.
OF MICHIGAN. }

I, Addison Mandell, Special Commissioner, hereby acknowledge receipt of the sum of two hundred and fifty thousand dollars (\$250,000) from Joseph Hickson, Esq., one of the members of the Purchasing Committee who purchased that portion of the Chicago and Lake Huron Railroad, extending from Lansing, Michigan, to Valparaiso Indiana, and called the Peninsular Division of said Railroad, at the sale thereof, under the decree of the Circuit Court of the United States for the District of Indiana in Equity, which sum of two hundred and fifty thousand dollars has been paid under and pursuant to and in compliance with the conditions of an order of the Court in this cause under date of November 15th, 1879, giving to the purchasers of said Railroad the right of deed of the Michigan Section thereof on certain conditions therein named.

Dated December 3rd, 1879.

(Signed)

ADDISON MANDELL,

Special Master Commissioner.

I hereby certify that the above is a true copy of the receipt in my possession.

(Signed).

R. WRIGHT, *Treasurer Grand Trunk Ry. Co.*

Memorandum.

OTTAWA, 15th December, 1879.

The undersigned has the honor to report that the Manager of the Grand Trunk Railway Company has, by letter dated the 10th inst., made application for the payment of a further sum of \$50,000, on account of the purchase money due for the Rivière du Loup Branch line, such further sum having been paid by the Company as part of the purchase price of the two sections of railway lying between Lansing, in Michigan, and Valparaiso, in Indiana. He further applies for payment of the balance still remaining due to the Company under the terms of purchase, viz.: \$61,250. The books of the Department of Railways and Canals, showing that out of the original appropriation of \$1,500,000, the sum of \$1,388,750 has already been paid, leaving a balance still due of \$111,250, the undersigned recommends that authority be given for the payment to the Company of the said balance.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 16th December, 1879.

On a Report dated 15th December, 1879, from the Hon. the Minister of Railways and Canals, stating that the Manager of the Grand Trunk Railway Company has, by letter dated the 10th inst., made application for the payment of a further sum of fifty thousand dollars (\$50,000) on account of the purchase money due for the

Rivière du Loup Branch line, such further sum having been paid by the Company as part of the purchase price of the two sections of railway lying between Lansing, in Michigan, and Valparaiso, in Indiana; that he further applies for payment of the balance still remaining due to the Company under the terms of purchase, viz., \$61,250.

The Minister states that the books of the Department of Railways and Canals showing that out of the original appropriation of \$1,500,000 the sum of \$1,388,750 has already been paid, leaving a balance still due of \$111,250, he, the Minister, recommends that authority be given for the payment to the Company of the said balance.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, *Assistant Clerk Privy Council.*

RETURN

[76c]

To an ORDER of the HOUSE OF COMMONS, dated 15th March, 1883;—For a copy of all Correspondence between the Grand Trunk Railway Company of Canada, or any of its Officers, and the Government of Canada or any of the Departments or members of the Government, in reference to the Purchase or Sale of the Rivière du Loup Branch of the said Railway, now owned by the Government of Canada; also, any Correspondence showing the manner in which the said Company have expended or proposed to expend the money so received for the said Rivière du Loup Branch; and also, all Correspondence in reference to their expending the said money or any portion thereof, either in purchasing or constructing a Railway or Railways in the United States, either in their own name, or by an Associated Company, or in any other way, and how much money received for the Rivière du Loup Railway purchase has been so expended, and also, any and all Correspondence showing whether the Government Lien for the debt of £3,111,500 and accrued interest owing by the said Railway, attaches upon the said Railway or Railways so purchased or built in the said United States, with the length and cost of the same.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
20th April, 1883.

OFFICES OF THE GRAND TRUNK RAILWAY COMPANY OF CANADA,
21, OLD BROAD STREET, LONDON, E.C., June 22nd, 1878.

MY DEAR SIR,—I received a few days ago, your letter dated the 27th ult.,* and I have now had an opportunity of discussing the subject of it with the Directors of the Company.

I regret you do not see your way to assisting in the manner which I suggested in my letter of the 9th May,* in putting the Rivière du Loup section of the Company's railway into better condition. The Company is not in a position to secure the means, even if it were perfectly equitable to expect them to make important improvements upon the line.

As I mentioned at the interviews which have taken place between us, the Grand Trunk Company has already expended a large sum of money in perfecting the route *via* Portland, a course which was indispensable if communication to and from the steamers carrying the mails, and European traffic in winter was to be kept open. This expenditure was certainly of great advantage to Canada.

*Letter not on record.

To a very considerable extent the traffic which is now sent over the Rivière du Loup line, to and from the Intercolonial Railway, was previously forwarded by Island Pond, Danville Junction and Portland.

The necessity for important alterations upon the Rivière du Loup line has arisen entirely out of the opening of the Government railway, as it is beyond the possibility of contention that the line, prior to that event, was quite equal to the transportation of all the business which had to be taken over it.

I venture to ask you to re-consider the matter of rendering some immediate aid towards putting the line into more efficient condition. The Government has, I understand on hand a considerable quantity of steel rails, which, if I am correctly advised, will not be required this season. If the use of these in connection with the Rivière du Loup line was permissible, a great deal might be done without any special expenditure of money, in removing difficulties which it is not improbable may otherwise arise during the ensuing winter in conducting the business of the Intercolonial Railway over the Rivière du Loup road.

I may now perhaps be permitted to refer to some of the points raised in your letter to me of the 4th ult. :—

In that letter you say that one of the difficulties in connection with the purchase of the road by the Government, is the fact that there would be then a direct inducement for the Grand Trunk Company to send their freight by their own line to Portland. I have, in conversation, explained that such a difficulty as you apprehend is not likely to arise, for the simple reason that, on anything like equal terms, the Lower Province traffic is certain to follow the all-rail instead of the rail and water route; unless the Intercolonial can carry traffic on as favorable terms as its competitors, the Government cannot hope to control this business. The fact of the traffic going by the Portland route having to pass through foreign territory, and being subject to the disadvantages incidental to the Customs arrangements between Canada and the United States, which involve onerous charges in many instances, are, I think, further strong reasons why the business on equal terms should follow the line through Canadian territory. The interests of the Grand Trunk Company could never be promoted by the placing of obstructions in the way of the business passing over their system to and from the Intercolonial, and it is a fact, as you are aware, that since the opening of the Government road, the rates being equal by both routes, the traffic has gone almost exclusively by the Intercolonial. I may say further, that the Company will willingly consent to the insertion of conditions in any agreement with the Government in respect to the Rivière du Loup line, securing for the business of the "Intercolonial" fair facilities and reasonable rates, as between Point Lévis and Montreal. They would naturally require that the Government should agree that the business of the Intercolonial should not be diverted to any other route, but should, under these conditions, be sent by the Grand Trunk Company's line.

I inferred from our last conversation in respect to the road, that the Government would prefer to purchase rather than to enter into a lease. I have seen no reason to change the view, which, on that occasion, I expressed, viz. :—that the rental to be paid for the line, if a lease should be entered into, ought to be simply a fair rate of interest on its actual cash value, or, in other words, interest upon the amount settled as being the value of the road under any arrangement made between the Government and the Company.

It does not appear to me to be quite fair to argue that, because the line has not in the past earned interest upon its cost, the Government should obtain control of it, by an annual payment of less than what it would cost the country for interest on the sum necessary to construct a new line. The Company has now a reasonable right to expect that the line will do better than it has done in the past, and it seems to me that an equitable treatment of the Company would involve the consideration of what has been expended in connection with the working of the line in the past. The road, as I have frequently had occasion to state, was not built as a commercial undertaking, but as part of a through system of communication favored and promoted by the

Canadian Government as an object of national importance, but the completion of which has been delayed for years to the great loss of the Grand Trunk Company.

I am sure that you fully realize the benefits which have been conferred on Canada by the construction of the Grand Trunk Railway, and I am further convinced that you desire to recognise these in the most substantial manner, which a due regard to the public interests will permit you to adopt.

I respectfully submit that no fair comparison can be made between the amount for which a railway can now be constructed in any part of the Dominion, and the amount which it was necessary to pay to secure a first class line at the time the Grand Trunk was constructed. All means of communication were then imperfect, and in many districts they did not exist, material had to be transported at great cost, the labor necessary had to be imported, and the rails alone, a very material part of the expenditure, would cost to-day probably not more than one-third of what they cost then; and the same may be said of all the other iron work. On the general subject of the cost of the railway, I will simply venture to repeat a remark made to you previously, that I think a wrong impression exists as to the original expenditure upon the Grand Trunk system having been largely in excess of what was essential to accomplish then, all that has been done in building other Canadian railways since.

After a full consideration of the whole subject by the Board, I am authorized to state, in response to the remark made in your last letter, "that it now rests for the Grand Trunk Company to state upon what conditions they would be prepared to sell the road,"—that although the railway cost a very much larger sum, the Directors would be prepared to recommend to the proprietors to sell the line from Rivière du Loup to Chaudière Junction, as it now stands, for the sum of £500,000; that they will be prepared to enter into binding arrangements to give full facilities for the business of the "Intercolonial" coming from or going to places west of Quebec on fair and reasonable terms, only stipulating that the "Intercolonial" business shall be forwarded by the Grand Trunk route. That they are also prepared to give on reasonable terms such accommodation as they possess at Point Lévis, with access to and from that station and Chaudière Junction for the business of the Intercolonial road. These conditions the Directors consider fair and reasonable, and they are such as they hope your Government will be willing to accept.

I trust that it may now be convenient to you to take this question up and dispose of it at an early date. There are many reasons why it is desirable, both in the interests of Canada and of the Company, that this should be done. These I need not more particularly refer to, as the president of the Company has already addressed you on the subject.

I expect to be back in Canada by the middle of July, and hope to have the pleasure of seeing you very shortly after my return.

I am, my dear Sir, yours very faithfully,

JOSEPH HICKSON, *General Manager.*

Hon. ALEX. MACKENZIE, Minister Public Works.

OTTAWA, 17th October, 1878.

All papers regarding railway from Lévis to Rivière du Loup required. Please forward, if any.

C. J. BRYDGES, Montreal.

F. BRAUN, *Secretary.*

By Telegraph from Montreal to F. Braun.

OTTAWA, 18th October, 1878.

You have got all the documents relating to the Rivière du Loup Railway.

C. J. BRYDGES.

OTTAWA, 19th October, 1878.

Please send me copy of your Report on the Rivière du Loup Branch Line, dated 1876. Original mislaid.

C. J. BRYDGES, Montreal.

F. BRAUN.

OTTAWA, 21st October, 1878.

What is wanted is your Report of 4th September, 1876, on the Rivière du Loup Line.

C. J. BRYDGES, Montreal.

F. BRAUN, *Secretary*.

OFFICES OF THE GRAND TRUNK RAILWAY COMPANY OF CANADA,
21, OLD BROAD STREET, LONDON, E.C., 31st October, 1878.

MY DEAR SIR JOHN,—The question of the western connections of the Grand Trunk Company is at this moment of supreme importance to the interests of the Dominion of Canada as well as to those of the Company, and you will, therefore, I am sure, excuse my troubling you on the subject at this early period after your return to power, on which I beg to offer you my congratulations.

You will find in your official records, a letter which, on the 4th of June last, I addressed as President of this Company to the late Premier, and to which I and my colleagues for many months anxiously expected a reply.

I now beg to enclose, for convenience of reference, a copy of that letter, and also a copy of the only reply we have received to it, which was, you will observe, written by Mr. Mackenzie after his resignation of office.

The representations contained in my letter are as true to-day as they were when it was written, and unfortunately valuable opportunities have meanwhile been lost, of securing for our Canadian route substantial western connections and allies, whilst the danger of losing them altogether is now imminent.

We have been, and are, losing weekly great quantities of traffic at the Detroit Junction, in consequence of the actions of the Michigan Central Railway under the control of Mr. Vanderbilt, and we are losing also the considerable business which we derived from our connections with the Chicago and Lake Huron Railway, from the fact of his controlling its intermediate sections between Flint and Lansing.

My colleagues and I feel, under these circumstances, that a crisis has arisen in which we are justified in further pressing this question, and in bringing it specially under your notice, and we hope not only that you will be able to assist us, but also which is equally necessary that we may receive an early intimation that such is the case. In the present condition of depression of the securities of the Company, from unavoidable causes, we are, as you will easily understand, powerless at present, even if we could have done so otherwise, to take measures for securing control of the lines so necessary to our joint interests; and you will find in the enclosed copy of my address yesterday to our shareholders the best that could be made of the position of the Company. Without troubling you at greater length, therefore, the sum of what I have to say is simply that if you could see your way towards dealing in a fair and liberal manner with the question of the acquisition by the Canadian Government of our Rivière du Loup section, we should be quite prepared to undertake and happy to be bound to expend the proceeds in securing the much desired and vital object to Canada and to ourselves of the control of lines stretching between our termini on the St. Clair River and the source and centre of Western traffic at Chicago.

I enclose this to Mr. Hickson, who will communicate it to you and be ready to afford you, as far you may desire it, a full explanation of the objects at which we aim, the dangers that so seriously threaten us, and all the circumstances under which we are compelled to make so urgent an appeal to you as responsible chief of the Government of the Canadian Dominion.

Believe me to remain very faithfully yours,

H. W. TYLER, *President*.

Right Hon. Sir JOHN A. MACDONALD.

OFFICES OF THE GRAND TRUNK RAILWAY COMPANY OF CANADA,
21, OLD BROAD STREET, LONDON, E.C., June 4th, 1878.

MY DEAR SIR,—The Directors of this Company have recently had, at a special Board meeting, the opportunity of discussing with Mr. Hickson, the General Manager of the line, the subject of the negotiations with yourself, as head of the Government, in regard to the Rivière du Loup section of the Company's railway, and also the necessity, which has somewhat suddenly arisen, for taking prompt measures for the protection of their own interests, as well as those of the Dominion, seriously endangered by a threatened interruption of the through traffic. And I have been desired, with every expression of consideration, to ask your earnest attention to important events which have lately been developed, and to the probability that they will culminate in serious consequences.

Railway combinations are now, as you are doubtless aware, being formed in the Western States of America, which will have the effect of diverting from the Canadian railways the vast amount of through traffic which has for many years flowed through the territory of the Dominion, unless independent access be secured to the principal sources of that traffic.

You will readily understand that the control of such independent connections, as, for instance, between St. Clair River and Chicago, cannot be obtained without a heavy outlay or extensive financial engagements, at the same time that the want of such control would, in view of the extensive combination of vital interests, above referred to, be most disastrous to the credit of the Company and the prosperity of the Dominion. The through traffic, which forms so considerable a proportion of the business of the Canadian railways, not only affords the means of employment to great numbers of persons in the Dominion, but it also occasions the purchase of vast quantities of materials used on these railways, and the diminution of expenditure which would undoubtedly result from its loss, could not but be severely felt throughout Canada.

This Board is anxious to adopt all possible means to avert such a calamity as the loss of the through traffic, but in doing so they must necessarily incur heavy engagements and a strain on their resources, which the Company is ill able to meet, after the enormous sums of money which, without any corresponding return, the proprietors have, of late years, liberally expended in the improvement of the Grand Trunk system. In adverting to the difficulties that present themselves in dealing at the present time with a question of this magnitude, I beg to add my expression of confidence in the due appreciation of them by yourself and your colleagues, and in your readiness to meet them.

In this spirit I would therefore point out that the success or failure of this Board's efforts must now, as far as I can judge, to a great extent, depend upon the ready and opportune assistance which it is fortunately within the power of your Government to render.

The immediate settlement on a fair basis of the terms on which the Rivière du Loup section of the Company's railway, which the Government have expressed their desire to control, might be acquired by the Dominion, would at once place in the hands of the Board an important addition to their resources, and would materially assist them in coping with the difficulty. Whilst, therefore, the Board fully appreciate your own position as expressed to myself verbally, and in your correspondence, they consider that they may properly lay claim to the reasonable aid of the Dominion for the common good.

They, on their part, are ready to make every effort and considerable sacrifice; and they now, after most anxious consideration of the subject, request me in my official capacity as president of the Company, to seek your co-operation. By dealing liberally and promptly with the question of the transfer of the Rivière du Loup line, the Dominion Government have it in their power to assist the Company in adopting the requisite measures for meeting and counteracting the formidable danger which thus threatens the joint interests of the Dominion and the Company.

The matter is very urgent, and I would venture to request, therefore, a reply at the earliest possible moment to this communication.

I have the honor to be, my dear Sir, yours very faithfully,

W. H. TYLER.

Hon. ALEXANDER MACKENZIE, Minister Public Works.

By Telegraph from Montreal to the Hon. Dr. Tupper.

OTTAWA, 16th Nov., 1878.

Would it be convenient for you to give me an interview either at Ottawa or Montreal in the ensuing week, respecting the Rivière du Loup, and you will find official correspondence in the Department.

J. HICKSON.

MONTREAL, 20th January, 1879.

MY DEAR SIR,—I enclose copy of a short memo. which I have forwarded to-day to Mr. Tilley. I had the pleasure of seeing the Finance Minister after my visit to you on Wednesday last, and I promised him to send this statement showing the receipts and expenses on the Rivière du Loup Branch for the two years which ended on the 30th June, 1878.

Of course, as I have already observed to you, a large portion of the traffic carried within the period mentioned, would, if the Intercolonial had not been open, have been forwarded by the Company's line to Portland.

I have given you in another memo. the tonnage which went to the Lower Provinces by way of Portland, in the two years which ended on the 30th June, 1876, and the two years which ended on the 30th June, 1878. You will notice that in the year which ended on the 30th June, 1878, scarcely anything was sent *via* Portland at all.

I am, my dear Sir, yours faithfully,

J. HICKSON.

P.S.—I enclose you an interesting memo. of distances. With such natural advantages, I sincerely hope Canada, after spending many millions on her canals, will not allow her railways to be driven out of the through trade.

J. H.

Hon. CHARLES TUPPER, Minister Public Works.

Memorandum of distances to Liverpool:—

	Miles.
From Duluth <i>via</i> Grand Trunk, Montreal.....	3,835
“ “ “ Portland	4,189
“ “ “ Halifax	4,378
“ “ American lines, New York.....	4,883
“ “ “ Baltimore.....	5,064
“ “ “ Philadelphia	5,017
St. Paul <i>via</i> Grand Trunk, Montreal.....	3,800
“ “ “ Portland	4,154
“ “ “ Halifax	4,340
“ “ American lines, New York.....	4,973
“ “ “ Baltimore	4,875
“ “ “ Philadelphia	4,831
Milwaukee <i>via</i> Grand Trunk, Montreal	3,527
“ “ “ Portland	3,881
“ “ “ Halifax.....	4,067
“ “ American lines, New York.....	4,555
“ “ “ Baltimore.....	4,585
“ “ “ Philadelphia	4,538
“ Chicago <i>via</i> Grand Trunk, Montreal.....	3,542
“ “ “ Portland.....	3,896
“ “ “ Halifax.....	4,087
“ “ American lines, New York.....	4,595
“ “ “ Baltimore	4,497
“ “ “ Philadelphia.....	4,453

MEMORANDUM of traffic forwarded to the Lower Provinces *via* Portland and *via* Rivière du Loup; two years ending 30th June, 1876, and two years ending 30th June, 1878.

Year.	<i>Via</i> Portland.	<i>Via</i> Rivière du Loup.	Year.	<i>Via</i> Portland.	<i>Via</i> Rivière du Loup.
1875.....	Tons. 36,240	Tons. Nil.	1877.....	Tons. 14,048	Tons. 39,849
1876.....	43,445	Nil.	1878.....	818	90,381
	79,685	Nil.		14,866	130,230

CHAUDIÈRE TO RIVIÈRE DU LOUP.—Receipts and Expenditures, years ending 30th June, 1877-78.

	Year ending 30th June, 1877.	Year ending 30th June, 1878.		Year ending 30th June, 1877.	Year ending 30th June, 1878.
Receipts.....	\$ cts. 176,998 00	\$ cts. 221,320 00	Expenditure.....	\$ cts. 156,392 14	\$ cts. 192,649 18
	176,998 00	221,320 00	Balance	20,605 86	28,670 82
				176,998 00	221,320 00

DEPARTMENT OF PUBLIC WORKS, GOVERNMENT RAILWAYS.

OTTAWA, 4th February, 1879.

SIR,—I have the honor to report that my estimate of the cost of constructing a line of railway from Rivière du Loup to Chaudière Junction, a distance of 118 miles, is \$1,534,000. The road to be provided with steel rails and iron bridges, and to be first class in every respect.

Based upon my inspection of the Rivière du Loup Branch of the Grand Trunk Railway, made in July, 1876, at present prices, I estimate the cost of repairs at \$507,200. It must, however, be born in mind that a heavy traffic has been passing over the line the past two years and a-half, during which period the maintenance of the line appears to have been very much neglected.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER.

F. BRAUN, Esq., Secretary Public Works.

4th February, 1879.

Estimated cost of repairing the Rivière du Loup Branch of the Grand Trunk Railway, based upon my report of the 4th August, 1876, at present prices:

Repairs to Embankments.....	\$1,000 00
do Bridges	6,000 00
do and renewals of Culverts and Cattle Guards...	8,000 00
Snow and other fencing.....	10,000 00
Rails and fastenings..	318,000 00
Sleepers.....	6,000 00
Ballasting.....	42,000 00
Increase of siding accommodation.....	8,200 00
Coal-sheds and trestles.....	8,000 00

Total cost of repairs.....	\$407,200 00
Less value of old rails.....	105,000 00

\$302,200 00

NOTE.—It must be borne in mind that the inspection was made two years and a-half ago, and that very little has been done towards maintaining the road during that period.

COLLINGWOOD SCHREIBER.

4th February, 1879.

ESTIMATED Cost of constructing a Line of Railway from Rivière du Loup to Chaudière Junction, with gradients and curvature similar to the present line, but with the road-bed elevated only about from 9 inches to a foot above the surface of the long stretches of flat country.

PER MILE OF RAILWAY.

Description.	How Noted.	Quantity.	Rate.	Amount.
			\$ cts.	\$ cts.
Clearing and grubbing.....	Acres.	1	20 00	20 00
Land and damages.....	do	12½	70 00	875 00
Fencing and gates.....	Rods.	640	1 10	704 00
Grading (including crossings).....	Cub. yds.	12,000	0 20	2,400 00
Masonry and foundations.....	do	300	10 00	3,000 00
Iron and other bridging.....				600 00
Ballasting.....	Cub. yds.	3,000	0 30	900 00
Sleepers.....	No.	2,400	0 20	480 00
Steel rails and fastenings.....	Tons.	96	30 00	2,880 00
Station buildings.....				600 00
Switches.....				20 00
Engineering and management.....				521 00
Estimated cost per mile.....				13,000 00

Say 118 miles, at \$13,000—\$1,534,000.

COLLINGWOOD SCHREIBER.

Memorandum.

OTTAWA, 3rd April, 1879.

The undersigned represents that the successful operation of the Intercolonial Railway depends in a great measure upon its western connection.

That the portion of the Grand Trunk Railway from Chaudière Junction to Rivière du Loup, and known as the Rivière du Loup Branch, is in such a dilapidated condition as to impair very materially the traffic of the Intercolonial, and unless placed in proper repair at an early date will make it impossible for the Intercolonial Railway to compete with other lines for western through traffic, and will defeat the object which the Government had in view in expending large sums of money in extending the Intercolonial Railway into the City of Halifax, and improving the shipping facilities at that terminus at Richmond.

That the Grand Trunk Railway submitted on the instant, a proposal to sell that portion of their line aforesaid, as it now stands, for the sum of £500,000 sterling, or \$2,433,335, and have in addition submitted two proposals for facilitating the traffic of the Intercolonial over that portion of their line and ferry from Chaudière Junction to Point Lévis and Quebec.

That in anticipation of the contemplated purchase of the branch line in question, the Chief Engineer of Government Railways in operation, prepared an approximate estimate of the cost of constructing a new line of railway to be laid with steel rails between Rivière du Loup and Chaudière Junction, 118 miles in length, at \$1,534,000. That he estimated the cost of necessary repairs to the Rivière du Loup Branch in order to bring it up to a state of efficiency, equal to a new line at \$402,200, thereby placing the present value (comparative cost of construction) of the Rivière du Loup Branch at \$1,131,800.

That this amount does not, however, represent the actual value of the Rivière du Loup Branch as a commercial enterprise; if estimated from its annual net earnings, it would probably prove to be of little or no value whatever; but, on the other hand, it is of great importance to the successful working of the Intercolonial Railway, being its connecting link with the western system of railways which alignment its traffic, that unless controlled by the latter and put in thorough repair immediately, will necessitate the construction by the Government of a new line which is estimated to cost \$1,534,000.

The undersigned would therefore recommend that he may be authorized, subject to the ratification by Parliament, to purchase from the Grand Trunk Railway Company for the sum of \$1,131,800 the Rivière du Loup Branch, which purchase is to embrace the privileges of free running powers by the Intercolonial Railway trains over that portion of the Company's line from Chaudière Junction to such point at Point Lévis which the Government may hereafter determine upon for terminal purposes, and that the charges for the transportation of the traffic over the Grand Trunk Railway for interchange with the Intercolonial Railway from and to the west shall not exceed the rate per ton per mile, or per passenger per mile, that is charged for passengers and freight of the same class from and to Portland.

All of which is respectfully submitted.

CHARLES TUPPER, *Minister Public Works.*

GRAND TRUNK RAILWAY OF CANADA.
GENERAL MANAGER'S OFFICE, MONTREAL, 22nd October, 1879.

SIR,—I have the honor to draw your attention to correspondence which took place, in 1877 and 1878, between the late General Superintendent of Government Railways and myself, on the subject of the claim of the Grand Trunk Company for the extra cost incurred in working the passenger trains of the Intercolonial Railway, between Rivière du Loup and Point Lévis.

I understand that the correspondence referred to was submitted to the late Minister of Public Works. As, however, it may not have been brought under the notice of the present Government, I think it well to enclose a copy for your information.

You are probably aware that these trains were put on at the request of the then Government of the Dominion, under the terms of an agreement entered into on the 12th February, 1876, a copy of which I also enclose.

I have also the honor to enclose accounts made out at different times since the train service in question commenced, together with a summary of the same, amounting to \$63,527.80. This is the net amount, after deducting the proportion of the earnings of the trains accruing to the Grand Trunk Company.

It will be observed that the rate per mile charged varies somewhat at different periods. The calculation is based on the average cost of similar service on the Grand Trunk Railway during the same periods, and the varying charge is accounted for by the fluctuation in the cost of working, from causes which you will doubtless fully understand.

I beg respectfully to request your early consideration of this matter.

I have the honor to be, Sir, your obedient servant,

J. HICKSON.

Sir CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

CORRESPONDENCE between Mr. Hickson, General Manager Grand Trunk Railway, and Mr. Brydges, General Superintendent of Government Railways, respecting the claim of the Grand Trunk for extra cost incurred in working the Intercolonial trains between Rivière du Loup and Point Lévis, to which is appended, for reference, a copy of the agreement on the subject.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 13th November, 1877.

MY DEAR SIR,—I have not hitherto been able to send you, owing to a pressure of other engagements, the statistics of the passenger traffic carried on over the Rivière du Loup section of this Company's railway, on account of the Intercolonial line.

I hope that the delay will not prove in any way inconvenient to you.

I now enclose a statement showing the receipts from the trains run over the road in question, and the expenses of working the same.

From these expenses I have deducted a fair estimate for the use of the Intercolonial Railway carriages.

The balance is \$30,792, and I shall feel much obliged if you will cause the account to receive early attention.

Yours very truly,

C. J. BRYDGES, Esq., Montreal.

J. HICKSON, *Gen. Manager.*

DEPARTMENT OF PUBLIC WORKS, RAILWAY DEPARTMENT,
MONTREAL, 14th November, 1877.

MY DEAR SIR,—I am in receipt of your letter of the 13th inst., enclosing an account with reference to passenger trains on your line, between Quebec and Rivière du Loup.

As I have nothing to do with the cost of your trains on your line, I can do nothing whatever with the account you sent me.

Yours very truly,

J. HICKSON, Esq., G.T.R.

C. J. BRYDGES.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 19th November, 1877.

MY DEAR SIR,—I have received your letter of the 14th instant respecting our claim for compensation for working the Intercolonial Railway passenger trains over the Rivière du Loup Line of the Company.

The condition on which we agreed to run these trains, as set forth in my letter to you on the 12th February, 1876*, and acknowledged in yours of the 14th of the same month*, was that should the receipts from passengers carried in the two additional trains which will have to be run over the route in order to carry out the arrangement, not cover the average cost of working such trains on the Grand Trunk generally, the Company will require to be paid such cost either in the shape of additional percentages on the traffic, or by a direct payment as may prove most convenient.

I believe our account is made out in strict conformity with the condition; if not, I shall be glad if you will point out wherein it is incorrect.

Your early attention to the account will greatly oblige,

Yours very truly,

J. HICKSON, *General Manager.*

C. J. BRYDGES, Esq., General Superintendent Government Railways.

* Copies attached for reference, A and B.

A

DEPARTMENT OF PUBLIC WORKS, RAILWAY DEPARTMENT,
MONTREAL, 14th February, 1876.

MY DEAR SIR,—I have your letter of this date, and now return one of the documents which I have signed.

I will forward the other copy to the Minister of Public Works, and will advise you as soon as I get his approval of it.

I note what you say in regard to the cost of running these express trains.

I understood when I met you last that you would waive this point, but now I see that you reserve to yourself the right to demand payment for any loss that may be sustained in running these trains should the contingency arise.

Yours faithfully,

C. J. BRYDGES.

J. HICKSON, Esq., G. T. R., Montreal.

B

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 12th February, 1876.

MY DEAR SIR,—I enclose herewith in duplicate the memorandum of arrangement in respect of Intercolonial traffic to be carried over this Company's railway, between Point Lévis and Rivière du Loup, as finally settled between us to-day. Please sign and return one copy. As mentioned to you at one of our recent interviews, should the receipts from passengers carried in the two additional trains which will have to be run over the route in order to carry out the arrangement, not cover the average cost, of working such trains on the Grand Trunk generally, the Company will require to be paid such cost either in the shape of additional percentages on the traffic or by a direct payment as may prove most convenient.

I am, my dear Sir, yours faithfully,

J. HICKSON, *General Manager*.

C. J. BRYDGES, Esq., General Superintendent Government Railways.

DEPARTMENT OF PUBLIC WORKS, RAILWAY DEPARTMENT,
MONTREAL, 21st November, 1877.

MY DEAR SIR,—I am in receipt of your letter of the 19th inst. On referring to the correspondence which took place at the time the agreement was entered into, I notice that in my letter to you of the 14th February, 1876, I stated as follows:

"I note what you say in regard to the cost of running the express trains. I understood when I met you last that you would waive this point; but now I understand that you reserve to yourself the right to demand payment for any loss that may be sustained in running these trains should the contingency arise."

I have no means, of course, of forming any opinion as to the receipts of your trains, but certainly the number of trains on the line between Rivière du Loup and Quebec is not excessive, if it might not indeed be called exceedingly moderate. I notice also that in the speech made by your President quite lately in London, he states that the working of the Rivière du Loup line shows a profit since the opening of the Intercolonial Railway.

I have no authority whatever to pay any such account as the one you have sent me, and do not consider that, under the circumstances, there is any reasonable grounds for making the demand. I shall, of course, if you desire it, forward this correspondence to the Government, and submit the matter to them for their decision.

I am, yours faithfully,

C. J. BRYDGES.

J. HICKSON, Esq., G.T.R.

GRAND TRUNK RAILWAY OF CANADA.
GENERAL MANAGER'S OFFICE, MONTREAL, 29th November 1877.

MY DEAR SIR,—I received on the 23rd your letter of the 21st instant, and I cannot refrain from expressing my very great surprise at the position you take up in respect to our claim to be paid the expenses of running the Intercolonial passenger trains over the Rivière du Loup Branch of this Company's railway.

I need not say that I never in any sense waived the Company's right to be paid such expenditure, and if the condition set forth in my letter to you of the 12th February, 1876, was not included in the memorandum of agreement, it was owing to your own representation that it would be inconvenient to put it there.

You acknowledge that I reserved the right of this Company to be paid such expenditure, and I cannot for one moment suppose that the Government will refuse to recognise the equity and justice of this demand which we have made.

As regards the account itself, of course, we shall be perfectly willing to afford every facility to check the statement, and if there are any clerical errors in it they must be corrected.

It does not occur to me that the remarks made by the President of the Company at the late general meeting of the proprietors have any bearing upon the account sent you.

It was certainly to be expected, that there would be an improvement in the receipts of the Rivière du Loup line after the Intercolonial Railway was opened, but a transfer of traffic from one section of the Company's railway to another does not necessarily increase the Company's net profits.

If you do not consider yourself authorized to deal with the account, I will ask you to be good enough to bring the subject under the notice of the Government, who will, I feel confident, recognise the justice of the Company's claim.

I am, my dear Sir, your very truly,

J. HICKSON, *General Manager.*

C. J. BRYDGES, Esq., General Supt. Government Railways.

DEPARTMENT OF PUBLIC WORKS, RAILWAY DEPARTMENT,
MONTREAL, 1st Dec., 1877.

MY DEAR SIR,—I have your letter of the 29th ult. My distinct recollection of the matter was, that you did not intend to make any such claim as you now put forward; but that for reasons which I was not informed of you wished the statement made that you might be at liberty to make such a claim if you thought it desirable to do so. It not being put in the agreement is, I think, sufficient evidence that it was not intended to be pressed by your Company. I have already stated that it is impossible to suppose that the passenger trains on the line between Rivière du Loup and Quebec are excessive. They are certainly not greater now than upon the least frequented portion of the Grand Trunk Railway. I cannot agree with you that the statement made by your President, that you have not suffered any loss through the last six months' working of the Rivière du Loup line, is not a pertinent observation on the claim made for loss incurred on that very portion of road.

I have no idea that the Government will entertain any such claim as you make.

I will, however, forward a copy of the correspondence to the Department of Public Works for their consideration and decision if you desire it.

I remain yours faithfully,

C. J. BRYDGES.

Jos. HICKSON, Esq., G. T. R.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 5th Dec., 1877.

MY DEAR SIR,—I have received your letter of the 1st inst. I regret to differ with you in respect to what took place at the time we negotiated the arrangement for

the passenger trains of the Intercolonial line being run over the Rivière du Loup portion of this Company's railway. I do not, however, consider the point material.

I reserved, in an official communication to you, the right of this Company to be paid the full cost of running the trains, based on the same rate of charge as prevailed on other sections of the Grand Trunk line, and you acknowledged, at the time, the receipt of my communication.

The claim is so reasonable that I cannot for a moment suppose that the Government will object to entertain it. This Company might very properly have demanded to be paid not only the full cost of running these trains, but a fair margin of profit towards meeting the interest on the capital expended in the construction of the road.

You are well aware that the trains in question were put on simply to meet the requirements of the Intercolonial service. They were wholly unnecessary for any local purposes connected with the Rivière du Loup line, and they were an addition to the trains previously run upon it. I have no hesitation in asking you to submit the question to the Honorable Minister of Public Works, as I feel perfectly satisfied that the Government will not commit such an act of injustice to the Grand Trunk Company as to require them to run trains for the special benefit of the Intercolonial line at a loss.

I shall be glad to receive, at an early date, the decision of the Honorable Minister of Public Works on this matter, which is of importance to the Company, and must certainly materially influence the arrangements to be made for the working of these trains since the 1st ultimo.

Yours truly,

J. HICKSON, *General Manager.*

C. J. BRYDGES, Esq., General Supt. Govt. Railways, Montreal.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, MONTREAL, 28th March, 1878.

MY DEAR SIR,—I would refer you to my letter of the 5th December last on the subject of the claim which this Company has upon the Intercolonial Railway, in connection with the working of Intercolonial trains over the Rivière du Loup Branch of the Grand Trunk.

As these trains are still being run under the old arrangement, it is necessary that some action should be taken at an early date, and I shall feel obliged, therefore, if you will inform me of the decision of the Honorable the Minister of Public Works in the matter.

Yours truly,

J. HICKSON, *General Manager.*

C. J. BRYDGES, Esq., General Supt. Gov. Railways, Montreal.

DEPARTMENT OF PUBLIC WORKS, RAILWAY DEPARTMENT,
MONTREAL, 30th March, 1878.

MY DEAR SIR,—I am this morning in receipt of your letter of the 28th instant, with reference to the claim made by your company in connection with the working of the trains over the Rivière du Loup Branch of the Grand Trunk Railway.

I am going to Ottawa early next week, and will bring your letter under the notice of the Minister of Public Works.

Yours very truly,

C. J. BRYDGES.

JOSEPH HICKSON, Esq.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, OTTAWA, 18th December, 1878.

MY DEAR SIR,—Nothing has yet been done respecting our claim for additional payment for running the trains of the Intercolonial line between Quebec and Rivière

du Loup. The claim has increased since I last communicated with you, and I am very anxious that we should come to some understanding in respect to it. The Government do not, I am sure, expect the Grand Trunk Company to work these trains at a loss. The last time we discussed the matter, you intimated that you intended to bring the account under the notice of the Government, but I have never heard anything further from you on the subject. May I ask you to kindly let me know what you propose to do.

Yours faithfully,

J. HICKSON.

C. J. BRYDGES, Esq., General Supt. Govt. Railways, Montreal.

MEMORANDUM of an arrangement between the Government of Canada and the Grand Trunk Railway Company relating to the transport of traffic to and from the Intercolonial Railway between Quebec and Rivière du Loup.

1st. The Grand Trunk Company to run express trains, once each way daily, between Point Lévis and Rivière du Loup, to accommodate the Intercolonial traffic, at such hours as may be mutually fixed from time to time.

2nd. The cars for these trains to be provided by the Intercolonial Railway, so that the train intact, without transshipment or change of any kind, will go through between Point Lévis and Moncton; no mileage is to be paid on such cars by the Grand Trunk Railway.

3rd. The Grand Trunk Company to supply the engine for hauling these trains, and to put their own train-men upon them between Point Lévis and Rivière du Loup, the Intercolonial Railway taking charge of the trains with their own engines and men beyond Rivière du Loup.

4th. The Grand Trunk Company to take such proportion of the fares as may from time to time be agreed upon, for the service between Point Lévis and Rivière du Loup.

5th. The Grand Trunk Company to transport either in their cars or the cars of the Intercolonial Railway, or both, all the freight for the Intercolonial line with reasonable promptness and despatch, that offers between Point Lévis and Rivière du Loup, whether brought by railway to Point Lévis or by water.

6th. The division of the rates between Point Lévis and the point of destination to be according to such terms and proportions as may be settled from time to time.

7th. The Intercolonial Railway to have the right of appointing an agent to represent them at the Point Lévis terminus of the Grand Trunk Company, for whom the latter will find office accommodation.

8th. The Grand Trunk Railway Company to afford, to the extent of a fair share of its present accommodation, every proper facility for handling of freight at Point Lévis between the railway and water communication.

9th. The foregoing arrangements apply to through traffic. The Intercolonial Railway will, in addition, run as at present a local train, connecting at Rivière du Loup with the local trains of the Grand Trunk Railway.

10th. This arrangement being of a tentative character, is to take effect on the opening of the Intercolonial Railway between Rivière du Loup and Moncton, expected to take place in June next, and to be continued subject to its termination by either party giving two months' notice; such notice to be given on the first day of the month.

11th. In case of disagreement in regard to the proportions of the rates and fares, the subject shall be referred to arbitration in the usual way.

12th. This arrangement to be subject to the approval of the Minister of Public Works and of the Board of Directors of the Grand Trunk Railway Company.

C. J. BRYDGES, *General Superintendent, Government Railways.*

JOSEPH HICKSON, *General Manager, G.T.R. Company of Canada.*

MONTREAL, 12th February, 1876.

EXPENSE of working Intercolonial Railway trains between Point Lévis and Rivière du Loup, after deducting earnings.

Summary.

Twelve months to June 30th, 1877, 78,876 miles at \$1.01.....	\$30,792 00
Six months to December 31st, 1877, 39,564 miles at \$1.01.....	7,423 62
Six months to June 30th, 1878, 39,060 miles at 92 cts.....	10,477 24
Six months to 31st December, 1878, 39,816 miles at 96 cts.....	6,265 68
Seven months and twelve days to August 12th, 1879, 48,384 miles at 84 cts.....	8,569 26
	<u>\$63,527 80</u>

OFFICE OF THE GRAND TRUNK RAILWAY COMPANY, MONTREAL.

The Government of the Dominion of Canada,
(Railway Department).

To the Grand Trunk Railway Company of Canada, Dr.:—

1877.

November 12—For expense of working Intercolonial Railway trains, Nos. 11 and 14, between Point Lévis and Rivière du Loup for twelve months to 30th June, at the average cost of similar service on the Grand Trunk Railway, two trains each, 126 miles for 313 days, 78,876 miles at \$1.01.....	\$79,664 76
<i>Less</i> :—Allowance at average rate for use of Intercolonial Railway passenger cars.....	6,996 36
	<u>\$72,668 40</u>

Per Contra.

By earnings of above trains:—

Month of July, 1876.....	4,467 54
do August, “.....	5,870 16
do September, “.....	3,874 13
do October, “.....	3,202 30
do November, “.....	3,803 44
do December, “.....	2,564 49
do January, 1877.....	2,180 06
do February, “.....	2,306 03
do March, “.....	2,681 87
do April, “.....	3,363 56
do May, “.....	3,370 74
do June, “.....	4,192 08
	<u>41,876 40</u>

\$30,792 00

1877.

December 31—For expense of working Intercolonial Railway trains, Nos. 11 and 14, between Point Lévis and Rivière du Loup, for six months to 31st December, at the average cost of similar service on the Grand Trunk Railway, two trains, each 126 miles for 157 days, 39,564 miles at \$1.01.....	\$39,559 64
<i>Less</i> :—Allowance at average rate for use of Intercolonial Railway passenger cars.....	3,907 68
	<u>\$36,051 96</u>

Per Contra.

By earnings of above trains:—

Month of July, 1877.....	\$5,291 64
“ August “	6,010 45
“ September “	4,731 33
“ October “	4,555 75
“ November “	4,716 83
“ December “	3,322 34

\$28,628 34

1878.

\$7,423 62

June 30—For expense of working Intercolonial Railway trains 9 and 10, between Point Lévis and Rivière du Loup, for six months to June 30th, 1878, at the average cost of similar service on the Grand Trunk Railway, two trains, each 126 miles for 155 days, 39,060 miles at 92cts.....

\$35,935 20

Less:—Allowance at average rate for use of

Intercolonial Railway passenger cars..... 3,847 20

\$32,088 00*Per Contra.*

By earnings of above trains:—

Month of January, 1878.....	\$3,205 89
“ February “	2,527 15
“ March “	3,042 45
“ April “	3,789 75
“ May “	3,930 74
“ June “	5,114 78

\$21,610 76

1878.

\$10,477 24

December 31—For expense of working Intercolonial Railway trains 9 and 10 between Point Lévis and Rivière du Loup, for 6 months, to 31st December, 1878, at the average cost of similar service on the Grand Trunk Railway, two trains, each 126 miles, for 158 days, 39,816 miles at 96 cts.....

\$38,223 36

Less:—Allowance of average rate for use of

Intercolonial Railway passenger cars..... 3,539 76

\$34,683 60*Per Contra.*

By earnings of above trains:—

Month of July, 1878	\$6,207 74
“ August “	6,392 61
“ September “	5,369 56
“ October “	3,822 89
“ November “	3,536 17
“ December “	3,088 95

\$28,417 92\$6,765 68

1879.			
August	12—	For expense of working Intercolonial Railway trains 9 and 10 between Point Lévis and Rivière du Loup, from January 1st to August 12th, 1879, at the average cost of similar service on the Grand Trunk Railway, 2 Trains, each 126 miles, for 192 days, 48,384 miles at 84 cts.	\$40,642 56
		Less :—Allowance at average rate for use of Intercolonial Railway passenger cars..	4,286 24
			<u>\$36,356 32</u>

Per Contra.

By earnings of above trains :—		
Month of January, 1879.....		\$2,363 33
“ February, “		2,281 37
“ March, “		2,728 70
“ April, “		3,954 27
“ May, “		4,082 38
“ June, “		4,653 88
“ July, “		5,759 30
“ August 1st to 12th, 1879		1,963 83
		<u>\$27,787 06</u>
		<u>\$8,569 26</u>

CORRESPONDENCE in reference to Rivière du Loup Branch purchase by Government, viz. :—
Letters from Mr. C. J. Brydges to the Hon. A. Mackenzie ; From Mr. Schreiber to Mr. Brydges ; Estimate cost of repair and synopsis of the most important correspondence.

BILL.

An Act for the acquisition by the Dominion of a certain portion of the Grand Trunk Railway, to be made part of the Intercolonial Railway.

WHEREAS, it is expedient to provide for the acquisition by the Dominion of that portion of the Grand Trunk Railway hereinafter mentioned, to the end that it may be made part of the Intercolonial Railway : Therefore, Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

1. The Government of Canada may enter into arrangements with the Grand Trunk Railway Company of Canada for the purchase by the Dominion of that part of the Grand Trunk Railway between Rivière du Loup and Hadlow, with such metes and bounds, and such appurtenances (except certain of the rails then in use thereon) as may be deemed expedient, and for running powers between the Chaudière Junction and Point Lévis, and other obligations and services by either party to the other, on equitable terms to be agreed upon by the parties ; and Her Majesty may acquire the said property and rights, and the Company may sell and convey the same to Her Majesty for the Dominion of Canada, according to such agreement. But this Act shall not take effect unless, and until submitted to a special general meeting of the Company and accepted by a majority consisting of two-thirds of the votes of the persons or represented by a proxy entitled to vote, and the certificate in writing of the chairman of such meeting, shall be taken as *prima facie* proof of its acceptance by the meeting, such certificate to be filed in the office of the Secretary of State of the Dominion of

Canada; and copies certified by the said Secretary of State shall be taken and considered in all Courts of Law and Equity as sufficient *prima facie* evidence of the contents thereof.

2. Payment of the purchase money, which shall not exceed one million six hundred thousand dollars, shall only be made to cover expenditure for such purposes in connection with the Grand Trunk Railway, as the Government shall consider conducive to the public advantage.

3. Interest at six per cent. per annum shall be allowed on any purchase money remaining unpaid for thirty days after payment of the same has become due under the agreement.

4. Interest at six per cent. per annum shall be allowed upon the value of such of the rails not purchased as part of the line as may not be taken up and delivered by the Government to the Company according to agreement, so long as the same remain upon the line after the period agreed upon; the value of such rails to be computed at their then marketable value.

5. The part of the said railway so purchased for the Dominion shall become part of the Intercolonial Railway, and be subject to all enactments, and provisions of law applying thereto.

6. A sum not exceeding three hundred and seventy-five thousand dollars may be expended to defray the expenses of repairing the line of railway so purchased, and relaying it with steel rails, and a further sum not exceeding two hundred and fifty thousand dollars to defray the expense of operating it during the year ending the 30th June, 1880, and such sums shall be paid out of the moneys appropriated for that purpose by Parliament during the present Session, and shall be accounted for as moneys expended under the Acts respecting the construction and operating of the Intercolonial Railway respectively.

NOTES OF ACTION taken in connection with the arrangements made between the Government and the Grand Trunk Railway Company, for the conveyance of Passengers and Freight over the Rivière du Loup Branch.

November 8, 1875.—Mr. Brydges reports that the Intercolonial Railway will be ready to open for traffic on the 1st June, 1876, and showing the necessity for arrangements being made to reach Quebec with the Intercolonial trains, and further stating that the Rivière du Loup Branch of the Grand Trunk Railway is in very bad repair, requiring an expenditure of at least \$500,000, to make it safe for fast trains, &c.

November 12, 1875.—The Secretary of the Public Works Department requests C. Schreiber to inspect the Rivière du Loup Branch of the Grand Trunk Railway, and report upon the condition, with a view of exercising "running powers" over the line.

November 12, 1875.—The Secretary of the Public Works Department requests Mr. Brydges to make application to the Grand Trunk Railway Company for "running powers" between Rivière du Loup and Quebec, under the Act, 36 Vic., cap. 18.

January 20, 1876.—Mr. Brydges reports having conferred with the Manager of the Grand Trunk Railway Company, in relation to "running powers" over the Rivière du Loup Branch, and encloses correspondence, gives the result of working the Branch for the last few years.

February 14, 1876.—Mr. Brydges transmits for approval, a draft of agreement with the Grand Trunk Railway Company for the conveyance of the Intercolonial Railway passengers and freight between Rivière du Loup and Quebec.

April 1, 1876.—An Order in Council was passed approving of the agreement with the Grand Trunk Railway Company for the conveyance of the Intercolonial Railway passengers and freight between Rivière du Loup and Quebec.

- August 4, 1876.—Mr. Schreiber reports on the physical condition of the Rivière du Loup Branch of the Grand Trunk Railway, estimating the cost at \$770,000; less value of old rails, \$210,000. Net cost, \$560,000.
- August 23, 1876.—Mr. Brydges reports having carefully examined C. Schreiber's report on the estimated cost of putting the Rivière du Loup Branch of the Grand Trunk Railway in thorough repairs, and expresses his opinion that ample allowance has been made for performing the service; also recommends that the subject should receive early attention, otherwise the consequences might be serious to the traffic of the Intercolonial Railway.
- September 20, 1876.—The Minister reports to Council, submitting Mr. Brydges' and Mr. Schreiber's reports on the Rivière du Loup Branch of the Grand Trunk Railway for consideration.
- May 14, 1877.—Mr. Brydges reports drawing the Minister's attention to the difficulties that may arise if the Rivière du Loup Branch of the Grand Trunk Railway is not repaired without delay.
- April 13, 1878.—Mr. Hickson expresses a doubt as to the Grand Trunk Railway Company being able to put the Rivière du Loup Branch in repair, without assistance from the Government.
- June 22, 1878.—Mr. Hickson writes, stating that the Grand Trunk Railway Company would be prepared to sell the Rivière du Loup Branch for £500,000.

CAMPBELLTON, N.B., 22nd August, 1876.

MY DEAR SIR,—I have prepared my report and estimate upon the Grand Trunk Railway between Chaudière Junction and Rivière du Loup, which I shall hand you when we meet next week. In the meantime I send for your information a sheet in detail of my estimate. The price of steel rails I have had no quotations of for some months, and have based my figures upon my last advices upon the subject. The figures, of course, change with the market.

I am, yours truly,

COLLINGWOOD SCHREIBER.

C. J. BRYDGES, Esq., Montreal.

ESTIMATE of the cost of putting the Grand Trunk Railway between Chaudière Junction and Rivière du Loup in as good physical condition as Intercolonial Railway, 1st August, 1876:—

Repairs to Embankments	\$ 1,000 00
“ Bridges	6,000 00
Repairs to and removals of Culvert and Cattle Guards, snow and other fencing (twelve miles of snow fence)	10,000 00
Rails, steel, 10,500 at \$60, laid.....	630,000 00
Fish Plates, 420 at \$60	25,200 00
Bolts, 105 at \$80	8,400 00
Spikes, 30 at \$60.....	1,800 00
Sleepers, 30,000 at 35 cts.....	10,500 00
Ballasting, 120,000 at 35 cts.....	42,000 00
Increase of siding room (two miles, including switches)	8,200 00
Coal-sheds and trestles at Stations	8,000 00
	<hr/>
	\$767,100 00
Credit Old Rails, say 10,500 tons at \$20.....	210,000 00
	<hr/>
	\$557,100 00

The above I believe to be a fair and reasonable estimate.

COLLINGWOOD SCHREIBER.

CAMPBELLTON, N.B., 2nd August, 1876.

CAMPBELLTON, N.B., 4th August, 1876.

DEAR SIR,—I have, in accordance with instructions contained in your letter of the 6th of November last, and Departmental communication, dated the 12th of the same month, examined the works of construction of the Grand Trunk Railway between Chaudière Junction and Rivière du Loup, and now have to report as follows upon the physical condition of the line:—

The grading throughout the entire length of the road may be considered very light and easy; the embankments and cuttings appear to have been carefully made and have retained their form wonderfully well, with the exception of two or three narrow embankments (which could be widened at small cost); the earthwork is in good shape. The bridge masonry generally appears to have been of good quality as a rule, except St. Henry's Bridge, which is of an inferior character. The bridge masonry is in fair repair except the bridge over the Rivière du Loup at St. Thomas, out of which the cut-water ends of two of the piers are washed. All the masonry, however, requires pointing and touching up.

The culvert masonry between Chaudière Junction and St. Thomas is of a very inferior character, and is in bad condition, especially between St. Henry and the Chaudière Junction. From St. Thomas to Rivière du Loup it is of a much better class, and taken as a whole is in tolerable repair, though in some cases resetting of the work is necessary. Several of the Bay culverts are clearly too small to freely pass the streams flowing through them; the consequence is the water cuts a passage through the embankments at the back of the walls.

The stone cattle-guards, with few exceptions, require to be rebuilt. The wooden culverts and cattle guards are, for the most part, old and rotten, requiring to be renewed; some few, however, have, at a recent date, been provided with new track stringers.

A large number of the beam culverts and bridges require new stringers and wall-plates. The fencing through the cleared lands is in very good repair, but through the woods about six miles of the road is unfenced.

To run the road during the winter months with any degree of regularity and moderately good success, a large quantity of additional snow fencing will, in my opinion, be required the quantity now existing is very limited and, evidently quite insufficient to keep the line moderately free from heavy drifts.

The track almost throughout its entire length is rough, the rails, which are old and worn, will require to be replaced by new ones except, three and a-half miles near St. Paschal, which are laid with steel; the sleepers upon portions of the line are good, whereas upon other portions they are old and rotten, and need to be removed from the track. A renewal of probably 30,000 sleepers would be sufficient.

The road, as a rule, is very scantily provided with ballast, miles of the sleepers being bedded in the mud. The Grand Trunk Railway Company, however, have very much improved the road-bed on a portion of the road within the last two years; between Rivière du Loup and St. Anne, ballast has been laid down over about twenty-five miles.

However, before new rails are laid, the whole line should receive a good bed of ballast, otherwise it will be a useless expenditure of money to lay down new rails, as they would be battered and hammered to pieces in a very short time. The siding accommodation seems to be quite inadequate for the requirements of a large through freight business, an increase in this service, therefore, will be provided for in my estimate. The station buildings may be generally considered sufficient for the requirements of the business of the line, except that coal-sheds and trestles should, in my opinion, be erected at every twenty miles; an allowance for this I have also embodied in my estimate.

The following is a list of the names of the stations with the number and character of buildings at each:—

St. Jean Chrysostôme.—Wooden Station house.

St. Henri.—Wooden Station house; Wood-shed and Tank-house.

St. Charles.—Wooden Station house and Tank-house.

- St. Michel.—Wooden Station house and Tank-house.
- St. Valier.—Wooden Station house.
- St. Francois en Berthier.—Wooden Station house and Tank-house.
- St. Pierre.—Wooden Station house.
- St. Thomas.—Brick Station house; Wooden Freight shed; Wood-shed and Tank-house.
- Cap St. Ignace.—Wooden Station house.
- L'Anse à Giles.—Wooden Station house.
- L'Islet.—Brick Station house; Wooden Freight house; Tank-house mile east.
- Trois Saumons.—Wooden Station house.
- St. Jean Port Joli.—Wooden Station house; Wood-shed and Tank-house.
- Elgin Road.—Stone Station house.
- St. Roch.—Brick Station house; Wood-shed and Tank-house.
- St. Anne.—Brick Station house; Freight house; Wood-shed and Tank-house.
- Rivière Ouelle.—Brick Station house; Wood-shed and Tank-house.
- St. Denis.—Wooden Station house.
- St. Paschal.—Brick Station house; Wood-shed; Freight house and Tank-house.
- St. Hélène.—Wooden Station house.
- St. André.—Wooden Station house.
- St. Alexander.—Brick Station house, Wood-shed and Tank-house.
- Lake Road.—Wooden Station house.
- Rivière du Loup.—Brick Engine house, Brick Station house, Freight house, Wood-shed and water supply.

The structures may be summed up as follows:—

- 19 Iron Girder Bridges, 51 spans of an aggregate length of clear span of 2,718 lineal feet,
- 161 Beam culverts of masonry,
- 12 do do wood,
- 21 Cattle-guards of masonry,
- 40 do do wood,
- 12 Box culverts of masonry,
- 4 do do wood,
- 5 Arch do masonry.

In all 274 structures, averaging $2\frac{1}{2}$ structures to the mile of road.

The following is my estimate of the cost of putting this road into safe and efficient condition for the passage of any considerable traffic with passenger trains running at a high rate of speed:—

ESTIMATE.

Widening embankments.....	\$ 1,000 00
Repairs to bridges.....	6,000 00
Repairs and renewals to culverts and cattle-guards...	8,000 00
Snow and other Fences.....	8,000 00
Rails and fastenings.....	665,400 00
Sleepers.....	10,500 00
Ballasting	42,000 00
Increase of siding room.....	8,200 00
Coal-sheds and trestles	8,000 00
	\$767,100 00
Credit old rails.....	210,000 00
	\$557,100 00

Or, in round numbers, I would say it will be in my opinion, after giving credit for the old rails at \$20 per ton, cost \$560,000 to put this road practically into as good a physical condition as the Intercolonial Railway.

I am, yours truly,
COLLINGWOOD SCHREIBER.

RAILWAY DEPARTMENT, MONTREAL, 22nd October, 1878.

DEAR SIR,—I have your telegram. I cannot find copy of any report from myself about the Rivière du Loup line in September, 1876, but I send you the enclosed copy of a letter which I addressed to the Honorable Mr. Mackenzie on the 23rd August, which, no doubt, is the one you mean.

Yours truly,

F. BRAUN, Esq., Secretary Public Works.

C. J. BRYDGES.

RAILWAY DEPARTMENT, MONTREAL, 23rd August, 1876.

SIR,—In accordance with the instructions which I received, Mr. Schreiber has made a careful examination of the condition of that portion of the Grand Trunk Railway lying between Chaudière Junction and Rivière du Loup.

That railway, as you are aware, forms the communication between the Intercolonial Railway and Quebec, and also with the rest of the railway system leading from Quebec to parts of the Dominion of Canada west of Quebec.

Mr. Schreiber was accompanied in the first instance by Mr. Hannaford, the Chief Engineer of the Grand Trunk, who provided a special train for the purpose of examination.

Afterwards Mr. Schreiber very properly went over the line in a hand car, accompanied by the roadmaster, and I am glad to have an opportunity of saying that every information and assistance was afforded to Mr. Schreiber in carrying out the instructions which he received.

From Mr. Schreiber's report it will be seen that it will require a sum, according to his estimate of \$557,100, to put the road in a condition of efficiency equal to that of the Intercolonial.

This estimate covers everything that is necessary, both as regards earthworks, masonry, snowsheds, and fencing, new rails throughout (except the 3½ miles already laid with steel), sleepers, ballast, additional siding room, &c., &c.

I have gone over the details of this estimate with Mr. Schreiber, and find that he has allowed liberal prices for all the outlay required.

I have no doubt whatever, that if the road were handed over to-morrow to the Government, an expenditure of £100,000 sterling, or say \$500,000 would put it in a perfectly complete and satisfactory condition.

The railway would then be equal as a carrying machine to the railways with which it connects on either side. At present it is not so, and will be getting daily worse, inasmuch as no repairs are being executed upon it.

Up to the end of July, the Grand Trunk Company had a ballast train at work and the ballast which that train put out has been of considerable assistance in improving the condition of the track.

At the end of July, however, the Grand Trunk Company (for what reason I do not know) removed the ballast train from the line, and from the first of this month no further ballasting has been done.

No steel rails are being laid upon the line, in addition to the three and a-half miles which were laid some two or three years ago.

The Grand Trunk Company are patching some of the worst parts of these old rails, by bringing down from other parts of the railway, iron rails which have been taken out of the track on the laying of steel rails and using them for repairs.

These rails are really not much better than those which they replace, and practically are in no sense an improvement of the condition of the railway.

There is no doubt, in my judgment, that the traffic which is now beginning to pass over the Rivière du Loup line, will very speedily place it in a condition of absolute want of safety, and that this cannot be rectified without a very considerable outlay indeed.

The question of snow protection is also an important one. There are a few fences upon the line, but they are not in a satisfactory condition, and nothing is being done to improve them or to add to their extent.

There is no shedding whatever for protection against snow on the entire line.

The result of this state of things must undoubtedly be, that if the Intercolonial is, as I hope it will be, successful, by the means which are being adopted to protect it from snow, the line between Rivière du Loup and Quebec will render all that is being done, practically of no use.

I need hardly add that it is most unsatisfactory that the railway between Quebec and Rivière du Loup, should be both as regards its permanent way, its very limited siding accommodation, and the absence of all means of protecting it against heavy falls of snow inefficient to meet the requirements that will be made upon it.

I have said that the cost of putting the line in a satisfactory condition will not be less than £100,000 sterling.

I believe that a railway between Rivière du Loup and Point Lévis could be built, at the present, equal in all respects to the Intercolonial for a sum about £600,000 sterling.

The full value, therefore, of that portion of the Grand Trunk Line between Rivière du Loup and the Chaudière Junction, is in its present condition and without the expenditure necessary to be made upon it, not to exceed £500,000.

I trust that this question of the condition of the Intercolonial Line and its connection with the railway system west of Quebec, all of which is now laid with steel rails, will receive your serious consideration as there can be no doubt whatever that its condition is going to be, if not improved, very serious indeed as regards the proper and profitable working of the Intercolonial Railway.

I am, yours truly,

C. J. BRYDGES.

Hon. A. MACKENZIE.

RAILWAY DEPARTMENT, MONTREAL, 19th October, 1878.

DEAR SIR,—I have your telegram of this date, and as requested, send you herewith copy of memorandum about the Rivière du Loup line, dated 20th January, 1876, which I presume is what you require.

Yours truly,

C. J. BRYDGES.

F. BRAUN, Esq., Sec. Public Works.

OTTAWA, 20th January, 1876.

In pursuance of the instructions given to me, I placed myself in communication with the Grand Trunk Company, upon the subject of running powers over that Company's line between Rivière du Loup and Quebec.

I append copy of the correspondence which has so far taken place. I have since had several long interviews with Mr. Hickson upon the subject.

The Grand Trunk Company would evidently prefer some other arrangements than mere running powers, and I, of course, listened to all they had to say upon the subject. They clearly do not desire, if they have the ability, to find the money to put the line in first-class order, which they admit will cost about £100,000 sterling.

The line is now earning a gross traffic of about \$120,000 a year, and the cost of working is about \$170,000, making the loss about \$50,000, besides loss of interest on capital.

If we take running powers, it will take from them everything but the purely local traffic between Quebec and Rivière du Loup, considerably curtailing their present receipts, and they will get no advantage from the increased business, be it much or little, which the Intercolonial will bring. This would be a strong argument with them for a considerable payment for running powers.

At first we should run two trains each way daily, which would be an aggregate mileage of trains of about 155,000 miles a year. As the business increased, so would the mileage and the pay. Their starting point for mileage would be 80 cts. (eighty cents) a mile—my idea is about 40 cts.; an arbitrator would probably give 50 cts. At that rate the cost for two trains would be \$77,500 a year, and so on in proportion for extra trains. For that the Grand Trunk would provide station service and the

permanent way, about the conditions of which there would probably always be more or less controversy.

If the line were in good physical condition, that is to say, steeled, the local traffic with what would be added by the Intercolonial, would probably enable it to meet all working expenses.

The contract price for the line was £8,000 a mile, or a total of £944,000.

It could now be built with steel rails and iron bridges for about £5,500 a mile, or a total of £694,000. That is the contract price for the North Shore and Ottawa Road, including rolling stock.

The country between Quebec and Rivière du Loup is generally level and easy, and not so costly as the line between Rivière du Loup and St. Flavie. In any estimate of the value of the line the £100,000 to be expended should be taken into account. That would make the line worth to the Government in its present condition say £550,000, or at five per cent., equal to a rental of £27,500 a year.

On our side it has to be considered that if the line was taken, the Grand Trunk would be relieved from any longer working a line which they vigorously complain has lost them hard cash every year, and they would save the heavy outlay required to repair it.

On their side they would contend that they had been working the line at a heavy loss for years, and would now if they gave it up sacrifice all chance of the Intercolonial traffic converting that loss into a profit. I have no doubt they would prefer very much to give up the line entirely.

It is essential for the Intercolonial to make its western terminus at Quebec, where it will connect with the water and the prospective lines on the North Shore, and there is no doubt that it would be much more effective in every way if the Government owned the line to Quebec without interference.

The question then is, would the Government consider the question of the acquisition of the line, either by purchase or by rental, with the option to buy it at any future time at a fixed price? Or shall we stick to the question of running powers, and if we cannot agree upon terms proceed to arbitration to settle them?

If any acquisition of the line should take place it would require running powers from Chaudière to Point Lévis, with station accommodation at the latter place as long as we did not establish a separate and independent terminus. There would be no difficulty about this. The only question would be the price of purchase or yearly rental.

The running powers are provided for in clause 25 of the Grand Trunk Arrangements' Act, 1873, ch. 18, Vic. 36.

Clause 24 of the same Act enacts that the Company shall, from time to time, give satisfactory evidence of the progress of the expenditure of the proceeds of the share capital authorized by the Act to be raised, "which shall be made in the improvement of and addition to the rolling stock in the changing of the gauge to 4 feet 8½ inches, the substitution of steel for iron rails, and the providing of additional facilities for the carrying on of the business of the country."

So far as the last two petitions of the clause are concerned, they have not been carried out, so far as the line between Quebec and Rivière du Loup is concerned, but I have no doubt this has arisen from sheer financial necessity.

It is worthy of serious consideration that in the event of running powers being exercised, and the arbitrator awarded a high price that would be treated as a ground for estimating the value of the line if it was afterwards acquired.

There has also to be considered the purpose for which the Grand Trunk Company would use the money if the line was purchased.

By reducing the Grand Trunk Railway by 118 miles, the lien of the Dominion, always carefully preserved in every Grand Trunk Act, would be nominally at any rate affected. It would, therefore, be in the public interest to require that the money paid for the line should be expended in objects of public utility, such, for instance, as doubling part of the lines between Montreal and Toronto, or in improving the present faulty means of communication between Montreal and Ottawa. The first would,

of course, be the most important to the public. £500,000 would probably double from 150 to 170 miles of the distance between Montreal and Toronto, and if done, would very greatly improve the means of communication between the two cities.

C. J. BRYDGES.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 12th November, 1878.

SIR,—Referring to your memorandum of the 8th instant, on the subject of the arrangements to be made for working the Intercolonial Railway, on the completion of that line throughout its length, I am directed to request that you will be pleased to make application to the Grand Trunk Railway Company for running powers over their road between Rivière du Loup and Quebec, in accordance with the provisions of the Act (36 Vic., ch. 18), and that you will submit the reply of the Company to the Minister of Public Works for final action.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *pro-Secretary*.

C. J. BRYDGES, Esq., General Supert. Government Railways.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 12th November, 1875.

SIR,—In anticipation of the necessity for the exercise by the Government of running powers over the Grand Trunk Railway between Rivière du Loup and Quebec, under authority of the Act 36 Vic., ch. 18, I am directed by the Minister of Public Works to request that you will be pleased to inspect said section of railways and to report on its condition to this Department.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *pro-Secretary*.

COLLINGWOOD SCHRIEBER, Esq., St. John, N.B.

Memorandum.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 17th March, 1876.

The undersigned has the honor to recommend, that His Excellency be pleased to approve of the following arrangement that has been made with the Grand Trunk Railway Company, for the conveyance of Intercolonial Railway passengers and traffic between Quebec and Rivière du Loup.

1. The Grand Trunk Railway to run one express train daily each way, between Point Lévis and Rivière du Loup, to accommodate the Intercolonial traffic at such hours as may be mutually fixed from time to time.

2. The cars for these trains to be provided by the Intercolonial Railway, so that the train intact without transshipment or change of any kind shall go through between Point Lévis and Moncton, no mileage to be paid on such cars by the Grand Trunk Company.

3. The Grand Trunk Company supply the engine for hauling these trains, and to put their own train-men upon them between Point Lévis and Rivière du Loup; the Intercolonial Railway taking charge of the trains with their own engine and men beyond Rivière du Loup.

4. The Grand Trunk Company to receive such proportion of the rates and fares as may from time to time be agreed upon for the service between Point Lévis and Rivière du Loup.

5. The Grand Trunk Company to transport with reasonable promptness and despatch, either in their cars or in the cars of the Intercolonial Railway, or both, all the freight for the Intercolonial line that offers between Point Lévis and Rivière du Loup, whether brought by railway to Point Lévis or by water, as well as similar freight from the Intercolonial line.

6. The division of the fares and rates between Point Lévis and the point of destination, to be according to such terms and proportions as may be settled from time to time.

7. The Intercolonial Railway to have the right of appointing an agent to represent it at the Point Lévis terminus of the Grand Trunk Railway, for whom the Grand Trunk Company will find office accommodation.

8. The Grand Trunk Railway Company to afford, to the extent of a fair share of its accommodation, every proper facility for the hauling of freight at Point Lévis, between the railway and water communication.

9. The foregoing arrangement to apply to through traffic. The Intercolonial Railway will, in addition, as at present, run a local train connecting at Rivière du Loup with the local trains of the Grand Trunk Railway.

10. This arrangement being of a tentative character is to take effect on the opening of the Intercolonial Railway between Rivière du Loup and Moncton, expected to take place in June next, and to be continued subject to its termination by either party giving two months' notice on the first day of the month.

11. In case of disagreement in regard to the proportions of the rates and fares to be divided, the subject to be referred to arbitration in the usual way.

Respectfully submitted,

A. MACKENZIE, *Minister of Public Works.*

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 7th April, 1876.

SIR,—I am directed by the Minister of Public Works to transmit to you herewith, for the information of the Grand Trunk Railway Company, copy of an Order in Council, dated the 1st inst., making arrangement with said Company for conveyance of Intercolonial Railway passengers and freight between Rivière du Loup and Quebec.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

J. HICKSON, General Manager Grand Trunk Railway.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 7th April, 1876.

SIR,—I am directed to transmit to you herewith, for your information, a copy of an Order in Council, dated 1st inst., making arrangement with the Grand Trunk Railway Company for transport of passengers and freight of Intercolonial Railway between Rivière du Loup and Quebec.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

C. J. BRYDGES, General Superintendent Government Railways, Montreal.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 20th July, 1876.

SIR,—With reference to your letter of the 12th instant, respecting the Rivière du Loup Branch of the Grand Trunk Railway, I am to state that Mr. Schreiber has been instructed to inspect same.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

J. HICKSON, General Manager Grand Trunk Railway.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 20th September, 1876.

Memorandum.

The undersigned submits for consideration the accompanying report from Mr. Brydges in reference to that portion of the Grand Trunk Railway line extending

from Chaudière Junction to Rivière du Loup, also Mr. Schreiber's report upon the physical condition of said line.

Respectfully submitted.

A. MACKENZIE, *Minister Public Works.*

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 31st March, 1877.

SIR,—I have to refer to you the enclosed copy of Address from the House of Commons for copy of arrangement between the Intercolonial and Grand Trunk Railways, respecting tariff of charges for conveyance of passengers, &c., and to request you will be pleased to furnish the information required to this Department.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

C. J. BRYDGES, General Superintendent Government Railways, Montreal.

RETURN
ON THE
FIFTH GENERAL ELECTION

AND OF ELECTIONS HELD SUBSEQUENTLY THERETO UP TO THE DATE
HEREOF, 9TH APRIL, 1883.

FOR THE
HOUSE OF COMMONS OF CANADA,

BY
RICHARD POPE, Esq.

CLERK OF THE CROWN IN CHANCERY FOR CANADA.

RAPPORT

SUR LA

CINQUIÈME ÉLECTION GÉNÉRALE

ET LES ÉLECTIONS TENUES DEPUIS JUSQU'AU 9ME D'AVRIL 1883.

POUR LA
CHAMBRE DES COMMUNES DU CANADA,

PAR
RICHARD POPE, ECR.

GREFFIER DE LA COURONNE EN CHANCELLERIE POUR LE CANADA.



OTTAWA:
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET
1883.

RETURN

(77.)

PREPARED from the Records of the Elections to the present House of Commons, showing the number of Votes polled for the respective Candidates in the several Electoral Districts, and in the various Subdivisions thereof, together with the number of Ballots rejected and spoiled in each and every Subdivision, at the last General Election; and also at each and every election held subsequently thereto up to the date hereof, 9th April 1883; specifying the cases in which a recount of votes was had, and the changes made in respect thereof. Also the number of Electors on the Electors' Lists, together with the Population as shown by the last Census, of each and every such District and Subdivision.

Ordered by the House of Commons on the 21st day of February 1883.

RAPPORT

(77.)

FAIT d'après les Archives des Elections de la présente Chambre des Communes, indiquant le nombre des votes enregistrés pour les Candidats respectifs dans les différents Districts Electoraux, et leurs différentes Subdivisions, aussi le nombre de bulletins écartés et maculés dans chacune des dites Subdivisions, durant la dernière Election Générale, et à chaque élection tenue subséquentement jusqu'au 9me d'avril 1883; spécifiant les cas où un nouveau dépouillement des votes a eu lieu, et les changements faits en conséquence. Aussi le nombre des électeurs sur les Listes Electorales, ainsi que la population telle qu'indiquée par le dernier recensement de chaque District et Subdivision électorale.

Ordonné par la Chambre des Communes, le 21me jour de février 1883.

RETURN of the Fifth General Election for the House of Commons of Canada.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision. <i>Nombre total des votes donnés dans chaque subdivision.</i>	Number of rejected Ballots. <i>Nombre de bulletins errtés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	<i>Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.</i>						
	J. B. AYLES-	JNO. W. BELL.						
ADDINGTON.....	66	92	158	1	1	201		
Napanee Mills	39	129	168			213		
Clark's do	76	119	195	2		255		
Colebrook	100	67	167	2		207		
Enterprise	51	64	115			164		
Croyden	85	98	183	3		239		
Centreville	76	84	160			235		
Newburgh	85	151	236	2		374		
Tamworth	73	44	117	1		167		
Erinsville	41	42	83	1		122		
Flinton	14	11	25			47		
Denbigh	31	10	41	2		107		
Ompah	21	23	44			83		
Plevna	13	33	46	2		90		
Zealand	15	45	60	3		184		
Mountain Grove	4	39	43			74		
Arden	10	21	31			49		
Barrie	32	45	77	1		100		
Piccadilly	24	26	50			78		
Parham	32	46	78	1		117		
Fermeoy								

Province of ONTARIO.
d'ONTARIO.

Electoral Districts.
Districts électoraux.

Anderson's School-house.....	17	23	45	97
Bedford Mills.....	2	22	24	38
Murray.....	30	33	63	91
Harrowamith.....	39	92	131	169
Hardington.....	19	52	71	92
Verona.....	26	41	67	114
Bell Rock.....	35	22	67	82
Sydenham.....	43	61	104	142
School House.....	16	46	62	99
Spaffordton.....	26	22	48	79
Perth Road.....	16	51	67	119
Totals—To/aux.....	1,157	1,659	2,816	4,240
			29	23,470

Majority for } JOHN W. BELL, 502.
Majorité pour }

ALGOMA.....

Killamey.....	35	1	36					
Spanish River.....	19	2	21					
Algoma Mills.....	19	13	32					
Blind River.....	20	23	43	3				
Thessalon.....	60	61	124	2				
Bruce Mines.....	89	95	184	2				
Echo River.....	16	18	54	2				
Sault Ste. Marie.....	129	108	237	2				
Goulais Bay.....	18	2	20	1				
Michipicuten River.....	13		13					
Pic River.....	10		10					
Red Rock.....	26		26					
Silver Islet.....	4	5	45	2				
Prince Arthur's Landing (A).....	80	7	87	3	1			
do (B).....	91	14	105	2	2			
Fort William.....	31	29	60	3				
Murillo.....	11	45	56	1				

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	WM. McDON- GALL. Nombre des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	S. J. DAWSON. Number of Votes polled for each of them in each Subdivision.											
ALGOMA..... (Continued.) (Suite.)		MISC	47	19	66							
		Little Current.....	6	2	8							
		West Bay.....	6	70	76							
		Kakawong.....	123	88	211		2					
		Gore Bay.....	27	5	32							
		Barrie Island.....	16	5	21							
		Meldrum Bay.....	56	37	93		1					
		Providence Bay.....	40	19	59							
		Michael's Bay (B).....	13	75	88							
		do.....	79	98	177		3					
		Manitowaning.....	16	43	59							
		ShegundaL.....	64	1	65		1					
		Cockburn Island.....	48	68	116		5					
		Murksville.....	36	81	117			2				
		Richard's Dock.....	1	3	4							
		Hay Lake.....	65	7	72			4				
		English River.....	79	7	86		3					
		Walbecon.....	100	9	109		1					
		Eagle River.....										
		Yamillion Bay.....										
		Esauk Lake.....										

Rat Portage.....	118	19	131	84	8
Michipicoten Island.....	6	10	16		1
Fort Frances.....	32	24	56		
Wekwimikong.....		2	2		
Totals—Totaux.....	1,707	1,112	2,819	56	42
					20,320

Majority for } SIMON JAMES DAWSON, 595.
Majorité pour

	Hon. David Mills.	J. J. Hawkins.							
St. George's Ward (Quar. St. George) No. 1	31	15	46			67			Upon a re-count the Judge certifies, "That
St. Andrew's do (do St. Andre) " 2	17	31	48			73			" after adding and sum-
St. Lawrence do (do St. Laurent) " 3	10	11	21			28			" ming up the votes, as
Zone " 1	72	42	114	1	2	161			" shown by the state-
Thamesville..... " 2	54	74	128	4	1	199			" ments of the various
Dresden, North (Nord) Ward.....No. 1	58	35	93	3	3	133			" Deputy Returning
do South (Sud) do " 2	53	31	84	3	1	149			" Officers, he found that
do Centre do " 3	61	34	95	1	4	170			" fifteen hundred and
do " 1	31	25	59	1		146			" seventy-six votes were
do " 2	42	90	132	2		184			" given for D. Mills, and
do " 3	32	48	80		3	188			" fifteen hundred and
do " 4	38	26	64			101			" sixty-four votes for J.
do " 5	56	74	130	1	1	178			" J. Hawkins, and that
Wallaceburg..... " 1	69	60	129	1		168			" D. Mills is elected by a
do " 2	30	29	59	1		86			" majority of twelve
do " 3	95	87	182	4		238			" votes,"
Chatham..... " 1	95	103	188	1		221			The Returning Officer
do " 2	65	66	131	1		189			did not act upon the
do " 3	72	66	138	1	1	189			Judge's finding because,
do " 4	69	70	139			105			as he reports, the Judge
do " 5	15	52	67		1	190			did not re-count the
do " 6	88	74	162	3		214			votes, but merely accept-
do " 7	50	66	116	1	1	193			ed the unsigned state-
do " 8	50	44	94			140			ment of the Deputy Re-
Sombra..... " 1	69	52	113	1		163			turning Officer, No. 1
do " 2	52	78	130		4	140			
do " 3	60	68	128	6	1	171			

BOTHWELL.....

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Population in each Constituency, as shown by the last Census.	Population of each college electoral d'après le dernier recensement.	Remarks. Observations.
	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.							
ONTARIO. ONTARIO.	Boisbelle	Hon. David Mills	4	37	52	89	150	polling division of Camden; and did not re-count the votes at polling division No. 3 of Dawn, where there was no statement whatever made by the Deputy Returning Officer.	
	do	J. J. Hawkins	5	48	26	74	93	Sur nouveau dépôt de votes, le juge certifie, "qu'après avoir fait l'addition définitive des votes, tel qu'il apparaît par les rétrécés des divers sous-officiers rapporteurs, il a trouvé que quinze cent soixante-et-seize votes ont été donnés pour D. Mills, et quinze cent soixante-et-	
	Dawn	Hon. David Mills	1	52	66	118	173		
	do	J. J. Hawkins	2	75	45	120	160		
	do	J. J. Hawkins	3	.....	.....	.....	199	
	Totals - Totaux.	Hon. David Mills	1,504	1,520	3,024	4,757	22,477	
Majority for... } JOHN JOSEPH HAWKINS, 16. Majorité pour... }									

" quatre pour J. J. Haw-
 " kins, et que D. Mills
 " est élu par une majorité
 " de douze voix."
 L'officier rapporteur
 n'a pas agi d'après la
 décision du juge, parce
 que, comme il en fait rap-
 port, le juge n'a pas fait
 un nouveau dépouillement
 des votes, mais qu'il a
 accepté comme valide le
 relevé non signé du sous-
 officier rapporteur pour la
 division n° 1 de Camden,
 et qu'il n'a pas fait un
 nouveau dépouillement des
 votes donnés pour la divi-
 sion de votation n° 3 de
 Dawn, pour laquelle le
 sous-officier rapporteur
 n'a fait aucun relevé
 quelconque.

JAMES R. CURRY.	JAMES SOMERVILLE.	143	153	2	1	236	4,726
10	92	86	126			200	
25	41	83	124			192	
40	18	102	120			203	
41	39	54	93		1	176	
18	28	47	75			149	
39	20	74	94	1		179	
28	22	38	60		1	126	
3	40	41	81			202	
22	15	75	90			159	
40	14	88	102		1	154	
15	31	85	116	3		186	5,937
14	14	51	65			142	
31	33	68	101	2		208	
14	70	75	145		2	250	3,492
6	25	75	100			164	
8	30	76	106			165	
1	32	51	83			133	
1	19	92	114			185	3,490
2	40	65	105			186	
3	46	39	85			125	
4							
5							
	652	1,603	2,255	8	7	3,909	17,615
Totals—Totaux.....							

Majority for
 } JAMES SOMERVILLE, 951.
 Majorité pour

BRANT.....
 (North Riding)
 (Division Nord.)

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins manqués.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
	W. PATTERSON.	ALFRED WATTS.										
BRANT..... (South Riding.) (Division Sud.)	Brantford City—Cité:											
		(North Ward—Quartier Nord).....	No. 1	78	90	168	3	.....	223			
		do	" 2	67	67	134	.....	.....	174			
		do	" 3	117	64	181	2	.....	242			
		(Kings Ward—Quartier King).....	" 1	45	82	127	.....	.....	165			
		do	" 2	11	20	31	.....	.....	178			
		Queens Ward—Quartier Queen).....	" 1	38	26	64	.....	.....	147			
		do	" 2	25	38	63	.....	.....	141			
		do	" 3	43	37	74	.....	.....	118			
		(Brant Ward—Quartier Brant).....	" 1	43	37	74	.....	.....	118			
		do	" 2	55	46	101	.....	.....	145			
		do	" 3	42	59	101	.....	.....	177			
		(East Ward—Quartier Est).....	" 1	69	54	123	3	.....	180			
		do	" 2	48	69	117	.....	.....	182			
		do	" 3	55	49	104	5	.....	176			
	Paris (North Ward—Quartier Nord).....		59	61	120	1	.....	176				
	do (Kings Ward—Quartier King).....		84	69	153	2	.....	224				
	do (Queens Ward—Quartier Queen).....		48	33	81	3	.....	124				
	do (South Ward—Quartier Sud).....		59	58	117	.....	.....	154				
<p>3,173</p> <p>2,891</p> <p>Tuscarora.</p>												

Province
of ONTARIO.
d'ONTARIO.

Electoral Districts.
Districts électoraux.

Brantford Township.....	No. 1	57	49	106	.....	138	3,063
do	" 2	98	47	145	.....	180	}
do	" 3	95	84	179	.....	189	
do	" 4	100	61	161	.....	201	
Onondaga Township.....	" 1	70	73	143	.....	171	}
do	" 2	67	80	147	.....	168	
Totals - Totaux.....		1,473	1,297	2,770	26	4,154	20,482

Majority for } WILLIAM PATERSON, 176.
Majorité pour }

		JOHN F. WOOD.	W. H. COMSTOCK.						
BROOKVILLE.....									
Brockville: (Centre Ward—Quartier Centre).....	No. 1	30	57	87	179	}	7,609	
do do	" 2	27	39	66	.....	143		
do do	" 3	30	44	74	.....	172		
(South Ward—Quartier Sud).....	" 1	35	53	88	.....	209		
do do	" 2	35	42	77	.....	166		
(East Ward—Quartier Est).....	" 1	75	53	128	.....	214		
do do	" 2	47	64	111	.....	214		
(North Ward—Quartier Nord).....	" 1	32	72	104	.....	189		
do do	" 2	39	49	88	.....	167		
do do	" 3	33	32	65	.....	106		
(West Ward—Quartier Ouest).....	" 1	54	53	107	.....	208		
do do	" 2	50	57	107	.....	177		
do do	" 3	20	40	60	.....	127		
Elizabethtown.....	" 1	62	73	135	.....	171		
do do	" 2	39	70	109	.....	160		
do do	" 3	60	84	144	.....	180		
do do	" 4	29	72	101	.....	116		
do do	" 5	96	35	131	.....	154		
do do	" 6	134	25	159	.....	193		
do do	" 7	76	70	146	.....	175		

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
		JOHN F. WOOD.	W. H. COMSTOCK.	JOHN F. WOOD.	W. H. COMSTOCK.								
BROOKVILLE (Continued.) (Suite.)	Kitley.....No. 1	79	48	127	2	172	} 2,593	15,107	
	do....." 2	74	60	134	2	.....	.....	.....	167	.....		
	do....." 3	44	62	106	2	.....	.....	.....	130	.....		
	do....." 4	81	23	104	1	.....	.....	.....	129	.....		
	Totals—Totaux.....	1,281	1,277	2,558	25	.....	.....	.....	4,927	.....		

Majority for } JOHN FISHER WOOD, 4
Majorité pour } *Tel que déclaré par l'officier rapporteur.*

Upon recount by a Judge.
Sur nouveau dépouillement des votes par un juge.

	W. H. COMSTOCK.	JOHN F. WOOD.
Brockville:		
(East Ward—Quartier Est).....No. 1	53	75
do do....." 2	64	47
(South Ward—Quartier Sud)....." 1	54	35
do do....." 2	42	30
(Centre Ward—Quartier Centre)....." 1	57	27
do do....." 2	40	27
do do....." 3	44	30
(North Ward—Quartier Nord)....." 1	72	32
do do....." 2	49	39
do do....." 3	31	33
(West Ward—Quartier Ouest)....." 1	53	54
do do....." 2	57	49
do do....." 3	40	21
do do....." 1	71	62
do do....." 2	71	39
do do....." 3	84	61
do do....." 4	72	29
do do....." 5	35	96
do do....." 6	24	133
do do....." 7	69	75
do do....." 1	47	79
do do....." 2	60	75
do do....." 3	60	41
do do....." 4	23	80
Totals—Totals.....	1,272	1,277

Majority for } JOHN FISHER WOOD, 5 { As declared by the Judge.
Majorité pour } } { Tel que déclaré par le juge.

Return of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Province d'ONTARIO. ONTARIO.	Electoral Districts. Districts électoraux.	SUBDIVISIONS.		Remarks. Observations.				
		JOHN GILLIES. Number of Votes polled for each of them in each Subdivision.	A. McNEILL. Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.					
BAVON (North Riding.) (Division Nord)	Albemarle	1	56	98	130	1,505		
	do	2	20	40	70			
	Amabel	1	46	111	138			
	do	2	36	58	93		3,016	
	do	3	33	45	78			
	do	4	20	44	64			
	Arran	1	79	48	127			
	do	2	16	133	148			
	do	3	47	87	134			
	do	4	35	30	65			
	do	5	24	42	66			
	Elderslie	1	69	54	123			
	do	2	44	48	92			
	do	3	53	72	125			
	do	4	106	34	140			
	Eastnor, Lindsay and St. Edmunds ..	1	30	65	95			
	do	2	18	26	44			
	do	3	7	15	22			
	do	4	3	14	17			
	Chealey	1	81	38	117			
								893

Souhampton	38	69	107	165	1,141
Tara	43	31	77	121	861
Warton	42	51	98	143	786
Fairley No. 1	57	28	85	165	1,104
do " 2	50	17	67	109	
Port Elgin " 1	51	27	78	139	1,400
do " 2	74	29	103	153	
Totals—Totaux	1,162	1,250	2,412	3,497	18,645

Majority for } ALEXANDER McNEILL, 88.
Majorité pour }

15 Bruce (West Division) (Division Ouest.)

	JAS. H. SCOTT	JAS. SOMERVILLE					
Saugeen No. 1	16	36	52	84	2,090	173	1
do " 2	8	33	41	74			
do " 3	9	44	53	103			
do " 4	1	54	55	81	4,236	171	1
do " 5	13	41	54	86			
do " 1	.....	51	51	109		
Bruce " 2	23	58	81	159	545	173	1
do " 3	32	73	105	165			
do " 4	9	92	101	157			
do " 5	81	90	171	4,506	173	1
Tiverton	13	45	58	125			
Kincardine (Township)	63	69	122	202			
do " 2	87	41	128	236	2,876	173	1
do " 3	37	50	87	137			
do " 4	13	78	91	139			
do " 5	6	89	95	139	5,175	173	1
do " 1	66	26	92	205			
do " 2	38	21	59	139			
(Town—Village) " 3	33	46	79	165	173	1	1
do " 4	30	30	63	128			
do " 1	62	50	112	144			
Huron " 2	76	29	105	160	173	1	1
do " 3	66	46	102	162			
do " 4	25	145	170	232			
do " 5	44	104	148	173			

Return of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque college electoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
		JAS. H. SCOTT.	JAS. SOMERVILLE.											
BRUCE (West Riding.) (Division Ouest.) (Continued.) (Suite.)	Kinloss.....	No. 1	33	95	8	.....	.....	.....	.....	150	.....	.....	.....	.....
	do	" 2	57	91	.....	.....	.....	.....	.....	138	.....	.....	.....	.....
	do	" 3	18	111	129	.....	.....	.....	.....	188	.....	.....	.....	.....
	do	" 4	26	87	113	.....	.....	.....	.....	149	.....	.....	.....	.....
	do	" 1	29	59	88	.....	.....	.....	.....	169	.....	.....	.....	.....
	do	" 2	10	54	61	.....	.....	.....	.....	108	.....	.....	.....	.....
Totals—Totaux		911	1,833	2,774	8	.....	.....	.....	.....	4,577	.....	.....	.....	.....

Majority for } JAMES SOMERVILLE, 892.
Majorité pour }

91
Province
of ONTARIO.
d'ONTARIO.

	ALEXANDER SHAW.	H. M. WELLS.						
BRUCE	70	35	105	162				
(East Riding)	74	42	116	167				
(Division Est.)	87	43	130	182				
do	57	74	131	180	1		5,423	
do	55	81	136	166	1			
do	69	75	144	180	2			
do	52	82	134	161	2			
Carrick	50	65	115	155	1			
do	78	69	147	185	1			
do	33	89	122	151			5,909	
do	46	94	140	157				
do	83	73	156	176				
do	39	80	119	140				
Culross	33	72	105	142				
do	36	65	91	135	2			3,807
do	43	60	103	146	3			
do	62	33	95	123	2			
do	1	26	76	89	2			
Greenock	32	24	56	82				
do	77	60	137	160	3			3,751
do	75	48	123	157				
do	68	48	116	138				
do	22	16	38	48				
do	54	78	132	205	1			861
Teeswater	55	30	85	152				
(Saugee Ward)	58	38	96	208	2			2,604
Walkerton	63	44	107	229				
(Grove do)								
do								
(Silver Creek Ward)								
Totals—Totaux	1,497	1,558	3,055	4,176	21			22,325

Majority for } RUPERT MEARSE WELLS, 61.
Majorité pour

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Subdivision.	Number of Votes polled for each of them in each Subdivision.		JAS. F. MOLAVEHILM. pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
			THOS. WHITE.									
CARDWELL	CaledonNo. 1	16	105	121	1	1	168	6,310	4,097		
	do	" 2	50	70	99	23	1	160				
	do	" 3	36	36	89	1	1	173				
	do	" 4	81	48	129	1	1	171				
	do	" 5	73	69	143	1	1	190				
	do	" 6	48	53	101	1	1	123				
	do	" 1	85	22	107	12	1	147				
	do	" 2	89	12	101	1	1	149				
	do	" 3	57	15	102	1	1	151				
	do	" 4	94	7	101	1	1	133				
	do	" 5	65	37	102	1	1	153				
	do	" 6	72	25	97	3	1	132				
	do	" 1	61	72	133	3	1	176				
	do	" 2	85	53	138	1	1	192				
	do	" 3	64	44	108	1	1	166				
do	" 4	54	35	89	1	1	135					
do	" 5	78	49	127	1	1	176					
do	.....	.....	34	85	85	3	198	606		

Province
of ONTARIO.
ONTARIO.

Adjala.....	No. 1	69	50	119	196
do	" 2	43	102	144	200
do	" 3	25	57	82	116
do	" 4	55	71	126	161
Totals—Totaux		1,407	1,066	2,473	3,498
				48	8
					16,770

Majority for
Majorité pour } THOMAS WHITE, 341.

Nepean.....	No. 1	45	40	26	111	185
do	" 2	53	22	20	95	139
do	" 3	15	85	25	125	178
do	" 4	36	69	9	114	183
do	" 5	56	41	21	118	189
do	" 6	27	17	11	55	121
do	" 7	35	70	1	106	176
do	" 8	45	55	9	109	197
do	" 9	30	39	1	70	128
do	" 10	15	34	3	52	107
do	" 11	33	34	27	94	144
do	" 12	15	43	29	87	128
do	" 13	4	36	20	60	88
do	" 14	59	48	26	133	202
Torbolton.....	No. 1	11	83	44	138	193
do	" 2	19	56	64	129	178
Goulbourn.....	No. 1	17	76	75	168	223
do	" 2	8	19	22	49	67
do	" 3	28	53	51	132	173
Richmond.....	No. 1	36	69	32	136	183
do	" 2	22	45	27	94	127
do	" 3	5	80	52	137	182
do	" 4	4	71	44	119	178
Totals—Totaux		617	1,186	629	2,431	3,649
				18	14	18,777

CARLETON.....

8,044

1,318

1,024

3,381

439

2,481

2,090

Majority for
Majorité pour } Rt. Hon. Sir J. A. MACDONALD, K. C. B., 556

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque college electoral d'après le dernier recensement.	Remarks. — Observations.
		DARBY BERGIN.	Mrs JAMES BETHUNE.								
CORNWALL and STON- MONT.	Cornwall (Town—Ville).....No. 1	119	26	145	1	1	2	211	4,468		
	do do do do do do do do do do do do	69	22	91	1	1	1	149			
	do do do do do do do do do do do do	81	40	121	1	1	1	192			
	do do do do do do do do do do do do	53	22	75	1	1	1	144			
	do do do do do do do do do do do do	65	34	99	2	2	2	151			
	do do do do do do do do do do do do	95	35	130	2	2	2	189			
	do do do do do do do do do do do do	61	76	127	1	1	1	178			
	do do do do do do do do do do do do	87	40	127	1	1	1	185			
	do do do do do do do do do do do do	77	77	154	1	1	2	190		5,436	
	do do do do do do do do do do do do	88	69	137	1	1	1	195			
	do do do do do do do do do do do do	75	34	109	1	1	1	154			
	Osnabruck	do do do do do do do do do do do do	82	70	152	1	1	1	199		
do do do do do do do do do do do do		82	46	118	1	1	1	170			
do do do do do do do do do do do do		71	41	112	1	1	1	136		5,796	
do do do do do do do do do do do do		96	75	171	3	3	3	230			
Finch	do do do do do do do do do do do do	51	45	96	2	2	2	133			
	do do do do do do do do do do do do	77	52	129	2	2	2	172			
	do do do do do do do do do do do do	65	58	123	1	1	1	188			
	do do do do do do do do do do do do	86	75	131	1	1	1	180			
do do do do do do do do do do do do	52	72	124	1	1	1	185				
do do do do do do do do do do do do	91	30	121	1	1	1	186		3,493		

Province of ONTARIO.
d'ONTARIO.

	1	58	48	103	1	2	133
Rexborough do	1	58	48	103	1	2	133
do do	2	74	37	111	.....	.....	102
do do	3	17	71	88	.....	.....	104
do do	4	35	73	108	1	2	132
do do	5	54	104	158	.....	.....	192
Totals—Totalz.....	1,819	1,370	3,189	20	18	4,430	23,198
Majority for } DARRY BERGIN, 449. Majorité pour }							
DUNDAS.....	C. E. HICKEY.						
	CHAMBERLAIN						
Morrisburg (East Ward—Quarrier Est) No. 1	78	34	112	1	.....	.....	163
do (West do — do Ouest) " 2	110	42	152	2	3	.....	230
Williamsburg..... " 1	87	40	127	3	.....	.....	172
do " 2	76	45	121	5	.....	.....	167
do " 3	68	73	141	.....	1	.....	179
do " 4	83	53	136	.....	.....	.....	170
do " 5	60	67	127	3	1	.....	165
do " 6	62	64	126	.....	.....	.....	157
Iroquois..... " 1	88	67	155	.....	2	.....	224
do " 2	74	59	133	2	.....	.....	192
Matilda..... " 1	52	87	139	.....	1	.....	199
do " 2	77	72	149	.....	.....	.....	191
do " 3	44	64	108	.....	.....	.....	156
do " 4	39	98	137	.....	.....	.....	184
do " 5	54	83	137	.....	.....	.....	188
do " 6	54	77	134	.....	.....	.....	140
Winchester..... " 1	43	98	141	.....	1	.....	140
do " 2	55	67	122	2	.....	.....	168
do " 3	68	85	163	2	.....	.....	160
do " 4	80	78	116	.....	.....	.....	185
do " 5	38	50	89	1	.....	.....	146
do " 6	80	100	130	.....	.....	.....	142
Mountain..... " 1	61	100	161	.....	.....	.....	203
do " 2	57	93	160	.....	.....	.....	199
do " 3	58	75	133	.....	2	.....	148
do " 4	41	91	132	2	.....	.....	175
Totals—Totalz.....	1,630	1,719	3,349	24	11	4,403	20,598
Majority for } CHARLES ERASTUS HICKEY, 89. Majorité pour }							

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts Electoraux.	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each in each Subdivision.	A. T. H. WIL- LIAMS. pour chacun d'eux dans nombre des votes donnés chaque subdivision.	Total Number of Votes polled in each subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. — Observations.
	Lewis Ross.	Lewis Ross.									
DURHAM (East Riding —Division Est.)	Port Hope, Town—Ville:—										
	(North Ward—Quartier Nord)		64	80	144	5	209	5,585	
	(South do — do Sud)		79	80	159	1	.....	232	.....	
	(East do — do Est)		41	19	60	1	.....	132	.....	
	(West do — do Ouest)		111	60	171	1	.....	259	.....	
	(East do — do Est)		55	61	116	1	.....	193	.....	
	(West do — do Ouest)		85	48	133	1	.....	178	.....	
	Hope, Township		82	44	126	.....	.....	202	.....	
	do		95	14	109	.....	.....	145	.....	
	do		74	26	100	.....	.....	137	.....	
	do		61	76	137	2	.....	183	.....	
	do		65	80	145	.....	.....	205	.....	
	do		64	73	137	1	.....	184	.....	
	Millbrook		26	55	81	.....	.....	131	.....	
	do		18	54	72	.....	.....	130	.....	
Cavan, Township		42	89	131	.....	.....	183	.....		
do		1	1	2	.....	.....	1	.....		
do		16	71	87	.....	.....	144	.....		
do		3	49	52	.....	.....	166	.....		
do		4	28	32	.....	.....	181	.....		
do		44	79	123	.....	.....	170	.....		
do		5	3,479		

Manvers, Township.....	1	33	93	124	1	1	163
do	2	25	132	147	3	1	192
do	3	38	108	146	1	.....	208
do	4	26	77	103	.....	1	133
do	5	37	69	106	.....	1	134
Totals—Totaux.....		1,257	1,638	2,895	16	7	4,192
							18,710

Majority for } ARTHUR T. H. WILLIAMS, 381.
Majorité pour

DURHAM									
(West Riding.)									
(Division Ouest.)									
Bowmanville:									
(West Ward—Quartier Ouest).....No.	1	48	45	93	.....	.....	.....	134	
do do	2	40	55	85	2	.....	.....	128	
(North Ward—Quartier Nord) ..	1	47	37	84	1	3	.....	137	3,504
do do	2	56	58	114	.....	.....	.....	157	
(South Ward—Quartier Sud)	1	34	54	88	1	1	.....	139	
do do	2	31	59	90	1	2	.....	106	
Cartwright	1	24	81	105	2	.....	.....	140	
do do	2	33	65	98	2	.....	.....	121	
do do	3	27	75	102	1	.....	.....	128	2,357
do do	4	14	83	97	2	.....	.....	132	
Darlington.....	1	87	28	115	2	.....	.....	162	
do do	2	92	53	145	2	1	.....	158	
do do	3	76	27	103	1	.....	.....	128	
do do	4	72	46	118	1	5	.....	166	5,465
do do	5	71	48	119	1	2	.....	162	
do do	6	83	36	118	2	2	.....	156	
do do	7	105	38	143	2	.....	.....	186	
Newcastle	1	30	37	67	.....	.....	.....	101	
do do	2	43	48	91	.....	.....	.....	129	1,060

Hon. EDWARD BLAKE.
 C. W. BUNTING.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
 Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. — Observations.
		HON. EDWARD BLAKE.	G. W. BURTING.											
DURHAM (West Riding.) (Division Ouest.) (Continued.) (Suite.)	Clarke.....	93	75	168	193	5,169		
	do	46	71	117	.....	.....	.....	.....	.....	.....	149
	do	61	16	77	.....	.....	.....	.....	.....	.....	93
	do	54	110	164	.....	.....	.....	.....	.....	.....	187
	do	106	61	167	.....	.....	.....	.....	.....	.....	196
	do	73	41	114	.....	.....	.....	.....	.....	.....	137
	do	52	32	84	.....	.....	.....	.....	.....	.....	88
Totals—Totaux.....	1,497	1,379	2,876	33	22	3,723	17,555							
Majority for Majorité pour														HON. EDWARD BLAKE, 118.

Electoral Division	St. Thomas	Yarmouth	Vienna	Port Stanley	Bayham	Aylmer	Malahide	Totals--Totaux	THOS. ARBELL	J. H. WILSON	Majority
Elgin (East Riding) (Division Est.)	No. 1	No. 1	No. 1	No. 1	No. 1	No. 1	No. 1		64	50	114
do	" 2	" 2	" 2	" 2	" 2	" 2	" 2		90	53	143
do	" 3	" 3	" 3	" 3	" 3	" 3	" 3		128	143	271
do	" 4	" 4	" 4	" 4	" 4	" 4	" 4		125	163	287
do	" 5	" 5	" 5	" 5	" 5	" 5	" 5		128	147	275
do	" 6	" 6	" 6	" 6	" 6	" 6	" 6		52	69	121
do	" 1	" 1	" 1	" 1	" 1	" 1	" 1		58	109	167
do	" 2	" 2	" 2	" 2	" 2	" 2	" 2		79	95	174
do	" 3	" 3	" 3	" 3	" 3	" 3	" 3		53	55	108
do	" 4	" 4	" 4	" 4	" 4	" 4	" 4		37	62	99
do	" 5	" 5	" 5	" 5	" 5	" 5	" 5		86	73	159
do	" 6	" 6	" 6	" 6	" 6	" 6	" 6		86	61	150
do	" 7	" 7	" 7	" 7	" 7	" 7	" 7		26	37	63
do	" 8	" 8	" 8	" 8	" 8	" 8	" 8		50	47	97
do	" 1	" 1	" 1	" 1	" 1	" 1	" 1		41	45	86
do	" 2	" 2	" 2	" 2	" 2	" 2	" 2		74	31	105
do	" 3	" 3	" 3	" 3	" 3	" 3	" 3		49	70	119
do	" 4	" 4	" 4	" 4	" 4	" 4	" 4		68	107	175
do	" 5	" 5	" 5	" 5	" 5	" 5	" 5		93	65	158
do	" 6	" 6	" 6	" 6	" 6	" 6	" 6		93	76	169
do	" 7	" 7	" 7	" 7	" 7	" 7	" 7		78	49	127
do	" 8	" 8	" 8	" 8	" 8	" 8	" 8		41	62	103
do	" 1	" 1	" 1	" 1	" 1	" 1	" 1		69	89	158
do	" 2	" 2	" 2	" 2	" 2	" 2	" 2		84	91	175
do	" 3	" 3	" 3	" 3	" 3	" 3	" 3		93	101	194
do	" 4	" 4	" 4	" 4	" 4	" 4	" 4		78	95	173
do	" 5	" 5	" 5	" 5	" 5	" 5	" 5		76	79	155
do	" 6	" 6	" 6	" 6	" 6	" 6	" 6		98	95	193
Totals--Totaux	2,097	2,221	4,318	45	6,434	25,748					

Majority for } JOHN HENRY WILSON, 124.
Majorité pour

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	ALEX. CLARK. Nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	G. F. OASBY. Number of Votes polled in each Subdivision.	No.									
Elex (West Riding.) (Division Ouest.)	Howard	No. 1	73	28	101	1	1	191	3,862		
	do	" 2	58	64	122	.....	.....	206	
	do	" 3	37	60	87	.....	.....	156	
	do	" 4	51	11	62	.....	.....	108	
	do	" 5	85	36	121	.....	.....	198	
	do	" 6	39	46	85	.....	.....	133	
	Ridgeway	" "	79	44	123	227			1,538
	do	" "	56	36	92	.....	.....	176	
	Orford	" "	1	89	117	179			3,766
	do	" "	2	96	131	.....	.....	181	
	do	" "	3	49	63	.....	.....	102	
	do	" "	4	46	55	.....	.....	124	
do	" "	5	91	116	.....	.....	179		
do	" "	6	43	106	.....	.....	182		
Aldbrough	" "	1	59	30	89	152	4,718		
do	" "	2	70	45	115	.....	.....	171	
do	" "	3	29	58	87	.....	.....	149	
do	" "	4	16	24	89	.....	.....	134	
do	" "	5	75	93	133	.....	.....	225	
do	" "	6	91	43	133	.....	.....	225	

		Majority for <i>Majorité pour</i>		GEORGE ELLIOTT CASEY, 805.							
Dunwich.....	1	68	64	113	169						
do	2	45	45	90	161						
do	3	63	17	79	152						
do	4	91	49	140	249						4,290
do	5	106	19	125	201						
do	6	77	51	128	181						
Southwold.....	1	103	66	189	3	208					
do	2	102	64	166	2	232					
do	3	45	118	163	1	206					5,206
do	4	51	45	96	1	140					
do	5	72	31	103	1	148					
do	6	83	68	150	4	210					
Totals—Totaux.....		2,110	1,305	3,415	13	9	5,429				23,480
Majority for <i>Majorité pour</i>											
GEORGE ELLIOTT CASEY, 805.											
Anderson.....	No.	46	91	137							
do	1	31	84	115	182						2,406
do	2	19	30	49	74						
Malden.....	1	59	77	136	154						
do	2	37	73	110	162						1,727
Colchester (South—Sud.)	1	90	42	132	1	175					
do	2	59	72	131	1	178					2,727
do	3	63	36	99	1	127					
do	1	44	27	71	108						
do	2	30	27	57	101						
do	3	31	23	54	103						2,090
do	4	7	47	54	76						
Gosfield.....	1	67	36	103	145						
do	2	65	79	144	163						
do	3	63	42	105	137						3,494
do	4	58	65	123	148						
do	5	44	34	78	93						
		W. McGRATH	Lewis Wigle.								

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
 Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Lewis Wigle. <i>nombre des votes donnés pour chacun d'eux dans chaque subdivision.</i>	Total Number of Votes polled in each Subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	Wm. Mcgregor.	Lewis Wigle.									
ESSEX (South Riding.) (Division Sud.) (Continued.) (Suite.)	Mercer.....	No. 1	35	29	64	102		
	do	" 2	46	96	142	1	.....	192	.....	
	do	" 3	77	41	118	.....	.....	161	.....	
	do	" 4	94	82	176	.....	.....	210	.....	
	Amherstburgh.....	" 1	62	55	117	1	.....	191	.....	
	do	" 2	66	56	122	2	.....	193	.....	
	do	" 3	66	57	123	.....	.....	196	.....	
	Leamington	" 1	46	46	92	.....	.....	111	.....	
	do	" 2	34	44	78	.....	.....	107	.....	
	Kingsville.....	" 1	65	59	124	1	.....	153	.....	
	Pelsee	" 1	11	25	36	.....	.....	49	.....	
	Totals—Totaux.....		1,415	1,475	2,890	14	6	3,934	21,303		

Majority for
Mcgregor pour
Lewis Wigle, 60.

ESSEX (North Riding.) (Division No. 1.)	J. A. KIRBY	J. O. PATTERSON							
Sandwich (Town—Vile).....No. 1	17	59	76	130	1,143				
do do....." 2	6	37	43	71					
do do (West—Owest)....." 1	30	47	77	118					
do do....." 2	55	72	127	164	2,860				
do do....." 3	19	47	66	161					
do do....." 1	10	32	42	98					
do do (East—Est)....." 2	28	83	111	164					
do do....." 3	16	97	113	165					
do do....." 4	22	69	91	151	4,386				
do do....." 5	61	73	134	190					
do do....." 6	24	48	72	147					
do do....." 1	18	72	90	117					
do do....." 2	23	51	74	127					
do do....." 3	27	53	80	117	3,260				
do do....." 4	10	37	47	103					
do do....." 5	36	30	63	105					
do do....." 1	33	23	56	81	556				
Belle River....." 1	39	31	70	119					
Rochester....." 2	23	33	56	106	2,483				
do do....." 3	8	31	39	85					
do do....." 4	9	46	55	103					
do do....." 1	44	107	151	192					
Tilbury (West—Owest)....." 2	44	43	87	129	4,410				
do do....." 3	69	44	113	156					
do do....." 4	23	78	101	129					
do do....." 1	47	44	91	174					
do do (1st Ward—1st Quarter)....." 2	29	37	66	168					
do do....." 3	25	49	74	160					
do do (2nd Ward—2nd Quarter)....." 1	35	46	80	157					
do do....." 2	39	39	65	135	6,561				
do do....." 3	29	40	68	151					
do do (3rd Ward—3rd Quarter)....." 1	41	40	81	156					
do do....." 2	39	41	77	170					
do do....." 3	49	48	97	178					
Totals—To/aux.....	1,022	1,714	2,736	4,677	25,629				
Majority for } JAMES C. PATTERSON, 692.									
Majorité pour }									
FRONTENAC.....	GEORGE A. KIRKPATRICK, Acclamation.....								
	14,993								

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Nom des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision. Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.	
			D. A. McDONALD.	D. MACMASTER							
GLENGARRY.....	Charlottenburgh, Township.....	No. 1	66	94	160	201	6,354		
	do do	" 2	47	110	167	.....	.....	230	
	do do	" 3	45	99	144	1	.....	194		
	do do	" 4	60	106	166	3	.....	211		
	do do	" 5	84	74	158	2	.....	194		
	do do	" 6	68	77	145	2	.....	179		
	Lancaster	do do	" 1	35	91	126	169	4,851		
	do do	" 2	64	85	149	2	.....	182		
	do do	" 3	21	59	80	.....	.....	100	
	do do	" 4	38	77	115	2	.....	142		
	do do	" 5	38	46	94	.....	.....	123	
	do do	" 6	34	34	97	1	.....	119		
	Lochiel	do do	" 1	63	26	118	2	143	5,525	
	do do	" 2	92	82	138	1	.....	169		
	do do	" 3	56	66	86	.....	.....	132	
	do do	" 4	44	51	85	2	.....	132		
	do do	" 5	44	61	85	.....	.....	132	
	do do	" 6	58	67	125	.....	.....	176	

	1	2	3	4	5	41	95	136	226	
Kenyon	1	2	3	4	5	41	95	136	226	
do	2	3	117	94	45	90	37	168	226	
do	3	4	73	85	40	117	167	183	183	
do	4	5	40	88	31	77	109	145	145	
do	5		18	88	18	77	77	118	118	
Totals—Totaux	1,276	1,499	2,775	30	3,616	22,221				
Majority for } DONALD MACMASTER, 223. Majorité pour }										
GREENVILLE	29	34	63	140	140	29	34	63	140	
(South Riding)	57	103	160	258	258	57	103	160	258	
(Division Sud.)	86	51	137	233	233	86	51	137	233	
Prescott (South Ward—Quarter Sud)	50	76	126	174	174	50	76	126	174	
do (West Ward—Quarter Ouest)	53	68	121	162	162	53	68	121	162	
Augusta Township	66	77	143	193	193	66	77	143	193	
do	67	27	94	130	130	67	27	94	130	
do	62	49	111	143	143	62	49	111	143	
do	52	56	108	137	137	52	56	108	137	
do	70	66	136	86	86	70	66	136	86	
do	68	14	82	193	193	68	14	82	193	
do	38	32	60	82	82	38	32	60	82	
Edwardsburgh Township	68	68	136	178	178	68	68	136	178	
do	85	46	131	183	183	85	46	131	183	
do	67	77	144	180	180	67	77	144	180	
do	37	74	111	145	145	37	74	111	145	
do	49	40	89	118	118	49	40	89	118	
do	67	42	109	107	107	67	42	109	107	
do	46	31	77	154	154	46	31	77	154	
do	70	18	88	121	121	70	18	88	121	
Cardinal	1,187	1,039	2,226	3,117	3,117	1,187	1,039	2,226	3,117	
Totals—Totaux	1,187	1,039	2,226	3,117	3,117	1,187	1,039	2,226	3,117	
Majority for } WILLIAM T. BENSON, 148. Majorité pour }										
Cardinal not mentioned in Census.—Non mentionné dans le recensement.										

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>	
		Geo. Jackson.	George Landrekin.	Geo. Jackson.	George Landrekin.									
GREY (South Riding.) (Division Sud.)	Artemesia..... No. 1	57	72	129	3	171	4,576		
	do " 2	96	60	156	1	.....	.....	.....	.....	.....	211
	do " 3	120	58	178	1	.....	.....	.....	.....	.....	254
	do " 4	78	45	123	2	.....	.....	.....	.....	.....	199
	do " 1	84	47	131	6	.....	.....	.....	.....	.....	175
	Bentick..... No. 2	42	100	142	.....	.....	.....	.....	.....	.....	178
	do " 3	65	58	123	2	.....	.....	.....	.....	.....	145
	do " 4	25	96	121	.....	.....	.....	.....	.....	.....	149
	do " 5	58	71	129	1	.....	.....	.....	.....	.....	161
	do " 6	47	71	118	3	.....	.....	.....	.....	.....	166
	Durham..... No. 1	95	45	140	1	223			1,059
	Egremont..... No. 2	86	51	137	1	.....	.....	.....	.....	.....	186
do " 3	58	62	120	.....	.....	.....	.....	.....	.....	152	
do " 4	33	111	144	.....	.....	.....	.....	.....	.....	187	
do " 4	45	74	119	1	.....	.....	.....	.....	.....	163	4,445
do " 6	29	74	103	1	.....	.....	.....	.....	.....	142	

Glenelg.....	85	45	130	1	166	4,001
do	45	70	115	1	166	
do	80	30	110	2	165	
do	58	65	121	2	160	
do	50	59	109	1	170	
do	50	103	153	3	213	
do	70	68	138	7	198	
do	49	93	142	6	180	
do	62	55	117	1	150	
do	68	44	112	3	152	
do	56	38	94	8	150	6,140
Totals—Totaux.....	1,689	1,765	3,454	43	4,740	25,703

Majority for } GEORGE LANDERKIN, 76.
Majorité pour

GREY.....
 (East Riding.)
 (Division Est.)

Collingwood.....	No. 1	7	15	.....	37
do	" 2	26	37	.....	77
do	" 3	11	24	.....	41
do	" 4	20	11	.....	56
do	" 5	29	31	.....	86
do	" 6	35	64	2	122	
do	" 7	39	101	1	149	
do	" 8	40	101	.....	128
do	" 9	31	65	.....	164
do	" 10	49	106	1	150	
do	" 11	23	79	.....	126
do	" 12	21	81	.....	172
do	" 13	46	77	.....	174
do	" 14	29	94	.....	113
do	" 15	32	88	.....	76
do	" 16	6	52	1	97	
do	" 17	24	61	.....	.....
Totals—Totaux.....	4,915
Totals—Totaux.....	3,688

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Province of ONTARIO. d'ONTARIO.	SUBDIVISIONS	Names of Candidates and Number of Votes polled for each in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins manqués.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. — Observations.	
		PATER CHRISTIE.	THOS. S. PROULX.												
GRAY..... (East Riding.) (Division Est.) (Continued.) (Suite.)	Melancthon.....	1	51	148	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	2	42	72	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	3	32	85	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	4	55	130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Meaford.....	1	41	70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	2	31	71	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	3	47	102	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Osprey.....	1	29	88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	2	45	113	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	3	48	88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	4	34	76	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	5	60	103	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Proton.....	1	63	106	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	2	51	77	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	3	46	83	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	4	18	24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	do	5	43	63	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				63	111
				97	148
				30	72
			53	85	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			75	130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			29	70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			55	102	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			47	88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			45	113	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			48	88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			34	76	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			60	103	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			63	106	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			51	77	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			46	83	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			18	24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			43	63	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			63	111	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			97	148	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			3,99	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			1,866	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			3,512	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			3,402	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

St. Vincent.....	1	48	67	115	1	184
do	2	82	46	128	1	161
do	3	65	53	117	1	185
do	4	88	51	109	1	185
do	5	41	62	103	1	179
do	6	41	71	112	1	162
Shelburne.....						
Totals—Totals.....	1,520	1,934	3,454	24	5,402	25,092

Majority for } THOMAS S. SPROULE, 414.
Meyorisé pour

	BENT. ALLEN.	G. J. LANE.				
Holland	82	81	163	5	216	
do	51	78	129	2	126	
do	46	102	148	1	196	3,688
do	50	31	81	1	116	
Sydenham	74	45	119	1	168	
do	37	52	89	1	148	
do	54	23	77	1	108	
do	4	55	88	1	121	4,293
do	43	11	64	1	80	
do	19	15	34	1	51	
do	46	33	79	2	136	
do	64	7	71	1	88	
Sullivan	1	68	128	1	154	
do	69	51	120	1	166	
do	31	75	106	1	167	4,143
do	54	53	107	1	129	
do	4	70	113	1	163	
do	41	54	95	1	167	
Derby	2	66	127	1	166	2,353
do	61	63	123	1	168	
do	60	19	45	1	96	
Sarawak	1	7	19	1	40	639
do	2	12	26	1	40	
do	8	18	26	1	40	
do	12	17	29	1	59	

GREY.....
 (North Riding.)
 (Division Nord.)

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision. Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
		BENJ. ALLEN.	E. J. LAMB.						
GREY (North Riding) (Division Nord.) (Continued.) (Suite.)	Keppel	No. 1	63	115	2	174	Brock Village.	
	" " " " " "	" 2	41	72	.....	.....	99
	" " " " " "	" 3	13	31	.....	.....	43
	" " " " " "	" 4	44	77	.....	.....	186
	" " " " " "	" 5	37	35	.....	.....	100
	" " " " " "	" 6	52	29	.....	.....	113
	Owen Sound	" 1	46	41	.....	.....	166
	do	" 2	33	48	.....	.....	149
	do	" 3	45	60	.....	.....	182
	do	" 4	41	28	.....	.....	141
	do	" 5	44	21	.....	.....	126
	do	" 6	46	37	.....	.....	137
	Totals—Totaux		1,599	1,551	3,150	33	.....			4,654
								23,334	

Majority for } BENJAMIN ALLEN, 48. (As declared by Ret. Offi-
Majorité pour } cer.—(Tel que déclaré par
l'Officier rapporteur.)

Province
of ONTARIO.
d'ONTARIO.

GARY.....	On recount by Judge:— (Sur nouveau dépeutlement par un Juge).—		Struck off		Added.		Total.		One ballot paper for Allen with number on it.—Un bulletin pour Allen numéroté.
	(North Riding.) (Division Nord.) (Continued.) (Switz.)	No.	Allen.	Lane.	Allen.	Lane.	Allen.	Lane.	
Holland.....	1	81	1 (?)				82	81	No affidavit of poll clerk to statement.—Il n'y pas d'affidavit du Greffier annexé au recouv.
do	2	51			2		53	78	Reserved on account of numbers on ballots.—Réservé par ce que les bulletins sont numérotés.
do	3	46					49	30	No affidavit of D. R. O.—Il n'y pas d'affidavit de sous-officier rapporteur.
Sydenham.....	4	50	1	1			31	45	Reserved on account of ballots being numbered.—Réservé parce que les bulletins sont numérotés.
do	1	74					74	45	One ballot paper for Lane without initials.—Un bulletin pour Lane sans initiales.
do	2	37					37	52	Two votes marked by D. R. O. as having voted by certificate of R. O.—Deux votes marqués par le S. O. R. comme étant donnés sur cert. de l'Off. R.
do	3	54					55	33	One ballot for Allen numbered 3.—Un bulletin pour Allen numéroté 3.
do	4	55					55	33	Two ballots for Allen numbered.—Deux bulletins pour Allen numérotés.
do	2	33					43	11	All ballot papers numbered.—Tous les bulletins de votes numérotés.
do	4	43					43	11	Statement not sworn to by either D. R. O. or P. C.—Relève non assermenté ni par le S. O. R. ni par son greffier.
do	6	19					19	15	
do	7	46					46	34	
do	8	64					64	7	
Sullivan.....	1	66					66	62	
do	2	69					69	51	
do	4	31			1		31	75	
do	3	54			1		55	53	
Sullivan.....	5	43					44	70	
do	1	41					41	54	
Derby.....	2	61					61	66	
do	4	60					60	63	
do	3	26					26	19	
Saravak.....	1	12					12	7	
do	2	8					8	18	
do	3	17					17	17	
do	4	12					12	17	
Koppel.....	1	3					3	52	
do	2	31			1		31	43	
do	3	13					13	18	
do	4	41					44	77	
do	5	37					37	35	
do	6	52					52	29	
Owen Sound.....	1	46			1		46	41	
do	2	33					33	46	
do	3	45					45	60	
do	4	41					44	28	
do	5	44					44	21	
do	6	46					46	37	
							1,457	1,385	
							1,385		
								72	

Majority for BENJAMIN ALLEN, 72. { As declared by the Judge.
Majorité pour M. Juge. } Tel que déclaré par le Juge.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		W. H. MERRITT.	DAVID THOMPSON.										
HALDIMAND	Cayuga.....	50	71	121	.....	.....	.....	.....	.....	.....	175	830	
	do Township.....	11	79	90	.....	.....	.....	.....	.....	.....	127		
	do do.....	25	36	61	.....	.....	.....	.....	.....	.....	81		
	do do.....	4	84	128	1	.....	.....	.....	.....	.....	196	2,109	
	do do.....	55	43	97	.....	.....	.....	.....	.....	.....	130		
	do do.....	27	97	154	3	.....	.....	.....	.....	.....	238	1,242	
	Caledonia.....	1	61	88	.....	.....	.....	.....	.....	.....	112		
	do do.....	2	25	92	.....	.....	.....	.....	.....	.....	115		
	do do.....	43	39	82	.....	.....	.....	.....	.....	.....	131	2,863	
	do do.....	51	40	91	.....	.....	.....	.....	.....	.....	132		
	do do.....	17	31	48	.....	.....	.....	.....	.....	.....	61		
	Rainham do.....	1	63	111	.....	.....	.....	.....	.....	.....	145		
	do do.....	67	74	141	.....	.....	.....	.....	.....	.....	172	2,217	
	do do.....	33	66	99	.....	.....	.....	.....	.....	.....	129		
Seneca do.....	1	96	137	.....	.....	.....	.....	.....	.....	184			
do do.....	68	166	202	.....	.....	.....	.....	.....	.....	202	2,545		
do do.....	86	71	157	.....	.....	.....	.....	.....	.....	209			

Walpole do	1	60	56	116	134
do do	2	60	85	145	179
do do	3	44	61	105	133
do do	4	55	61	116	132
do do	5	66	50	115	177
do do	6	50	46	98	125
do do	7	106	43	149	168
do do	8	94	55	149	170
Totals—Totalz		1,364	1,490	2,854	3,767
				25	12
					17,660

5,854

Majority for } DAVID THOMPSON, 126.
Majorité pour }

HALTON.....	Esquesing Township	No.	1	31	93	129	4,998
			2	85	142	191	
Trafalgar	do	do	3	74	136	183	4,382
			4	25	98	173	
			5	69	132	182	
			6	74	139	182	
			1	73	141	200	
			2	62	173	220	
			3	96	166	233	
			4	68	130	193	
			5	53	102	145	
			6	91	137	200	
Nelson	do	do	1	76	166	227	3,340
			2	61	136	173	
			3	66	140	193	
Nassagaweya	do	do	4	48	118	154	2,800
			1	69	124	167	
			2	84	149	186	
Oakville (Town—Ville)	do	do	3	103	142	178	1,710
			1	33	76	117	
			2	36	93	154	
do	do	do	3	61	104	161	

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	Province of ONTARIO. d'ONTARIO.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision. Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.	
			W. M. McCHANEY.	Geo. C. MCKINDSEY.							
HALTON (Continued.) (Suite.)		Milton, Town—Ville, East—Est.....	39	23	62	83	}		
		do do North—Nord.....	30	25	55	.....	1	98		
		do do South—Sud.....	32	29	61	.....	1	100		
		Georgetown No. 1	40	52	92	.....	3	141		
		do " 2	71	39	110	.....	1	175		
		Burlington.....	32	88	180	.....	1	254		
		Acton..... No. 1	27	49	76	.....	1	118		
		do " 2	50	38	88	.....	1	116		
		Totals—Totaux.....	1,822	1,739	3,561	16	18	5,025			21,919
					Majority for } WILLIAM MCCRANEY, 83. Majorité pour }						

HAMILTON..... (City—Cité)	Hamilton (Ward No. 1—Quartier No. 1) No.	A. IRVING.	F. E. KILVERT.	DENNIS MOORE.	THOS. ROBERTSON.							
do	1	78	80	82	77	317	3	2	260	3,315	
do	1	51	68	49	68	236	.....	1	2	174	
do	1	85	78	89	68	320	.....	1	2	220	
do	2	83	96	85	95	359	.....	1	2	295	
do	2	68	87	73	81	309	.....	1	6	277	
do	2	29	52	31	49	161	206	4,141	
do	2	44	67	49	63	223	.....	.....	.....	221
do	2	128	138	132	136	383	.....	2	.....	383
do	3	60	66	58	66	250	1	292	5,089	
do	3	119	145	119	142	525	.....	3	1	388	
do	3	91	124	83	123	421	.....	.....	.....	311
do	4	103	118	103	125	449	1	336	5,950	
do	4	91	107	95	108	401	.....	2	4	338	
do	4	78	81	79	84	322	.....	.....	5	282
do	5	69	89	69	87	314	1	301	6,068	
do	5	61	62	60	61	244	.....	1	.....	270
do	5	43	76	44	75	238	.....	4	.....	206
do	5	60	69	59	66	254	2	1	221	6,085	
do	5	83	78	86	79	328	.....	6	2	243	
do	5	66	114	73	113	366	.....	2	3	272	
do	6	56	78	59	72	265	2	2	257	6,085	
do	6	84	114	89	110	397	.....	.....	3	308
do	6	74	107	78	107	366	.....	1	1	296	
do	6	67	72	72	72	283	3	3	225	5,363	
do	6	50	72	50	68	240	.....	.....	1	163
do	6	58	77	62	75	272	.....	2	.....	227
do	7	151	131	152	129	563	4	382	5,363	
do	7	74	145	76	137	432	.....	3	6	314	
do	7	40	75	38	76	229	.....	2	.....	198
Totals—Totalur		2146	2666	2194	2612	9,618	44	47	7,866	35,961	

Majority for } FRANCIS E. KILVERT, 472.
Majorité pour } THOMAS ROBERTSON, 418.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	ALEX. ROBERTSON. nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each subdivision. <i>Nombre total des votes donnés dans chaque subdivision.</i>	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	JAMES BROWN.	ROBERTSON.								
HASTINGS (West Riding) (Division Ouest.)	Belleville (Foster Ward— <i>Quartier</i>).... No. 1		33	52	85	131	
	do do do..... " " 2		44	108	152	.....	.....	232
	do do do..... " " 3		54	81	135	.....	.....	261
	do do do..... " " 4		85	102	187	1	.....	315	
	do do do..... " " 5		49	103	152	2	.....	261	
	do do do..... " " 6		76	76	152	.....	.....	246
	do do do..... " " 1		68	119	177	2	.....	283	
	do do do..... " " 2		43	84	127	.....	.....	141
	do do do..... " " 3		87	130	217	1	.....	276	
	do do do..... " " 4		101	99	200	3	.....	247	
	do do do..... " " 5		84	63	147	.....	.....	186
	do do do..... " " 4		97	73	170	2	.....	247	
	do do do..... " " 5		89	61	153	2	.....	219	
	do do do..... " " 6		50	68	118	.....	.....	180
	do do do..... " " 5		54	82	136	.....	.....	251
	do do do..... " " 5		77	56	133	.....	.....	224
	Totals—Totaux.....		1,081	1,317	2,398	14	16	3,700		17,400

Majority for
Majorité pour
ALEXANDER ROBERTSON, 236.

34

	H. ASHLEY.	JOHN WHITE.					
HASTINGS.....	39	127	166	.....	205		
(East Riding.)	39	60	99	1	127		
(Division Est.)	53	91	144	2	182		4,559
do	40	57	97	2	109		
do	52	47	99	.....	110		
do	85	23	108	.....	141		
do	80	104	184	2	252		
do	81	64	145	3	222		
do	82	68	150	.....	204		4,922
do	84	56	140	.....	182		
do	105	59	164	.....	210		
do	54	114	168	2	210		
do	37	71	108	2	145		
do	73	80	153	3	183		
do	106	29	135	.....	160		6,162
do	57	78	135	.....	165		
do	79	25	104	3	123		
do	66	73	139	4	154		
do	61	29	90	.....	114		
do	60	131	191	5	224		1,670
Deseronto.....	1,333	1,386	2,719	23	3,422		17,313
Totals—Totaux.....							

Majority for } JOHN WHITE, 53.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada.—Continued.
Rapport sur la Cinquième Election pour la Chambre des Communes du Canada.—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	MACKENZIE BOWELL.	WM. COE.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins manqués.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. — Observations.	
	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	WM. COE.													
HASTINGS, (North Riding.) (Division Nord.)	Huntingdon Township	No. 1	64	52	116	3	1	150	2,555						
	do	" 2	93	69	162	1	1	191							
	do	" 3	99	38	137	1	2	180							
	Rawdon	" 1	88	63	151	1	5	184							
	do	" 2	51	80	140	2	2	183				3,692			
	do	" 3	95	65	160	2	2	210							
	do	" 4	131	38	169	5	5	224							
	Wicklow, McClure and Bangor	" 1	6	20	26	1	1	96					855		
	do	" 2	20	2	22	2	1	83							
	do	" 3	5	16	21	2	1	179					1,072		
	Monteagle and Herschel	" 1	9	27	59	86	1	42							
	do	" 2	32	27	59	2	1	107					970		
	Dungannon and Faraday	" 1	11	22	34	45	1	34							
	do	" 2	54	53	107	1	1	128							
	Madoc Township	" 1	113	21	134	134	3	158					3,182		
do	" 2	92	23	115	115	2	143								
do	" 3	33	47	80	80	2	102								
do	" 4	33	60	115	115	1	138								
Marmora and Lake	" 1	55	41	96	96	1	89					2,084		Sabine, Lyell, Airey, Murchison and Robin- son.	
do	" 2	41	24	65	65	1	89					131			
do	" 3	22	16	38	38	1	57								

Stirling Village.....	88	68	158	1	214	874
Madoc do.....	47	93	140	.....	206	1,067
Tudor, Limerick and Oasbel.....No. 1	18	21	39	.....	53	1,137
do do....." 2	4	24	28	.....	38	.....
Carlou and Mayo....." 1	18	25	43	.....	71	935
do do....." 2	8	15	23	.....	30	.....
Elzevir and Grimsthorpe.....	82	67	139	.....	192	1,514
Wallaston.....	19	18	37	.....	56	423
Totals--Totaux.....	1,408	1,057	2,465	13 23	3,521	20,479

Majority for } Hon. MACKENZIE BOWELL, 351.
Majorité pour }

Huron..... (West Riding) (Division Ouest.)	M. C. CAMERON.		ROBERT PORTER.		No.	No.	157	137	152	117	144	89	131	89	172	106	164	165	184	171	211	182	196	192	178	197	161
	27	70	97	1																							
Goderich Township.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colborne do do.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ashfield do do.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Wawanosh Township.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
East Wawanosh do do.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. — Observations.		
		M. C. CAMERON.	ROBT. PORTER.													
Province of ONTARIO. d'ONTARIO.	HURON..... (West Riding.) (Division Ouest.) (Continued.) (Suite.)	Clinton (Town—Ville)	No. 1	52	94	1	.....	.....	.....	140	2,606			
		do	" 2	56	101	3	.....	.....	.....	157				
		do	" 3	42	70	27	.....	.....	.....	136				
		do	" 4	32	69	81	1	.....	.....	161				
		Goderich	" 1	43	81	81	1	.....	.....	164				
		do	" 2	48	50	98	.....	.....	.....	154				
		do	" 3	37	34	71	1	.....	.....	124				
		do	" 4	39	29	68	.....	.....	.....	138				
		do	" 5	31	40	71	.....	.....	.....	169				
		do	" 6	51	44	95	2	105					
		do	" 7	21	32	53						
			Totals—Totaux.....	1,736	1,707	3,443	32	4,867					
				Majority for } M. O. CAMERON, 29. Majorité pour }												

Huron (East Riding) (Division Est.)	Howick Township	No.	THOMAS FARROW	WM. SEAR	145	1	145	6	135	169	174	5,616
do	do	1	99	46	145	1	145	6	135	169	174	5,616
do	do	2	72	63	135	6	116	39	116	139	187	
do	do	3	77	39	116	3	150	74	150	146	187	
do	do	4	81	55	136	2	105	40	105	169	207	
do	do	5	76	74	150	2	124	62	124	151	151	
Grey	do	6	65	62	105	1	114	87	114	151	151	4,577
do	do	1	63	86	149	1	138	63	138	178	178	
do	do	2	27	87	114	1	70	46	70	143	143	
do	do	3	75	63	138	2	111	24	111	120	120	
do	do	4	42	49	91	1	78	31	78	118	118	
Morris	do	5	24	46	111	2	133	58	133	184	184	3,815
do	do	6	52	59	111	4	139	64	139	183	183	
do	do	1	42	49	91	1	134	69	134	178	178	
do	do	2	31	47	78	2	117	52	117	169	169	
do	do	3	75	58	133	1	147	102	147	206	206	
do	do	4	61	64	139	1	171	69	171	212	212	3,010
do	do	5	69	65	134	2	68	32	68	135	135	
do	do	6	65	52	117	2	65	27	65	134	134	
do	do	1	69	52	117	2	69	21	69	143	143	
do	do	2	73	74	147	2	82	45	82	161	161	
Turnberry	do	3	36	32	68	2	107	50	107	194	194	1,918
do	do	4	28	27	65	2	92	40	92	147	147	
do	do	5	48	21	69	2	82	45	82	161	161	
do	do	6	37	45	82	2	64	35	64	99	99	
do	do	1	67	50	107	2	68	44	68	106	106	
Wingham	do	2	52	40	92	2	94	48	94	134	134	561
do	do	3	48	21	69	2	64	35	64	99	99	
do	do	4	37	45	82	2	64	35	64	99	99	
do	do	5	67	50	107	2	68	44	68	106	106	
do	do	6	52	40	92	2	94	48	94	134	134	
Brussels	do	1	48	46	94	1	64	35	64	99	99	914
do	do	2	29	35	64	1	64	35	64	99	99	
do	do	3	29	35	64	1	64	35	64	99	99	
do	do	4	24	44	68	1	68	44	68	106	106	
do	do	5	24	44	68	1	68	44	68	106	106	
Blythe	do	6	24	44	68	1	68	44	68	106	106	561
do	do	1	29	35	64	1	64	35	64	99	99	
do	do	2	24	44	68	1	68	44	68	106	106	
do	do	3	24	44	68	1	68	44	68	106	106	
do	do	4	24	44	68	1	68	44	68	106	106	
Wroxeter	do	5	24	44	68	1	68	44	68	106	106	914
do	do	6	24	44	68	1	68	44	68	106	106	
do	do	1	24	44	68	1	68	44	68	106	106	
do	do	2	24	44	68	1	68	44	68	106	106	
do	do	3	24	44	68	1	68	44	68	106	106	
Totals—Totaux			1,631	1,571	3,202	12	4,564	22	21,001			21,001

Majority for } THOMAS FARROW, 60.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		JOHN McMILLAN.	W. J. SHANNON.									
Huron..... (South Riding.) (Division Sud.)	McKillop Township.....	1	23	62	84	1	186		
	do	2	33	52	85	.....	.....	.....	134	.....	
	do	3	49	39	88	.....	.....	.....	127	.....	
	do	4	21	32	53	.....	.....	.....	95	4,046
	do	5	56	11	66	.....	.....	.....	100	.....	
	do	6	44	17	61	.....	.....	.....	92	.....	
	do	7	28	33	61	.....	.....	.....	78	.....	
	do	8	75	55	130	.....	.....	.....	202	.....	
	Tuckersmith Township.....	1	90	17	107	.....	1	.....	166	.....	
	do	2	93	23	116	.....	3	.....	157	.....	
	do	3	80	29	109	.....	3	.....	149	.....	
	do	4	49	32	81	.....	.....	.....	114	.....	
	Hay Township.....	1	88	43	131	.....	.....	.....	183	.....	
	do	2	76	25	100	.....	1	.....	178	.....	
	do	3	32	41	73	.....	.....	.....	88	.....	
	do	4	37	11	48	.....	.....	.....	68	.....	
	do	5	41	19	60	.....	.....	.....	88	.....	
	do	6	41	16	57	.....	2	.....	103	.....	

Province
of ONTARIO.
d'ONTARIO.

Electoral Districts.
Districts électoraux.

Hallett Township.....	1	59	30	89	2	136
do	2	85	25	110	.....	163
do	3	33	28	60	.....	99
do	4	53	24	77	.....	132
do	5	72	35	107	1	189
do	6	40	17	57	1	100
Stanley Township.....	1	93	30	123	.....	179
do	2	38	76	114	.....	174
do	3	22	56	78	.....	111
do	4	59	27	86	1	148
Seaforth.....	1	47	23	70	.....	157
do	2	38	53	91	.....	183
do	3	43	42	85	3	193
Bayfield.....	3	28	52	80	.....	146
Totals—Totaux.....		1,621	1,024	2,645	18	4,379
						21,991

Majority for } JOHN McMILLAN, 597.
Majorité pour }

KENT.....	Blenheim	No. 1	70	62	132	2	175
	do	2	44	49	93	1	136
	do	3	61	80	141	2	267
	Chatham, Town—Vile.....	4	54	73	137	.....	204
	do	5	45	64	109	6	195
	do	6	48	50	98	4	173
	do	7	41	36	77	1	160
	do	8	28	32	60	1	153
	do	9	18	34	52	.....	100
	do	10	44	57	101	.....	141
	do	11	41	38	79	3	176
do		70	67	137	1	234	
do		53	87	140	4	232	
						1,212	
						7,873	

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Province of ONTARIO. d'ONTARIO.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Votes on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque college electoral d'après le dernier recensement.	Remarks. — Observations.
		JAS. SAMSON.	HENRY SMYTH.								
KENT..... (Continued.) (Suite.)	Dover, Township.....	1	69	135	1	1	201	201	4,447	4,447	
	do do	2	72	161	3	3	208	208			
	do do	3	23	102	1	1	134	134			
	do do	4	13	37	.....	.....	52	52	
	do do	5	21	82	1	1	114	114			
	do do	6	36	127	1	5	192	192			
	do do	7	39	123	.....	.....	168	168	
	do do	8	61	116	2	.....	171	171		
	do do	9	70	125	1	.....	175	175		
	do do	10	49	122	3	.....	173	173		
	do do	11	63	128	1	3	172	172			
	do do	12	66	120	.....	.....	159	159	
	do do	13	93	123	.....	.....	174	174	
	do do	14	48	110	.....	.....	155	155	
	do do	15	70	114	1	.....	177	177		
	do do	16	37	132	3	1	146	146			
	do do	17	51	100	3	.....	151	151		
do do	18	66	111	3	.....	211	211			
do do	19	87	141	3	4	189	189				
do do	20	89	137	4	.....	.....	.....	
	Raleigh								6,416	6,416	
	Harwich, Township.....								5,298	5,298	

Romney	do	1	38	38	76	110	1,082
do	do	2	88	28	112	148	
do	do	1	103	49	152	204	
do	do	2	36	81	117	146	2,872
do	do	3	89	51	140	179	
Totals—Totaux.....			2,066	2,283	4,289	6,422	29,194

Majority for } HENRY SMYTH, 157.
Majorité pour }

KINGSTON.....								
(City—Cité)								
Sydenham Ward (Quartier).....	No. 1	48	39	87	172	1,950		
do	2	47	59	106	179			
do	3	37	42	79	187			
do	4	39	36	75	129		1,225	
do	5	48	34	82	167		933	
do	6	53	27	80	142			
do	7	43	43	86	162			
do	8	33	55	88	127		2,301	
do	9	36	64	100	173			
do	10	51	59	110	183			
do	11	75	43	118	172		2,847	
do	12	61	62	113	166			
do	13	75	43	118	177			
do	14	69	42	111	163		2,788	
do	15	71	50	121	199			
do	16	60	46	106	180			
do	17	53	54	107	173		2,047	
Totals—Totaux.....		889	797	1,686	2,851	14,091		

Majority for } ALEXANDER GUNN, 92.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins manqués.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>	
		A. C. CLARK.	J. F. LISTER.											
Province of ONTARIO. d'ONTARIO.	LAMETON.....	51	62	113	5	1	164	1,614						
	do (West Riding.)	62	76	138	1	1	201							
	(Division Ouest.)	27	44	71	1	1	99	1,293						
	Point Edward.....	64	66	130	.....	2	153						
	do	45	38	83	.....	.....	137						
	Sarnia—Ward—Quarter	58	65	123	.....	.....	196						
	do do	30	44	74	.....	3	170						
	do do	44	48	83	.....	.....	150	3,874					
	do do	35	44	79	.....	.....	109						
	do do	26	39	65	.....	2	108						
	do do	31	42	73	.....	2	109						
	do do	28	27	55	.....	.....	121						
	do do	62	57	119	.....	.....	155	886					
	Wyoming.....	No. 1	57	42	99	2	168						
	Moore, Township.....	No. 2	84	84	119	1	162						
do	No. 3	35	39	74	.....	.....	177						
do	No. 4	39	94	133	.....	.....	197	5,146					
do	No. 5	52	93	145	1	.....	205						
do	No. 6	102	64	166	.....	1	168						
do	No. 6	49	67	116	.....	.....	168						

Plympton, Township	1	35	46	18	103	
do	2	48	70	116	141	
do	3	40	50	90	106	
do	4	49	79	128	172	
do	5	35	90	125	161	4,405
do	6	27	20	47	63	
do	7	28	51	79	110	
do	8	28	29	57	92	
Sarnia	1	32	51	84	129	
do	2	39	38	77	96	
do	3	55	46	101	144	3,583
do	4	44	29	73	147	
Totals—Totauz.		1,311	1,652	2,963	4,304	20,891

Majority for { JAMES F. LIETER, 311.
Majorité pour }

LAMBTON (East Riding) (Division Est.)									
Warwick Township	No.	1	65	113	149				
do	2	48	49	85	111	1			
do	3	36	53	116	153	2			
do	4	63	47	110	134	3			4,052
do	5	80	24	104	138	1			
do	6	55	15	70	95				
do	7	40	54	94	119	1			
Brooke	1	59	46	105	131	1			
do	2	19	46	65	87	1			
do	3	92	60	152	91	3			
do	4	45	88	133	183	2			
do	5	69	81	150	167				
Enniskillen	1	33	53	86	129	4			
do	2	35	37	72	124	1			
do	3	76	75	151	190	1			
do	4	103	88	191	361	3			3,588

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>			
		J. H. FAIRBANK	J. A. MCKENZIE														
Province of ONTARIO. <i>ONTARIO.</i>	LAMBTON	89	35.	124	167	21,725					
	(East Riding.)	55	68	123	1	.....	.....	.....	.....	.....	170	
	(Division Est.)	50	41	91	2	.....	.....	.....	.....	.....	120	
	(Continued.)	45	46	91	.....	.....	.....	.....	.....	.....	120
	(Suite.)	26	26	64	1	.....	.....	.....	.....	.....	86	
	do	54	18	72	.....	.....	.....	.....	.....	.....	85
	do	43	44	87	.....	.....	.....	.....	.....	.....	128
	Arkona.....	27	50	77	.....	.....	.....	.....	.....	.....	125
	Oil Springs.....	49	63	112	.....	.....	.....	.....	.....	.....	145
	Alvinston.....	51	45	96	.....	.....	.....	.....	.....	.....	121
	Watford.....	33	54	87	1	.....	.....	.....	.....	.....	105	
	do	69	44	113	.....	.....	.....	.....	.....	.....	151
	Theford.....	77	61	138	.....	.....	.....	.....	.....	.....	181
	Petrolia.....	68	50	118	.....	.....	.....	.....	.....	.....	163
	do	29	26	55	.....	.....	.....	.....	.....	.....	86
	do	41	17	58	.....	.....	.....	.....	.....	.....	96
	Totals—Totaux.....	1,736	1,569	3,305	22	14	4,311	3,360			
			Majority for Majorité pour		JOHN H. FAIRBANK, 165.												

	121	7	128	2	187	2,584
LANARK.....						
(North Riding.)						
(Division Nord.)						
Huntley Township.....	No. 1					
do	2	32	64	5	81	
do	3	80	86	2	113	
do	4	32	54	3	106	
Fitzroy	1	94	50	1	187	
do	2	115	148	1	198	
do	3	49	41	5	133	
Pakenham	1	59	29	1	125	
do	2	33	38	1	105	
do	3	83	51	1	170	
Ramsay	1	46	46	1	121	
do	2	61	48		156	
do	3	69	62		184	
do	4	55	51		139	
Almonte.....	1	78	39	3	171	
do	2	47	42		143	
do	3	32	16		95	
do	4	48	35		144	
Lanark Township.....	1	20	83	1	129	
do	2	28	118		195	
do	3	54	38	3	107	
Darling		24	54	1	100	
Lanark.....		26	67	1	131	
The united Townships of Dalhousie, North Sherbrooke and Lavant.....	No. 1	34	46		105	
do	2	29	66		130	
do	3	18	78	1	126	
do	4	12	52	2	77	
Totals—Totalur.....	1,382	1,313	2,695	20	3,627	19,855

JOSEPH JAMIESON,
D. G. McDONNELL.

Majority for } JOSEPH JAMIESON, 69.
Majorité pour }

JOHN GRAHAM HAGGART, Acclamation..... 17,945

LANARK.....
(South Riding.)
(Division Sud.)

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>	
		C. F. FERGUSON	F. T. FROST.									
LEEDS AND GRENVILLE (North Riding, (Division Nord),	South Gower.....	57	41	98	.....	.....	.....	.....	1,022	.....	
	do	43	40	83	.....	.....	.....	.....	1,188	.....	
	Kemptville.....	29	32	61	1	.....	.....	.....	.....	.....
	do	64	20	84	1	.....	.....	.....	.....	.....
	do	75	17	92	1	.....	.....	.....	.....	.....
	Oxford Township.....	75	13	88	2	.....	.....	.....	.....	.....
	do	100	36	136	1	.....	.....	.....	.....	.....
	do	68	33	101	.....	.....	.....	.....	.....	.....
	do	69	21	90	.....	.....	.....	.....	.....	.....
	do	63	38	101	.....	.....	.....	.....	.....	.....
	do	55	61	116	.....	.....	.....	.....	.....	.....
	Merrickville.....	98	18	116	5	.....	.....	.....	.....	.....
	Wolford Township.....	49	40	89	3	.....	.....	.....	.....	.....
	do	67	65	132	1	.....	.....	.....	.....	.....
	do	

South Emsley do	1	37	74	111	1	158	1,121
do do	2	16	36	53	1	84	2,087
Smith's Falls	1	46	99	145	1	200	
do do	2	37	78	115	1	157	12,423
Totals—Totaux		1,048	762	1,810	20	2,553	

Majority for
Majorité pour } CHARLES FREDERIC FERGUSON, 286.

	C. F. BRITTON.	GEORGE TAYLOR.					
LEEDS.....	No. 1	108	146	3	196	3,500	1,999
(South Riding)	2	66	106	1	154		
(Division Sud.)	3	28	117	2	145	1,968	2,653
	4	51	116	1	169		
	5	43	123	1	168	3,587	1,329
Crosby (North—Nord)	1	97	148	5	190		
do do	2	42	127	1	164	1,778	109
(South—Sud)	1	72	119	1	176		
do do	2	57	140	1	188	1,968	2,653
	3	12	66	1	87		
Rear of Leeds and Lansdowne	1	42	121	1	171	1,968	2,653
do do	2	79	121	1	127		
do do	3	13	92	1	191	2,653	3,587
do do	4	32	97	3	119		
Front of	1	44	122	4	128	3,587	1,329
do do	2	51	115	2	155		
do do	3	61	121	1	182	1,778	109
do do	4	59	123	1	186		
Escott Front	1	56	143	3	187	1,778	109
do do	2	71	99	2	134		
Yonge Front	1	104	138	9	189	1,778	109
do do	2	59	87	1	111		
do do	3	50	84	1	109		

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
			C. E. BRITTON.	GEO. TAYLOR.									
85 PROVINCE of ONTARIO. d'ONTARIO.	LEEDS	1	92	47	139	168	2,103	
	(South Riding.)	2	101	63	164	.....	.....	.....	205	
	(Division Sud.)	3	52	55	107	.....	.....	.....	118	
	(Continued.)	1	54	63	117	2	1	165	2,871	
	(Suite.)	2	43	54	97	.....	.....	.....	160	
	do	3	33	75	108	2	.....	.....	166		
	do	4	35	64	99	.....	.....	.....	142	
	Newboro', .....	.....	23	38	61	.....	1	.....	89	
	Totals—Totaux.....	1,716	1,993	3,709	37	13	4,806	22,206			

Majority for } GEORGE TAYLOR, 277.
Majorité pour }

Ernesttown.....	1	54	111	.....	.....	.....	160
do	2	92	186	4	.....	.....	232
do	3	106	197	2	9	.....	280
do	4	49	120	.....	1	.....	166
do	5	90	177	.....	.....	.....	219
Richmond	1	87	169	2	1	.....	250
do	2	78	160	3	.....	.....	215
do	3	70	125	.....	.....	.....	148
do	4	86	131	3	.....	.....	168
Fredericksburg (North—Nord)	1	78	173	3	.....	.....	229
do	2	97	166	.....	5	.....	231
do	1	81	133	1	.....	.....	157
do	2	47	103	.....	1	.....	135
Bath .....	.....	35	83	1	.....	.....	105
Amherst Island .....	.....	55	145	3	.....	.....	168
Adolphustown .....	.....	52	118	.....	.....	.....	138
Napanee (East Ward—Est) .....	.....	44	86	1	.....	.....	158
do (Centre do)	1	77	121	.....	1	.....	210
do	2	59	96	.....	1	.....	171
do (West do Ouest)	1	38	75	.....	.....	.....	124
do	2	64	109	1	.....	.....	195
Totals—Totaux.....	.....	1,492	2,784	23	19	.....	3,859
	.....	1,292	2,784	23	19	.....	16,314

SIR J. A. MACDONALD.
D. W. AINSWORTH.

Majority for } Rt. Hon. Sir JOHN A. MACDONALD, 200. { As declared by Returning Officer.
Majorité pour } } *Tel que déclaré par l'officier rapporteur.*

Upon a recount by a Judge.
Sur nouveau dépouillement par un Juge.

Adolphustown.....	52	66	118	.....	.....
Bath.....	48	35	83	1	.....
Amherst Island.....	90	54	144	4	.....
Ernesttown.....	56	54	110	1	.....
do	94	92	186	4	.....
do	106	91	197	.....	.....
do	3	70	119	1	.....
do	4	49	70	.....	.....
do	9	85	175	2	.....

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	D. W. ALLISON. Nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
	Sir J. A. MACDONALD.											
LENOX..... (Continued.) (Suite.)	Fredericksburg (North—Nord).....	No. 1	79	95	174	2						
	do do	" 2	97	69	166							
	do do	" 1	81	52	133	1						
	do do	" 2	46	56	102	1						
	Napanee (East Ward—Est).....	No. 1	44	42	86	1						
	do (Centre do —Centre).....	No. 1	77	44	121							
	do do	" 2	59	37	96							
	do (West do —Ouest).....	" 1	38	37	75							
	do do do	" 2	64	45	109	1						
	Richmond.....	" 1	87	82	169	2						
	do do	" 2	79	82	161	1						
	do do	" 3	70	54	124	1						
	do do	" 4	86	45	131	3						
Totals—Total.....					2,779	26						
					1,492	1,287						

Majority for } Rt. Hon. Sir JOHN A. MACDONALD, 205. { As declared by the Judge.
Majorité pour } } Tel que déclaré par le Juge.

Province
09
of ONTARIO.
d'ONTARIO.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts Electoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
			JOHN CAMPBELL	HON. JOHN CARLING.											
Province of ONTARIO. d'ONTARIO.	LONDON (City—Cité)	(Wards—Quartiers)	54	69	123	123	.....	.....	.....	.....	.....	261	2,126	
	do	1	56	73	129	129	.....	.....	.....	.....	177	2,802		
	do	2	50	46	96	96	.....	.....	.....	.....	260			
	do	3	37	33	101	101	.....	.....	.....	.....	1			
	do	4	32	65	89	89	.....	.....	.....	.....	1			
	do	5	39	50	89	89	.....	.....	.....	.....	.....	201		
	do	6	34	56	90	90	.....	.....	.....	.....	.....	273		
	do	7	57	74	131	131	.....	.....	.....	.....	.....	152		
	do	8	29	39	68	68	.....	.....	.....	.....	.....	152		
	do	9	47	111	192	192	.....	.....	.....	.....	.....	316		
	do	10	81	79	192	192	.....	.....	.....	.....	.....	127		
	do	11	47	32	79	79	.....	.....	.....	.....	.....	116		
	do	12	40	35	75	75	.....	.....	.....	.....	.....	116		
	do	13	48	60	108	108	.....	.....	.....	.....	.....	206		
	do	14	44	56	100	100	.....	.....	.....	.....	.....	154		
	do	15	65	78	143	143	.....	.....	.....	.....	.....	277		
	do	16	58	55	113	113	.....	.....	.....	.....	.....	223		
	do	17	76	95	171	171	.....	.....	.....	.....	.....	287		
	do	18	46	49	95	95	.....	.....	.....	.....	.....	160		
do	19	21	33	54	54	.....	.....	.....	.....	.....	92			

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and for each of them in each Subdivision.	Total Number of Votes polled in each Subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	ISAAC LANGFORD.	D. MACMILLAN.							
MIDDLESEX..... (East Riding.) (Division Est.) (Continued.) (Suite)	Dorchester (North—Nord).....	No. 1	41	92	7	135	No. 3 not counted by Returning Officer. No. 7 not counted by Returning Officer.	
	do	" 2	44	106	.....	.....	144
	do	" 3	.....	.....	.....	.....	123
	do	" 4	36	92	.....	.....	131
	do	" 5	84	138	.....	.....	217
	do	" 6	9	71	.....	.....	116
	do	" 7	.....	.....	.....	.....	115
	do	" 1	59	103	.....	.....	172
	do	" 2	69	118	2	.....	204	
	do	" 3	51	103	1	.....	175	
	do	"	60	91	.....	.....	154
	Springfield		31	91	.....	.....	154
	Totals—Totaux		1,949	3,403	25	6,535		25,107

Majority for } DUNCAN MACMILLAN, 495.
Majorité pour }

Middlesex..... (North Riding.) (Division Nord.)	T. COUGHLIN.	L. E. SHIPLEY.	No. 1	93	16	141	2,940	146
Biddulph Township.....	77		1	106	28	146		97
do	78		2	76	14	97		142
do	62		3	123	33	142		198
do	90		4	145	45	145		245
do	100		5	151	36	151		201
McGillivray Township.....	115		1	88	33	88		144
do	33		2	139	64	139		201
do	75		3	97	62	97		127
do	35		4	113	67	113		182
do	46		5	120	72	120		188
do	6		6	128	44	128		188
Stephen Township.....	84		1	150	98	150		191
do	52		2	130	70	130		169
do	60		3	146	81	146		207
do	81		4	113	69	113		170
do	44		5	126	101	126		189
Williams Township (East—Est).....	25		1	95	70	95		127
do	25		2	137	78	137		186
do	59		3	116	74	116		157
do	42		1	114	44	114		180
do	70		2	122	80	122		174
do	42		3	113	57	113		192
Parkhill.....	56		1	94	31	94		166
do	31		2	133	100	133		206
Ailsa Craig.....	33		1	70	15	70		101
Lucan.....	55		1	65	13	65		112
do	52		2	107	32	107		183
Exeter.....	75		1	81	27	81		133
do	54		2	82	40	82		143
do	42		3					
Totals—Totaux.....	1,741	1,632		3,373	30	4,979		21,268

Majority for } TIMOTHY COUGHLIN, 109.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		A. CURRIE. Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
		G. W. ROSS.	No.								
MIDDLESEX..... (West Riding.) (Division Ouest.)	Adelaide Township	77	56	133	1	159	3,108	
	do	40	60	100	2	121	.....	.....	.....
	do	60	75	135	1	167	.....	.....	.....
	do	117	48	163	1	192	.....	.....	.....
	do	74	45	119	.....	144	.....	.....	.....
	do	54	31	85	.....	111	.....	.....	.....
	do	61	39	90	2	114	.....	.....	.....
	do	74	51	125	.....	184	.....	.....	.....
	do	35	43	78	.....	111	.....	.....	.....
	do	59	73	132	1	172	.....	.....	.....
	Euphemia Township	41	67	108	.....	144	.....	.....	.....
	do	70	54	124	.....	150	.....	.....	.....
	do	58	67	125	3	163	.....	.....	.....
	do	29	119	148	1	183	.....	.....	.....
	do	54	58	112	1	134	.....	.....	.....
	do	87	63	150	1	187	.....	.....	.....
do	45	42	87	3	127	.....	.....	.....
do	71	36	107	2	147	.....	.....	.....
do	36	65	101	.....	134	.....	.....	.....
do	80	58	138	.....	166	.....	.....	.....
<p>Population of each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.</p>											

	50	47	97	1	964	3,817
Strathroy.....	1	50	47	97	1	.....
do	2	58	49	107	.....	.....
do	3	61	40	101	.....	.....
do	4	52	47	99	.....	.....
do	5	48	51	89	1	.....
do	6	48	17	65	1	.....
Glencoe.....	1	36	58	94	2	207
do	2	20	41	61	.....	801
Wardsville.....	1	32	45	77	.....	540
Newbury.....	2	34	54	88	1	113
Totals—Totaux.....	1,651	1,597	3,248	23	4,385	19,491

	104	33	137	2	226	7,892
Westminster Township.....No. 1	104	33	137	2	226	.....
do	111	22	133	1	229	.....
do	85	50	136	1	312	.....
do	146	81	227	2	468	.....
do	47	21	68	1	110	.....
do	77	34	111	1	190	.....
do	42	43	85	1	126	.....
do	75	52	127	.....	203	.....
do	89	17	166	1	193	.....
Delaware	1	19	65	.....	109	.....
do	46	31	77	.....	131	.....
do	36	35	71	.....	119	.....
do	23	39	62	.....	85	.....
Caradoc	1	52	121	.....	177	.....
do	47	45	92	.....	153	.....
do	69	56	125	1	176	.....
do	4	17	96	2	167	.....
do	5	97	119	.....	185	.....
do	6	60	89	.....	145	.....

Majority for } GEORGE W. ROSS, 54.
Majorité pour }

JAMES ARMSTRONG.
JOHN RAYNER.

WIMPLESIX.....
(South Riding.)
(Division Sud.)

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.		Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
		JAMES ARMSTRONG.	JOHN RAYNER. M. P.	Total Number of Votes polled in each Subdivision.	Number total des votes donnés dans chaque subdivision.					
MIDDLESEX..... (South Riding) (Division Sud.) (Continued.) (Suite.)	Lobo Township.....	83	17	100	100	.....	.....	.....	.....	.....
	do " " " " " " " "	47	44	91	91	.....	.....	.....	.....	.....
	do " " " " " " " "	67	9	76	76	.....	.....	.....	.....	.....
	do " " " " " " " "	87	4	91	91	.....	.....	.....	.....	.....
	do " " " " " " " "	64	23	87	87	.....	.....	.....	.....	.....
	Totals—Totaux.....		1,678	812	2,490	2,490	13	4,235	3,092
		Majority for Majorité pour		JAMES ARMSTRONG, 866.						

MONCK	Gainsboro' Township	No.	L. McCallum	Dr. G. A. McCallum						
	do	1	61	99	160	2	2	193		
	do	2	61	53	114	1	1	150		
	do	3	68	96	164			194		3,001
	do	4	38	113	181			187		
	do	1	39	130	169			215		
	do	2	33	123	166	1	2	214		2,623
	do	3	55	123	178	4	4	215		
	do	1	106	42	148		3	199		
	do	2	109	37	146	2	2	176		2,996
	do	3	51	72	123	4	4	152		
	do	4	63	51	114			148		
	do	1	63	18	81			96		694
	do	2	69	69	138		1	216		
	do	3	81	59	131	4	4	185		1,799
	do	4	30	9	39			56		
	do	1	56	64	120			143		1,220
	do	2	63	52	115		1	148		
	do	1	103	39	142		1	167		
	do	2	38	15	53		1	73		1,040
	do	1	76	95	171			207		959
	do	2	87	30	117	3	3	206		1,808
	do	1	95	40	135	2	2	167		
	do	2								
	Totals—Totaux		1,445	1,420	2,865	27	13	3,717		15,940

Majority for } LAUGHLAN MCCALLUM, 25.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		JOHN G. MILLER	WM. E. O'BRIEN							
MUSKOGA AND PARRY SOUND.....	ARMOUR	31	45	76	1	129	No electoral lists in the other places.—(Il n'y a pas de listes dans les autres places.)
	BRUEL	22	60	82	1	.....	146	.....	.....
	CARDWELL	19	23	42	3	.....	96	.....	.....
	STEPHENSON.....No. 1	32	37	69	.....	.....	103	.....	.....
	do" 2	20	22	42	.....	1	56	.....	.....
	SHEDD	42	25	67	.....	.....	121	.....	.....
	RYERSON.....No. 1	23	44	67	2	.....	178	.....	.....
	do" 2	17	32	49	.....	1	.....	54	.....
	McKellar.....No. 1	9	29	38	.....	.....	.....	189	.....
	do" 2	96	32	128	.....	5	.....	40	.....
	McDougall.....No. 1	7	13	20	.....	.....	.....	138	.....
	do" 2	44	28	72	.....	5	.....	118	.....
	Foley.....No. 1	24	29	53	.....	.....	.....	126	.....
	Humphrey.....No. 2	43	22	65	.....	.....	.....	.....	.....
	Watt.....No. 1	121	118	239	.....	.....	.....	.....	.....
	Chafey.....No. 2	32	67	99	.....	4	.....	.....	.....
	Franklin.....No. 1	16	9	25	.....	.....	.....	.....	.....
	Sinclair.....No. 2	24	44	68	.....	1	.....	.....	.....
	Perry.....No. 1	24	44	68	.....	.....	.....	.....	.....
	do" 2	48	44	92	.....	1	.....	.....	.....

Province
of ONTARIO.
d'ONTARIO.

Electoral Districts.
Districts électoraux.

Place	Majority for		As declared by the Judge—		As declared by the Ret. Off.— (Tel que déclaré par l'officier rapporteur.)	As declared by the Judge— (Tel que déclaré par le Juge.)	Judge's reason not assigned.— (Le jugement n'est pas motivé.)
	Majorité pour	Majorité pour	As declared by the Judge—	As declared by the Ret. Off.—			
Bethune	52	19	71	1	1		
McMurrich (Haidac Hill)	45	64	109				
Monterth	8	32	40		1		
Christie	21	16	37				
Spence	10	30	40		2		
Chapman	42	65	107		5		
Lount	12	7	19				
Gurd	28	17	45				
Nipissing	38	22	60		1		
Hinsworth	15	11	26		1		
do	16	19	35				
Ferrie	10	11	21		1		
Hagerman	47	78	125				
Ferguson	4	27	31		2		
Machar	13	15	28				
Croft	7	6	13		1		
Strong	63	22	85		2		
Carling	48	48	96		3		
Walbridge	95	20	115		2		
Gibson	32	11	43		1		
Baxter	7	6	13				
McMurrich (Bordeau)	8	9	17		1		
Patterson	5	2	7				
Totals—Totaux	1,296	1,300	2,596	33	35	16,366	
Majority for	WILLIAM E. O'BRIEN, 4 }		As declared by the Ret. Off.—				
Majorité pour	WILLIAM E. O'BRIEN, 4 }		Tel que déclaré par l'officier rapporteur.				
Upon a recount by a Judge—(Sur un nouveau dépouillement par un Juge).....	1,293	1,296					
Majority for	WILLIAM E. O'BRIEN, 3 }		As declared by the Judge—				
Majorité pour	WILLIAM E. O'BRIEN, 3 }		Tel que déclaré par le Juge.				
Charlotteville, Township	64	69	133			194	
do do	62	65	127			177	
do do	60	86	146		1	212	
do do	83	48	131		1	195	
do do	61	64	125		2	199	
do do	48	51	97			149	
	JOE. JACKSON.	WM. WALLACE.				4,416	

A few places only mentioned in Census.—(Peu de places mentionnées dans le recensement.)

NORFOLK (South Riding.) (Division Sud.)

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral après le dernier recensement.	Remarks. <i>Observations.</i>	
		JOS. JACKSON.	WM. WALLACE. <i>nombre des votes donnés pour chacun d'eux dans chaque subdivision.</i>										
NORFOLK..... (South Riding.) (Division Sud.) (Continued.) (Suite.)	Port Dover.....	53	33	86	.....	.....	.....	123	1,146			
	do do.....	50	25	75	.....	.....	.....	122				
	Houghton Township.....	67	68	135	.....	.....	.....	174	2,071			
	do do.....	63	77	140	.....	.....	.....	173				
	do do.....	70	52	122	.....	.....	.....	151				
	do do.....	43	49	92	.....	.....	.....	160				
	Simcoe (Town—Village).....	36	52	88	110	2,645				
	do do.....	29	45	74	.....	.....	.....	167				
	do do.....	61	55	116	.....	.....	.....	193				
	do do.....	89	17	106	.....	.....	.....	148				
	Walsingham Township.....	67	40	107	.....	.....	.....	174				
	do do.....	31	49	80	.....	.....	.....	120				
	do do.....	25	46	71	.....	.....	.....	106				
	do do.....	41	70	111	.....	.....	.....	169				
	do do.....	44	49	93	.....	.....	.....	128				
	do do.....	46	73	119	.....	.....	.....	168				
	do do.....	51	69	120	.....	.....	.....	189				
	do do.....	50	64	114	.....	.....	.....	147				

Woodhouse	1	68	46	109	3	1	153
do	2	60	32	92	.....	1	144
do	3	81	61	142	.....	.....	187
do	4	54	79	133	3	.....	177
Totals—Totaux.....	1,560	1,534	3,094	19	15	4,496	19,019

Majority for } JOSEPH JACKSON, 26.
Majorité pour }

	JOHN CHARLTON.	L. O. SINCLAIR.					
Townsend Township	No. 1	50	106	2	132	4,963
do	2	89	104	2	.....	144
do	3	73	106	.....	.....	132
do	4	53	92	.....	.....	106
do	5	64	110	3	.....	146
do	6	82	117	1	.....	157
do	7	84	118	4	.....	152
do	8	56	77	.....	.....	115
do	9	86	92	.....	.....	131
do	11	49	43	3	.....	110
Middleton	2	65	89	2	197	3,514
do	3	29	53	1	.....	101
do	4	51	46	2	.....	119
do	4	67	75	1	.....	166
Dereham	5	88	126	1	179	4,486
do	1	64	63	6	.....	178
do	2	67	51	.....	.....	174
do	3	50	63	1	.....	174
do	4	50	113	1	.....	168
do	5	41	76	1	.....	163
Windham	6	63	115	1	143	4,913
do	1	59	55	.....	.....	168
do	2	57	70	1	.....	179
do	3	49	74	1	.....	174
do	4	58	65	1	.....	161
do	5	58	115	.....	.....	157
do	6	57	54	.....	.....	164
do	7	59	117	1	.....	.....

NORFOLK.....
(North Riding.)
(Division Nord.)

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts Electoraux.	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
	JOHN CHARLTON.	L. C. SINGLAIR.									
NORFOLK (North Riding.) (Division Nord.) (Continued.) (Suite.)	Tilsonburg Township.....	No. 1	30	57	87	87	151	} 1,939 } 1,118 } 20,983	
	do	" 2	49	45	94	94	.....	.....	145
	do	" 3	47	57	104	104	1	.....	164	
	Waterford	" 1	59	11	70	70	2	.....	168	
	do	" 2	101	22	123	123	.....	.....	168
Totals—Totaux.....			1,940	1,562	3,502	40	4,781		

Majority for } JOHN CHARLTON, 378.
Majorité pour }

NORTHUMBERLAND..... (West Riding.) (Division Ouest.)		GEO. GUILLET.		WM. KERR.									
Cobourg, Town—Ville.....	No. 1	73	48	121	3	179	}	4,987	}	5,155	}	16,984
do do	" 2	60	56	116	3	.....	188					
do do	" 3	67	64	131	.....	.....	236				
do do	" 4	60	23	83	.....	1	129					
do do	" 5	68	50	116	.....	5	188					
do do	" 6	66	64	130	2	1	182						
Hamilton Township.....	" 1	53	66	118	1	.....	174					
do do	" 2	68	64	132	.....	1	215					
do do	" 3	76	63	139	2	2	195						
do do	" 4	88	87	155	2	.....	214					
do do	" 5	88	79	167	.....	.....	194				
do do	" 6	61	66	127	3	.....	184					
Haldimand Township.....	" 1	59	62	121	.....	3	202					
do do	" 2	51	52	103	1	.....	174					
do do	" 3	46	76	122	.....	.....	197				
do do	" 4	60	68	128	.....	2	189					
do do	" 5	40	82	122	2	.....	179					
do do	" 6	59	28	87	1	.....	139					
do do	" 7	66	57	123	1	4	183						
do do	" 8	66	76	142	.....	.....	186				
Alnwick Township.....	" 1	77	73	150	.....	.....	180				
do do	" 2	37	20	54	1	.....	74					
Totals—Totaux.....		1,363	1,324	2,687	22	19	3,981						

Majority for } GEORGE GUILLET, 39 { As declared by the Returning Officer.
Majorité pour } *Tel que déclaré par l'officier rapporteur.*

Upon recount by a Judge—Sur nouveau dépossessionnement par un juge:—									
Cobourg, Town—Ville.....	No. 1	73	47						
do do	" 2	60	56						
do do	" 3	67	64						
do do	" 4	0	0						
do do	" 5	65	50						
do do	" 6	68	64						

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.		Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>	
		Geo. GUILLET.	W. KERR.	Nombre des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Nombre total des votes donnés dans chaque subdivision.								
NORTHUMBERLAND (West Riding.) (Division Ouest.) (Continued.) (Suite.)	Hamilton Township.....	No. 1	51	66									
	do	" 2	68	63									
	do	" 3	76	63									
	do	" 4	68	85									
	do	" 5	86	79									
	do	" 6	63	66									
	do	" 7	76	72									
	do	" 8	33	20									
	Alnwick Township.....	" 1	59	62									
	do	" 2	52	52									
	do	" 3	46	74									
	do	" 4	60	68									
	do	" 5	40	82									
	do	" 6	59	28									
	do	" 7	65	57									
	do	" 8	65	75									
Totals—Totaux.....			J. 298	1,293									

Majority for } GEORGE GUILLET, b
Majorité pour } (As declared by the Judge.
Tel que déclaré par le juge.)

97
PROVINCE
of ONTARIO.
d'ONTARIO.

NORTHHERLAND. ... (East Riding.) (Division Est.)		Ed. COCHRAN		D. COCHRAN							
Cranmahc Township	No. 1	66	36	102	1	144					
do	" 2	87	32	119	1	161					
do	" 3	82	47	129		163					3,481
do	" 4	82	68	150		190					
do	" 5	59	80	139	1	185					
Brighton	" 2	39	55	94	2	145					
do	" 3	68	67	135	3	182					
do	" 4	79	86	165	2	214					3,470
do	" 5	68	58	126	4	188					
do	" 6	61	85	146		196					
Murray	" 1	86	46	132	1	212					
do	" 2	45	50	95	1	130					3,560
do	" 3	78	42	120	1	153					
do	" 4	66	61	127	2	169					
do	" 5	52	83	135	2	164					
Percy	" 6	68	83	151	1	193					
do	" 1	97	64	161		192					
do	" 2	95	50	145		176					3,768
do	" 3	35	28	63	1	108					
do	" 4	50	57	107	1	161					
Seymour	" 5	68	71	139		213					
do	" 1	49	50	99	2	160					
do	" 2	69	46	105		140					3,763
do	" 3	44	45	87		150					
do	" 4	32	78	110		131					
do	" 5	50	53	103	1	77					
do	" 6	58	29	87	2	289					1,418
Campbellford	" 1	72	60	122	4	243					
do	" 2	69	43	112	4	199					1,079
Colborne	" 1	20	29	49		199					
do	" 2	61	68	129		158					1,547
Brighton Village	" 1	66	49	115		149					
do	" 2	61	44	105		149					193
Hastings		61	44	105		149					
Totals--Totaux		2,073	1,800	3,873	24	5,295	27				22,299

Majority for } EDWARD COCHRAN, 273.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Votes on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
		A. P. COOKBURN	W. H. GIBBS.								
ONTARIO..... (North Riding). (Division Nord.)	Brook Township	69	79	148	180	4,378	
	do	31	136	167	.....	.....	.....	214	214
	do	19	97	109	.....	.....	.....	156	156
	do	45	83	128	2	.....	.....	160	160
	do	55	39	94	.....	.....	.....	151	151
	do	15	54	79	.....	.....	.....	98	98
	do	74	52	126	.....	.....	.....	182	182
	do	55	49	104	.....	.....	.....	127	127
	do	100	59	159	.....	.....	.....	221	221
	do	103	33	136	2	.....	.....	184	184
	do	74	47	121	.....	.....	.....	161	161
	do	46	9	55	.....	.....	.....	96	96
	do	34	9	43	.....	.....	.....	62	62
	do	50	8	58	1	.....	.....	96	96
	do	26	21	47	.....	.....	.....	74	74
do	60	44	104	.....	.....	.....	196	196	
do	22	41	63	2	.....	.....	116	116	
do	16	53	69	.....	.....	.....	140	140	
do	73	68	141	.....	.....	.....	241	241	
do	74	67	141	.....	.....	.....	236	236	

Province
of ONTARIO.
d'ONTARIO.

Morrison Township.....	37	45	82	2	121	816
Ryde.....	24	36	60	.....	81	.....
Bracebridge.....	62	40	102	.....	217	2,135
do.....	31	18	49	.....	143	1,794
Draper and Oakley Township.....	55	50	105	.....	50	756
do do.....	15	15	30	1	100	.....
do do.....	37	31	68	1	143	.....
MacLean and Ridout do.....	26	10	36	1	100	.....
do do.....	54	28	82	.....	136	.....
Macaulay Township.....	11	24	35	.....	53	.....
do do.....	59	48	107	1	161	.....
Thorah do.....	70	87	157	.....	225	.....
do do.....	42	39	81	.....	139	2,542
do do.....	37	40	77	1	115	.....
Totals—Totaux.....	1,611	1,552	3,163	14	4,673	21,281

Majority for } ALEXANDER P. COCKBURN, 59.
Mayoré pour

ONTARIO.....						
(South Riding)						
(Division Sud.)						
Reach Township.....	No.					
do do.....	1	61	136	.....	177	.....
do do.....	2	74	113	2	141	.....
do do.....	3	24	80	.....	92	.....
do do.....	4	75	141	.....	169	4,949
do do.....	5	64	109	4	142	.....
do do.....	6	44	82	.....	184	.....
do do.....	7	64	137	.....	177	.....
Whitby do do.....	1	83	124	1	189	.....
do do.....	2	62	67	2	165	.....
do do.....	3	60	85	.....	170	2,946
do do.....	4	74	138	2	185	.....
do do.....	1	61	82	1	141	.....
do do.....	2	66	103	.....	157	.....
do do.....	3	67	109	2	157	.....
do do.....	4	50	82	4	192	3,417
do do.....	5	34	82	.....	113	.....

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Votes on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.								
ONTARIO. (South Riding.) (Division Sud.) (Continued.) (Suite)	Whitby	Town—Ville.	1	106	3	172	3,140	
	do	do	2	97	1	.....	157		
	do	do	3	61	1	.....	105		
	do	do	4	87	1	.....	153		
	do	do	5	81	.....	.....	123	
	do	do	6	87	.....	.....	123	
	Oshawa	do	1	197	3	2	313	3,992	
	do	do	2	166	1	.....	281		
	do	do	3	147	3	.....	246		
	do	do	4	182	.....	.....	284	
	Port Perry	do	1	46	73	1,800	
	do	do	2	111	1	.....	165		
	do	do	3	120	1	.....	190		
Totals—Totaux.			1,668	3,286	33	18	4,813	20,244	

Majority for } FRANCIS W. GLEN, 50.
Majorité pour }

08
Province
of ONTARIO.
& ONTARIO.

	Rd. Major.	Geo. Wheeler.							
ONTARIO.....									
(West Riding.)									
(Division West.)									
Uxbridge Village.....	1	64	97	2	.....	146	1,324		
do do	2	59	84	.....	.....	125			
do do	3	63	93	.....	.....	145			
Stouffville do	1	55	69	.....	.....	125	866		
do do	2	15	50	1	1	100			
do do	3	14	65	1	1	168			
Newmarket Town—Ville	1	31	66	1	1	188	2,006		
do do	2	38	92	.....	.....	183			
do do	3	38	41	1	1	142			
Uxbridge Township.....	1	28	63	1	1	188	4,081		
do do	2	32	73	1	1	138			
do do	3	20	50	1	1	156			
do do	4	44	51	.....	.....	173			
do do	5	41	69	1	1	192			
do do	6	41	75	.....	.....	146			
Pickering do	1	50	52	2	2	186	6,863		
do do	2	36	65	2	1	135			
do do	3	19	54	.....	.....	131			
do do	4	30	80	.....	.....	110			
do do	5	39	34	1	1	122			
do do	6	47	18	.....	.....	107			
do do	7	22	49	.....	.....	145			
do do	8	35	59	.....	.....	113			
do do	9	47	28	.....	.....	142			
do do	10	29	64	.....	.....	128			
do do	11	26	83	.....	.....	193			
do do	12	67	89	1	1	195			
Whitchurch do	1	59	126	.....	.....	176	4,539		
do do	2	35	81	1	1	177			
do do	3	17	116	.....	.....	141			
do do	4	41	114	.....	.....	130			
do do	5	41	83	.....	.....	4,646			
do do	6	28	124	.....	.....	20,189			
do do	7	66	94	.....	.....		
do do	8	45	75	.....	.....		
Totals—Tolaux.....	1,035	1,793	2,828	13	17	4,646			

Majority for } GEORGE WHEELER, 758.
Majorité pour

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électorales.	SUBDIVISIONS.	No.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.				Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
			G. H. MACKINTOSH.	A. F. MCINTYRE.	P. St. JEAN.	JOE. TASSE.													
OTTAWA (City—Cité.)	Victoria (Ward—Quartier)	1	75	54	52	77	234	2,966	9,368	4,527	
	do	2	45	45	43	49	.....	.....	.....	.....	.....	.....	.....	.....	158
	do	3	53	26	19	47	.....	.....	.....	.....	.....	.....	.....	.....	169
	Wellington	4	64	52	52	54	.....	.....	.....	.....	.....	.....	.....	.....	194
	do	5	57	55	54	50	.....	.....	.....	.....	.....	.....	.....	.....	225
	do	6	78	54	47	63	.....	.....	.....	.....	.....	.....	.....	.....	244
	do	7	72	48	37	63	.....	.....	.....	.....	.....	.....	.....	.....	216
	do	8	65	51	35	60	.....	.....	.....	.....	.....	.....	.....	.....	218
	do	9	67	47	41	55	.....	.....	.....	.....	.....	.....	.....	.....	227
	do	10	51	37	29	40	.....	.....	.....	.....	.....	.....	.....	.....	198
	do	11	28	21	17	24	.....	.....	.....	.....	.....	.....	.....	.....	121
	do	12	69	30	29	60	.....	.....	.....	.....	.....	.....	.....	.....	219
	do	13	50	25	26	47	.....	.....	.....	.....	.....	.....	.....	.....	172
	do	14	73	43	43	66	.....	.....	.....	.....	.....	.....	.....	.....	194
	St. George's	do	15	86	44	37	78	.....	.....	.....	.....	.....	.....	.....	236
	do	16	64	43	39	59	.....	.....	.....	.....	.....	.....	.....	.....	206
	do	17	51	25	26	45	.....	.....	.....	.....	.....	.....	.....	.....	164
	do	18	67	52	52	59	.....	.....	.....	.....	.....	.....	.....	.....	255

By	19	94	70	69	68	278
do	20	38	34	36	34	128
do	21	46	46	36	26	143
do	22	62	80	93	68	250
do	23	39	40	33	33	139
do	24	66	59	68	66	205
do	25	83	35	48	88	237
do	26	66	59	73	67	269
do	27	60	58	61	56	208
do	28	23	19	16	21	78
Totals—Totanz	1692	1229	1213	1557	5,555	27,412

Majority for } CHARLES H MACKINTOSH, 463.
 Majorité pour } JOSEPH TASSÉ, 328.

Oxford..... (North Riding) (Division Nord.)	G. R. PATRICK.	SUTHERLAND.	SAML. TOWLE.	25	5,555	27,412
Woodstock (Wards—Quarters) :	G. R. PATRICK.	SUTHERLAND.	SAML. TOWLE.			
St. Andrew's..... No. 1	25	49	38	181		
do	17	33	32	123		
St. George's..... " 1	25	41	35	200		
do	15	21	54	168		
St. Patrick's..... " 1	17	21	30	134		
do	15	20	37	144		5,373
St. David's..... " 1	17	11	36	108		
St. John's..... No. 1	31	16	41	141		
do	31	16	35	132		
Blandford..... " 2	22	13	43	160		
do	28	18	21	106		
do	31	18	13	124		2,089
do	34	63	7	135		
Zorra (East—Est)..... " 1	64	38	55	195		
do	32	63	30	165		
do	66	32	32	189		4,591
do	48	20	38	182		
do	33	13	22	135		
do	12	69	25	161		
(West—Ouest)..... " 2	42	37	13	160		
do	37	48	21	183		
do	40	53	10	160		3,430
do	5	86	20	227		

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and for each of them in each Subdivision.	G. R. PATRICK.	J. SUTHERLAND.	SAML. TOWLE.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
	Province	District													
OXFORD (North Riding.) (Division Nord.) (Continued.) (Suite.)	Embros Village	.....	.....	30	42	32	.....	.....	.....	.....	.....	160	680	
	do	.....	.....	20	69	49	.....	.....	.....	.....	156	.....	.....
	do	.....	.....	39	47	50	.....	.....	.....	.....	164	.....	.....
	do	.....	.....	15	63	3	.....	.....	.....	.....	113	.....	3,325	
	do	.....	.....	4	48	69	.....	.....	.....	.....	157	.....	.....
	do	.....	.....	20	47	32	.....	.....	.....	.....	135	.....	.....
	do	.....	.....	14	33	40	.....	.....	.....	.....	120	.....	.....
	do	.....	.....	11	67	19	.....	.....	.....	.....	163	.....	2,722	
	do	.....	.....	3	11	19	.....	.....	.....	.....	182	.....	.....
	do	.....	.....	4	3	21	.....	.....	.....	.....	166	.....	.....
	do	.....	.....	64	80	41	.....	.....	.....	.....	381	.....	.....
	do	.....	.....	37	28	24	.....	.....	.....	.....	301	.....	2,244	
	Totals—Totaux	.....	.....	999	1469	1044	.....	.....	.....	.....	5760	.....	24,380	

Majority for
Majorité pour } JAMES SUTHERLAND, 425.

Province of ONTARIO.
D'ONTARIO.

Oxford.	ARBOLD HARLEY	JAS. A. SKINNER											
Burford Township..... No.	60	16	76	1	161								
do do	117	26	143	1	213								
do do	67	27	94	1	158								
do do	68	25	93	1	150								
do do	61	30	91	1	174								5,466
do do	59	37	96	3	156								
do do	49	20	69	1	133								
do do	63	26	89	2	162								
do do	71	15	86	2	156								
Oakland do	1	15	86	2	156								939
do do	58	9	67	1	106								
do do	21	24	45	1	153								
Norwich Village.....	45	56	101	1	254								1,411
do do	64	28	92	1	196								
Oxford Township, (West—Owest).....	47	57	104	2	168								2,694
do do	77	44	121	1	176								
do do	1	57	87	1	187								
do do	31	30	87	1	176								
do do	64	34	95	1	180								1,645
Ingersoll (Town—Ville).....	29	45	74	4	160								
do do	29	45	74	4	169								
do do	29	38	67	1	195								
do do	26	45	71	1	161								4,318
do do	52	44	96	1	196								
do do	26	35	61	1	147								
do do	61	23	84	1	194								
Oxford Township (East—Est).....	58	33	91	1	199								
do do	73	20	93	1	210								
do do	45	39	84	7	202								
Norwich do do	46	23	69	1	191								
do do	64	32	96	1	205								
do do	71	10	81	1	210								
do do	49	17	66	1	144								
do do	61	26	87	1	180								
do do	47	34	81	2	162								2,632
do do	45	18	63	1	124								
Totals—Totens.....	1,831	1,054	2,885	27	5,922								24,778

Majority for } ARCHEBOLD HARLEY, 777.
 Majority pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
		ROBT. BARBER.	JAS. FLEMING.								
Province of ONTARIO. ONTARIO.	Brampton	62	1	122	1	1	191	2,920	1,363	5,873	
	do	60	2	108	1	1	185				
	do	53	3	105	1	1	182				
	do	58	4	126	1	1	220				
	Stawesville	76	36	112	1	1	160				
	Toronto Gore	34	72	106	3	3	151				
	do	57	68	125	1	1	170				
	Toronto Township	112	63	175	3	3	219				
	do	60	79	139	1	1	186				
	do	69	48	117	1	1	155				
	do	41	71	112	1	1	134				
	do	99	36	135	2	2	176				
	do	61	72	133	1	1	177				
	do	74	39	113	1	1	134				
	do	61	74	126	1	1	167				

Chingacousy Township.....	1	59	112	2	1	137
do do do do do do do do do do	2	60	124	1	1	147
do do do do do do do do do do	3	56	127	1	2	161
do do do do do do do do do do	4	58	106	1	1	162
do do do do do do do do do do	5	46	121	.....	.....	141
do do do do do do do do do do	6	48	129	.....	.....	159
do do do do do do do do do do	7	43	115	.....	.....	167
do do do do do do do do do do	8	56	132	.....	.....	162
Totals--Totaux.....	1,387	1,430	2,817	22	7	3,793
						5,476

Majority for } JAMES FLEMING, 43.
Majorité pour }

	D. R. HERRON.		ROBERT JONES.					
Stratford, Town--(Wards--Quartiers) --								
Falstaff do do do do do do do do do do	15	48	63	.....	1	146		
Avon do do do do do do do do do do	26	24	50	.....	.....	87		
Hamlet do do do do do do do do do do	51	32	83	.....	.....	139		
Shakespeare do do do do do do do do do do	47	42	89	2	1	165		
Romeo do do do do do do do do do do	34	23	57	.....	.....	116		
Listowel (East--Est.) do do do do do do do do do do	30	29	59	.....	.....	102		
do do do do do do do do do do	36	38	74	.....	.....	173		
do do do do do do do do do do	69	32	101	3	2	166		
do do do do do do do do do do	48	43	91	4	.....	158		
do do do do do do do do do do	44	42	86	.....	.....	183		
do do do do do do do do do do	55	42	97	.....	.....	171		
do do do do do do do do do do	70	28	98	1	.....	168		
do do do do do do do do do do	35	27	62	1	1	114		
Listowel (East--Est.) do do do do do do do do do do	59	42	101	.....	.....	186		
do do do do do do do do do do	32	37	69	.....	.....	118		
do do do do do do do do do do	51	45	96	.....	.....	193		
do do do do do do do do do do	61	50	111	.....	.....	226		
Milverton Village.....	39	38	77	.....	.....	101		
Ellice Township.....	51	56	107	.....	.....	171		
do do do do do do do do do do	60	58	118	.....	.....	149		
do do do do do do do do do do	32	6	38	.....	.....	74		
do do do do do do do do do do	81	27	108	.....	.....	139		
do do do do do do do do do do	47	53	100	.....	3	143		
							8,239	
								2,688
								562
								3,275

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Nom des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.		Nombre total des votes donnés dans chaque subdivision.		Number of rejected Ballots. Nombre de bulletins écartés.		Number of spoiled Ballots. Nombre de bulletins manqués.		Number of Voters on the Voter's List in each Subdivision.		Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.		Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.		Remarks. Observations.
		E. R. HESSON.	ROBERT JONES.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins manqués.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.							
Province of ONTARIO. ONTARIO.	Elms Township.....	54	54	108	108	1	1	1	108	1	1	160	160	4,421	3,365	3,998	26,538			
	do do	69	77	146	146	1	1	1	146	1	1	223	223							
	do do	62	52	114	114	1	1	1	114	1	1	160	160							
	do do	74	42	116	116	1	1	1	116	1	1	169	169							
	do do	70	30	100	100	2	3	3	100	2	3	147	147							
	do do	78	49	127	127	2	2	2	127	2	2	177	177							
	Logan do	39	78	117	117	1	1	1	117	1	1	168	168							
	do do	26	91	117	117	1	1	1	117	1	1	175	175							
	do do	3	26	128	128	1	1	1	128	1	1	178	178							
	do do	64	64	98	98	1	1	1	98	1	1	120	120							
	Mornington Township.....	67	41	107	107	3	3	3	107	3	3	142	142							
	do do	50	57	107	107	1	1	1	107	1	1	142	142							
	do do	86	75	160	160	1	1	1	160	1	1	216	216							
	do do	53	42	125	125	1	1	1	125	1	1	164	164							
	do do	50	68	118	118	4	4	4	118	4	4	155	155							
Totals—Totaux.....		1,934	1,682	3,616	3,616	27	27	27	3,616	27	27	5,721	5,721							
		Majority for Majorité pour		SAMUEL ROLLIN HESSON, 252.																

PRESTON (South Riding.) (Division Sud.)	THOS. B. GUEST	JAMES TROW							
Hibbert Township	1	85	41	126	1	1	191	3,384	
do do	2	73	68	141	1	1	169		
do do	3	47	75	132	1	1	150		
do do	4	43	79	132		1	153		
Downie do	1	58	67	125			155		
do do	2	20	105	125			142		
do do	3	35	90	125		2	142		
do do	4	35	74	109		1	169		
do do	5	86	38	124		2	145		
St. Marys, Town-Ville	1	18	30	48		1	169		
do do	2	37	31	68			82		
do do	3	31	49	80		1	125		
do do	4	49	64	113			126		
do do	5	56	52	107			176		
do do	6	40	37	77		2	183		
Blanchard Township	1	64	49	113			120		
do do	2	73	51	126		2	130		
do do	3	71	35	106			159		
do do	4	58	67	125		4	134		
do do	5	35	77	112		1	168		
do do	6	104	46	160		8	165		
Usborne do	1	32	98	130			194		
do do	2	83	49	132		1	157		
do do	3	60	78	128		4	174		
do do	4	108	69	177			162		
Fullarton do	1	88	49	137			198		
do do	2	45	96	141		1	173		
do do	3	45	96	141			143		
do do	4	12	58	70			161		
Mitchell, Town-Ville	1	41	47	88		2	60		
do do	2	36	19	45		2	132		
do do	3	34	49	83		1	82		
do do	4	31	26	57		1	147		
do do	5	48	33	81		2			
Totals—Totals.		1,717	1,896	3,613		34	4,876		21,688

Majority for
James Trow, 179.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>	
		Geo. HULLARD.	John J. LUNDY.										
PETERBOROUGH..... (West Riding.) (Division Ouest.)	Monaghan (South— <i>Sud</i>).....	1	39	55	94	1	110	1,148		
	do do	2	52	39	91	.....	.....	.....	.....	120
	do (North— <i>Nord</i>).....	1	49	33	82	142			912
	do do	2	57	45	102	.....	.....	.....	.....	132
	Ennismore	1	35	58	93	184			1,137
	do	2	28	33	61	.....	.....	.....	.....	113
	Smith	1	28	66	94	147			3,301
	do	2	40	88	128	.....	.....	.....	.....	169
	do	3	41	64	105	.....	.....	.....	.....	147
	do	4	74	39	113	.....	.....	.....	.....	178
	Peterborough, Town— <i>Ville</i> —			164
	do Ward— <i>Quartier</i>	1	76	22	98	.....	.....	.....	.....	.....
	do	2	41	34	75			127
	do	3	57	32	89	.....	.....	.....	.....	.....
	do	4	68	36	104			194
	do	5	68	36	104	.....	.....	.....	.....	.....
do	6	45	28	73	161	6,812		

98
OF
ONTARIO.
ONTARIO.

		Majority for <i>Majorité pour</i>		GEORGE HILLIARD, 160.				
		JOHN BURHAM	W. E. ROXBURGH.					
Asburnham.....	No. 1	74	24	98	1	156	Cavendish not mentioned in census. <i>Non men-</i> <i>tionnés dans le recense-</i> <i>ment.</i>	
do	" 2	66	32	98	1	127		
Asphodel Township.....	" 1	50	60	110	1	165		
do	" 2	69	42	111	.....	153	
do	" 3	47	58	105	.....	162	
Belmont and Methven Townships	" 1	15	43	68	.....	84	
do	" 2	29	21	50	1	70		
do	" 3	60	12	72	.....	105	
Burleigh, Anstruther and Chandos Townships.	" 1	7	12	19	1	28		
do	" 2	18	25	43	1	59		
do	" 3	9	26	35	1	49		
do	" 4	17	11	28	.....	48	
do	" 5	15	16	31	1	63		
Cardiff	No. 1	37	34	71	3	104		
Cavendish (No Return by R.O.).....	" 2	62	25	87	1	121		
Douro	" 3	76	19	95	2	127		
do	" 4	52	19	71	1	110		
Dummer.....	" 1	32	41	73	107	95		
do	" 2	30	31	61	1	159		
do	" 3	35	73	108	.....	90	
do	" 4	47	15	62	1	113		
Dysart, Dudley, Harcourt, Guilford	" 1	55	36	91	1	10		
Harburn, Bruton, Havelock, Eyre	" 2	2	5	7	.....	10	
and Clyde	" 3	4	3	7	.....	9	
Totals—Totaux		1,035	875	1,910	12	3,312		13,310

91
 PEPPERBOROUGH
 (East Riding)
 (Division Est.)

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
	JOHN BURNHAM.	WM. E. ROXBURGH.									
PATERBOROUGH (East Riding.) (Division Est.) (Continued.) (Suite.)	Glamorgan	9	16	.....	.....	.....	.....	31	476		
	Harvey	25	50	.....	.....	.....	.....	78	1,114		
	do	23	19	.....	1	.....	.....	27			
	do	18	1	.....	.....	.....	.....	214	682		
	Lakefield Village	108	49	167	.....	1	.....	180	863		
	Norwood do	67	63	130	1	1	.....	58	426		
	Monmouth Township	17	13	30	.....	.....	.....	97			
	Otonabee do	23	52	75	1	.....	.....	121			
	do do	49	59	108	.....	2	.....	148			
	do do	3	73	121	.....	1	.....	170	4,013		
	do do	54	31	85	.....	.....	.....	121			
	do do	38	62	100	1	.....	.....	127			
	do do	57	51	108	.....	.....	.....	
Totals—Totaux.....	1,449	1,192	2,641	17	13	.....	3,715	20,701			

Majority for } JOHN BURNHAM, 257.
Majorité pour }

of ONTARIO.
ONTARIO.

Electoral Districts.
Districts électoraux.

Passport.....	.....No.	SIMON LABROSSE.	F. ROUTHIER.	79	1	130
Hawkesbury (East—Est).....	1	65	14	93	2	145
do do	2	69	26	142	1	167
do do	3	116	76	87	1	119
do do	4	76	36	131	1	165
do do	5	95	23	130	1	196
do do	1	97	15	123	1	185
(West—Owest).....	2	108	82	140	1	179
do do	1	68	50	62	1	87
do do	2	12	19	57	1	92
do do	3	38	69	75	1	136
do do	4	6	8	35	1	65
do do	1	27	72	128	1	199
Caledonia.....	2	56	12	56	2	86
do do	3	44	37	48	1	75
do do	1	11	42	88	1	116
do do	2	46	17	56	1	74
do do	1	39	15	39	1	63
L'Original.....	2	24	33	91	1	121
Plantagenet (North—Nord).....	3	58	86	115	1	149
do do	1	29	23	61	1	97
do do	2	38	49	81	1	116
do do	3	32	14	35	1	57
(South—Sud).....	4	21	70	109	1	173
do do	1	22	109	131	1	151
do do	2	22	79	103	1	154
Hawkesbury Village.....	1	24	17	68	5	107
do do	2	41	1	1	1	1
Totals—Totaux.....		1,322	1,021	2,343	15	3,403
						22,857

Majority for } SIMON LABROSSE, 301.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		J. M. PLATT. <i>Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.</i>	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voters List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		J. S. McCREAR. <i>Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.</i>	No.											
PRINCE EDWARD.....	Ameliasburgh Township.....	64	49	113	1	2	156	3,451						
	do	110	57	167	2	.....	197						
	do	55	65	120	.....	.....	159					
	do	47	46	93	2	.....	132						
	do	41	63	114	1	.....	167						
	Sophiasburgh	48	83	134	2	.....	159						
	do	54	103	151	.....	.....	194					
	do	24	75	129	1	.....	163						
	do	90	114	144	.....	.....	143					
	Hillier	54	41	95	1	.....	124						
	do	91	53	144	2	.....	181						
	do	67	67	134	1	.....	172						
	Hallowell	45	73	118	4	.....	153						
	do	87	74	161	1	.....	193						
	do	32	88	120	.....	.....	153					
	do	41	65	106	1	.....	165						
	do	49	43	92	.....	.....	136					
	do	53	71	124	.....	.....	161					

	1	99	107	208	2	231	1,700
Marysburgh (North-Nord) Township	1	89	107	208	2	231	1,700
do do do	2	73	60	133	3	170	
do do do	1	74	68	142	1	193	
(South-Sud) do do do	2	54	38	92	1	132	2,205
do do do	3	102	44	146	.....	179	
Wellington.....	"	53	55	108	.....	127	598
Pictou, Town-Ville.....	"	61	71	140	3	222	
do do do	2	61	71	123	1	215	2,975
do do do	3	46	63	109	1	191	
do do do	4	54	33	87	.....	118	
Athol Township.....	"	97	72	169	1	224	
do do do	1	34	54	88	2	109	1,572
do do do	2	78	30	108	1	145	
do do do	3	.....	.....	.....	.....	.....
Totals - Totaux.....	.....	1,925	1,944	2,869	36	5,144	21,044

	1	123	180	8	1	228	1,912
Alice Township.....	.....	86	94	.....	.....	39	759
Algona (South-Sud) Township.....	No. 1	21	10	.....	.....	195	1,797
Bromley do do do	"	123	20	1	.....	.....
do do do	"	75	43	1	2	151	963
Head Clara and Maria do do do	No. 1	22	9	.....	.....	42	
Pembroke, Town-Ville.....	No. 1	25	84	.....	.....	160	2,820
do do do	"	50	51	.....	.....	194	
do do do	"	56	35	.....	.....	158	
do Township.....	"	26	58	.....	.....	173	683
Pettevawa do do do	No. 1	25	45	.....	.....	66	689
Ross do do do	"	29	22	3	.....	.....
do do do	"	47	75	1	1	149	2,131
do do do	"	42	44	.....	.....	101	
Rolph, Buchanan & Wylie Townships.....	3	34	15	1	.....	68	699
Stafford Township.....	.....	42	110	2	.....	180	1,065

Majority for } JOHN M. PLATT, 19.
Majorieé pour

THOS. MURRAY.

PETER WHITE.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each in each Subdivision.		Nomms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		THOS. MURRAY.	PATER WHITE.	THOS. MURRAY.	PATER WHITE.								
RENEW (North Riding) (Division Nord.) (Continued.) (Suite.)	Westmeath Township No. 1	79	69	148	1	179	3,220	1	109	2,406	Unorganized territory.
	do do No. 2	36	108	144	4	171							
	do do No. 3	55	71	126	1	165							
	Wilberforce and (North-Nord) Algona Township No. 1	41	60	101	.....	109						
	Wilberforce and (North-Nord) Algona Township No. 2	54	82	136	4	160							
	Totals—Totaux.	968	1,111	2,079	23	2,727							
					19	20,965							

Majority for
Majorité pour
 PATER WHITE, 143.

	W. M. BANNERMAN	ROBT. CAMPBELL							
RENFREW (South Riding.) (Division Sud.)									
Admaston.....No. 1	38	118	156	2	.....	196	2,383		
do " 2	49	35	84	1	.....	113			
Amprior..... " 1	62	24	86	5	.....	118	2,147		
do " 2	98	37	135	.....	.....	216			
Bagot and Blythfield.....	29	45	74	.....	.....	103	1,126		
Brougham.....	12	19	31	.....	.....	36	574		
Brudenell and Lynedoch.....	39	51	122	1	.....	122	1,270		
Grattan.....No. 1	21	84	105	1	3	129	1,893		
do " 2	30	20	50	3	.....	61			
Griffith and Matawatchan.....	27	10	37	1	.....	55	614		
Horton.....lbs. 1	64	57	121	1	.....	151	1,510		
do " 2	16	61	77	.....	.....	101			
Hegarty.....	23	29	53	.....	.....	67	986		
Jones and Sherwood.....	17	.....	17	2	.....	23	431		
Richards and Burns.....	2	1	3	.....	.....	1			
McNab.....No. 1	34	89	123	3	.....	187			
do " 2	49	80	129	4	4	172	3,092		
do " 3	48	35	83	3	1	158			
Renfrew..... " 1	47	50	97	1	.....	163	1,605		
do " 2	24	32	56	1	2	117			
Raglan and Radcliffe.....	24	21	45	.....	.....	64	785		
Sebastopol.....	6	15	21	.....	.....	27	626		
Totals—Totanz.....	759	913	1,672	26	23	2,386	19,160		Unorganised Territory.

Majority for } ROBERT CAMPBELL, 154.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada.—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts Electoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		W. O. EDWARDS. pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
		M. K. DICKINSON.	W. O. EDWARDS.								
Province of ONTARIO. d'ONTARIO.	Russell	Gloucester	No. 1	20	72	1	135	6,254	
		do	" 2	30	67	.....	.....	.....	128
		do	" 3	41	101	.....	.....	.....	191
		do	" 4	76	126	4	.....	.....	131
		do	" 5	51	82	.....	.....	.....	113
		do	" 6	30	91	.....	.....	.....	140
		do	" 7	48	67	.....	.....	.....	173
		do	" 8	55	78	.....	.....	.....	177
		do	" 9	44	89	3	.....	.....	128
		do	" 10	31	61	.....	.....	.....	128
Osgoode	do	86	118	2	190	4,783		
	do	63	128	.....	.....	.....	.....	185	
	do	59	103	.....	.....	.....	.....	181	
	do	54	116	.....	.....	.....	.....	161	
	do	67	115	.....	.....	.....	.....	183	
	do	53	96	.....	.....	.....	.....	190	
Russell	do	126	175	214	3,458		
	do	55	96	.....	.....	.....	.....	153	
	do	69	27	.....	.....	.....	.....	175	

	14	47	61	2	91	3,335
Chumberland.....	1	14	47	1	61	179
do 139	2	63	42	1	165	139
do.....	3	58	17	2	75	101
do.....	4	28	31	1	62	175
Clarence.....	1	81	50	1	131	181
do.....	2	71	36	2	107	116
do.....	3	9	89	.....	.....	56
do.....	4	38	7	.....	.....	53
do.....	6	23	13	.....	.....	141
do.....	1	31	50	.....	.....	147
Cambridge.....	1	55	24	.....	.....	995
do.....	2	64	66	1	120	191
New Edinburgh.....	.....	.....	.....	2	.....	.....
Totals—Totanz.....	1,644	1,335	2,979	13	17	4,654
Majority for } Moss Kent Dickinson, 309. Majorité pour }						
Simoon.....	1	41	65	.....	.....	187
(North Riding)	2	52	68	4	1	209
(Division Nord.)	3	48	78	1	1	219
do.....	4	40	70	.....	.....	191
do.....	5	46	55	1	.....	189
Collingwood.....	1	10	55	.....	.....	106
do.....	2	42	50	1	3	204
do.....	3	31	91	.....	.....	248
do.....	4	25	39	1	.....	138
do.....	5	25	45	.....	.....	156
Stayner.....	1	90	74	3	.....	233
Floss.....	1	53	63	2	.....	146
do.....	2	70	44	5	.....	153
do.....	3	41	56	1	.....	154
do.....	4	64	54	5	.....	180
do.....	1	53	47	.....	.....	135
Nottawasaga.....	1	44	105	1	.....	218
do.....	2	49	48	3	1	152
do.....	3	40	28	2	.....	110
do.....	4	40	60	.....	.....	169
do.....	6	55	81	1	.....	167
do.....	7	48	65	1	.....	167
do.....	8	59	72	1	.....	200
Totals.....	.....	.....	.....	.....	.....	4,854
.....	.....	.....	.....	.....	.....	4,445
.....	.....	.....	.....	.....	.....	1,028
.....	.....	.....	.....	.....	.....	3,141
.....	.....	.....	.....	.....	.....	6,971

Majority for } Moss Kent Dickinson, 309.
Majorité pour }

Chs. Drury.

D. McCarthy.

Simoon.....
(North Riding)
(Division Nord.)

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts Electoraux.</i>	Subdivisions.		Names of Candidates and for each of them in each Subdivision.	O. DREYER.	D. MCCARTHY.	Total Number of Votes polled in each Subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.										
Sawson (North Riding) (Division Nord.) (Continued.) (Suite.)	Sunnidale.....	No. 1		29	38	67	1	113		2,802	
	do	" 2		46	47	93	.....	3	147		
	do	" 3		55	30	85	.....	.....	116	
	do	" 4		50	39	89	.....	.....	124	
	Vespra	" 1		76	56	132	1	.....	176		
	do	" 2		41	41	82	.....	2	140		
	do	" 3		41	44	85	1	.....	143		
	do	" 4		64	49	113	.....	.....	171	
	Totals—Totaux.....			1,511	1,761	3,272	32	22	5,091			26,120

Majority for } DALTON MCCARTHY, 250.
Majorité pour }

	D. DOWN.	R. TYRWHITT.							
SIMCOH									
(South Riding.)									
(Division Sud.)									
Innisfil	1	75	101	.....	157				
do	2	31	97	.....	131				
do	3	31	64	.....	149				
do	4	56	110	.....	152				
do	5	52	40	.....	142				5,499
do	6	23	67	.....	136				
do	7	30	73	.....	174				
do	8	27	29	.....	104				
do	1	114	34	.....	181				
Essa	2	129	47	.....	234				4,666
do	3	79	82	.....	224				
do	4	85	16	.....	164				
do	1	71	91	.....	192				4,211
Mulmur	2	39	92	.....	196				
do	3	83	32	.....	166				
do	4	103	44	.....	204				
Tecunseh	1	59	57	.....	168				
do	2	35	75	.....	152				
do	3	49	104	.....	153				5,325
do	4	27	73	.....	100				
do	5	55	33	.....	88				
do	6	31	60	.....	91				
Tossonrio	1	65	56	.....	121				1,921
do	2	35	33	.....	68				
do	1	59	25	.....	84				
Alliston Village	1	59	59	.....	84				1,099
do	2	46	24	.....	70				
Totals—Totaux		1,440	1,446	.....	2,886	6	.....	4,201	22,721

Majority for } RICHARD TYRWHITT, 6. { As declared by R. O.—Tel que.
Majorité pour } { Déclaré par l'officier rapporteur.

Upon a recount by a Judge—(Sur nouveau dépositement par un juge) 1,435 1,441

Majority for } RICHARD TYRWHITT, 6. { As declared by the Judge.
Majorité pour } { Tel que déclaré par le juge. }

Judge's reason not assigned—(Les jugements n'ont pas motivés.)

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
 Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		H. H. COOK.	JAMES QUINN.							
Simcoe (East Riding.) (Division Est.)	Oro.....	42	39	81	.....	.....	.....	.....	.....	.....
	do.....	54	42	96	.....	.....	.....	.....	.....	.....
	do.....	88	49	137	3	1	.....	.....	.....	.....
	do.....	80	55	135	3	.....	.....	.....	.....	.....
	do.....	108	44	152	.....	.....	.....	.....	.....	.....
	Medonte.....	52	42	94	1	.....	.....	.....	.....	.....
	do.....	76	62	138	1	1	.....	.....	.....	.....
	do.....	49	55	104	.....	.....	.....	.....	.....	.....
	do.....	36	33	69	.....	.....	.....	.....	.....	.....
	do.....	51	49	100	.....	.....	.....	.....	.....	.....
Tiny.....	do.....	15	35	50	.....	.....	.....	.....	.....	.....
	do.....	3	2	5	.....	.....	.....	.....	.....	.....
	do.....	39	67	106	2	.....	.....	.....	.....	.....
	do.....	32	21	53	.....	.....	.....	.....	.....	.....
Penetanguishene.....	do.....	41	63	104	2	.....	.....	.....	.....	.....
	do.....	58	34	92	.....	.....	.....	.....	.....	.....
Midland.....	do.....	44	49	93	.....	.....	.....	.....	.....	.....
	do.....	61	67	128	2	.....	.....	.....	.....	.....
Orillia, Town—Vile.....	do.....	No. 1	.....	.....	.....	.....	.....	.....	.....	.....
	do.....	No. 2	.....	.....	.....	.....	.....	.....	.....	.....
	do.....	No. 3	.....	.....	.....	.....	.....	.....	.....	.....
		81	.....	.....	.....	.....	.....	.....	.....	.....
		96	.....	.....	.....	.....	.....	.....	.....	.....
		137	.....	.....	.....	.....	.....	.....	.....	.....
		152	.....	.....	.....	.....	.....	.....	.....	.....
		94	.....	.....	.....	.....	.....	.....	.....	.....
		138	.....	.....	.....	.....	.....	.....	.....	.....
		104	.....	.....	.....	.....	.....	.....	.....	.....
		99	.....	.....	.....	.....	.....	.....	.....	.....
		100	.....	.....	.....	.....	.....	.....	.....	.....
		60	.....	.....	.....	.....	.....	.....	.....	.....
		35	.....	.....	.....	.....	.....	.....	.....	.....
		21	.....	.....	.....	.....	.....	.....	.....	.....
		63	.....	.....	.....	.....	.....	.....	.....	.....
		92	.....	.....	.....	.....	.....	.....	.....	.....
		143	.....	.....	.....	.....	.....	.....	.....	.....
		169	.....	.....	.....	.....	.....	.....	.....	.....
		187	.....	.....	.....	.....	.....	.....	.....	.....
		235	.....	.....	.....	.....	.....	.....	.....	.....
		168	.....	.....	.....	.....	.....	.....	.....	.....
		4,566	.....	.....	.....	.....	.....	.....	.....	.....
		3,632	.....	.....	.....	.....	.....	.....	.....	.....
		3,736	.....	.....	.....	.....	.....	.....	.....	.....
		1,089	.....	.....	.....	.....	.....	.....	.....	.....
		1,095	.....	.....	.....	.....	.....	.....	.....	.....
		2,910	.....	.....	.....	.....	.....	.....	.....	.....

	83	39	122	3	188	
do and Matchedash	1	39	122	3	188	3,097
do do	2	50	100	.....	171
do do	3	44	81	163	2,993
do do	4	32	46	2	78	
do do	5	24	39	.....	73
do do	6	26	32	1	73	
Tay	2	30	54	2	81	
do	3	49	67	.....	109
do	4	41	60	3	105	
do	5	26	81	1	151	
Muskoka	67	44	111	.....	182
Gravenhurst	14	14	28	1	56	
Medors and Wood	4	2	6	.....	25
do do	13	3	16	1	40	
do do	69	48	117	.....	119
do do	801
Total—Total	1,468	1,330	2,798	30	4,623	27,185
Majority for } HERMAN H. COOK, 138. Majorité pour }						
	JAMES DEATY	W. B. MCKERRICH.				
St. Andrew's (Ward—Quartier)	No. 1	51	128	200	11,447
do do	2	75	126	3	182	
do do	3	38	116	2	196	
do do	4	46	99	1	177	
do do	5	60	109	.....	198
do do	6	48	91	4	175	
do do	7	69	41	1	200	
do do	8	56	94	2	195	
do do	9	73	118	1	198	
do do	10	46	109	4	185	
do do	11	34	83	2	164	
do do	12	66	128	1	201	
do do	13	74	109	2	201	
do do	1	60	118	.....	185
St. George's	2	58	118	2	196	
do do	3	53	97	1	166	
do do	4	55	94	2	191	
do do	5	57	113	4	187	
do do	6	45	82	.....	194
do do	7	49	33	1	186	
do do	8	40	65	6	167	
do do	9	53	60	3	186	
do do .....	.....	66	113	2	186
do do .....	.....	.....	102	2	166
do do	5,544

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Province of ONTARIO. ONTARIO.	Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.	
			JAMES BRATY.	W. B. MORRISON.											
Toronto (West—West.) (Continued.) (Suite.)	do do do do do do do do do do do do do do do do do do do	St. Patrick's (Ward—Quartier).....No.	1				111	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	2	62	59	114	1	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	3	49	34	83	1	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	4	64	46	110	2	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	5	47	47	94	1	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	6	67	33	100	1	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	7	43	50	93	.....	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	8	46	43	89	1	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	9	41	26	67	.....	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	10	71	41	112	1	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	11	48	47	95	.....	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	12	50	49	99	1	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	13	57	58	115	2	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	14	52	48	100	1	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	15	50	43	93	2	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	16	60	39	99	2	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	17	36	32	68	1	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	18	76	44	120	.....	.....	.....	.....	.....	.....	.....
		do do do do do do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do do do do	19	51	40	91	.....	.....	.....	.....	.....	.....	.....

14,965

St. Stephen's	do	1	58	53	110	4	1	186
do	do	2	47	35	82	2	1	154
do	do	3	43	38	81	2	1	128
do	do	4	60	29	89	2	1	146
do	do	5	58	38	96	2	2	153
do	do	6	52	41	93	3	1	184
do	do	7	52	38	90	4	1	190
do	do	8	48	27	75	4	3	149
do	do	9	40	29	69	4	3	180
do	do	10	51	22	73	4	3	146
Totals— <i>Toutux</i>								38,565
Totals								2,714
Totals								2,283
Totals								4,997
Totals								65
Totals								57
Totals								9,121
Totals								6,609

Majority for } JAMES BEATY, 431.
Majorité pour

TORONTO	J. D. EDGAR.	ROBERT HAY.	12,182
(Centre.)			
St. John's (Ward— <i>Quartier</i>)	No.		
do	1	49	101
do	2	44	95
do	3	54	102
do	4	55	110
do	5	42	100
do	6	26	98
do	7	22	72
do	8	40	90
do	9	33	84
do	10	37	51
do	11	24	82
do	12	31	96
do	13	65	95
do	14	41	106
do	15	33	74
do	16	53	110
do		57	189
do		41	136
do		64	168
do		72	165
do		55	172
do		55	146
do		50	151
do		50	112
do		50	112
do		79	166
do		58	168
do		55	191
do		55	181
do		54	181
do		44	165
do		49	154

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.	
		J. D. Edgar.	ROBERT HAY.									
TORONTO (Centre.) (Continued.) (Suite.)	St. James (Ward—Quartier).....	No. 1	55	41	96	165	10,791		
	do do	" 2	47	58	105	.....	.....	.....	190
	do do	" 3	44	54	98	.....	.....	.....	166
	do do	" 4	56	67	123	.....	.....	.....	191
	do do	" 5	51	50	101	4	.....	.....	177	
	do do	" 6	53	62	115	.....	.....	.....	200
	do do	" 7	48	51	99	.....	.....	.....	192
	do do	" 8	49	46	95	.....	.....	.....	195
	do do	" 9	56	51	107	5	.....	.....	196	
	do do	" 10	72	52	124	2	.....	.....	183	
	do do	" 11	80	46	126	5	.....	.....	200	
	do do	" 12	65	52	117	1	.....	.....	185	
	do do	" 13	48	70	118	.....	.....	.....	195
	do do	" 14	48	61	109	1	.....	.....	174	
	do do	" 15	42	44	86	1	.....	.....	161	
Totals—Totaux.....		1,422	1,620	3,042	33	5,194	22,983		
		Majority for } ROBERT HAY, 198. Majorité pour }										

Province
of ONTARIO.
d'ONTARIO.

Toronto (East—Est.)	JOHN SMALL	THOMAS THOMPSON								
St. Lawrence Ward—Quartier.....No. 1	56	74	110	2	189	4,864	11,072	8,931	24,867	6,141
do do....." 2	48	29	77	2	176					
do do....." 3	53	44	107		186					
do do....." 4	49	45	94		154					
do do....." 5	51	37	88		143					
do do....." 6	42	56	98		159					
do do....." 7	67	33	100	4	188					
do do....." 8	76	35	111		190					
do do....." 9	67	31	98		167					
do do....." 10	61	40	101	1	174					
do do....." 11	39	28	67		118					
St. David's										
do do....." 1	80	39	119	1	188					
do do....." 2	68	43	101	3	199					
do do....." 3	80	35	115		203					
do do....." 4	58	43	101	1	172					
do do....." 5	57	52	109	1	198					
do do....." 6	82	38	120	1	201					
do do....." 7	73	43	116	3	181					
do do....." 8	65	35	100	1	181					
do do....." 9	60	36	96		193					
do do....." 10	83	76	119		196					
do do....." 11	53	25	78	2	144					
do do....." 12	52	51	103		179					
do do....." 13	44	38	82		150					
St. Thomas Ward										
do do....." 1	52	42	94	1	156					
do do....." 2	51	47	98		164					
do do....." 3	52	38	90	4	196					
do do....." 4	53	66	119		205					
do do....." 5	61	60	121		193					
do do....." 6	38	47	85	3	172					
do do....." 7	55	55	110	4	195					
do do....." 8	47	58	105	1	162					
do do....." 9	27	34	61	1	137					
do do....." 10	35	47	82		119					
do do....." 11	57	56	113		203					
Total—Totanz.....	1,992	1,466	3,488	34	6,141					
Majority for <i>Majorité pour</i>	JOHN SMALL,		496.							

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Distriets électoraux.</i>	SUBDIVISIONS		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. — <i>Observations.</i>
	Jos. R. DUNDAS.	Wm. NEMDAR.										
VICTORIA	1	24		26	50	50	.....	.....	78	.....	
(South Riding)	2	84		51	85	85	.....	.....	102	.....	
(Division Sud.)	1	44		38	82	82	1	.....	178	.....	
.....	2	22		29	51	51	.....	.....	93	.....	
.....	3	33		45	78	78	1	.....	141	.....	5,080	
.....	1	35		31	66	66	.....	.....	95	.....	
.....	2	44		28	72	72	.....	.....	126	.....	
.....	3	52		46	98	98	1	.....	141	.....	
.....	1	55		61	116	116	2	.....	148	.....	
.....	2	58		50	108	108	2	.....	151	.....	
.....	3	53		82	135	135	2	.....	188	.....	
.....	4	45		93	138	138	4	.....	182	.....	
.....	5	21		101	122	122	4	.....	170	.....	
.....	6	20		67	87	87	2	.....	122	.....	5,531	
.....	7	42		88	130	130	3	.....	175	.....	
.....	8	28		21	49	49	1	.....	79	.....	
.....	1	50		54	104	104	1	.....	138	.....	
.....	2	70		51	121	121	.....	.....	154	.....	
.....	3	57		48	105	105	2	.....	153	.....	
.....	4	46		69	115	115	1	.....	141	.....	3,368	
.....	5	55		47	102	102	1	.....	137	.....	

Emily	1	107	31	138	168	2,876
do	2	98	30	128	160	
do	3	74	85	169	202	2,474
do	4	41	10	51	64	
Verulam	1	37	17	54	74	2,474
do	2	48	16	64	98	
do	3	24	68	92	114	750
do	4	46	23	69	84	
do	5	52	46	98	145	744
do	6	69	44	113	172	
Bobcaygeon	1	93	21	114	182	20,813
Omamee	1	1,577	1,517	3,094	4,355	
Totals—Totaux		1,577	1,517	3,094	4,355	

Majority for } JOSEPH R. DUNDAS, 60.
Majorité pour }

Carden and Dalton	No. 1	38	44	82	128	1,446
do	2	26	7	33	47	
Eldon	" 1	94	80	174	235	3,778
do	" 2	84	61	145	194	
do	" 3	58	59	117	158	3,094
do	" 4	75	59	94	135	
Fenelon	" 1	23	17	40	54	1,155
do	" 2	53	11	114	154	
do	" 3	46	67	113	147	787
do	" 4	48	35	83	121	
do	" 5	50	50	98	144	371
do	" 6	66	43	109	144	
Fenelon Falls	" 1	21	11	32	80	903
do	" 2	11	25	36	64	
Galway	" 1	32	2	34	56	957
do	" 2	32	2	34	56	
Anson and Hindon	" 1	60	35	95	188	1,509
Buxley	" 1	60	18	68	89	
Laxton, Digby and Longford	No. 1	39	21	60	78	101
do	" 2	27	12	39	68	
Somerville	" 1	36	29	65	101	

VICTORIA (North Riding.) (Division Nord.)

Return of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision. <i>Nombre total des votes donnés dans chaque subdivision.</i>	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>	
	H. CAMERON. Number of Votes polled for each of them in each Subdivision.	G. G. KEITH. Number of Votes polled for each of them in each Subdivision.							
ONTARIO. ONTARIO. Province	Lutterworth	9	7	16	28	586		
	do	7	5	12	.....	21		
	do	7	0	7	.....	15		
	Snowden	17	23	40	2	62			807
	do	3	4	7	.....	14		
	Minden	62	26	98	4	243			1,110
	do	19	4	23	.....	38		
	Stanhope and Sherbourne	2	0	2	3			551
	do	.....	.....	.....	.....	.....
	Totals—Totaux	1,063	773	1,836	16	13			2,826	17,064

Majority for } HECTOR CAMERON, 280.
Majorité pour }

	DR. D. S. BOWLEY.	HUGO KRANZ.						
WATERLOO.....	1							
(North Riding)	2							
(Division Nord.)	3							
do	4							
do	5							
do	6							
Waterloo	1	57	79	1				106
do	2	32	53	2				167
do	3	51	79					164
do	4	49	83	2				196
do	5	30	73					169
do	6	43	83					69
Township (North-Nord)	1	83	136	3				106
do	2	44	107	1				107
do	3	62	102					109
do	4	47	124	1				159
do	5	86	108					132
do	6	101	143	1				169
Wellesley	1	84	148					141
do	2	78	148					171
do	3	69	147					189
do	4	75	126					180
do	5	62	145	1				172
do	6	83	129	2				169
Woolwich	1	38	129					160
do	2	11	142	1				177
do	3	60	149	1				187
do	4	89	135					185
do	5	37	47	1				56
do	6	29						
Totals—Totaux	1,402	1,459	2,861	19	6			3,728
								20,986

Majority for } Hugo KRANZ, 57.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	J. LIVINGSTONE	S.A.M. MEYNER.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
WATERLOO..... (South Riding.) (Division Sud.)	Waterloo Township (South—Sud)..... No. 1	89	54	153	2	1	187	4,004					
	do do " 2	86	47	133	1	1	171						
	do do " 3	71	48	119	1	1	153						
	do do " 4	90	51	141	1	1	163						
	Wilnot do " 1	99	48	147	1	1	201						
	do do " 2	80	42	122	1	1	159						
	do do " 3	35	75	110	1	1	146						
	do do " 4	91	31	122	2	2	176						
	do do " 5	24	94	118	1	1	154						
	do do " 6	40	62	102	1	1	123						
	do do " 7	101	41	142	1	1	208						
	Dumfrics do do " 1	108	28	136	1	1	187						
	do do " 2	72	14	86	1	1	105						
	do do " 3	58	22	80	1	3	117						
	do do " 4	101	33	134	1	1	174						
	do do " 5	29	44	73	1	1	110						
	Galt do " 1	35	36	71	1	1	132						
	do do " 2	36	41	91	1	1	193						
	do do " 3	60	41	91	1	1	193						

PROVINCE
211
of ONTARIO.
ONTARIO.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
		JOHN FERGUSON	B. B. OELBR.	JOHN FERGUSON	B. B. OELBR.								
WELLAND (Continued.) (Suite.)	Port Colborne.....	60	51	111	1	189	}	1,716	}	5,797	}	1,870	
	do	55	53	108	.....	178						
	Thorold.....	77	49	117	.....	192						
	do	48	36	84	2	132							
	do	48	45	93	.....	161						
	do	43	37	80	2	122							
	do	34	36	70	1	128							
	do	47	31	78	1	127							
	do	43	44	87	1	138							
	do	40	41	81	10	131							
	do	40	41	81	1	131							
	Totals—Totaux.....		1,965	1,833	3,798	50								5,797	26,152

Majority for } JOHN FERGUSON, 132.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision. <i>Nombre total des votes donnés dans chaque subdivision.</i>	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins manqués.</i>	Number of Votes on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	Names of Candidates and Number of Votes polled for each of them in each Subdivision. <i>Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.</i>	J. B. PLUMB.						
WELLINGTON (North Riding.) (Division Nord.) (Continued.) (Suite.)	Luther (West—Ouest).....	No. 1	123	1	3	176	} 1,257	
	do	" 2	88	.....	1	105	
	do	" 3	105	.....	1	184	
	do (East—Est).....	" 1	132	.....	.....	154
	do	" 2	112	.....	.....	123
Totals—Totaux	2,047	1,972	4,019	14	26	142	} 2,170	
Majority for JAMES McMULLEN, 75. <i>Majorité pour l'Officier rapporteur.</i>			As declared by Ret. Officer— <i>(Tel que déclaré par l'Officier rapporteur.)</i>					
On recount by a Judge— <i>(Sur nouveau dé- poulement par un juge) :—</i>								
Arthur Village	No. 1		112	176	} 1,257	
do	" 2		92	.....	1	105	
Clifford	No. 1		75	184	} 722	
do	" 2		66	.....	3	154	
Mount Forest.....	No. 1		66	123	} 2,170	
do	" 2		91	.....	1	142	
do	" 3		68	142	} 2,170	
do	" 4		68	.....	2	133	

Harriston	1	85	18	53	87	Ballots in No. 2 of Ar- thur Village, and No. 3 of Luther West, rejected by the Judge,—reason not reported. <i>Les bulletins dans au- micro 2 du village d'Ar- thur, et numero 3 de Lu- ther Ouest, ont été rejétés par le juge,—le jugement n'est pas motivé.</i>
do	2	20	12	32	58	
do	3	40	16	56	85	
do	4	24	17	41	82	
do	5	25	18	43	87	
Palmerston	1	26	62	88	175	
do	2	31	53	84	170	
do	3	21	56	77	131	
do	1	26	81	107	147	
Amaranth	2	53	98	151	192	
do	3	37	81	118	154	
do	4	55	83	138	197	
do	1	57	83	140	175	
Arthur Township	2	97	35	132	181	
do	3	59	49	108	131	
do	4	113	26	139	182	
do	5	54	77	131	163	
do	1	108	44	162	195	
Minto	2	72	66	138	212	
do	3	91	48	139	150	
do	4	44	61	105	155	
do	5	80	26	106	138	
Wallace	1	43	57	100	137	
do	2	70	41	111	170	
do	3	36	87	123	124	
do	4	23	67	90	183	
do	5	51	85	136	186	
Luther (West—Owest)	1	61	60	121	160	
do	2	62	36	98	117	
do	3	rejected by the Judge.			122	
do	1	56	75	131		
do	2	55	55	110		
Totals—Totaux		1,911	1,891	3,802	5,817	26,024

Majority for } JAMES McMULLEN, 20 { as declared by the Judge.
 Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Geo. T. ORTON. <i>nombre des votes donnés pour chacun d'eux dans chaque subdivision.</i>	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
		Sir R. J. CARTWRIGHT.													
of ONTARIO. d'ONTARIO. Province	WELLINGTON.....	No. 1	48	55	103	1	1	.....	.....	.....	174	2,847	
	do (Centre Riding.)	" 2	44	99	143	1	1	.....	.....	.....	252		
	do (L'Avision Centre)	" 3	28	33	61	100	2	.....	.....	.....	108		
	do	" 4	30	70	100	124	1	.....	.....	.....	182		
	Fergus.....	" 1	66	58	124	126	.....	.....	.....	.....	299	1,733	
	do	" 2	70	56	126	.....	.....	.....	.....	.....	281		
	do	" 3	55	70	108	.....	.....	.....	.....	.....	175	1,987	
	do	" 4	80	29	109	.....	.....	.....	.....	.....	174		
	Drayton.....	" 1	79	50	129	.....	.....	.....	.....	.....	246	587	
	do	" 2	98	47	145	.....	.....	.....	.....	.....	180		
	do	" 3	82	76	158	.....	.....	.....	.....	.....	176		
	do	" 4	65	68	133	.....	.....	.....	.....	.....	175	5,024	
	do	" 5	62	62	124	.....	.....	.....	.....	.....	185		
	do	" 6	47	81	128	.....	.....	.....	.....	.....	174		
	do	" 7	63	79	142	.....	.....	.....	.....	.....	251		
	Pikington.....	" 1	89	31	120	.....	.....	.....	.....	.....	225	1,958	
	do	" 2	58	36	94	.....	.....	.....	.....	.....	128		
	do	" 3	59	81	140	.....	.....	.....	.....	.....	148		
	do	" 4	50	104	154	.....	.....	.....	.....	.....	225		
	Garafaxa (East-Em)	" 1	48	106	154	.....	.....	.....	.....	.....	224	2,635	
	do	" 2	48	106	154	.....	.....	.....	.....	.....	224		
	do	" 3	39	101	140	.....	.....	.....	.....	.....	221		

		Majority for } GEORGE T. ORTON, 152. Majorité pour }												
		JAMES GOLDIE					JAMES INNES							
		No.					No.							
WELLINGTON (South Riding) (Division Sud)	Quelph	1	42	44	86	128	57	71	98	148	220	249		
	do	2	53	20	73	148	98	50	31	84	220	220		
	do	3	76	53	129	89	61	53	28	89	260	220		3,620
	do	4	57	42	99	144	63	63	91	144	138	138		
	do	5	58	26	84	107	56	75	51	126	150	150		
	do	6	37	49	86	139	70	75	69	67	182	182		
	do	7	50	35	85	118	43	43	24	67	105	105		4,551
	do	8	59	57	116	118	42	42	27	76	144	144		
	do	9	69	62	131	121	47	47	74	97	166	166		
	do	10	56	44	100	83	44	42	28	75	216	216		
	do	11	68	22	90	103	59	59	44	103	201	201		2,474
	do	12	49	27	76	115	56	56	44	44	235	235		
	do	1	58	88	146	146	56	56	44	44	7,025	7,025		26,816
	do	2	90	63	152	123	56	56	44	44	29	29		
do	3	74	49	123	117	56	56	44	44	2,793	2,793			
Eramosa	do	1	52	65	147	147	64	64	83	183	183			
	do	2	64	80	149	149	69	69	80	194	194			
	do	3	56	59	115	115	56	56	59	153	153			
	do	4	56	59	115	115	56	56	59	153	153			
Totals—Totaux			2,056	2,208	4,264	29	29	29	29	29	29	29	29	29

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	JAMES GOLDIE.	JAMES INNES.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.				
	1	2																
WELLINGTON (South Riding) (Division Sud.) (Continued.) (Suite.)	Paslinch Township.....No.	1		63	78	141	141	1	3	188	188	3,985						
	do do	2		52	119	171	171			246	246							
	do do	3		41	85	126	126	2		183	183							
	do do	4		59	59	118	118	1		167	167							
	do do	5		50	95	145	145	2	2	203	203							
	do do	6		31	87	118	118		1	141	141							
	do do	7		64	46	110	110		1	162	162							
	do do	8		45	79	124	124			157	157							
	do do	9		40	75	115	115			169	169							
	do do	10		50	72	122	122			165	165							
	do do	11		40	28	68	68	2		101	101							
	do Village.....																	
	Total—Totaux.....			1,672	1,790	3,462	3,462	23	15	6,026	6,026				25,400			

Majority for } JAMES INNES, 118.
Majorité pour }

WENTWORTH (North Riding) (Division Nord.)		THOMAS BAIN.	ROBT. MCKEON. NIE, JUN.										
Beverly	No. 1	108	44	152	2	.....	.....	.....	.....	.....	.....	.....	.....
do	" 2	105	55	160	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 3	78	94	172	1	.....	.....	.....	.....	.....	.....	.....	.....
do	" 4	110	46	156	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 5	89	18	107	1	.....	.....	.....	.....	.....	.....	.....	.....
do	" 6	66	47	113	1	.....	.....	.....	.....	.....	.....	.....	.....
Flamborough (West—Owest)	" 1	60	85	145	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 2	58	70	128	2	.....	.....	.....	.....	.....	.....	.....	.....
do	" 3	114	61	175	3	.....	.....	.....	.....	.....	.....	.....	.....
do	" 4	86	75	161	1	.....	.....	.....	.....	.....	.....	.....	.....
do	" 4	86	75	161	2	.....	.....	.....	.....	.....	.....	.....	.....
(East—Est)	" 1	51	55	106	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 2	48	91	139	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 3	51	97	148	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 4	74	44	118	1	.....	.....	.....	.....	.....	.....	.....	.....
Waterdown	.....	61	80	141	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	.....	36	81	117	1	.....	.....	.....	.....	.....	.....	.....	.....
Dundas	No. 1	37	50	87	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 2	28	88	116	3	.....	.....	.....	.....	.....	.....	.....	.....
do	" 3	34	111	145	5	.....	.....	.....	.....	.....	.....	.....	.....
do	" 4	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....
Total—Totaux	.....	1,294	1,292	2,586	25	11	3,588	3,709	15,998	.....	.....	.....	.....

Waterdown not mentioned in census.
(Non mentionné dans le recensement.)

Majority for } THOMAS BAIN, 2. { As declared by the Returning Officer.
Majorité pour } *Tel que déclaré par l'officier rapporteur.*

On recount by a Judge:—
Sur nouveau dénombrement par un Juge:—

Beverly	No. 1	108	44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 2	106	55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 3	78	94	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 4	110	46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 5	89	18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 6	66	47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flamborough (West—Owest)	" 1	60	85	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 2	58	70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 3	114	61	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do	" 4	84	73	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	THOMAS BAIN.	R. MCKECHNIE, Jun.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	R. MCKECHNIE, Jun.										
WENTWORTH (North Riding) (Division Nord.) (Continued.) (Suite.)	Flamborough (East—Est)	No. 1	51	55	.....	.....	.....	2	.....	.....	.....
	do	" 2	48	91	.....	.....	.....	.....	3	.....	.....
	do	" 3	51	96	.....	.....	.....	2	.....	.....	.....
	do	" 4	74	44	.....	.....	.....	.....	.....	.....	.....
	Waterdown	.....	61	79	.....	.....	.....	1	.....	.....	.....
	Dundas	No. 1	36	82	.....	.....	.....	2	2	.....	.....
	do	" 2	37	50	.....	.....	.....	.....	.....	.....	.....
	do	" 3	28	90	.....	.....	.....	1	.....	.....	.....
	do	" 4	36	112	.....	.....	.....	2	2	.....	.....
	Totals—Totaux	1,295	1,292	24	11

Majority for } THOMAS BAIN, 3. { As declared by the Judge.
Majorité pour } { *Tel que déclaré par le juge.*

221
Province
of ONTARIO.
ONTARIO.

WENTWORTH (South Riding.) (Division Sud.)	Lewis Springer.	R. R. Wadwell.	No. returns by R. O.	No. returns by R. O.									
Barton	49	74	123	1	181								
do	81	72	153	1	216								
do	56	78	134	3	185								
do	60	55	115	1	220								
Binbrook	105	72	177	3	193								
do	70	98	168	3	149								
do	79	36	114	3	147								
Caistor	No returns	No returns	by R. O.	4	196								
do	85	79	164	1	218								
do	102	58	160	2	156								
Glanford	41	57	98	3	201								
do	No returns	No returns	by R. O.	4	169								
do	34	44	78	4	119								
do	110	63	173	1	207								
do	83	57	140	1	184								
do	64	58	122	1	157								
do	120	120	240	3	341								
do	51	101	152	3	184								
do	63	84	147	3	211								
Totals—Totaux	1,253	1,205	2,458	26	3,854								15,539

Statement of D. R. O. not signed. *Rélevé du S. O. R. non signé.*
 No statement from D. R. O. in ballot box. *Aucun relevé du S. O. R. dans la boîte du scrutin.*
 do do do
 do do do

Majority for } Lewis Springer, 48.
Majorité pour

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts Electoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Jas. ANDERSON	Wm. MURLOCK	Total Number of Votes polled in each Subdivision.	Nombr total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
YORK (North Riding.) (Division Nord.)	King.....	No. 1	56	72	128	1	157	6,664	
	do.....	" 2	27	61	88	1	124		
	do.....	" 3	67	90	157	182		
	do.....	" 4	50	73	123	3	170		
	do.....	" 5	72	90	162	1	194		
	do.....	" 6	51	82	133	1	169		
	do.....	" 7	58	71	129	1	162		
	do.....	" 8	56	73	129	1	173		
	do.....	" 9	47	46	93	123		
	do.....	" 1	34	88	122	1	175		
	do.....	" 2	21	65	86	115		
	do.....	" 3	36	87	123	4	181		
	do.....	" 4	64	68	132	3	206		
	do.....	" 5	72	65	137	2	200		
do.....	" 6	49	50	106	3	159			
do.....	" 1	45	86	131	161			
do.....	" 2	53	49	102	128			
do.....	" 3	76	21	97	4	129			
do.....	" 4	92	49	141	1	166			

do (North—Nerd)	1	65	47	113	1	148	} 2,118
do do	2	64	65	129	.....	190
do do	3	60	47	107	6	171	
do do	1	104	40	144	2	181	} 2,482
do do	2	62	34	96	1	108	
do do	3	41	9	50	1	72	
do do	4	39	44	83	.....	113
Aurora	1	80	79	159	1	206	} 1,540
do do	2	50	60	110	1	131	
Holland Landing	No. 1	51	52	103	123	} 1,176
Bradford	No. 2	29	22	51	.....	84
Totals—Tcauz		1,721	1,830	3,551	41	4,762	21,730

Majority for } WILLIAM MELOCK, 109.
Majorité pour

	ALF. BOUTBER	HON. A. MAG-KENZIE				
Markham	No. 1	49	71	120	2	157
do do	2	47	45	92	2	118
do do	3	56	41	97	1	122
do do	4	59	58	117	.....	158
do do	5	63	72	135	1	185
do do	6	43	83	126	.....	142
do do	7	21	52	73	4	125
do do	8	46	95	141	1	181
do do	9	31	47	78	4	114
do do	10	38	67	105	.....	135
do Village		80	82	162	3	215
Scarborough	No. 1	65	47	112	.....	145
do do	2	80	73	153	1	207
do do	3	67	94	161	1	200
do do	4	33	81	114	4	157
do do	5	41	56	97	2	120
do do	6	48	33	81	2	132
do do	7	76	57	133	3	197
do do	8	80	52	132	2	206
do do	9	106	27	133	1	181
Totals		6,375		954		4,208

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.							
YORK. (East Riding.) (Division Est.) (Continued.) (Suite.)	York	50	47	97	1	128	6,491		
	do	47	56	103	2	154	4,825		
	do	60	48	108	2	129			
	do	25	30	55	2	122			
	do	42	38	80	2	106			
	do	41	65	106	4	132			
	do	65	44	109	2	203			
	do	54	52	106	2	207			
	do	44	76	120	1	215			
	do	73	39	112	3	193			
do	50	59	109	4	181	22,863			
do	41	27	68	1	130				
do	28	43	71	1	118				
Totals—Totaux.....		1,749	1,857	3,606	49	5,215			

Majority for }
Majorité pour }
HON. ALEX. MACKENZIE, 108.

Province
of ONTARIO.
d'ONTARIO.

Electoral Districts.
Districts électoraux.

YORK. (West Riding.) (Division Ouest.)	HODGINS. FROM		WALLACE. N. O.		118	1	118	47	147	6,328
	No.	1	2	3							2	3
Vaughan.....	1	71	47	118	147	1	147	147	}	6,328
do	2	63	49	112	172	2	172	172		
do	3	61	54	125	185	3	185	185		
do	4	74	93	167	203	3	203	203		
do	5	42	117	159	209	1	209	209		
do	6	65	68	133	183	2	183	183		
do	7	73	29	102	149	1	149	149		
do	8	63	37	100	155	1	155	155		
Richmond Hill	1	49	78	127	175	1	175	175		
York	1	45	72	117	210	1	210	210		
do	2	39	96	135	199	3	199	199		
do	3	38	61	99	149	1	149	149		
do	4	51	102	153	207	1	207	207		
do	5	46	58	104	133	1	133	133		
do	6	71	58	129	166	2	166	166		
do	7	51	66	117	178	1	178	178		
do	8	8	52	60	125	1	125	125		
Brockton	1	55	52	107	178	1	178	178	}	786
do	2	42	75	117	167	4	167	167		
do	3	62	83	145	198	2	198	198		
do	4	49	39	88	130	1	130	130		
Parkdale	1	48	73	106	143	1	143	143	}	2,976
do	2	23	47	95	182	2	182	182		
do	3	52	43	66	113	1	113	113		
Totals—Totaux		1,324	1,531	2,885	4,254	24	4,254	4,254		18,884
Majority for } NATHANIEL C. WALLACE, 237. Mésoprité pour }										
Province of QUEBEC. de QUEBEC.										
ARGENTUIL.....	Hon. John J. C. Abbott, Acclamation.....									
BAGOT.....	Hon. J. A. Mousseau, Acclamation.....									
										14,947
										21,199

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		F. X. LEMIEUX. nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins manqués.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
		JOSEPH BOLDOU	No.												
BEAUCHÉ.....	Ste. Marie.....	91	62	153	1	1	1	1	219	2,782					
	do	88	31	119	1	1	1	1	162						
	do	33	9	42	1	1	1	1	70						
	St. Elzéar	82	21	103	1	1	1	1	197	1,500					
	St. Séverin	62	9	71	1	1	1	1	143	324					
	Saints Anges.....	81	14	95	2	2	1	1	176	981					
	St. Joseph	82	33	115	7	7	1	1	213	2,838					
	do	82	33	115	7	7	1	1	154						
	St. Frederic	51	55	106	2	2	1	1	162	1,801					
	do	37	36	73	2	2	2	2	117						
	Canton de Broughton.....	11	64	75	15	15	1	1	230	858					
	St. Pierre de Broughton.....	12	65	76	15	15	1	1	168						
	St. François	13	100	38	138	6	1	1	206						
	do	14	76	33	111	4	1	1	145	4,181					
	do	15	68	20	88	1	1	1	161						
	St. George	16	60	76	136	5	5	5	225	2,746					
	do	17	89	154	243	5	5	5	213						
	do	17	65	89	154	5	5	5	148	924					
	do	18	4	29	33	2	2	2	48						
	Linière	19	35	83	118	2	2	2	143	924					
	do	20	130	16	146	1	1	1	199	2,154					
St. Victor de Tring.....	20	130	16	146	1	1	1	199							
do	21	84	1	85	1	1	1	116							

821
Province
of QUEBEC.
de QUEBEC.

	22	125	5	130	1		185	2,256	
St. Ephrem de Tring.....	"	23	4	101	2		131		Forayth not mentioned in Censur. Non mentionné dans le recensement.
do	"	23	27	128	1		190	1,557	
Forsyth.....	"	24	24	112	8		277		
Shenley.....	"	25	29	69	6		170	1,634	
do	"	26	26	114	2		106		
St. Vital de Lambton.....	"	27	88	71	.....		193		Aylmer not mentioned in Censur Non mentionné dans le recensement.
do	"	28	57	71	1		1,241	1,488	
do	"	28	57	71	.....		1,037	1,488	Sacré Cœur de Jésus. St. Martin. St. Evariste. Dorset. St. Sébastien. Woburn. Spaulding.
Aylmer.....	"	29	118	135	.....		264	339	57
Total—Totaux				3,042	73	8	4,729	32,020	

Majority for } JOSEPH BOLDUQ, 1,264.
Majorité pour }

BEAUHARNOIS.....	J. G. H. Bergeron, Acclamation.....	16,005
BELLECHASSE.....	.....	.....

	Guillaume Amyot.	Ph. Or.	Lucas Bénést.					
Saint Michel.....	66		56	122	2	.....	168
do	19		88	107	.....	.....	123
Saint Vallier.....	35		119	154	1	.....	182
Beaumont	21		112	133	2	.....	160
Saint Raphaël.....	33		77	110	1	.....	145
do	41		61	102	.....	.....	127
do	8		57	65	1	.....	82
Saint Charles	93		84	177	2	.....	200
do	19		51	70	.....	.....	77
								2,089
								1,372
								922
								2,644
								1,989

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		PR. OR. PAQUÉ alias BRASST.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		AMOT.	AMOT.									
BELLECHASSE..... (Continued) (Suite.)	St. Gervais	123	47	170	.....	.....	.....	.....	210	2,215	
	do	144	11	155	.....	.....	.....	.....	164	1,602	
	Armagh	81	67	148	28	.....	.....	.....	219	706	
	Mailloux	51	52	103	.....	.....	.....	.....	129	763	
	Saint Magloire	79	59	138	.....	.....	.....	.....	165	1,403	
	Buckland	46	1	47	.....	.....	.....	.....	60	1,403	
	do	113	17	132	.....	.....	.....	.....	175	2,363	
	Saint Lazare	114	50	164	1	.....	.....	.....	197	2,363	
	do	98	35	133	6	.....	.....	.....	164	18,068	
	Totals—Totaux	1,186	1,044	2,230	44	.....	.....	.....	2,748	18,068	

Majority for } GUILLAUME AMOT, 142.
Majorité pour }

Province
of QUEBEC.
de QUEBEC.

921

	E. O. CUTHBERT.	LOUIS SYLVESTER.						
BERTHIER								
Berthier (Town—Vile).....	No. 1	35	105	2	284	2,156		
do do	" 2	36	109	1	139			
Berthier, (Parish—Parotse)	" 1	13	84	1	114	2,222		
do do	" 2	40	37	1	102			
do do	" 3	55	32	8	114			
St. Outhbert	" 1	42	73	1	60	3,325		
do do	" 2	35	50	2	155			
do do	" 3	72	93	3	119			
do do	" 4	29	75					
St. Barthélemi	" 1	31	126		448	2,812		
do do	" 2	36	120					
do do	" 3	61	107		61	1,356		
do do	" 4	44	53	2	152			
Isle Dupas	" 1	9	114					
do do	" 2	20	76					
do do	" 3	66	88		353	2,240		
Lanoraie.....	" 1	29	61					
do do	" 2	25	61					
do do	" 3	36	111	2	232	1,314		
Lavaltrie.....	" 1	86	65	1				
do do	" 2	16	49	14	246	1,451		
do do	" 3	57	137	2				
St. Norbert.....	" 1	14	31	2				
do do	" 2	63	119	9				
St. Gabriel.....	" 1	56	83		410	3,054		
do do	" 2	31	72					
do do	" 3	30	76		172	738		
St. Damien.....	" 1	83	102			1,170		
Totals—Totaux	1,126	1,096	2,222	49	3,161	21,838		

St. Michel des Saints.

Majority for E. O. CUTHBERT, 30. { as declared by the Returning Officer. }
Majorité pour { tel que déclaré par l'officier rapporteur. }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SURNAMING.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		LOUIS STYLMSTER. nombr des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins mancés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
		E. O. OTTHBERT.	LOUIS STYLMSTER.											
BERTHIER.....	Upon recount by a Judge.—Sur nouveau décomptement des votes par un juge :—													
(Continued.) (Suite.)	Berthier (Town—Ville).....	No. 1	No. 2	70	35	2								
	do do.....	" 1	" 2	73	36	1								
	do (Parish—Paroisse).....	" 1	" 2	71	13	1								
	do do.....	" 2	" 3	40	37	1								
	do do.....	" 3	" 4	55	32									
	do do.....	" 1	" 2	34	46	1								
	St. Cuthbert.....	" 1	" 2	15	34	1								
	do do.....	" 3	" 4	21	74	1								
	do do.....	" 1	" 2	29	47									
	do do.....	" 4	" 5	31	95									
	St. Barthélemi.....	" 1	" 2	31	36									
	do do.....	" 2	" 3	43	64									
	do do.....	" 3	" 4	43	64									
	Iste Dupas.....	" 1	" 2	9	44									
	do do.....	" 2	" 3	20	94									
	do do.....	" 1	" 2	66	10	2								
	Lanoraie.....	" 1	" 2	66	10									
	do do.....	" 2	" 3	59	29									
	do do.....	" 3	" 4	38	25									

231
Province
of QUEBEC.
de QUEBEC.

Electoral Districts.
Districts électoraux.

Loyalité.....	1	87	36	As declared by the Judge.		Judge's reason not reported. Le jugement n'est pas motivé.
				{	{	
St. Norbert.....	1	58	92	1		
St. Gabriel.....	1	62	66			
do	2	31	52			
do	3	30	46			
St. Damien.....	3	83	19			
Totals—Totalx.....		1,138	1,120	2,258	12	
Majority for } EDOUARD OCTAVIAN CUTHBERT, 18. { Majorité pour } <i>Tel que déclare par le juge.</i> {						
BONAVENTURE.....	L. J. ROPER, Acclamation.....					18,908
No. of Members Present						
BROME.....	No.	1	39	108	3	177
		2	42	76	1	145
		3	32	97		148
		4	80	70	2	190
		5	29	91	2	160
		1	46	28	2	101
		2	32	56	2	120
		3	50	88	1	123
		4	40	46	2	104
		1	19	88	1	126
		2	33	42	1	90
		3	55	80	2	162
		4	72	50	2	155
		33	2	137		
					4,047	
						2,306
						929
						2,489

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Nom des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>	
		BORIGHT. R. N.	FISHER. S. A.														
BROME (Continued.) (Suite.)	Potton.....No 1	35	65	100	3	124	2,380			
	do " 2	18	29	47	1	.....	.....	.....	.....	.....	.....	.....	74
	do " 3	101	42	143	6	.....	.....	.....	.....	.....	.....	.....	191
	do " 4	41	64	105	.....	.....	.....	.....	.....	.....	.....	.....	143
	do " 5	41	103	144	.....	.....	.....	.....	.....	.....	.....	.....	167
	do " 6	119	33	152	5	.....	.....	.....	.....	.....	.....	.....	196
	do " 7	57	20	77	2	.....	.....	.....	.....	.....	.....	.....	100
	do " 8	76	24	100	1	.....	.....	.....	.....	.....	.....	.....	132
	do " 9	66	59	125	.....	.....	.....	.....	.....	.....	.....	.....	162
	do " 10	64	57	121	3	.....	.....	.....	.....	.....	.....	.....	156
	Totals—Total		1,240	1,899	2,639	42			3,383	15,827

Majority for } SYDNEY ARTHUR FISHER, 169.
Majorité pour }

	P. B. BENOIT.	F. X. N. BERTHIAUME.						
CHAMBLEY								
St. Lambert (Parish—Paroisse).....	26	1	27	1	139	333		
Longueuil do	71	15	86	1	220	937		
do (Town—Villes).....No. 1	27	12	32	3	108			
do do	30	21	51	.....	91			
do do	70	20	90	.....	148	2,355		
do do	33	16	49	.....	119			
Boucherville (Parish—Paroisse).....	85	20	105	2	222	785		
do (Village—Village).....	54	21	75	.....	110	1,165		
St. Bruno (Parish—Paroisse).....No. 1	57	19	76	.....	144	894		
do do	12	13	25	.....	86			
do do	44	36	80	1	116	700		
St. Basile le Grand.....	1	.....	1	.....	80			
Chambley.....No. 1	54	16	70	3	142	988		
do	76	84	84	1	148			
Village du Basin de Chambley	68	52	120	1	175	1,506		
Village du Canton de Chambley	114	13	127	.....	182	1,136		
St. Hubert, (Parish—Paroisse).....								
Totals—Totaux.....	822	283	1,105	13	2,221	10,868		

Majority for } PIERRE BASILE BENOIT, 539.
 Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	H. MONTPLAISIR.	HON. A. TURCOTTE.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins manqués.	Number of Voters on the Voters List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
	No. 1	No. 2														
CHAMPLAIN	St. Stanislas	63		2	65	1								3,235		
	do	53		63	116											
do	do	48		38	140											
	do	112		28	92											
St. Anne	do	86		6	82											
	do	30		3	33											
St. Geneviève	do	47		67	114											
	do	44		69	113											
Champlain	do	27		41	68											
	do	58		15	73											
St. Luc	do	69		13	82											
	do	65		13	65											
St. Theclé	do	87		8	123											
	do	115		8	87											
Cap de la Magdeleine	do	87		1	81											
	do	42		39	81											
St. Maurice	do	105		9	114											
	do	82		25	107											
St. Narcisse	do	97		13	110											
	do	41		1	42											
St. Tite	do	41		37	78											
	do	36		38	74											

Province
de QUEBEC.
of QUEBEC.

Districts électoraux.
Electoral Districts.

	103	95	140	1	1	267	1,268
<i>Ste. Flore</i>	103	3	4	.....	.....	44	881
Village Fremont.....	1	4	144	.....	.....	260	1,336
Mount Carmel.....	140	14	127	.....	.....	220	1,382
St. Prosper.....	113	43	109	.....	.....	170	1,141
Bauscan.....	66	.....	.....	.....	.....	.....	.....
Totals—Totaux.....	1,773	614	2,387	56	11	3,589	26,818

	Majority for <i>Majorité pour</i>	HYPPOLITE MONTPLAISIR, 1,159.			Unorganized Territory.
<i>St. Simon</i>	954	601	1,555	11	17,160
Totals—Totaux.....	954	601	1,555	11	17,160

	Majority for <i>Majorité pour</i>	S. X. CIMON, 363.			St. Simon not mentioned in Census. <i>Non mentionné dans le recensement.</i>
<i>St. Simon</i>	954	601	1,555	11	17,160
Totals—Totaux.....	954	601	1,555	11	17,160

	Majority for <i>Majorité pour</i>	S. X. CIMON, 363.			St. Simon not mentioned in Census. <i>Non mentionné dans le recensement.</i>
<i>CHABLEVOIX</i>	954	601	1,555	11	17,160
Petite Rivière.....	9	34	43	.....	105
Ile aux Coudres.....	19	62	81	.....	105
Baie St. Paul.....	127	.....	127	1	183
do.....	90	19	109	1	168
do.....	117	2	119	1	156
St. Urbain.....	107	13	120	.....	185
St. Hilairon.....	41	47	88	.....	160
Eboulemens.....	63	23	86	1	134
do.....	85	31	116	.....	191
St. Irénée.....	34	37	71	1	141
do.....	54	80	134	1	191
Malbaie.....	71	53	124	1	182
do.....	12	23	35	.....	62
Pointe au Pic.....	51	40	91	.....	200
St. Agnès.....	32	12	44	.....	105
do.....	33	65	98	1	165
St. Fidèle.....	9	60	69	2	94
St. Siméon.....	.....	.....	.....	.....	.....
Totals—Totaux.....	954	601	1,555	11	17,160

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	F. A. QUINN. Nom des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	ED. HOLTON.											
CHATEAUGUAY	St. Antoine Abbé	No. 1	49	41	90	1	1	139	829			
	do do	" 2	69	65	124			203				
	St. Jean Chrysostôme	" 3	13	43	56			175	4,078			
	do do	" 4	18	26	44			167				
	do do	" 5	39	76	115	4	2	175				
	do do	" 6	29	28	57			90				
	St. Matachie d'Ornstown	" 1	64	8	69			82	2,674			
	do do	" 2	119	38	157	4		202				
	do do	" 3	58	35	93			187				
	do do	" 4	85	7	92	3	2	125				
	St. Urbain Premier	" 1	67	55	122	1	2	155	1,317			
	do do	" 2	29	20	49	1		61				
	St. Martine	" 1	39	117	156	1	1	205	2,278			
	do do	" 2	47	59	106	2		172				
	St. Philomène	" 1	62	71	133	1		221	1,360			
	do do	" 2	19	35	54							

881
Province
of QUEBEC.
de QUEBEC.

	1	21	66	87	1	2	213	1,654
St. Joachim de Chateaugay.....	1	21	66	87	1	2	{	903
do do do.....	2	33	22	55	6	6	}	2,472
Howick Village.....								14,393
Total—Totaux.....	860	799	1,659	24	17			

Majority for } EDWARD HOLTON, 61.
Majorité pour }

CHICOUTIMI & SAGUE-
MAY.....

	L. N. OUELLE.	J. A. GAFFÉ.							
Chicoutimi Town—Ville.....	45	78	123	8	.....	.....	200	.....	1,935
do Township No. 1.....	46	87	133	.....	1	.....	195	.....
do do No. 2.....	73	46	119	3	3	.....	185	.....
Grande Baie.....	14	87	101	.....	.....	.....	150	.....
Village de Bagotville.....	1	38	39	2	.....	.....	55	.....	508
Bagot Township North-West (Nord-Ouest).....	23	87	110	.....	.....	.....	160	.....
Lacarrière Township.....	40	78	118	.....	.....	.....	150	.....	1,320
Jonquières do.....	88	40	128	.....	.....	.....	180	.....
Tremblay do.....	55	91	146	3	1	1	200	.....
Paroisse de St. Fulgence.....	29	50	79	.....	.....	.....	100	.....
Village d'Hébertville.....	4	34	38	.....	.....	.....	60	.....
Hébertville.....	13	95	108	.....	.....	.....	193	.....	2,501
do No. 1.....	10	129	139	.....	1	.....	190	.....
do do No. 2.....	25	55	80	.....	.....	.....	130	.....
Signay, S.O.....	13	66	79	1	2	.....	135	.....	710
St. Joseph d'Alma.....	12	79	91	1	2	.....	125	.....	1,803
St. Jérôme.....	19	96	115	.....	.....	.....	145	.....
do do.....	50	55	85	.....	.....	.....	140	.....	1,067
St. Louis.....	11	84	99	.....	.....	.....	150	.....
Roberval.....	34	82	116	2	.....	.....	190	.....	356
St. Prime.....	5	65	70	3	.....	.....	130	.....	530
St. Félicien.....	13	48	61	.....	.....	.....	96	.....	653
St. Jean Township.....	31	18	49	.....	.....	.....	100	.....	1,542
Tadoussac.....									

Grande Baie not mentioned in census—Non mentionné dans le recensement.
Jouquières and Tremblay not mentioned in census.—Non mentionnés dans le recensement.
Signay not mentioned in census—Non mentionné dans le recensement.
Roberval not mentioned in census—Non mentionné dans le recensement.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque colléne électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	L. N. GATELIER.	J. A. GAUNT.										
CHICOUTIMI & SAGUENAY (Continued.) (<i>Suite.</i>)	Bergeronnes	4	36	40	2	.....	.....	90	90	520	Bergeronnes not mentioned in census.— <i>Non mentionné dans le recensement.</i>
	Escumains	4	54	58	.....	2	.....	130	130	1,115	Sault au Cochon not mentioned in census.— <i>Non mentionné dans le recensement.</i>
	Mille Vaches.....	4	20	34	.....	1	.....	135	135	.....	Bersimis and Normandin not mentioned in census.— <i>Non mentionnés dans le recensement.</i>
	Sault au Cochon.....	4	32	36	.....	.....	.....	46	46	.....	Manicougan, Pointe de Monts, Moisie, Pointe aux Esquimaux, Isle of Anticosti, Natashquan, Mecatina.
Province of QUEBEC. <i>de QUEBEC.</i>	Bersimis.....	6	9	15	.....	.....	.....	55	55	.....	Bonne Espérance.
	Normandin.....	1	20	21	.....	1	.....	90	90	.....	

	1,749	1,071	2,687	1,571	262	654	1,186	322	1,360	1,416	32,409	
	<i>St. Alexis.</i> <i>St. Alphonse.</i> <i>St. François.</i> <i>St. Dominique.</i> Keenogrami. St. Géron. Notre Dame du Lac. Pérebouka. Ste. Anne. Unorganized Territory.											
Totals—Votants.....	657	1,773	2,430	26	14	3,902						
Majority for } J. A. GAGNÉ, 1,116. <i>Majorité pour</i>												
	H. E. CARRÉ.	HOW. J. H. POPE										
COMPTON.....	43	75	118	.....	.....	.....	.....	.....	.....	.....	.....
Eaton's Corner.....	3	105	109	.....	.....	.....	.....	.....	.....	.....	.....
Cookshire.....	24	95	119	.....	.....	.....	.....	.....	.....	.....	.....
Birchton.....	16	57	73	.....	.....	.....	.....	.....	.....	.....	.....
Sand Hill.....	19	25	44	.....	.....	.....	.....	.....	.....	.....	.....
Waterville.....	27	52	79	.....	.....	.....	.....	.....	.....	.....	.....
R. R. Station, Compton.....	45	60	105	4	.....	.....	.....	.....	.....	.....	.....
Town Hall, Compton—Ville.....	72	38	110	.....	.....	.....	.....	.....	.....	.....	.....
Moe's River.....	62	23	85	.....	.....	.....	.....	.....	.....	.....	.....
Clifton, East—Est.....	54	50	104	.....	.....	.....	.....	.....	.....	.....	.....
Clifton, West—Ouest.....	38	19	57	.....	.....	.....	.....	.....	.....	.....	.....
Martinville.....	21	39	60	.....	.....	.....	.....	.....	.....	.....	.....
Auckland.....	4	48	52	.....	.....	.....	.....	.....	.....	.....	.....
Westbury.....	8	47	55	.....	.....	.....	.....	.....	.....	.....	.....
Ditton La Patrie.....	16	32	48	.....	.....	.....	.....	.....	.....	.....	.....
Ditton Sherman's.....	4	49	53	.....	.....	.....	.....	.....	.....	.....	.....
Chesham.....	28	46	74	.....	.....	.....	.....	.....	.....	.....	.....
Hampden.....	17	39	56	.....	.....	.....	.....	.....	.....	.....	.....
Marsden.....	9	57	66	.....	.....	.....	.....	.....	.....	.....	.....
Marsden, South—Sud.....	2	84	93	.....	.....	.....	.....	.....	.....	.....	.....
Winslow, North—Nord.....	3	28	31	.....	.....	.....	.....	.....	.....	.....	.....
Whitton, Popes Hotel.....	13	57	70	.....	.....	.....	.....	.....	.....	.....	.....
Whitton, Spring Hill.....		1	134	.....	.....	.....	.....	.....	.....	.....	.....
Cookshire, Birchton and Sandhill not mentioned in Census.			162	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			185	.....	.....	.....	.....	.....	.....	.....	.....
Moe's River not mentioned in Census.			168	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			132	.....	.....	.....	.....	.....	.....	.....	.....
Martinville not mentioned in Census.			60	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			157	.....	.....	.....	.....	.....	.....	.....	.....
Martinville not mentioned in Census.			174	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			192	.....	.....	.....	.....	.....	.....	.....	.....
Martinville not mentioned in Census.			134	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			180	.....	.....	.....	.....	.....	.....	.....	.....
Martinville not mentioned in Census.			93	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			84	.....	.....	.....	.....	.....	.....	.....	.....
Martinville not mentioned in Census.			105	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			135	.....	.....	.....	.....	.....	.....	.....	.....
Martinville not mentioned in Census.			100	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			110	.....	.....	.....	.....	.....	.....	.....	.....
Martinville not mentioned in Census.			139	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			110	.....	.....	.....	.....	.....	.....	.....	.....
Martinville not mentioned in Census.			831	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			547	.....	.....	.....	.....	.....	.....	.....	.....
Martinville not mentioned in Census.			502	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			116	.....	.....	.....	.....	.....	.....	.....	.....
Martinville not mentioned in Census.			378	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			866	.....	.....	.....	.....	.....	.....	.....	.....
Martinville not mentioned in Census.			945	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			47	.....	.....	.....	.....	.....	.....	.....	.....
Martinville not mentioned in Census.			134	.....	.....	.....	.....	.....	.....	.....	.....
Non mentionné dans le recensement			1	.....	.....	.....	.....	.....	.....	.....	.....

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Province 142 of QUEBEC. de QUÉBEC.	Electoral Districts. Districts électoraux.		SUMDIVISIONS	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins manqués.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.		
	H. F. CAIRNS.	Hon. J. H. POPE.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.												
COMPTON (Continued.) (Suite.)			Newport, Randboro'	38	40	78						131	1,134		Storoway and Cormiers not mentioned in Cen- sus. Non mentionné dans le recensement. South Winstlow.		
			Newport, Island Brook	12	92	104						169	1,498				
			Hereford, Bean's Hall	24	62	86					1	265					
			Hereford, Perryboro	6	48	54						175	1,605				
			Bury	58	40	98						180					
			do No. 1	45	46	91											
			do " 2	63	50	113		3									
			Storoway	63	27	27							245	1,035			
			Cormiers	44	66	110							174	383			
			Tingwick	4	15	20						1	67				
			Emberton														
			Total—Totaux	823	1,612	2,435	8	6	4,231	19,581							

Majority for
Majorité pour } Hon. J. H. POPE, 189.

DORCHESTER.....

C. A. Lesage, Acclamation.....

18,710

	D. O. BOURBEAU.	L. J. CANNON.							
Arthabaskaville	50	40	90	2	1	124	992		
Victoriaville	93	28	121	.....	.....	186	1,474		
Princeville	62	33	95	.....	2	139	699		
Warwick Village.....	74	23	97	.....	1	132	929		
St. Christophe.....	32	71	103	.....	4	168	893		
St. Louis de Blandford	37	24	61	.....	2	106	697		
Stanford	87	150	237	.....	11	390	1,980		
St. Norbert.....	54	44	98	.....	.....	127	820		
Chester— <i>Nord</i>	49	32	81	.....	1	167	926		
do <i>East—Est</i>	111	53	164	.....	2	274	1,598		
do <i>West—Ouest</i>	119	81	200	.....	3	274	1,723		
Chénier	91	48	139	.....	1	198	1,995		
Tingwick	55	61	116	.....	4	180	1,346		
do <i>East—Est</i>	42	26	67	.....	6	118	1,179		
Warwick	122	34	166	.....	1	232	1,700		
St. Albert de Warwick.....	81	6	87	.....	5	128	603		
St. Clotilde de Horton.....	78	2	80	.....	2	119	799		
St. Valère de Bulestrode.....	123	41	164	.....	2	220	900		
Drummondville Village.....	56	48	104	.....	2	138	683		
Grantham.....	54	33	87	.....	5	169	1,279		
Wendover and Simpson.....	104	51	155	.....	2	283	2,661		
St. Germain de Grantham.....	140	168	308	.....	.....	414	760		
Wickham, West— <i>Ouest</i>	51	12	63	.....	3	131	1,440		
Wickham.....	18	32	40	.....	.....	101	1,440		
L'Arénir.....	75	150	225	.....	1	291	1,737		
Durham.....	32	50	81	.....	2	105	259		
do <i>South—Sud</i>	62	143	205	.....	4	289	1,545		
Canton de Kingsey.....	130	89	219	.....	1	298			

DRUMMOND AND
ARTHABASKA.....

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins manqués.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
	D. O. BOURBEAU.	L. J. GANNON.											
DRUMMOND AND AR- THABASKA..... (Continued.) (Suite.)	80 149 77	51 137 26	131 286 103	1 4 .....	..... 3 3	..... ..... .....	..... ..... .....	..... ..... .....	195 425 165	764 2,751 1,063	Ulverton. St. Samuel. Kingsey, East. St. Eugène de Grantham.		
	2,421	1,811	4,232	67	36	.....	.....	.....	6,317	37,360			
	Majority for } D. O. BOURBEAU, 610. Majorité pour }												
GASPÉ.....	Hon. P. Fortin, Acclamation.....												
HOUELAGA.....	A. Desjardins, Acclamation.....												
												25,001	
												40,079	

Summary.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		R. LAVLAKNE. nombré des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
		D. GIROUARD. Number of Votes polled for each of them in each Subdivision.													
JACQUES CARTIER..... of QUEBEC. de QUEBEC.	Pointe Claire.....	25	114	139	139	.....	.....	.....	.....	.....	186	890	890	
	do Village.....	17	27	44	44	.....	.....	.....	.....	.....	76	443	443	
	Ste. Anne.....	39	54	93	93	.....	.....	.....	.....	.....	120	623	623	
	do Village.....	29	30	61	61	.....	.....	.....	.....	.....	92	1,163	1,163	
	do do.....	52	30	82	82	.....	.....	.....	.....	.....	122	751	751	
	Ste. Geneviève Village.....	66	20	86	86	.....	.....	.....	.....	.....	112	130	130	
	do do.....	26	59	85	85	.....	.....	.....	.....	.....	130	1,312	1,312	
	do do.....	50	56	106	106	.....	.....	.....	.....	.....	141	831	831	
	Isle Bizard.....	66	28	94	94	.....	.....	.....	.....	.....	133	3,084	3,084	
	St. Laurent.....	126	13	139	139	.....	.....	.....	.....	.....	174	842	842	
	do do.....	138	45	183	183	.....	.....	.....	.....	.....	3			
	do do.....	73	34	106	106	.....	.....	.....	.....	.....	149			
	Lachine (Parish—Paroisse).....	34	43	77	77	.....	.....	.....	.....	.....	128			
	do do.....	31	51	82	82	.....	.....	.....	.....	.....	114			

		1	64	35	99			147			
		2	67	37	104			147			
		3	40	27	67			105			
		4	52	26	78			90			
Totals—Totaux.....		994	731	1,725			2,389	12,345			
Majority for } D. GIROUARD, 263. Majorité pour }											
Majority for } E. GUILBAULT, 223. Majorité pour }											
		L. A. McCONNELL.									
		E. GUILBAULT.									
JOLIETTE	No. 1	83	36	119	.....	.....	.....	454	3,268	
do	" 2	67	30	97	.....	.....	.....	.....	.....
do	" 3	66	20	88	2	.....	.....	.....	.....
St Charles Boromé	No. 1	74	24	98	.....	.....	.....	189	1,181	
St. Paul	" 2	91	7	98	3	.....	.....	119	1,822	
do	" 1	139	9	149	1	.....	.....	178	.....	
St. Thomas	" 2	43	66	89	.....	.....	.....	220	1,535	
do	" 1	40	17	89	2	.....	.....	.....	.....
Ste. Elizabeth	" 2	77	57	134	.....	.....	.....	170	.....	
do	" 1	18	16	35	1	.....	.....	167	2,980	
do	" 3	42	62	104	3	.....	.....	63	.....	
do	" 4	39	16	57	2	.....	.....	49	.....	
St. Félix	" 1	5	109	114	.....	.....	.....	164	2,448	
do	" 2	12	46	58	.....	.....	.....	106	.....	
do	" 3	14	87	101	4	.....	.....	140	.....	
St. Jean de Matha	" 1	18	31	51	2	.....	.....	405	2,133	
do	" 2	17	35	52	.....	.....	.....	.....	.....
do	" 3	52	66	108	1	.....	.....	194	1,372	
Ste. Melanie	" 2	68	49	119	2	.....	.....	139	902	
Ste. Beatrix	" 3	36	68	102	3	.....	.....	165	950	
St. Alphonse	" 1	63	50	113	1	.....	.....	148	1,786	
St. Ambroise de Kildare	No. 1	74	36	110	1	.....	.....	98	800	
do	" 2	23	44	67	.....	.....	.....	124	.....	
St. Côme	" 2	74	23	97	.....	.....	.....	.....	.....
Totals—Totaux		1,215	993	2,207	28	2	3,292	21,988			

Ste. Emélie de l'Energie.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Distriets électoraux.</i>	SUBDIVISIONS	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		G. BOUCHARD. nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		CHAS. B. BLOND. DRAU.										
KAMOURASKA.....	Ste. Anne.....	103	41	144	4	1	194	2,878				
	do.....	84	56	140	2	1	196	789				
	St. Onésime.....	46	17	63	1	1	125	2,060				
	Rivière Ouelle.....	35	76	111	1	1	280	2,265				
	do.....	8	87	95	2	3	250	950				
	St. Pacôme.....	1	71	124	2	1	127	1,034				
	do.....	41	27	68	1	1	156	1,168				
	St. Denis.....	118	10	128	1	3	127	771				
	St. Philippe de Nery.....	70	31	101	3	1	166	1,386				
	Mount Carmel.....	84	20	104	1	1	88	3,313				
	Kamouraska Village.....	34	24	58	1	1	254					
	St. Louis.....	15	48	63	1	1	474					
	do.....	29	64	93	1	1	109					
	St. Pascal.....	39	119	158	1	1	94					
	do.....	11	32	43	1	1	1,729					
do.....	2	32	34	1	1							
do.....	3	20	23	1	1							
do.....	1	35	36	1	1							
do.....	2	19	49	1	1							

		Majority for } CHAS. B. BLONDEAU, 18. <i>Majorité pour</i>									
St Alexandre	1	75	88	110	.....	159	.....	1,679	.....	.....	.....
do	2	45	40	85	.....	125	.....	.....	.....	.....	.....
St André	1	57	46	103	2	143	.....	2,259	.....	.....	.....
do	2	47	32	79	.....	91	.....	.....	.....	.....	.....
Totals—Totaux		1,107	1,089	2,196	19 11	3,001	.....	22,181	.....	.....	.....
<p>Majority for } CHAS. B. BLONDEAU, 18. <i>Majorité pour</i></p>											
		A. PINNONNEAULT.		J. E. ROUBOUX							
LAPRAIRIE	No.	29	26	55	.....	70	.....	1,340	.....	.....	.....
do	2	77	55	132	3	160	.....	.....	.....	.....	.....
do	1	74	36	110	1	129	.....	.....	.....	.....	.....
do	2	19	47	66	.....	94	.....	1,841	.....	.....	.....
do	3	44	33	77	.....	106	.....	.....	.....	.....	.....
St. Philippe	1	50	42	92	1	120	.....	.....	.....	.....	.....
do	2	27	89	116	.....	141	.....	1,655	.....	.....	.....
do	1	68	35	103	.....	127	.....	.....	.....	.....	.....
St. Jacques le Mineur	1	68	17	85	.....	117	.....	1,603	.....	.....	.....
do	2	62	92	144	2	199	.....	.....	.....	.....	.....
St. Constant	1	28	60	88	1	104	.....	.....	.....	.....	.....
do	2	50	25	75	.....	143	.....	1,722	.....	.....	.....
St. Isidore	1	89	15	104	.....	97	.....	1,591	.....	.....	.....
do	2	.....	.....	.....	.....	.....	.....	1,684	.....	.....	.....
Totals—Totaux		675	572	1,247	11 12	1,606	.....	11,436	.....	.....	.....
<p>Majority for } ALFRED PINNONNEAULT, 103. <i>Majorité pour</i></p>											

Sault St. Louis.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins manqués.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		JOS. GAUTHIER.	H. HURMAU.									
of QUEBEC. <i>de QUEBEC.</i> Province	L'ASSOMPTION	St. Sulpice.....	73	41	114	.....	.....	.....	159	768		
		Repentigny.....	53	36	89	.....	.....	.....	106	813		
		St. Paul.....	54	84	138	.....	.....	.....	211	1,490		
		Lachine.....	22	50	72	.....	.....	.....	110	706		
		L'Assomption Village.....	89	58	147	.....	.....	.....	.....	1,313		
		L'Assomption.....No. 1	74	22	96	.....	.....	.....	.....	294	1,680	
		do....." 2	71	38	109	.....	.....	.....	.....	.....	.....
		L'Epiphan e....." 1	3	61	64	.....	.....	.....	.....	276	1,603	
		do....." 2	56	94	150	.....	.....	.....	.....	.....	.....
		St. Roch....." 1	30	115	145	.....	.....	.....	.....	378	2,290	
		do....." 2	62	89	151	.....	.....	.....	.....	.....	.....
		Mascouche....." 1	8	117	125	.....	.....	.....	.....	.....	.....
		do....." 2	13	32	45	.....	.....	.....	.....	.....	.....
		do....." 3	52	37	89	.....	.....	.....	.....	406	2,177	

St. Lin.	1	80	60	140	437	2,722
do	2	63	29	92		
do	3	49	53	106		
Totals— <i>Totanz</i>		852	1,019	1,871	2,377	15,282

Majority for } HILAIRE HURTEAU, 167. <i>Majorité pour</i>	
JOS. ALDÉRIC QUIMET, Aclamation	9,462

LAVIS	No.	HOM.		L. FÉRONETTE	112	4	2	143
		J. G. BLANCHET.	L. FÉRONETTE					
Liévis Town— <i>Ville</i> (Wards— <i>Quartiers</i>)	1	83	29	112	4	2	143	
do	2	95	20	115	3	1	168	
do	3	85	33	118	4	1	161	
do	4	49	23	72	4	1	97	
do	5	52	10	62	6	2	76	
do	6	74	20	94	6	1	138	
St. Laurent	1	76	38	114	1	1	145	
do	2	119	17	136	1	1	190	
do	3	83	23	106	1	1	145	
Lauzion	1	59	62	121	1	1	170	
do	2	35	23	58	1	1	74	
do	3	92	4	96	1	1	124	
St. David (Parish— <i>Paroisse</i>)	1	64	11	75	1	1	119	
do	2	42	32	74	1	1	104	
Notre Dame (Parish— <i>Paroisse</i>)	1	57	58	115	5	1	166	
do	2	37	77	114	1	1	139	
St. Joseph (Parish— <i>Paroisse</i>)	1	37	18	55	1	1	82	
do	2	37	18	55	1	1	82	
Lauzion Village	1	39	60	99	1	1	145	
do	2	36	44	80	1	1	123	
do	3	58	40	98	1	1	132	
do	4	29	65	94	5	1	134	

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	L. FROCHETTE pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins manqués.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
	HON. J. G. BLANCHET	L. FROCHETTE									
Lévis (Continued.) (Suite.)	St. Télesphore	No. 1	16	16	32	43	St. Télesphore not men- tioned in census—Non mentionné dans le recen- sement.
	St. Romuald (Parish—Paroisse)	.....	78	33	111	.....	2	.....	149	3,641
	do do	.....	45	68	113	.....	.....	.....	136	.....
	do do	.....	22	93	115	.....	1	.....	195	.....
	do do	.....	21	55	76	.....	2	.....	124	.....
	do do	.....	4	30	70	.....	.....	.....	108	.....
	St. Nicholas (Parish—Paroisse)	.....	40	30	94	.....	.....	.....	148	2,246
	do do	.....	2	59	72	.....	1	.....	88	.....
	do do	.....	3	40	79	.....	.....	.....	204	810
	St. Etienne	No. 1	50	29	64	101	.....	.....	119	.....
	do do	.....	37	16	84	.....	1	.....	130	1,516
	St. Lambert (Parish—Paroisse)	No. 2	68	16	84	.....	.....	.....	177	.....
do do	.....	33	94	131	.....	2	.....	177	1,924	
St. Jean Chrysostôme	.....	1	37	47	80	.....	.....	126	.....	
do do	.....	2	46	68	114	.....	1	.....	146	.....
St. Henri	.....	1	46	71	97	.....	.....	.....	116	2,468
do do	.....	2	26	70	86	.....	2	.....	104	.....
do do	.....	3	16	70	86	.....	1	.....	104	.....
Totals—Totaux		1,935	1,528	3,463	32	26	4,876	27,980	

Hon. J. G. BLANCHET, 407
 Majorité pour
 Frochette pour

	P. B. CASGRAIN.	N. J. J. B. OROUINARD.	JOS. D'UYOIR.						
L'ISLET.....									
St. Roch des Annales.....No. 1	52	24	21	97	138	1,985			
do do....." 2	23	2	28	53	81				
St. Louise....." 1	59	3	36	98	189	1,632			
do Canton Ashford....." 2	13	9	32	54	96				
St. Jean Port Joli....." 1	35	82	13	130	221	2,622			
do do....." 2	5	50	24	79	118				
St. Aubert....." 1	12	36	12	60	119	1,622			
do do....." 2	5	18	30	53	124				
do Canton Fournier....." 3	5	4	8	17	60				
St. Perpétue....." 19	36	7	62	62	135	1,325			
St. Pamphile....." 34	53	6	93	93	148	1,309			
St. Cyrille....." 36	43	15	94	94	173	1,448			
St. Eugène.....No. 1	21	38	3	62	133				
do do....." 2	47	11	2	60	102				
L'Islet....." 1	63	7	5	75	111	2,974			
do do....." 2	46	46	2	92	159				
do do....." 3	70	18	2	90	149				
Totals—Totaux.....	545	480	214	1,269	2,246	14,917			
Majority for } P. B. CASGRAIN, 65. Majorité pour }									
L'ISLET.....									
St. Jean DesChaillons.....No. 1	78	17	95	165	2,771				
do do....." 2	64	23	87	182	69	1,269			
Leclercville....." 44	84	7	51	91	141	2,010			
St. Emélie....." 82	19	101	5	170	125	1,388			
St. Louis de Lotbinière.....No. 1	79	11	90	133	222				
do do....." 2	123	10	1	1					
Majority for } P. B. CASGRAIN, 65. Majorité pour }									
L'ISLET.....									
St. Jean DesChaillons.....No. 1	78	17	95	165	2,771				
do do....." 2	64	23	87	182	69	1,269			
Leclercville....." 44	84	7	51	91	141	2,010			
St. Emélie....." 82	19	101	5	170	125	1,388			
St. Louis de Lotbinière.....No. 1	79	11	90	133	222				
do do....." 2	123	10	1	1					

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Population in each Constituency, as shown by the last Census.	Population of each college electoral d'après le dernier recensement.	Remarks. — Observations.	
	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.								
LOTRINIÈRE (Continued.) (Suite.)	Ste. Croix	No. 1	133	10	.....	207	2,377	.....	.....
	do	" 2	54	2	.....	90			
	St. Flavien	" 1	81	1	.....	160			
	do	" 2	27	49	.....	120	1,603	.....	.....
	St. Agathe	" 1	20	69	.....	150	981	.....	.....
	St. Antoine	No. 1	64	74	.....	185	1,786	.....	.....
	do	" 2	10	.....	.....	118			
	St. Apollinaire	" 1	20	53	.....	99	1,665	.....	.....
	do	" 2	22	44	.....	132	854	.....	.....
	St. Agapit	" 1	24	75	.....	168			
	St. Gies	" 4	81	85	.....	136			
	St. Narcisse	" 1	16	70	.....	128	648	.....	.....
	St. Patrice	" 1	13	126	.....	159	639	.....	.....
	St. Sylvestre	No. 1	33	121	2	154	1,033
	do	" 2	9	51	.....	72			
do	" 3	18	58	1	.....	82	1,893	.....	.....
Totals—Totaux.	1,025	812	1,837	31	.....	3,244	20,857	.....	.....

Majority for C. I. RINFRET, 213.
Majorité pour

	GEORGE CARON.	FRED. HOWE.								
Louiseville	29	49	78	2	108	1,381				
do	28	54	82	1	112					
Riviere du Loup	39	54	93	4	147	1,863				
do	31	74	105	1	146					
Maskinongé	14	66	80	5	178	2,193				
do	46	55	101	.....	160					
do	28	29	57	.....	93					
St. Justin	52	67	119	11	163	1,954				
do	17	46	63	2	85					
St. Didace	28	103	131	1	182	2,408				
do	46	30	75	.....	112					
do	21	16	37	1	54					
do	7	35	42	3	70					
Ste. Ursule	56	77	132	.....	161	2,390				
do	40	83	123	1	151					
St. Léon	80	69	149	1	179	1,787				
do	74	36	110	1	148	1,285				
St. Paulin	67	59	136	.....	189	798				
Huntertown	21	16	37	.....	63	1,039				
St. Alexis	42	66	108	4	150	400				Mastigoche.
Totals—Totaux	765	1,084	1,849	36	2,652	17,493				

Majority for } FREDÉRIC HOWE, 31.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS	Names of Candidates and Number of Votes polled for each in each Subdivision.		L. O. OLIVIER. <i>Noms des votés et le nombre des votés dans chaque subdivision.</i>	Total Number of Votes polled in each subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collége electoral <i>d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		L. I. FRECHETTE										
MEGANTIC	Inverness..... No. 1	61	101	172	.....	5	204	2,026				
	do..... " 2	39	72	111	.....	2	184					
	do (West—West).....	36	59	95	1	1	132	631				
	Leeds..... No. 1	34	73	107	2	2	177					
	do..... " 2	50	77	127	3	1	164	1,748				
	do..... " 3	.....	45	45	.....	.....	69					
	do (East—Est).....	51	.....	63	3	0	117					
	Thetford..... No. 1	62	12	75	.....	.....	115	798				
	do..... " 2	63	26	89	1	1	130					
	Ireland (North—Nord).....	74	27	101	9	1	157					
	do (South—Sud) and Coleraine.....	101	50	151	.....	3	201	2,021				
	Nelson..... No. 1	54	40	94	.....	2	145	428				
	do..... " 2	25	21	46	.....	.....	103					
	Halifax (South—Sud).....	51	11	62	.....	1	90					
	do do..... " 2	70	26	96	1	.....	117	2,546				
	do do..... " 3	80	50	130	2	.....	166					
	do do (Nord—Nord).....	69	56	125	.....	.....	197	1,895				
	do do..... " 1	57	79	136	2	1	200					
	do do..... " 2	56	28	84	.....	.....	145	1,674				
	do do (North—Nord).....	56	28	84	.....	.....	145					
do do..... " 1	52	60	112	1	.....	152						
do do..... " 2	.....	.....	.....	.....	.....	.....

		Majority for <i>Majorité pour</i>		LOUIS ISRAËL FRÉCHETTE, 119.							
		Geo. B. BAKER.	Geo. CLAYES.								
Somersset (South— <i>Sud</i>)	1	21	4	25	26	26	26	34	1,449		
do	2	25	65	90	1	1	1	132			
do	3	24	40	64	1	1	1	101			
Plossiaville (Village)	.....	49	50	99	1	1	1	125	776		
Totals— <i>Totaux</i>	.....	1,204	1,085	2,289	26	26	26	3,357	1,393		
									1,671		
									19,056		
Majority for <i>Majorité pour</i>											
LOUIS ISRAËL FRÉCHETTE, 119.											
Missisquoi	No. 1	82	75	157	2	2	2	186			
do	2	70	54	124	10	10	10	198			
do	3	48	98	146	1	1	1	191			
do	4	56	75	131	3	3	3	185			
do	5	20	87	107	2	2	2	189			
do	6	36	57	93	2	2	2	142			
do	7	15	94	109	.....	.....	.....	169			
Dunham	.....	37	67	104	2	2	2	145			
do	.....	59	31	90	4	4	4	157			
do	.....	67	44	111	1	1	1	182			
do	.....	82	38	122	1	1	1	196			
do	.....	24	17	41	.....	.....	.....	54			
Dunham Village	.....	50	32	82	1	1	1	126			
Cowansville	.....	25	11	36	3	3	3	60			
Sweetsburgh	.....	26	19	45	1	1	1	64			
Freightsburgh	.....	26	67	93	2	2	2	123			
St Armand (East— <i>Est</i>)	No. 1	26	47	71	1	1	1	153			
do	2	24	20	33	.....	.....	.....	63			
Philipsburgh	.....	69	18	87	3	3	3	134			
St Armand (West— <i>Ouest</i>)	No. 1	49	27	76	1	1	1	114			
do	2	25	38	61	.....	.....	.....	96			
Olarenceville	.....	25	38	61	.....	.....	.....	96			
do	.....	67	45	112	3	3	3	155			
									3,702		
									286		
									278		
									1,080		
									259		
									1,190		
									1,186		

Cowansville and Sweetsburgh not mentioned in census.—*Non mentionnés dans le recensement.*

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Subdivision.		Total Number of Votes polled in each Subdivision.		Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	N ^o m ^o re de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque college électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>	
		Geo. B. BAKER.	Geo. CLAYES.	Number of Votes polled for each of them in each Subdivision.	Nombre des votes donnés pour chacun d'eux dans chaque subdivision.										
MIRAMICHI. (Continued.) (Suite.)	St. Thomas.....	85	41	126	7	1	168	812							
	Notre Dame des Anges.....	36	28	64	2	.....	93	468						
	Farham (North—Nord).....	52	24	76	1	.....	118	1,305						
	do (South—Sud).....	100	130	.....	.....	1	193	.....						
	do (Town—Ville).....	50	40	90	4	.....	154	.....						
	do	77	35	112	.....	.....	150	.....						
	do	49	23	72	1	.....	99	1,880						
	Totals—Totaux	1,426	1,273	2,699	57	17	4,055	17,784							
															Majority for } GEORGE BERNARD BAKER, 153. Majorité pour }

158
of QUEBEC.
de QUEBEC.

	FRANÇOIS DUGAS.	OCTAVE MARRAS.								
Ste. Julienne	28	110	138	.....	235	1,132				
St. Esprit.....	69	143	212	.....	272	1,685				
St. Alexis.....	35	188	223	.....	266	1,245				
St. Jacques.....	No. 1	100	124	.....	164	.....			
do	" 2	104	129	.....	164	2,975				
do	" 3	116	116	.....	149	.....			
do	" 4	49	74	.....	173	.....			
St. Liguori.....	166	38	204	.....	264	1,295				
Rawdon.....	116	19	135	.....	272	1,431				
Chertsey	105	62	167	.....	232	1,636				
Wexford.....	9	45	54	.....	95	.....			
Kilkenny	No. 1	82	102	.....	.....	.....	
do	" 2	8	77	.....	360	.....			
Totals—Totaux.....	925	830	1,755	.....	2,606	12,966				
Majority for } FINMIN DUGAS, 95. { As declared by the Returning Officer. Majorité pour }										
On account by a Judge :— Sur nouveaux dépouillement par un juge :—										
Ste. Julienne.....	29	111	.....	.....	.....	.....
St. Esprit.....	69	145	.....	.....	.....	.....
St. Alexis.....	36	187	.....	.....	.....	.....
St. Jacques.....	No. 1	1	.....	.....	.....	.....
do	" 2	104	.....	.....	.....	.....
do	" 3	116	.....	.....	.....	.....
do	" 4	49	.....	.....	.....	.....

Wexford and Kilkenny
not mentioned in Cen-
sus.
Non mentionnés dans le
recensement.
St. Calixte de Beauport.
St. Donat Chilton.

MONTCAAM

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins manqués.</i>	Number of Voters on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		FIRMIN DUGAS, Esq.	OCT. MARRAS.	FIRMIN DUGAS, Esq.	OCT. MARRAS.							
MONTREAL (Continued.) (Suite.)	St. Liguori.....	166	38									
	Rawdon.....	117	19									
	Cherisey.....	105	63									
	Wexford.....	9	46									
	Kilkenny.....	20	82									
	do.....	8	70									
	Totals—Totaux.....	828	812									

Majority for } FIRMIN DUGAS, 16. {
Majorité pour } } *Tel que déclaré par le juge.*

Province
of QUEBEC.
de QUEBEC.

		P. A.	CHOUQUETTE.	A. C. P. R.	LANDRY.							
MONTMAGNY.....												
Berthier.....	No. 1	92	16	108	1	190	1,352					
Cap. St. Ignace.....	" 2	30	112	142	2	201						
do	" 3	48	93	141	1	182	3,889					
do	" 4	19	96	115	3	176						
St. François Rivière du Sud.....	" 1	47	29	76	1	109	1,625					
do	" 2	60	37	87	1	123						
Île aux Grues.....	" 1	23	60	83	1	87	630					
Montmagny Township.....	" 1	36	84	120	1	181	1,636					
do	" 2	27	46	73	6	101						
Montmagny Village.....	" 1	38	51	89	1	168	1,738					
do	" 2	40	20	60	2	113						
St. Pierre Rivière du Sud.....	" 1	83	55	138	2	180	1,236					
St. Thomas.....	" 1	73	71	144	2	234	3,162					
do	" 2	79	55	134	1	189						
Totals—Totaux.....		695	815	1,510	17	2,214	15,268					
Majority for } A. C. P. R. LANDRY, 120. Majorité pour }												
MONTMORENCY.....												
St. Laurent (I.O.).....	No. 1	53	49	102	1	118	864					
St. Jean.....	" 2	58	37	55	1	217	1,412					
do	" 3	49	37	86	1	75	496					
St. François.....	" 4	25	45	70	1	135	817					
St. Famille.....	" 5	48	69	117	1	99	763					
St. Pierre.....	" 6	8	84	91	1	63	333					
St. Pétronille.....	" 7	27	21	48	1	106	747					
St. Tit.....	" 8	24	64	88	1	146	1,061					
St. Férol.....	" 9	81	39	121	1	117	959					
St. Joachim.....	" 10	46	49	95	1	117						
		O. LANGELIER.	P. V. VALIN.									

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Population in each Constituency, as shown by the last Census.	Population of chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	<i>Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.</i>							
MONTMORENCY..... (Continued.) (<i>Suite.</i>)	Chateau Richer.....	No. 1 68	98	.....	.....	.....	1,820		
	do	" 2 57	108	1	.....	.....	1,135		
Province of QUEBEC. de QUEBEC.	Angé Gardien.....	1 47	102	.....	.....	.....	235		
	do	" 1 43	94	.....	.....	.....	225		
	Ste. Anne.....	2 43	139	2	3	.....	1,245		
	Laval.....	96 47	74	.....	.....	.....	690		
Totals—Totant		717	1,527	9	12	1,817	12,322		
Majority for <i>Majorité pour</i>		810	P. V. VALIN, 98.						

MONTREAL.....		M. H. GAULT.		J. K. WARD.					
(West—Oest.)									
Wards—Quartiers:—	No.								
St. Laurent	1	56	50	106	4	191			
do	2	38	28	66		121			
do	3	45	37	82	3	134			
do	4	67	53	120	2	200			
do	5	71	20	91	1	151			
do	6	29	19	48		99			
do	7	76	53	129	22	260			
do	8	34	29	63	4	146			
do	9	56	39	95	2	192			
do	10	42	19	61		110			
do	11	40	37	77	1	139			
do	12	27	27	54	1	116			
do	13	55	62	117		197			
do	14	34	47	81		155			
do	15	54	41	95	13	179			
do	16	28	27	55	1	110			
do	17	40	33	73		136			
do	18	46	38	84	3	195			
do	19	61	47	108	4	194			
do	20	53	38	91		167			
do	21	49	52	101		168			
do	22	40	33	73	1	124			
do	23	58	46	104		200			
do	24	84	37	121	4	195			
do	25	68	45	113	1	189			
do	26	86	60	146		258			
do	27	78	67	145		244			
do	28	67	58	125	1	193			
do	29	83	35	118	2	200			
do	30	39	44	83	2	130			
do	31	75	28	103	2	194			
do	32	50	37	87	2	165			
do	33	53	20	73	6	160			
do	34	57	33	90	3	200			
do	35	75	27	102	1	183			
do	36	88	85	173	1	286			
do	37	93	77	170	2	294			
do	38	43	40	83	1	144			
do	39	53	37	90	1	182			
do	40	42	34	76		150			

14,318

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.	
	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	J. K. WARD. nombre des votes donnés pour chacun d'eux dans chaque subdivision.									
MONTREAL. (West—Ouest.) (Continued.) (Suite.)	St. Antoine.....	No. 24	39	2	162	33,845	
	do	" 25	53	2	.....	168				
	do	" 26	68	2	.....	208				
	do	" 27	70	3	.....	189				
	do	" 28	63	3	.....	191				
	do	" 29	53	5	.....	172				
	do	" 30	72	8	.....	188				
	do	" 31	56	17	.....	181				
	Totals—Totaux.....		2,707	133	8,510					48,163
	Majority for } M. H. GAULT, 747. Majorité pour }										
MONTREAL (East—Est.)	Charles J. Coursol, Acclamation.....										67,506

MONTRÉAL (Centre—Centre.)	Wards—Quartiers : —	J. J. CURRAN.	W. FARRELL.						
	East—Est..... No.	1	34	83	7	172	2,966		
	do	2	24	61	.....	106			
	do	3	33	96	.....	173			
	do	4	46	39	.....	85			
	do	5	68	41	.....	109			
	Centre—Centre.....	1	57	36	.....	153	827		
	do	2	69	50	.....	198			
	do	3	55	23	.....	144			
	do	4	59	54	.....	199			
	do	5	52	49	.....	193			
	West—Ouest.....	1	56	76	.....	237	842		
	do	2	39	44	.....	148			
	do	3	52	44	.....	190			
	do	4	50	31	.....	112			
	do	5	66	88	.....	277			
	St. Ann's.....	6	92	71	.....	293	20,443		
	do	1	21	31	.....	108			
	do	2	44	33	.....	177			
	do	3	50	23	.....	155			
	do	4	36	13	.....	90			
	do	5	85	28	.....	174			
	do	6	62	36	.....	185			
	do	7	41	25	.....	149			
	do	8	50	21	.....	164			
	do	9	50	17	.....	142			
	do	10	63	34	.....	169			
	do	11	78	13	.....	154			
	do	12	130	16	.....	183			
	do	13	92	21	.....	185			
	do	14	113	15	.....	200			
	do	15	82	15	.....	170			
	do	16	73	27	.....	181			
	do	17	41	6	.....	78			
	do	18	45	32	.....	168			
	do	19	73	35	.....	188			
	do	20	72	19	.....	148			
	do	21	72	20	.....	190			
	do	22	85	30	.....	187			
	do	23	60	21	.....	160			
	do	24	73	22	.....	168			

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Distriets électoraux.</i>	SUBDIVISIONS.												Remarks. <i>Observations.</i>						
Province 391 of QUEBEC. <i>de QUEBEC.</i>	Names of Candidates and for each of them in each Subdivision.	W. FARRELL. <i>Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.</i>	Total Number of Votes polled in each Subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque college électoral d'après le dernier recensement.</i>											
MONTREAL (Centre—Centre) (Continued.) (Suite.)	St. Anns No. 25 do " 26 Totals—Totaux.....	65 88 1,367	110 120 4,021	2 9 104	253 260 7,317 25,078												
										Majority for } JOHN JOSEPH CURRAN, 1,287. Majorité pour }									

		M. CATHAL.	SIXTE COUTAR.						
NAPIERVILLE	St. Rémi Village.....	75	47	123	1	144	} 909	}	}
	do (Parish—frotise).....	94	47	141	1	169			
	do	46	54	100	.....	194		
	St. Michel	43	63	108	.....	144		
	do	49	75	124	4	150			
	St. Edouard	79	55	134	2	172			
	do	69	39	108	1	146			
	do	48	53	101	2	141			
	do	29	23	52	2	73			
	do	24	43	66	2	101			
	Village of Naperville.....	77	22	99	.....	126		
	St. Cyprien	54	55	109	3	175			
	do	78	43	121	4	168			
	Totals—Totaux.....	765	618	1,383	30	1,903				10,511

Majority for } Mésario CATHAL, 147.
Majorité pour }

NICOLET	FRS. XAVIER OVIDE MÉTHOT, Acclamation.....	26,611
OTTAWA..... (County—Comité.)	ALONZO WRIGHT, Acclamation.....	49,433

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electorals Districts. Districts Electoraux.	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins manqués.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
	JOHN BRYSON.	N. McQUARR.											W. SOMERVILLE.
PONTIAC	60	38	2	100	9	131	823.					
Sheen, Esket, Malakoff and Aberdeen..No. 1	12	11	11	13	.....	22	.....					Allumette Island not mentioned in census.— Non mentionné dans le recensement.
do do " " 2	49	39	11	99	.....	146	.....				
do " " 1	71	57	9	137	.....	200	.....				
Allumette Island..... 2	37	2	3	42	.....	55	1,715					
Chapeau Village.....	95	11	.....	106	.....	167	702					
Chichester.....	38	5	4	47	.....	70	393					
Waltham and Bryson.....	82	14	.....	106	.....	142	1,165					
Mansfield and Pontefract.....	19	15	2	33	.....	75	1,603					Litchfield and Bryson Village.
Litchfield.....	69	67	1	137	.....	192	1,269					
do " " 2	18	71	4	93	.....	120	.....				
Calumet Island.....	15	24	1	40	.....	56	.....				
do " " 2	34	21	2	57	.....	78	.....				
Bryson Village.....	18	47	11	76	.....	115	720					
Portage du Fort.....	8	11	24	43	.....	63	1,827					
Shawville.....	6	28	51	85	.....	154	.....				
Clarendon..... No. 1	34	54	24	112	.....	168	1,052					
do " " 2	13	25	54	86	.....	140	.....				
do " " 3	13	25	48	86	.....	140	.....				
do " " 4	34	44	30	108	.....	163	.....				

PROVINCE
de QUEBEC.

	1	48	55	6	109	2	187	
Bristol.....	"	1	48	55	6	109	2	187
do	"	2	27	63	6	95	1	143
do	"	3	7	46	15	68	1	112
Oslow (South—Sud)	"	1	21	25	6	51	3	133
do	"	2	23	16	.....	39	.....	118
do (North—Nord).....	"	6	52	18	.....	76	.....	138
Aldfield.....	"	18	12	40	.....	91	.....	682
Quigon.....	"	23	16	30	1	30	1	66
Caywood and Alleyn.....	"	26	17	1	1	41	1	1,332
Leslie, Clapham and Uddersfield.....	"	50	23	1	1	74	.....	57
Thorne.....No. 1	"	35	19	3	.....	57	.....	80
do" 2	"	41	15	10	.....	66	.....	82
Totals—Totanz.....		1,047	931	293	2,271	32	12	3,498
								1,550
								Unorganised Territory.
								19,939

	J. E. A. De GEOORGES	F. P. VALLES					
St. Augustin.....No. 1	37	95	132	1	.....	.....	146
do" 2	11	85	96	.....	1	.....	105
do" 3	63	43	106	1	.....	.....	132
do" 4	52	3	55	1	.....	.....	70
St. Jeanne de Neuville.....	106	30	136	.....	.....	.....	176
do" 2	17	37	54	.....	.....	.....	57
do" 3	30	44	74	.....	.....	.....	87
do" 4	66	10	76	3	.....	.....	102
Cap Santé.....	49	18	67	.....	1	.....	102
do" 2	115	9	124	.....	4	.....	177
St. Raymond.....	66	72	138	3	.....	.....	184
do" 3	34	66	100	.....	2	.....	123
do" 4	51	62	113	.....	.....	.....	138
do" 5	88	27	115	1	.....	.....	135
St. Bazile.....	86	24	110	1	.....	.....	136
do" 2	33	6	39	.....	.....	.....	56
do" 3	104	20	124	1	.....	.....	170
Portneuf.....	87	20	107	.....	.....	.....	146
do" 2	43	70	113	2	.....	.....	154
do" 3	26	85	111	3	.....	.....	136

Majority for } JOHN BRAYSON, 116.
Mémoire four

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.	
	Names of Candidates and Number of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.									
PROVINCE (Continued.) (Suite.) de QUEBEC.	St. Alban.....	1	63	1	86	1,883		Bourg Louis, Notre Dame des Anges.	
	do	2	131	.....	.....	.....	170	
	do	3	93	.....	.....	.....	133	
	Groindnes.....	1	44	39	2	3	81				1,707
	do	2	30	58	.....	.....	160		
	do	1	45	126	1	142				2,662
	St. Casimir.....	1	73	112	93				776
	do	2	39	75	.....	.....	179		
	do	3	41	75	93				1,591
	St. Urbain.....	1	35	134	.....	.....	130		
Pointe aux Trembles.....	1	40	109	1	1	69	1,689				
do	2	10	53	.....	.....	.....	365	
Totals—Totaux.....		1,491	2,950	27	17	3,775	25,176				

Majority for } Jos. Esdras ALFRED DE SAINT GEORGES, 32.
Majorité pour }

Wards—Quartiers :—	HON. W. LAVIE	J. P. REBAUDIN	.....	.....	.....	.....	.....	.....	.....
QUÉBEC (East—Est.)			No.						
Jacques Cartier.....	34	23	1	57	.....	.....	.....	.....	.....
do	72	26	2	98	.....	.....	.....	.....	.....
do	54	28	3	82	.....	.....	.....	.....	.....
do	37	26	4	63	.....	.....	.....	.....	.....
do	48	29	5	77	.....	.....	.....	.....	.....
do	66	42	6	108	.....	.....	.....	.....	.....
do	39	51	7	90	.....	.....	.....	.....	.....
do	77	36	8	113	.....	.....	.....	.....	.....
do	54	40	9	94	.....	.....	.....	.....	.....
do	94	22	10	116	.....	.....	.....	.....	.....
do	80	56	11	136	.....	.....	.....	.....	.....
do	67	46	12	113	.....	.....	.....	.....	.....
do	23	46	13	69	.....	.....	.....	.....	.....
do	81	65	14	65	.....	.....	.....	.....	.....
do	25	27	15	52	.....	.....	.....	.....	.....
do	47	56	16	47	.....	.....	.....	.....	.....
do	50	73	17	103	.....	.....	.....	.....	.....
do	43	55	18	98	.....	.....	.....	.....	.....
do	33	27	19	60	.....	.....	.....	.....	.....
do	46	40	20	86	.....	.....	.....	.....	.....
St. Sauveur (Parish—Paroisse).....	68	55	1	123	.....	.....	.....	.....	.....
do	34	34	2	100	.....	.....	.....	.....	.....
do	65	35	3	100	.....	.....	.....	.....	.....
do	97	62	4	159	.....	.....	.....	.....	.....
do	59	41	5	100	.....	.....	.....	.....	.....
do	53	39	6	92	.....	.....	.....	.....	.....
do	86	53	7	139	.....	.....	.....	.....	.....
do	85	54	8	139	.....	.....	.....	.....	.....
do	36	16	9	54	.....	.....	.....	.....	.....
do	36	16	10	52	.....	.....	.....	.....	.....
St. Roch (North—Nord)					.....	.....	.....	.....	.....
do	27	31	1	58	.....	.....	.....	.....	.....
do	38	49	2	87	.....	.....	.....	.....	.....
Totals—Totaux	1,750	1,283	3,033	69	43	4,458	31,900	2,686	

Majority for } HON. WILFRID LAUBIER, 467
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts Electoraux.</i>	SUBDIVISIONS	Names of Candidates and for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins mutilés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque college électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
		J. G. BOSSE.	JACQUES MALOIN											
QUEBEC of QUEBEC. de QUEBEC.	Wards—Quartiers :—													
	St. Louis	38	9	47	47	.....	.....	.....	.....	.....	.....	.....	.....
	do	42	18	60	60	.....	.....	.....	.....	.....	.....	.....	.....
	do	98	62	160	160	.....	.....	.....	.....	.....	.....	.....	.....
	Palais	48	29	87	87	.....	.....	.....	.....	.....	.....	.....	.....
	do	92	54	146	146	.....	.....	.....	.....	.....	.....	.....	.....
	St. Jean	37	64	101	101	.....	.....	.....	.....	.....	.....	.....	.....
	do	89	59	148	148	.....	.....	.....	.....	.....	.....	.....	.....
	do	123	83	206	206	.....	.....	.....	.....	.....	.....	.....	.....
	do	34	54	88	88	.....	.....	.....	.....	.....	.....	.....	.....
	do	78	119	197	197	.....	.....	.....	.....	.....	.....	.....	.....
	do	41	56	97	97	.....	.....	.....	.....	.....	.....	.....	.....

Montcalm	60	66	126	3	503	3,718
do	54	73	127	3		
do	33	44	77	2		
do	35	28	63	2		
do	64	27	91	2		178
Banlieue.....						
Totals—Totaux.....	966	855	1,821	30	2,550	17,898

Majority for } JOSEPH GUILLAUME BOSSÉ, III.
Majorité pour }

	HOMPHEBY.	HON. J. MCGHREY.				
Wards—Quartiers:—						
St. Pierre.....No.	53	65	118	1	186	
do	36	66	102	2	174	2,480
do	52	76	128	3	208	
do	47	59	106	3	202	
Champlain.....	51	35	86	8	193	
do	47	50	97	2	192	5,169
do	16	15	31	1	44	
do	33	54	87	1	131	
do	25	67	82	2	168	
Montcalm.....	30	50	80	2	125	4,592
do	37	32	69	2	136	
Banlieue.....				0		
do	17	53	70		176	407
Totals—Totaux.....	444	612	1,056	33	1,931	12,648

QUEBEC
(West—Ouest.)

Majority for } HON. THOMAS MCGHREY, 168.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	Subdivisions.		Number of Votes polled for each of them in each Subdivision.	Names of Candidates and Hon. A. P. CARON.	J. E. BÉDARD. nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
	Names of Candidates and Hon. A. P. CARON.	J. E. BÉDARD.										
QUEBEC (County-Comité)	Beauport	No. 1	87		45	132	132	6	182	4,429	
	do	" 2	53		80	133	133	4	.....	177	
	do	" 3	30		80	110	110	4	.....	150	
	do	" 4	43		63	106	106	4	.....	142	
	Charlesbourg	" 1	85		34	119	119	1	183	2	
	do	" 2	97		51	148	148	1	.....	197	
	St. Ambroise—Jeune Lorette	" 1	62		38	100	100	4	118	3,513	
	do	" 2	61		62	123	123	6	.....	161	
	do	" 3	56		76	132	132	4	.....	180	
	do	" 4	87		75	162	162	2	.....	200	
	Ancienne Lorette	" 1	93		68	161	161	2	194	2,488	
	do	" 2	72		88	160	160	2	.....	194	
	St. Foy	" 1	38		16	54	54	2	130	1,085	
	do	" 2	54		14	68	68	3	.....	76	
	St. Félix—Cap-Rouge	" A	91		15	106	106	126	678	
	do	" B	54		69	123	123	.....	.....	181
	St. Colombe de Sillery	" C	94		60	154	154	6	211	3,277	
	do	" D	42		30	72	72	5	.....	121	
	do	"	99		29	128	128	1	.....	162	

	61	4	65	2	89	777
St. Gabriel (West—Ouest).....No. 1	61	4	65	2	89	777
do (East—Est)....." 2	73	6	79	92	592
Stoneham and Tewkesbury....." 1	25	13	38	1	84	} 820
do....." 2	11	3	14	.....	43
St. Dunstan—Lac Beauport.....	24	8	32	63	296
Totals—Totaux.....	1,438	869	2,307	56	3,133	20,278
Majority for } Hon. A. P. CARON, 569. Minorité pour }						
RICHMOND & WOLFE.. Wm. B. Ives, Acclamation.....	26,339					
RICHMOND.....	5,791					
Sorel (Town—Ville) (Wards—Quartiers)	877					
Richieu.....No. 1	34	76	110	170	} 5,791
do....." 2	56	54	110	1	176	
Champlain.....No. 1	68	53	121	1	196	
do....." 2	71	53	123	2	182	
Laval....." 1	49	29	78	.....	142
do....." 2	46	34	80	.....	131
St. Laurent.....No. 1	21	37	58	1	103	
do....." 2	1	11	12	1	138	
St. Joseph....." 1	5	33	38	.....	72
do....." 2	1	37	42	2	58	
St. Anne....." 1	5	24	25	.....	150
do....." 2	43	54	97	5	98	
St. Urs (Town—Ville).....No. 1	46	22	68	.....	138
do (Parish—Paroisse)....." 2	48	50	96	2	180	
St. Roch....." 1	51	59	110	.....	135
do....." 2	25	64	89	1	164	
St. Victoire.....No. 1	19	104	123	1	115	
do....." 2	7	37	44	.....	115
L. H. MASSIE						
GEO. I. BARTHE						

RETURN of the Fifth General Election for the House of Commons of Canada.—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada.—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.												Remarks. Observations.
PROVINCE of QUEBEC. de QUÉBEC.	G. I. BARTHÉ.	L. H. MASSÉ.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collectivité d'après le dernier recensement.			
RICHMONT (Continued.) (Suite.)	49	24	Number of Votes polled for each of them in each Subdivision.	Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Population in each Constituency, as shown by the last Census.			
St. Louis de Bonsecours	69	36	Number of Votes polled for each of them in each Subdivision.	Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Population in each Constituency, as shown by the last Census.			
St. Aimé	20	38	Number of Votes polled for each of them in each Subdivision.	Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Population in each Constituency, as shown by the last Census.			
St. Marcel	7	47	Number of Votes polled for each of them in each Subdivision.	Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Population in each Constituency, as shown by the last Census.			
do	43	77	Number of Votes polled for each of them in each Subdivision.	Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Population in each Constituency, as shown by the last Census.			
St. Robert	76	33	Number of Votes polled for each of them in each Subdivision.	Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Population in each Constituency, as shown by the last Census.			
do	927	1,205	Number of Votes polled for each of them in each Subdivision.	Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Population in each Constituency, as shown by the last Census.			
Totals—Totaux	982	2,254	Number of Votes polled for each of them in each Subdivision.	Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Population in each Constituency, as shown by the last Census.			

Majority for } LOUIS HURT MASSÉ, 278.
Majorité pour }

St. Mathien.....No. 1	18	J. B. R. FLEURY	48	66	100	1,175	Negrette not mentioned in Census. <i>Non mentionnés dans le recensement.</i>	
do.....No. 2	16		42	58	109	1,266		
St. Simon.....No. 1	85		75	160	187	1,816	Mont Joli not mentioned in Census. <i>Non mentionnés dans le recensement.</i>	
St. Fabien.....No. 1	34		56	90	126	.....	
do.....No. 2	28		63	91	147		
St. Oeil du Bis.....No. 1	72		38	110	178	.....	
do.....No. 2	69		20	89	125			
do.....No. 3	58		18	76	133		
Notre Dame du Sacré-Coeur.....No. 1	19		54	73	111	750	Sandy Bay not mentioned in Census. <i>Non mentionnés dans le recensement.</i>	
Rimouski (Town-Ville).....No. 1	70		30	100	194	.....	
St. Germain de Rimouski.....No. 1	66		25	91	127		1,417	Tessier not mentioned in Census. <i>Non mentionnés dans le recensement.</i>
do.....No. 2	56		18	74	127	1,736		
St. Blainde.....No. 1	42		5	47	74	500	
St. Anaclet.....No. 1	98		21	119	165	1,437		
Neigette.....No. 1	56		5	61	105	1,567	
St. Luc.....No. 2	11		42	63	82	914		
do.....No. 1	31		63	84	125	975	
St. Donat.....No. 2	32		57	89	142	1,968		
St. Gabriel.....No. 1	43		38	81	130	566	
St. Flavie.....No. 1	69		72	131	178	1,199		
Mont Joli.....No. 1	26		16	42	64	465	
St. Joseph de Lepage.....No. 1	12		25	37	50	570		
St. Angèle.....No. 2	12		4	16	68	.....	
do.....No. 1	78		22	100	106	.....	
St. Moïse.....No. 1	31		37	68	104	.....	
do.....No. 2	18		29	47	65	.....	
do.....No. 3	28		49	77	93	.....	
Sandy Bay.....No. 1	40		37	77	118	.....	
do.....No. 2	43		60	110	168	.....	
St. Damase.....No. 1	51		40	90	121	.....	
St. Ulric.....No. 2	109		40	95	128	465	
do.....No. 1	30		109	132	200	2,017		
Matane.....No. 1	27		30	51	136	.....	
do.....No. 2	17		47	63	194	2,611	
do.....No. 3	11		34	45	90	.....	
Tessier.....No. 1	108		71	179	230	1,541	
St. Felicité.....No. 2	21		20	41	70	690		
Urbourbourg.....No. 1								

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		SUNDIVISIONS.						Remarks. <i>Observations.</i>
	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	J. B. R. FISRT. <i>nombre des votes donnés pour chacun d'eux dans chaque subdivision.</i>	Total Number of Votes polled in each subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Number of electeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.		Population de chaque college electoral d'après le dernier recensement.
of QUÉBEC. <i>de QUÉBEC.</i>	L. A. BILLY. 29	4	33	2	.....	.....	56	.....	Dalibaire and Romieux not mentioned in Census. <i>Non mentionnés dans le recensement.</i>
	19	4	23	2	.....	.....	41	199	St. Valérien.
								729	St. Edmond, Lac au Sa- non.
								2,364	McNider.
								2,092	St. Octave.
	1,648	1,540	3,188	45	20	4,872	33,791		
	Totals—Totaux								

Majority for } L. A. BILLY, 108.
Majorité pour }

	G. A. GIGAUT.	Ed. LARBAU.							
ROUVILLE									
Marieville.....	84	28	112	159	999				
St. Marie de Monnoir.....	85	8	93	313	1,947				
do do.....	41	30	71						
do do.....	44	13	57						
St. Angele do.....	89	33	122						
do do.....	56	12	68		1,436				
St. Césaire Village.....	59	86	145		1,103				
do Parish—Péroise.....	61	80	144						
do do.....	27	56	83						
do do.....	26	63	88		4,064				
do do.....	27	59	86						
Canrobert.....	27	10	37						
Ange Gardien.....	19	56	75		347				
do do.....	48	17	65						
do do.....	54	40	94		2,285				
do do.....	27	23	50						
St. Paul Abbottsford.....	73	88	161						
do do.....	25	50	75		1,605				
St. Jean Baptiste.....	54	71	125						
do do.....	66	27	93		1,740				
St. Hilaire.....	30	80	110						
do do.....	43	48	91		1,383				
St. Mathias.....	51	31	88						
Richelieu.....	36	12	48		863				
Notre Dame de Bonsecours.....	42	21	63		785				
Totals—Taux.....	1,199	1,045	2,244	3,105	18,547				

Majority for } G. A. GIGAUT, 153.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts Electoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		M. H. BERRIER.	LOUIS TAILLIER.									
St. HYACINTHE..... of QUEBEC. De QUÉBEC.	St. Hyacinthe le Confesseur.....No. 1	88	49	135	1	2	203	935				
	do do Town—Ville....." 2	146	39	185	.....	4	232					
	do do do....." 3	102	28	130	.....	2	470	5,321				
	do do do....." 4	117	24	141	.....	2	206					
	do do do....." 1	60	30	90	.....	3	120					
	do do do....." 2	80	44	124	.....	2	165					
	do do do....." 3	54	26	80	.....	.....	108	3,240				
	do do do....." 1	38	38	126	.....	.....	168					
	St. Damase....." 2	42	19	61	.....	6	76					
	do do do....." 3	53	72	125	.....	3	159					
	do do do....." 1	40	76	116	.....	.....	143					
	St. Marie Madeleine....." 2	38	13	51	.....	1	66					
	do do do....." 1	37	14	51	.....	3	89					
	St. Charles....." 2	37	71	108	.....	1	123					
	do do do....." 1	27	22	49	.....	.....	71					
St. Denis....." 1	27	204	231	.....	.....	284						
do do do....." 2	9	126	135	.....	.....	171						
La Présentation....." 1	39	64	103	.....	1	4						
do do do....." 2	28	44	72	.....	.....	128						

St. Jades.....	1	56	53	109	1	.....	176	1,959	St. Louis.
do	3	65	41	106	.....	2	165	}	
do	2	14	23	37	.....	3	68		
St. Barnabé.....	1	68	48	116	.....	1	158	}	
do	2	21	36	57	.....	1	64		
Totals—Totaux.....		1,336	1,202	2,538	17	43	3,448	20,631	

Majority for } MICHEL ESDRAS BERNIER, 134.
Majorité pour }

CHAS. APRIN.

Frs. BOURASSA.

St. Jean (Town—Ville).....	No. 1	64	19	83	1	.....	107	}	
do	2	36	20	56	2	.....	79		
do	3	44	37	81	1	.....	116	}	4,314
do	4	45	54	99	2	.....	128		
do	5	31	30	61	.....	.....	75	}	
do	6	54	46	100	5	.....	145		
do	7	40	63	103	2	.....	144	}	816
do .....	.....	47	65	112	2	.....	154		
St. Jean (Parish—Paroisse).....	.....	18	88	106	.....	.....	165	}	754
St. Luc .....	.....	13	57	70	1	.....	274		
Lacadie	No. 1	58	71	129	.....	.....	156	}	2,030
do	2	66	67	133	.....	.....	148		
St. Valentin .....	.....	41	91	132	.....	.....	203	}	2,879
do .....	.....	85	61	146	.....	2	194		
Lacolle .....	.....	79	62	141	.....	3	120	}	
do .....	.....	26	61	87	.....	.....	2,208		
Totals—Totaux.....		747	892	1,639	16	13	2,208	12,265	

Majority for } FRS. BOURASSA, 145.
Majorité pour }

St. JOHN'S.....
(Town—Ville.)

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each subdivision.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Noms de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
	L. L. L. DESAULNIERS.	PIERRE LAVY.											
St. MAURICE	Pointe du Lac.....	No. 1	100	32	132	.....	78	168	1,607				
	do	" 2	62	9	71	.....	72	117					
	Yamachiche.....	" 1	110	35	172	1	49	172	2,740				
	do	" 2	80	14	94	1	66	145					
	do	" 3	40	36	76	2	42	111					
	St. Séveré.....	No. 1	49	81	130	1	4	155	1,888				
	St. Barnabé.....	No. 1	61	47	108	1	52	139	1,976				
	do	" 2	80	10	90	1	71	146	1,797				
	St. Elie.....	No. 1	42	31	73	.....	61	152					
	St. Boniface.....	No. 1	61	30	91	8	77	147					
	do	" 2	46	18	64	.....	72	110					
	St. Etienne.....	" 1	24	62	86	5	75	212					
	do	" 2	42	33	75	.....	137	187					
Trois-Rivières (Parish)—Fief St. Maurice....		45	8	53	1	146	88						St. Boniface not men- tioned in Census. Non mentionné dans le recensement.
			842	446	1,288	15	1,102	2,069					Shawenegan. Unorganised Territory.
			Totals—Totaux.....										
			Majority for Majorité pour										
			LOUIS LEON LESIEUR DESAULNIERS, 396.										

PROVINCE
de QUÉBEC.
of QUEBEC.

SHEFFORD.....	M. AUGER	HON. L. S. HUNTINGDON								
Stukely North—Nord.....	111	1	112	157	1	2,804				
do	82	21	103	166	1	1,064				
do	28	9	37	198	1	2,936				
Stukely South—Sud.....	46	84	130	177	4	1,617				
Shefford.....	59	74	133	167	8	1,040				
do	25	85	110	161	4	2,879				
do	17	93	110	149	4	1,516				
do	25	81	106	107	1	1,806				
Waterloo Village.....	27	47	74	127	1	1,996				
do	31	43	76	171	1	1,170				
do	10	63	73	196	3	2,357				
do	31	41	72	65	1	1,556				
do	23	50	72	121	5	992				
Granby Village.....	39	64	103	78	1	23,233				
do	25	87	112	120	4					
do	88	24	89	162	4					
do	96	22	118	184	2					
do	77	16	93	123	1					
do	76	35	111	156	2					
do	64	44	108	127	1					
do	74	14	88	161	2					
do	44	65	109	90	1					
do	42	85	53	171	1					
do	26	80	111	197	3					
do	76	50	126	186	1					
do	83	31	114	65	3					
do	30	9	39	190	1					
do	80	41	131	121	2					
do	48	34	82	141	1					
do	17	70	87	78	2					
do	19	24	43							
Totals—Totaux.....	1,581	1,446	3,27	4,556	51	23,233				
	Majority for		MICHEL AUGER, 135.							
	Minorité pour									
SHERBROOKE.....						12,221				
(Town—Ville.)										

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision. <i>Nombre total des votes donnés dans chaque subdivision.</i>	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks <i>Observations.</i>
	G. H. L. DE BRAUN.	J. P. LARTIER.									
SOUTANGES.....	Coteau Landing.....	.....	28	58	84	.....	.....	114	511	
	St. Clément.....	.....	59	72	131	1	3	164	969	
	St. Ignace.....	No. 1	82	43	125	.....	.....	172	1,447	
	do.....	No. 2	42	15	57	.....	.....	30		
	Soulanges Village.....	No. 1	7	12	19	.....	.....	182	208	
	St. Joseph.....	No. 2	69	91	160	.....	.....	110	1,627	
	do.....	No. 1	27	66	93	.....	2	160		
	St. Zotique.....	No. 2	44	58	102	1	.....	122	1,580	
	do.....	No. 1	50	39	89	3	1	105			
	St. Polycarpe.....	No. 2	30	56	86	.....	.....	158	2,803	
	do.....	No. 1	40	76	116	3	2	96			
	do.....	No. 3	58	40	98	.....	3	137	1,285	
	do.....	No. 4	58	45	103	1	.....	100		
	St. Téléphore.....	No. 1	35	41	76	.....	.....	152		
	do.....	No. 2	56	51	107	1	5	.....		
Totals—Totaux.....			675	761	1,436	11	16	1,869	10,240		
			Majority for Majorité pour		JACQUES PHILIPPE LARTIER, 86.						

TERRITORY	C. C. COLBY.		H. M. RIDMR.		Majority for } CHARLES CARROLL COLBY, 295. Majorité pour }	Total
	1,308	1,013	2,321	17			15	3,460
BARFORD (North—Nord).....	31	46	77	1	157	1,416
do (South—Sud).....	45	40	83	166		
Dixville, Village.....	35	38	73	2	92	380
Coaticook, Village.....	43	39	82	6	145	
do.....	74	47	121	196	2,682	
do.....	67	20	87	146		
do.....	45	29	74	112		
Barnston, Township.....	63	51	114	1	164	2,618
do.....	52	36	88	2	113	
do.....	47	48	95	143		
do.....	53	39	92	133		
Hatley, Township.....	105	36	141	1	198	2,485
do.....	51	39	90	140		
do.....	65	68	133	3	190	1,248
Magog, Township (East—Est).....	76	32	108	1	154	
do.....	56	33	89	2	133	
Stanstead, Township.....	38	108	146	191	3,727	
do.....	47	89	136	2	155	
do.....	77	40	117	169		
do.....	99	22	121	3	120	578
Stanstead Plain, Village.....	46	46	92	137		
Beebe Plain, Village.....	66	32	98	5	108	
do.....	27	35	62	1	372	
Totals—Totaux.....	1,308	1,013	2,321	17	15	3,460
Majority for } CHARLES CARROLL COLBY, 295. Majorité pour }						
TEBECOUATA.....	P. E. GRANDBOIS, Acclamation.....					25,484

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electorals Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		A. E. POIRIER. pour chacun d'eux dans nombre des votes donnés chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins manqués.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
		G. A. NANTL. for each of them in each Subdivision.	A. E. POIRIER. pour chacun d'eux dans nombre des votes donnés chaque subdivision.										
of QUEBEC. <i>QUÉBEC.</i>	St. Jérôme (Town—Ville).....	No. 1	81	38	119	.....	.....	.....	.....	332	2,032	
	do do (Parish—Paroisse).....	" 2	57	63	120	.....	.....	.....	.....	302	2,567	
of TERREBONNE	do do (Parish—Paroisse).....	" 1	32	49	81	.....	.....	.....	.....	163	1,150	
	do do (Parish—Paroisse).....	" 2	68	57	125	.....	.....	.....	.....	430	1,314	
	St. Janvier.....	No. 1	108	37	142	.....	.....	.....	.....	105	1,564	
	do do (Parish—Paroisse).....	" 2	41	39	80	.....	.....	.....	.....	121	1,398	
	St. Thérèse, Village.....	No. 1	60	21	81	.....	.....	.....	.....	113	894	
	do do (Parish—Paroisse).....	" 2	71	18	89	.....	.....	.....	.....	282	1,677	
	do do (Parish—Paroisse).....	" 1	41	39	80	.....	.....	.....	.....	18	300	
	do do (Parish—Paroisse).....	" 2	31	44	75	.....	.....	.....	.....	239	1,625	
	Terrebonne (Town—Ville).....	No. 1	42	36	78	.....	.....	.....	.....	239	1,625	
	do do (Parish—Paroisse).....	" 2	18	77	95	.....	.....	.....	.....	239	1,625	
	do do (Parish—Paroisse).....	" 1	40	46	86	.....	.....	.....	.....	239	1,625	
	do do (Parish—Paroisse).....	" 2	46	36	82	.....	.....	.....	.....	239	1,625	
St. Anne.....	No. 1	40	46	86	.....	.....	.....	.....	239	1,625		
do do (Parish—Paroisse).....	" 2	46	36	82	.....	.....	.....	.....	239	1,625		
New Glasgow.....	No. 1	8	28	36	.....	.....	.....	.....	239	1,625		
St. Sophie.....	No. 1	42	28	70	.....	.....	.....	.....	239	1,625		
do do (Parish—Paroisse).....	" 2	16	37	53	.....	.....	.....	.....	239	1,625		
do do (Parish—Paroisse).....	" 1	37	24	61	.....	.....	.....	.....	239	1,625		
St. Sauveur.....	No. 1	37	24	61	.....	.....	.....	.....	239	1,625		
do do (Parish—Paroisse).....	" 2	83	27	110	.....	.....	.....	.....	239	1,625		

981
PROVINCE
of QUEBEC.
QUÉBEC.

St. Adèle.....	No. 1	76	8	84	.....	277	1,663
do	" 2	94	11	105	.....	.....	.....
Ste. Agathe	" 1	41	20	61	.....	266	1,643
do	" 2	88	21	109	.....	.....	.....
Ste. Marguerite .....	.....	73	21	94	.....	112	700
St. Hypolite .....	.....	75	11	86	.....	167	836
St. Lucie.....	.....	94	1	95	.....	169	.....
St. Faustin .....	.....	26	1	27	.....	51	.....
St. Jovite.....	.....	92	11	103	.....	130	.....
Totals—Totaux .....	.....	1,593	836	2,429	.....	3,516	22,969
Majority for } G. A. NANTHEL, 757. Majorité pour }							
TERRE RIVERS.....	.....	.....	.....	.....	.....	.....	9,296
(City—Cité.)	.....	.....	.....	.....	.....	.....	.....
TWO MOUNTAINS.....	.....	.....	.....	.....	.....	.....	15,894

St. Lucie, St. Faustin and St. Jovite not mentioned in census.—Non mentionnés dans le recensement.

Salaberry. 654
Grandison. 461
Wolfe. 876
Doncaster.

Return of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.					Noms des Candidats et le nombre des votes don-és pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		F. X. ARONAH. BARTL.	H. A. DESHOSIERS.	ALBERD. LAPORTE.	EUGEN MCMILLAN.	Number of rejected Ballots.	Number of spoiled Ballots.									
of QUEBEC. de QUÉBEC.	VAUDREUIL.....	70	0	5	12	87	5	197	924							
	Isle Perrot.....	54	1	4	2	61	.....	82	439							
	Vaudreuil Village.....	38	0	2	4	44	.....	81	.....	1						
	Como.....	1	0	7	51	59	.....	88	.....	.....				
	Rigaud.....	0	0	0	41	41	.....	65	.....	.....				
	Point Fortune.....	0	0	0	34	82	.....	108	.....	.....				
	Très St. Redempteur.....	117	0	6	2	130	.....	189	.....	1						
	Vaudreuil (Parish—Paroisse).....	19	0	2	2	23	.....	42	.....	.....				
	do.....	4	0	13	17	37	.....	82	.....	.....				
	do.....	2	1	11	60	74	.....	112	.....	.....				
	Rigaud.....	2	0	6	56	63	.....	96	.....	.....				
	do.....	2	0	6	56	63	.....	96	.....	.....				
	do.....	3	1	17	96	114	.....	157	.....	1						
	do.....	1	0	17	33	99	.....	188	.....	.....				
	Ste. Marthe.....	7	2	78	43	143	.....	160	.....	.....				
do.....	20	2	78	43	143	.....	160	.....	.....					
do.....	4	0	37	3	44	.....	56	.....	.....					
St. Justine de Newton.....	2	2	0	93	111	.....	111	.....	.....	6						
do.....	2	0	93	16	111	.....	111	.....	.....	.....			
do.....	3	0	30	15	63	.....	63	.....	.....	2						
																Très St. Redempteur not mentioned in Census. Non mentionné dans le recensement.

do	1	28	1	20	22	71	1	95	1,190
do	2	29	5	52	8	94	9	191	
Totals—Totaux.....	418	10	490	522	1,440	38	13	2,241	11,485

Majority for } HUGH McMILLAN, 32.
 Majorité pour }

M. F. DUCHARME.	HON. F. GEOFFRION.								
Verchères.....	123	162	1	183	2,308				
do	23	140	2	165					
Varenes (Village—Village).....	11	80	1	91	612				
do (Parish—Paroisse).....	39	157	1	182	1,789				
do	55	100	2	125					
Ste. Julie.....	62	110	1	116	1,181				
do	43	84	1	161					
Belœil.....	58	138	3	156	1,732				
do	37	81	2	106					
St. Marc.....	89	146	2	184	1,036				
do	96	122	1	147	1,540				
St. Antoine.....	26	107	2	135					
do	83	24	4	147	1,540				
Contrecoeur.....	64	130	4	168	1,705				
do	66	92	3	115					
do	64	92	1	115	546				
Ste. Theodosie.....	28	94	1	122					
do	18		1						
Totals—Totaux.....	863	1,743	14	2,156	12,449				

Majority for } HON. F. GEOFFRION, 17.
 Majorité pour }

Upon recount by a Judge:—
 Sur nouveau dépouillement des votes par un juge:—

Verchères.....	39	123	1	162
do	23	117	2	140
Varenes (Village—Village).....	69	11	1	80
do (Parish—Paroisse).....	39	118	1	157
do	55	46	1	110
Ste. Julie.....	62	46	1	110
do	43	44	1	84
Belœil.....	58	44	1	138
do	37	44	2	81
St. Marc.....	89	26	2	146
do	96	24	1	122
St. Antoine.....	26	107	2	135
do	83	24	4	147
Contrecoeur.....	64	130	4	168
do	66	92	3	115
do	64	92	1	115
Ste. Theodosie.....	28	94	1	122
do	18		1	
Totals—Totaux.....	863	1,743	14	2,156

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	M. E. DUPHARMS.	H. OX. GEOFFRION.									
VERCHÈRES. (Continued.) (Suite.)	Belœil.....	No. 1	80	58	138	The Judge counted cer- tain ballots which had been rejected by the Returning Officer. <i>Le juge a compté certains bulletins que l'officier rapporteur avait de- claré écartés.</i>
	do.....	" 2	37	44	81	.....	.....	.....	.....	.....
	St. Marc.....	"	89	57	146	1	.....	.....	.....	.....
	St. Antoine.....	" 1	96	26	122	2	.....	.....	.....	.....
	do.....	" 2	83	24	107	.....	.....	.....	.....	.....
	Contrecoeur.....	" 1	69	68	137	1	.....	.....	.....	.....
	do.....	" 2	64	28	92	.....	.....	.....	.....	.....
St. Theodosis.....	"	81	76	94	.....	.....	.....	.....	.....	.....
Totals—Totaux.....			866	885	1,751	5	19				
Majority for } HON. FELIX GEOFFRION, 19. Majorité pour }											
As declared by the Judge. Tel que déclaré par le juge.											

YAMASKA.....		VICTOR GLADU.....		F. VANASSE.....									
St. Zépherin.....	No. 1	25	123	148	214	1,771							
do.....	" 2	19	103	122	144								
La Baie.....	" 1	52	104	166	370	2,576							
do.....	" 2	63	107	170									
Pierreville.....	" 1	38	106	144	441	3,373							
do.....	" 2	56	96	162									
do.....	" 3	40	14	54									
St. François du Lac.....	" 1	92	63	157	377	2,331							
do.....	" 2	42	70	112									
do.....	" 3	57	8	65	84	456							
St Michel, Village.....	No. 1	121	18	139	173	1,939							
St. Michel (Parish—Paroisse).....	" 2	100	21	121	173								
do.....	" 1	35	73	108									
St. David.....	" 2	57	67	134	406	3,106							
do.....	" 3	48	42	90									
do.....	" 1	133	34	167	286	1,559							
Totals—Totaux.....		978	1,049	2,027	2,968	17,091							

Majority for } FABRIEN VANASSE dit VERREFFUILLE, 71.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Nomms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		W. HALLETT	R. E. FITZ- RANDOLPH	W. HALLETT	R. E. FITZ- RANDOLPH										
ANAPOLIS	Melvern Square	99	57	156	2	198	Places not mentioned in Census.—Places non mentionnées dans le re- censement.
	Meadowdale	104	63	167	1	.....	195	.....	.....	.....	.....	.....	.....	.....
	Middleton	66	50	116	.....	.....	.....	138	.....	.....	.....	.....	.....	.....
	Port George	96	29	125	3	.....	.....	157	.....	.....	.....	.....	.....	.....
	Lawrencetown	85	69	154	1	.....	.....	183	.....	.....	.....	.....	.....	.....
	Port Lorne	29	66	95	2	.....	.....	126	.....	.....	.....	.....	.....	.....
	Bridgetown	55	110	165	2	.....	.....	193	.....	.....	.....	.....	.....	.....
	Hampton	20	37	57	.....	.....	.....	66	.....	.....	.....	.....	.....	.....
	Belleisle	58	88	146	.....	.....	.....	188	.....	.....	.....	.....	.....	.....
	Granville Ferry	92	85	177	1	.....	.....	205	.....	.....	.....	.....	.....	.....
	Lower Granville	25	51	76	.....	.....	.....	122	.....	.....	.....	.....	.....	.....
	Moose River	120	67	187	.....	.....	.....	234	.....	.....	.....	.....	.....	.....
	Sandford's Corner	64	42	106	.....	.....	.....	114	.....	.....	.....	.....	.....	.....
	Bear River	68	39	107	1	.....	.....	143	.....	.....	.....	.....	.....	.....
	Annapolis	71	136	207	1	.....	.....	240	.....	.....	.....	.....	.....	.....
	Lequille	50	86	136	4	.....	.....	163	.....	.....	.....	.....	.....	.....
Carleton Corner	69	64	133	2	.....	.....	151	.....	.....	.....	.....	.....	.....
Nictaux	64	60	124	.....	.....	.....	146	.....	.....	.....	.....	.....	.....
Laurencetown Lane	90	28	118	1	.....	.....	137	.....	.....	.....	.....	.....	.....

2 of NOVA SCOTIA
de la NOU.
191 NUYELLE ECOSSE

	53	60	112		129
Springfield, Liverpool Cross Roads.....	36	44	80	.....	91
Baxter's Hall, Maitland.....	17	36	53	.....	61
Morse Road, Dalhousie.....	.....	.....	.....	.....	.....
Totals— <i>Totaur</i>	1,430	1,368	2,705	21	3,380
Majority for } W. HALLETT RAY, 62. Majorité pour }					
	ANGUS MOISAAC.	G. B. WHIDDEN.			
ANTIGONISH.....	126	79	205	3	251
Arisaig.....	81	55	136	.....	182
Cape George.....	71	49	120	1	163
Morristown.....	83	43	126	.....	180
Antigonish (1st subdivision).....	65	83	148	2	187
do (2nd do).....	28	41	69	1	89
do (3rd do).....	32	65	97	1	115
Lochaber.....	126	51	177	1	201
Upper South River.....	100	48	148	6	184
Saint Andrews.....	43	43	86	3	144
Tracadie.....	100	17	117	.....	225
Harbor au Bouche.....	74	93	167	2	240
Heatherton.....	139	68	207	.....	245
Ohio.....	.....	.....	.....	.....	.....
* Totals— <i>Totaur</i>	1,068	735	1,803	20	2,396
Majority for } ANGUS MOISAAC, 333. Majorité pour }					
	ANGUS MOISAAC.	G. B. WHIDDEN.			
ANTIGONISH.....	126	79	205	3	251
Arisaig.....	81	55	136	.....	182
Cape George.....	71	49	120	1	163
Morristown.....	83	43	126	.....	180
Antigonish (1st subdivision).....	65	83	148	2	187
do (2nd do).....	28	41	69	1	89
do (3rd do).....	32	65	97	1	115
Lochaber.....	126	51	177	1	201
Upper South River.....	100	48	148	6	184
Saint Andrews.....	43	43	86	3	144
Tracadie.....	100	17	117	.....	225
Harbor au Bouche.....	74	93	167	2	240
Heatherton.....	139	68	207	.....	245
Ohio.....	.....	.....	.....	.....	.....
* Totals— <i>Totaur</i>	1,068	735	1,803	20	2,396
Majority for } ANGUS MOISAAC, 333. Majorité pour }					

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
		F. A. LAWRENCE.	HON. A. W. MCELARAN.												
COLCHESTER.....	Truro (West—Owest).....	62	135	197	1	2	273	3,461							
	do (East—Est).....	51	147	198	1	3	269	1,102							
	Clifton.....	62	84	146	1	2	221	1,186							
	Brookfield.....	53	81	137	1	3	266	1,577							
	Lower Stewiacke.....	107	90	197	.....	.....	.....	130	748						
	Middle do.....	52	61	113	.....	.....	.....	159	1,552						
	Upper do (West—Owest).....	75	38	113	2	1	183	1,212							
	Salmon River.....	61	75	136	.....	.....	.....	60	353						
	Kempt Town.....	20	22	42	.....	.....	.....	214	1,173						
	Earlton.....	59	106	165	2	.....	.....	248	1,526						
	Waugh's River.....	93	88	182	3	.....	.....	249	1,800						
	Tatamagouche.....	74	101	175	6	.....	.....	177	1,045						
	New Annon.....	90	62	152	.....	.....	.....	232	1,205						
	North River.....	61	127	191	3	.....	.....	184	883						
	Upper Onslow.....	64	87	151	.....	.....	.....	209	1,353						
	Lower Onslow.....	75	93	169	1	.....	.....	196	3,173						
	Upper Londonderry.....	76	85	161	2	.....	.....	196	1,571						
Middle do (Village section).....	86	61	150	1	.....	.....	196	1,331							
Lower do.....	87	63	150	1	.....	.....	196	1,331							
Economy.....	.....	.....	.....	.....	.....	.....	.....	.....

Province
 of NOVA SCOTIA
 de la NOU-
 VELLE ECOSSE

Five Islands.....	56	56	112	1	137	} 769
Upper Stawicke (East—Est).....	53	70	123	2	163	
A cadia Mines.....	28	151	179	2	219	
Totals—Totaux	1,452	1,887	3,339	28	4,947	26,720

Majority for } HON. A. W. McLELLAN, 435.
Majorité pour }

CUMBERLAND.....	.....										27,368
CAPE BRETON.....	MURRAY DODD.	W. McDONALD.	H. F. McDONALD.	N. L. MACKAY.	W. MCK. McLEOD.						3,667
Sydney.....	68	41	28	90	37	264	1	.....	.....	.....	209
do Gihholmes.....	No. 1	52	30	24	35	10	151	1	.....	.....	104
Ball's Creek.....	" 2	27	44	30	76	51	228	.....	.....	.....	164
Leitch's Creek.....	" 1	57	34	57	36	32	216	.....	.....	.....	148
Mira (North side—Côté nord).....	" 2	24	70	8	42	104	248	1	.....	.....	165
Sydney Mines.....	No. 1	82	14	73	36	18	223	6	.....	.....	160
North Sydney.....	" 2	103	52	61	71	46	336	.....	.....	.....	227
Main-a-Dieu.....	35	22	39	23	16	136	115	.....	.....	.....	115
Louisburg.....	32	67	6	66	75	246	175	.....	.....	.....	990
Gabarous.....	23	58	6	77	65	219	207	6	.....	.....	1,266
East Bay (South side—Côté sud).....	57	96	19	3	49	224	159	1	.....	.....	665
Beaver Cove, Boisdale.....	68	16	100	15	13	210	128	.....	.....	.....	900
Boularderie.....	50	15	65	28	27	185	136	.....	.....	.....	1,369
Lingan.....	44	78	18	47	21	208	133	.....	.....	.....	4,125
Little Glace Bay.....	No. 1	84	87	45	65	30	311	2	.....	.....	200
Cow Bay.....	" 2	90	20	37	102	30	279	5	.....	.....	2,117
Big Pond.....	51	42	44	27	31	198	133	.....	.....	.....	702
Christmas Island (Narrows—détroit).....	161	45	182	16	19	433	242	.....	.....	.....	1,464
Catalone.....	11	49	7	15	58	140	129	.....	.....	.....	835
Front Brook (South—Sud Mira).....	8	56	6	51	91	215	150	.....	.....	.....	881
Grand Mira (North—Nord).....	15	101	4	11	95	226	143	.....	.....	.....	924
Shipyard (Near—Près Sydney).....	52	96	26	77	90	341	227	.....	.....	.....	1,331
East Bay (North side—Côté nord).....	45	164	46	4	120	379	231	.....	.....	.....	3,593
Totals—Totaux	1,237	1,287	934	1,013	1,124	5,605	52	.....	.....	.....	31,258

Majority for } MURRAY DODD, 113.
Majorité pour } WILLIAM McDONALD, 173.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	W. M. B. VAIL. nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	JOHN C. WADE. Number of Votes polled for each of them in each Subdivision.	Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.												
Drury	Bear River.....	71	85	156	175	1,077		
	Marshall's Town.....	78	40	118	.....	.....	.....	.....	.....	.....	144	1,879
	Digby.....	70	109	179	2	.....	.....	.....	.....	.....	253	1,090
	Sandy Cove.....	18	92	110	.....	.....	.....	.....	.....	.....	154	811
	Freeport.....	17	45	62	3	.....	.....	.....	.....	.....	109	733
	Westport.....	24	47	71	.....	.....	.....	.....	.....	.....	100	1,850
	Plympton.....	115	35	150	1	.....	.....	.....	.....	.....	235	1,784
	Weymouth.....	85	82	167	.....	.....	.....	.....	.....	.....	224	1,125
	St. Bernards.....	54	75	129	.....	.....	.....	.....	.....	.....	167	2,289
	Churchpoint.....	70	135	205	.....	.....	.....	.....	.....	.....	268	2,452
	Metagban.....	27	120	147	.....	.....	.....	.....	.....	.....	213	1,368
	Salmon River.....	57	48	105	1	.....	.....	.....	.....	.....	197	505
	Tiverton.....	8	36	44	.....	.....	.....	.....	.....	.....	67	537
	New Tusket.....	6	58	64	.....	.....	.....	.....	.....	.....	89	514
	Rossway.....	30	14	44	1	.....	.....	.....	.....	.....	59	514
Smith's Cove.....	33	26	59	.....	.....	.....	.....	.....	.....	80	507	

Province
196
of NOVA SCOTIA
de la NOU-
VELLE ECOSSE

	108	76	184	229	1,300
Saunderville.....	871	1,123	1,994	2,741	19,881
Totals—Totaux.....					
Majority for <i>Majorité pour</i> } WILLIAM B. VAU, 252.					
	JOHN A. KIRK.	ALFRED OGDEN			
Guyshorough.....	88	79	167	234	1,703
Intervale.....	64	48	102	150	1,990
Manchester.....	62	67	129	209	1,438
Melford.....	61	39	100	220	1,700
Crow Harbour.....	11	29	40	69	1,775
Canso.....	46	47	93	133	1,451
County Harbour.....	21	20	41	69	437
Sherbrooke.....	93	80	173	230	1,607
Marie Joseph.....	38	3	41	64	919
Glenelg.....	103	22	125	163	867
White Head.....	11	11	22	90	
Indian Harbour.....	25	17	42	71	785
Caledonia.....	43	13	55	72	376
Salmon River.....	27	54	81	102	717
Isaac's Harbour.....	28	14	42	71	1,012
New Harbour.....	12	21	33	47	326
Tracadie.....	15	31	46	62	556
Goshen.....	47	13	60	71	467
Larry's River.....	18	5	23	42	738
Liscombe.....	16	15	31	40	
					Glenelg not mentioned in Census.
					Non mentionné dans le recensement.
					Liscombe not mentioned in Census.
					Non mentionné dans le recensement.
					Forks St. Mary.
Totals—Totaux.....	818	628	1,446	2,212	17,808
	Majority for <i>Majorité pour</i> } JOHN A. KIRK, 190.				

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.				Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
		M. B. DALY.	M. H. RICHMY.	A. E. JONES.	H. H. FULLER.										
HALIFAX	Halifax City—(Ville Ward).....	A	64	62	55	49	117	1,051	.....	.....	213	1,051	Black Point.
	do	B	64	60	59	58	122	535	.....	.....	201	535	Piers Mills.
	do	C	55	52	61	62	118	903	.....	.....	203	903	Truro Road.
	do	D	31	30	21	20	61	131	.....	.....	96	613	Wysels Corner.
	do	E	84	84	52	44	131	46	.....	.....	247	46	Sable Island.
	do	A	66	61	50	43	110	.....	.....	.....	243	.....	.....
	do	B	78	74	79	68	161	.....	.....	.....	294	.....	.....
	do	A	44	44	48	47	91	.....	.....	.....	249	.....	.....
	do	B	73	72	63	61	139	.....	.....	.....	326	.....	.....
	do	C	69	68	68	61	136	.....	.....	.....	319	.....	.....
	do	D	60	62	44	43	108	.....	.....	.....	212	.....	.....
	do	A	48	50	38	35	89	.....	.....	.....	226	.....	.....
	do	B	103	104	43	37	148	.....	.....	.....	216	.....	.....
	do	C	69	67	72	70	140	.....	.....	.....	126	.....	.....
	do	D	50	49	34	30	84	.....	.....	.....	215	.....	.....
	do	E	81	83	55	48	138	.....	.....	.....	194	.....	.....
do	F	70	71	51	51	123	.....	.....	.....	189	.....	.....	
do	G	84	81	51	50	134	.....	.....	.....	171	.....	.....	
do	H	84	81	51	50	134	.....	.....	.....	171	.....	.....	
do	I	61	62	43	38	103	.....	.....	.....	222	.....	.....	
do	A	92	91	55	51	146	.....	.....	.....	.....	.....	.....	.....

891
 PROVINCE
 de la NOU-
 VELLE ECOSSE

do	6	105	107	46	44	164	3	237		
do	6	106	108	82	63	185	6	267		
do	6	37	36	30	30	72	1	124		
do	6	27	20	49	48	79	1	101	757	
Ferguson's Cove		17	15	29	28	47	2	78	611	
Portuguese Cove		15	15	27	27	44	2	72	494	
Sambro		15	15	27	27	44	2	72	494	
Upper Prospect		16	15	58	53	76	2	111	1,133	
Hackett's Cove		39	39	34	32	76	2	132	1,176	
French Village		23	21	38	35	59	2	112	1,769	
Goodwood		17	15	29	26	45	1	58		Goodwood not mentioned in Census.—Non mentionné dans le recensement.
Northwest Arm		9	8	38	38	50	3	83	460	Bedford not mentioned in census.—Non mentionné dans le recensement.
Bedford		25	23	14	13	40	2	82		
Hammond's Plains		47	41	40	32	81	1	102	785	
Windsor Road		60	58	48	47	111	3	146	965	
Waverley		45	47	25	24	73		93		Waverly not mentioned in Census.—Non mentionné dans le recensement.
Gay's River		25	27	83	80	113		161	786	
Meagher's Grant		34	31	44	43	76	1	104		Meagher's Grant not mentioned in Census.—Non mentionné dans le recensement.
Middle Musquodoboit		47	48	89	90	141	1	183	1,090	
Upper Musquodoboit		47	45	90	89	140	4	164	1,143	
Lower Prospect		18	21	18	17	38		47	565	
Smith's Cove		27	24	15	15	41		83		Smith's Cove not mentioned in Census.—Non mentionné dans le recensement.
Sheet Harbour		46	46	18	17	67	1	105	1,197	
Spry Bay	26	13	15	43	42	58	1	100		Spry Bay and Tangier not mentioned in Census.—Non mentionnés dans le recensement.
Tangier	26	20	18	35	34	54		82		
Ship Harbour		31	31	26	25	57	2	112	1,866	
Jeddore		27	35	37	7	44	1	111	2,073	
West Chezzetcook		28	48	45	49	104	13	175	1,550	
Seaforth		10	10	18	18	28		50		Seaforth not mentioned in Census.—Non mentionné dans le recensement.
Lawrencetown		7	9	50	47	59	2	73	531	

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.				Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
		M. B. DALY.	M. H. RICHY.	A. G. JONES.	H. H. FULLER.										
HALIFAX..... (Continued.) (Suite.)	Preston.....	22	23	33	33	56	117	1	.....	.....	77	794	
	Town of Dartmouth.....	68	69	47	47	117	128	.....	.....	.....	181	5,563	
	do.....	74	75	54	51	128	176	3	.....	.....	177		
	do.....	112	112	56	57	176	26	2	.....	.....	243		
	do.....	13	14	9	7	26	68	4	.....	.....	36		
	do.....	18	18	47	45	68	53	.....	.....	87			
	Ingram River.....	18	17	47	47	68	50	2	.....	.....	76	655	
	Hubbard's Cove.....	45	45	8	6	53	53	.....	.....	.....	73	438	
	Southeast Passage.....	23	27	28	22	53	67	2	.....	.....	98	892	
	Little River.....	16	17	47	47	67	51	.....	.....	.....	109	798	
	.....	29	30	21	20	51	44	1	.....	.....	51	320	
	.....	13	13	30	29	44	36	.....	.....	.....	61		Petpeswick not mentioned in Census.—Non men- tionné dans le recense- ment.
	.....	9	9	27	26	36	.....	.....	.....	.....	.....
	Musquodoboit Harbour.....	7	6	68	67	75	1	.....	.....	.....	105	1,384	Porter's Lake and Dover not mentioned in Cen- sus.—Non mentionnés dans le recensement.
	Porter's Lake.....	3	3	24	24	27	1	.....	.....	.....	43		

002
Province
of NOVA SCOTIA
de la NOU-
VELLE ECOSSE

		17	17	5	5	25	3	60
<i>Dover</i>								
Totals—Totaux		2,811	2785	2720	2563	5,608	102	9,131
Majority for } M. B. DALY, 91. Majorité pour } M. H. RICHBY, 65.								
		W. H. ALLISON	W. M. CURRY.					
No. 1 (A).....	66	60	126	4	.....	155		
do 1 (B).....	89	43	132	6	1	180		
do 1 (C).....	26	89	115	.....	.....	130		
do 2.....	80	160	160	4	.....	214		
do 3.....	77	99	176	1	3	203		
do 4.....	63	62	125	2	.....	155		
do 5.....	40	63	103	2	1	142		
do 6.....	148	50	198	1	3	273		
do 7.....	53	49	102	2	.....	140		
do 8.....	31	31	62	2	.....	102		
do 9.....	52	98	150	1	1	197		
do 10.....	74	89	163	1	3	220		
do 11 (A).....	38	27	65	2	1	106		
do 11 (B).....	35	42	77	2	2	146		
do 11 (C).....	36	31	67	.....	.....	108		
do 11 (D).....	31	15	46	1	8	67		
do 12.....	24	75	99	9	.....	128		
do 13.....	78	99	177	1	2	230		
do 14.....	51	39	90	2	.....	139		
do 15.....	84	94	178	5	1	243		
do 16.....	78	11	89	.....	6	130		
do 17.....	74	50	124	1	.....	163		
do 18.....	58	45	103	.....	.....	129		
Totals—Totaux	1,386	1,341	2,728	51	33	3,700		23,359
Majority for } W. M. HENRY ALLISON, 45. Majorité pour }								

Places not mentioned in census. — Places non mentionnés dans le recensement.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maqués.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
		H. GARIBON.	S. McDONNELL.										
INVERNESS	Port Hastings	65	51	116	13	213	2,357	Young's Bridge.	
	do	69	54	123	8	.....	.....	.....	.....	168	2,027
	Judique	102	110	212	.....	.....	.....	.....	.....	283	1,077
	River Inhabitants	61	62	123	.....	.....	.....	.....	.....	186	1,498
	Port Hood	78	119	197	5	.....	.....	.....	.....	250	2,088
	Mahou	97	11	108	1	.....	.....	.....	.....	156	1,588
	do	149	5	154	2	.....	.....	.....	.....	171	1,075
	do	90	25	115	2	.....	.....	.....	.....	151	1,451
	do	98	23	121	.....	.....	.....	.....	.....	152	2,726
	Broad Cove Marsh	96	27	123	1	.....	.....	.....	.....	134	2,443
	Margaree	141	58	199	1	.....	.....	.....	.....	259	1,246
	do	131	45	176	1	.....	.....	.....	.....	213	1,097
	do (South-west—Sud-ouest)	124	49	173	1	.....	.....	.....	.....	226	.....	
	do (North-east—Nord-est)	20	93	113	4	.....	.....	.....	.....	165	.....	
	Cheticamp	No. 11	78	25	103	6	.....	.....	.....	130	.....	
	do	" 20	53	43	96	2	.....	.....	.....	138	.....	
	Whycocomagh	" 12	46	40	86	1	.....	.....	.....	118	.....	
	do	" 21	76	13	89	2	.....	.....	.....	129	.....	
	do	" 22	73	65	137	4	.....	.....	.....	172	.....	

202
PROVINCE
of NOVA SCOTIA
de la NOU-
VELLE ÉCOSSE

	61	41	103	160	743
Lake Ainslie (East—Est).....	50	6	56	70	430
do (West—Ouest).....	57	60	117	157	833
Marble Mountain.....	98	37	135	191	1,216
Glencoe.....			7		
Totals—Totaux.....	1,912	1,062	2,974	3,996	2,6651
Majority for } HUGH CAMERON, 850. Majorité pour }					
	D. B. WOODWORTH	F. W. BORDEN.			
King's.....	69	95	169	202	3,260
Jawbone Corner.....	126	91	217	262	2,391
Centre ville.....	89	37	126	160	
Dunham Corner.....	104	92	196	250	
Somerset.....	63	74	137	172	967
Kentville.....	142	28	170	196	2,125
Gaspereau.....	47	109	156	170	1,217
Wolfville.....	96	51	147	176	1,880
Avonport.....	80	79	159	210	
Millville.....	89	42	131	166	
Dalhousie.....	25	9	34	51	298
Welton Corner.....	135	107	242	296	
Waterville.....	142	77	219	271	1,644
Harbourville.....	100	63	168	208	1,445
Scott's Bay.....	20	56	76	84	
Pereau.....	67	88	155	198	
Grand Pré.....	64	39	103	143	
Canaan.....	110	49	159	174	1,429
North Centreville.....	93	80	173	221	

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	D. B. WOODWORTH.	F. W. BORDEN.									
King's..... (Continued.) (State.)	71	61			133	4	.....	151	1,580 1,941 1,594 1,698	Lower Horton. Arlsford (South). do (North). Berwick.	
	1,707	1,357			3,064	49	26	3,761	23,469		
	Majority for Douglas B. WOODWORTH, 350. <i>Majorité pour</i>										
LUNENBURG	C. H. KATBACK.	T. T. KEEPLER.									
do (West—Ouesl)	104	63			167	3	3	252	} 4,007		
do (East—Est)	84	39			123	2	1	208			
do (Sisec)								186			
	Not counted by Returning Officer.										

Province
of NOVA SCOTIA
de la NOU-
VELLE ECOSSE

	27	6	33	143	1,827	
Ritchey's Cove.....	27	6	33	143	1,827	Rose Bay, Oakland and Mahone Bay not mentioned in Census. <i>Non mentionnés dans le recensement.</i>
Rose Bay.....	22	49	71	157		
Oakland.....	62	64	126	204		
Mahone Bay.....	62	3	3	1		
Blockhouse.....	67	59	126	141	3,888	New Cornwall not mentioned in Census. <i>Non mentionnés dans le recensement.</i>
New Cornwall.....	51	25	76	96		
Summerside.....	Not counted by Returning Officer.			197	1,454	Riversdale, Chesley's Corner and Barss' Corner not mentioned in Census. <i>Non mentionnés dans le recensement.</i>
Riversdale.....	71	107	178	201		
Chesley's Corner.....	45	89	134	167		
Barss' Corner.....	50	53	103	115		
Chester (Town—Ville, West—Ouest).....	50	61	111	165	2,974	New Dublin and Vogler's Cove not mentioned in Census. <i>Non mentionnés dans le recensement.</i>
do (East—Est).....	31	54	85	116		
New Ross.....	Not counted by Returning Officer.			145		
Petite Rivière.....	30	78	108	167		
New Dublin.....	Not counted by Returning Officer.			174	3,487	Newcomb's not mentioned in Census. <i>Non mentionné dans le recensement.</i>
Vogler's Cove.....	35	18	53	115		
Bridgewater (South—Sud).....	29	57	86	120		
do (North—Nord).....	27	80	107	152		
Newcombe.....	58	99	157	216	572 539	Blandford not mentioned in Census. <i>Non mentionné dans le recensement.</i>
Tancook Islands.....	26	25	51	71		
Mill Cove.....	27	9	36	59		
Blandford.....	33	32	64	88		
Conquerall Bank.....	35	76	111	206	1,369	Chester Basin not mentioned in Census. <i>Non mentionné dans le recensement.</i>
Chester Basin.....	69	26	95	140		
Totals—Total.....	1,032	1,169	2,201	4,175	28,883	New Germany. Bayswater.

Majority for } THOMAS T. KEEFLER, 137.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS				Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque college electoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	J. W. CARMICHAEL.	J. A. DAWSON.	J. McDONALD.	C. H. TAPPAN.											
Pictou.....	No. 1	69	69	70	273	6	1	189	4,146						
do	" 2	73	73	79	294	5	4	294							
do	" 3	49	52	95	298	5	1	211							
Cariboo		65	75	148	435	5	.....	270	332						
Cape John		124	137	105	476	4	2	287	1,828						
River John		143	144	67	427	.....	.....	252	1,569						
do (West branch—Owest embranc.)		33	36	115	308	2	.....	177	950						
Dalhousie		76	76	124	406	8	2	283							
Hardwood Hill		119	122	91	423	3	1	251	1,143						
Green Hill		136	136	32	335	3	.....	195	868						
Mount Thom		95	92	121	428	1	.....	241	1,278						
Mill Brook		37	37	132	339	.....	.....	185							
New Larig		14	11	101	228	5	3	128	635						
Albion Mines		79	65	55	50	6	1	173	1,881						
New Glasgow	No. 1	107	95	53	290	5	2	198							
do	" 2	62	66	74	260	4	3	172	3,538						
do	" 3	88	79	58	281	1	.....	164	900						
Little Harbour		66	63	153	436	.....	.....	240	1,817						
McLellan's Mountain		121	108	91	407	1	.....	126	1,331						
East Branch, East River															

209
Province
of NOVA SCOTIA
de la NOU-
VELLE ECOSSE

Hopewell.....	No. 1	31	29	91	89	240	1	3	127	} 2,408	Bailey's Brook not mentioned in census.—Non mentionné dans le recensement.			
do	" 2	71	69	55	51	246	5	1	142					
Middle River	" 3	52	48	62	58	220	4	4	131					
Bailey's Brook		67	67	124	120	378	4	4	216					
Barney's River.....		92	85	80	76	333	5	.....	211				
Merigomish.....		132	128	103	99	462	4	1	276					
Garden of Eden.....		128	121	32	32	313	.....	5	186				
Westville		102	90	58	50	300	4	.....	168				
French River.....		31	30	235	217	503	4	.....	275				
Totals—Totaux.....		60	56	50	49	215	1	126				(Gulf Shore. Roger's Hill. Gadaddock. 1,041 1,146 834 35,535	
2,397 2320 2709 2681											10,107	6,052	39	93

Majority for } JOHN McDougald, 389.
Majorité pour } CHARLES H. TUPPER, 361.

QUEEN'S	No. 1	67	86	153	1	2	213	} Names of places not given in Census.—Noms des places non donnés dans le recensement.
Liverpool	" 2	73	71	144	.....	.....	178
do		41	13	54	.....	.....	72
Hunt's Point		18	75	93	2	3	123	
Port Moncton.....		112	51	163	.....	2	193
Milton		49	24	73	.....	1	103
Brooklyn.....		27	25	51	1	.....	112
Eagle Head		68	31	89	.....	2	138
Port Medway		53	12	65	.....	1	77
Mill Village.....		47	25	72	.....	.....	86
Greenfield.....		42	39	81	.....	3	94
Brookfield.....		61	69	133	2	2	141	
Caledonia.....		41	39	80	.....	2	88
Kempt		692	560	1,252	6	18	1,617	
Totals—Totaux.....		692	560	1,252	6	18	1,617	10,577

Majority for } JAMES F. FORBES, 132.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins manqués.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
	H. P. FLYNN.	H. N. PAINT.		Number of Votes polled for each of them in each Subdivision.	Nombre des votes donnés pour chacun d'eux dans chaque subdivision.							
RICHMOND.....	Arichat.....	No. 1	51	22	73	4	9	117	1,586	Petite de Grat. Fourchie. Framboise not mention- ed in Census—(Non mentionné dans le re- censement.)	
	do.....	" 2	84	60	134	4	.....	246	1,492		
	D'Escousse.....	.....	8	39	47	1	.....	148	1,341	
	River Inhabitants.....	.....	15	75	90	.....	.....	162	697
	Black River.....	.....	30	56	86	.....	.....	102	1,100
	River Bourgeois.....	.....	20	26	46	.....	.....	131	1,299
	St. Peter's.....	.....	49	53	102	3	.....	147	822	
	Red Islands.....	.....	65	15	80	1	2	95	869		
	Grand River.....	.....	28	49	77	.....	.....	105	1,966
	L'Ardoise.....	.....	81	37	118	.....	.....	148	910
	Little Arichat.....	.....	7	25	32	1	.....	103	437	
	Loch Lomond.....	.....	15	34	49	.....	.....	59	1,922
	Framboise.....	.....	8	44	52	1	1	60	680		
	Totals—Totaux.....			461	525	586	16	3	1,613	15,121		
			Majority for Majorité pour		HENRY N. PAINT, 64.							

208
PROVINCIAL
de la NOU-
VELLE ECOSSE

	THOMAS ROBERTSON.	N. W. WHITE.									
North East Harbour.....	59	95	154	2	234	} 2,055	} N. E. Harbour not mentioned in Census— (Non mentionné dans le recensement).	}	}	}	}
do do.....	21	36	57	1	93						
Shelburne.....	37	100	137	10	216	}	}	}	}	}	}
do do.....	32	72	104	4	147						
Ohio.....	29	34	77	2	63	}	}	}	}	}	}
Jordan River.....	27	50	77	2	93						
Lockeport.....	99	43	142	4	196	}	}	}	}	}	}
do do.....	57	23	79	2	109						
Lewis Head.....	79	42	121	2	182	}	}	}	}	}	}
Shag Harbour.....	43	34	77	4	105						
Centreville (Cape Island).....	33	51	86	1	130	}	}	}	}	}	}
Barrington Head.....	69	34	103	1	151						
Port La Tour.....	77	23	100	1	180	}	}	}	}	}	}
Port Clyde.....	40	34	74	1	134						
Barrington Passage.....	83	21	104	1	146	}	}	}	}	}	}
Wood's Harbour.....	56	52	108	1	135						
Clarke's do (Cape Island).....	69	33	101	1	146	}	}	}	}	}	}
Totals—Totaux.....	912	775	1,689	34	2,454							14,913	and Wood's Harbour. and Barrington Passage.

	Dr. J. F. BETHUNE.	Hon. G. J. CAMPBELL.					
Grand Narrows.....	14	148	162	.....	183	1,280	
Middle River.....	52	96	148	.....	162	966	
Baddeck.....	104	91	195	6	273	1,765	
North Gut.....	34	46	80	.....	114	788	
Englishtown.....	29	30	59	.....	72	585	
Boulardarie.....	52	95	147	.....	205	1,504	

Majority for } THOMAS ROBERTSON, 137.
Majorité pour }

VICTORIA.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks— Observations.
	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.							
PROVINCE OF NOVA SCOTIA. <i>De la NOUVELLE-ÉCOSSE</i>	INGONISH.....	DR. J. T. BETHUNE.....	43	1	100	1,088	New Haven not mentioned in Census— Non mentionné dans le recensement
	CAPE NORTH.....	.....	31	.....	.....	135	1,216	.....
	BAY ST LAWRENCE.....	.....	4	.....	.....	64	515	.....
	LITTLE NARROWS.....	.....	16	.....	.....	42	332	.....
	NORTH SHORE.....	.....	59	.....	.....	86	697	.....
	NEW CAMPBELLTON.....	.....	1	.....	.....	52	482	.....
	NORTH RIVER.....	.....	66	.....	.....	97	768	.....
	LITTLE NARROWS (S. side— <i>Côte Sud</i>).....	.....	23	.....	.....	95	.....	.....
	NEW HAVEN.....	.....	16	.....	.....	25	4*5	.....
	Totals— <i>Totals</i>.....	.....	511	8	.....	1,705	12,470	.....
	Majority for } Majorité pour }		HON. C. J. CAMPBELL, 313.						

	J. R. KINNEY	FRANK KILLAM											
Carlton.....	43	42	85	2	.....	140	.....	.....	.....	.....	.....	.....	.....
Tusket Lakes.....	34	10	44	.....	.....	61	.....	.....	.....	.....	.....	.....	.....
Ohio.....	40	60	100	1	1	149	.....	.....	.....	.....	.....	.....	.....
Maitland.....	99	26	125	4	.....	173	.....	.....	.....	.....	.....	.....	.....
Hebron.....	49	47	96	.....	.....	144	.....	.....	.....	.....	.....	.....	.....
Cheggogin.....	52	76	128	5	4	176	.....	.....	.....	.....	.....	.....	.....
Milton.....	10	82	92	1	1	140	.....	.....	.....	.....	.....	.....	.....
Court House.....	57	42	99	.....	.....	143	.....	.....	.....	.....	.....	.....	.....
Baker's Block.....	85	40	125	5	1	180	.....	.....	.....	.....	.....	.....	.....
Exchange Building.....	88	32	120	1	.....	181	.....	.....	.....	.....	.....	.....	.....
Moody's Corner.....	52	34	86	.....	.....	130	.....	.....	.....	.....	.....	.....	.....
Rockville.....	56	31	87	1	1	143	.....	.....	.....	.....	.....	.....	.....
Arcadia.....	76	60	136	2	2	210	.....	.....	.....	.....	.....	.....	.....
Plymouth and Wedge.....	84	37	121	.....	.....	227	.....	.....	.....	.....	.....	.....	.....
Tusket Court House.....	103	50	153	.....	.....	247	.....	.....	.....	.....	.....	.....	.....
El Lake.....	56	80	136	3	1	239	.....	.....	.....	.....	.....	.....	.....
Argyle Head.....	64	54	118	.....	.....	222	.....	.....	.....	.....	.....	.....	.....
Pubnico (East—Est).....	31	48	82	.....	.....	140	.....	.....	.....	.....	.....	.....	.....
do (West—Ouest).....	105	30	135	2	6	207	.....	.....	.....	.....	.....	.....	.....
Kemptville.....	17	22	39	.....	.....	50	.....	.....	.....	.....	.....	.....	.....
Totals— <i>Tous</i>	1,204	903	2,107	27	20	3,102	.....	.....	.....	.....	21,284	.....	.....

Names of places not mentioned in the Census.
 —*Les noms des places non mentionnés dans le recensement.*

Majority for } JOSEPH R. KINNEY, 301.
Majorité pour

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		JOHN WALLACE pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins cartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
		ALEX. ROGERS.	JOHN WALLACE									
of NEW BRUNSWICK. du NOUVEAU- BRUNSWICK.	ALBERT	111	34	145	8	174	2,621					
	Elgin	1	0	1	116	130						
	do	59	13	72	118	140						
	do	33	104	137	8	165						
	Coverdale	32	77	109	3	125						
	do	49	124	173	9	229						
	Hillsborough	25	54	79	11	113						
	do	30	50	80	8	125						
	do	44	31	75	10	193						
	Hopewell	135	67	202	3	257						
	do	42	89	131	4	171						
	Harvey	94	47	141	7	170						
	do	68	48	116	12	171						
	Alma	0	0	0	30	36						
	do											
Totals—Totaux.....		723	784	1,507	242	2,199					12,329	

Majority for } JOHN WALLACE, 61.
Majorité pour }

10 21 12

	WM. LINDSAY.	DAVID IRVINE.							
CHARLETON									
Woodstock	40	42	82	8	72				
do	102	74	176	1	215				
do	103	53	156	1	181			4,481	
do	47	57	104	2	227				
do	30	29	59		166				
Richmond	84	56	140		11			2,834	
do	40	53	93	2	11				
do	52	53	105	1	168				
do	111	123	234	1	278			2,075	
Wakefield	60	52	102		110				
do	111	123	234	1	177			2,081	
Wilnot	106	91	197	2	222				
do	67	82	149	5	177			981	
do	88	56	144	1	170				
Simonds	72	95	167	2	190			2,207	
Wicklow	64	100	164	1	207				
do	72	95	167	2	207				
Kent	91	184	275	3	325			3,001	
do	29	115	144		187				
do	79	100	179	2	258			1,192	
Peel	136	63	199	2	250			1,389	
Aberdeen	95	136	231	1	292			2,496	
Brighton	82	113	195	2	228				
do	85	85	170	3	196			1,118	
Northampton									
Totals—Totaux	1,653	1,812	3,465	39	4,410			23,365	

Majority for } DAVID IRVINE, 169.
Majorité pour

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>	Names of places not mentioned. <i>Noms des places non mentionnées.</i>
		GILLMER. ARTHUR H.	B. P. STEARNSON.									
CHARLOTTE.	Baillie	67	81	148	2	1	1	252	252			
	Scotch Ridge	64	88	152	1	1	1	254	254			
	Upper Mills St. Stephen	39	9	48	5	5	.....	74	74			
	Milntown (West—West)	72	43	115	6	6	.....	248	248			
	Milntown (East—East)	17	43	60	1	1	.....	109	109			
	St. Stephen (West—West)	58	81	138	3	3	.....	169	169			
	St. Stephen (East—East)	42	59	101	.....	.....	.....	129	129			
	St. Stephen (North—North)	55	26	81	.....	.....	.....	108	108			
	Dufferin	21	20	41	4	1	1	61	61			
	St. David	111	106	217	2	2	.....	297	297			
	Dumbarton	58	54	112	.....	.....	.....	170	170			
	St. Croix	54	45	99	.....	.....	.....	128	128			
	St. Patrick	70	75	145	1	.....	.....	182	182			
	Upper Mills, St. George	42	19	61	1	1	.....	79	79			
	Lower Falls	115	32	147	4	1	.....	195	195			
	L'Etete	96	20	116	.....	.....	.....	178	178			
	Pennfield	89	45	134	.....	.....	.....	175	175			
	Lepreaux	26	23	49	.....	.....	.....	65	65			
	Clarendon	37	0	37	1	.....	.....	37	37			
	West Isles	99	55	154	6	1	7	228	228			

	Majority for <i>Majorité pour</i>		ARTHUR H. GILLMOR, 314.		Majority for <i>Majorité pour</i>		KENNEDY F. BURNS, 641.	
	K. F. BURNS.	O. TORBORN.	T. W. ANGLIN.					
21 GLOUCESTER								
Campe Bello	36	23	59	76				
do	33	33	65	69				
North Head	85	32	117	155				
White Head Island	17	11	28	37				
St. Andrews (West—Owest)	33	61	94	107				
do (East—Est)	41	100	141	187				
Court House, non-residents	2	15	17	319				
Grand Harbour	80	46	126	166				
Totals—Totalz	1,558	1,244	2,802	4,274	43	36	26,087	
Majority for <i>Majorité pour</i> } ARTHUR H. GILLMOR, 314.								
Berresford	43	89	47	179	4	.....	215
do	91	85	27	203	10	.....	277
Bathurst	107	34	37	178	4	.....	208
do	125	16	27	168	2	.....	212
do	145	16	19	180	3	.....	203
do	107	5	31	143	.....	.....	158
New Bandon	53	63	47	163	1	.....	265
do	124	18	7	149	.....	.....	176
Cararaquet	51	47	68	156	2	.....	200
do	28	25	31	84	2	.....	181
do	54	4	47	99	.....	.....	153
Inkerman	36	10	47	93	3	.....	134
do	52	39	39	133	.....	.....	198
Saamerez	88	8	29	125	4	.....	186
do	28	39	4	71	.....	.....	123
St. Isidore	23	37	17	70	2	.....	141
Shippagan	23	35	19	77	1	.....	156
do	27	1	13	41	.....	.....	61
do .....	.....	.....	.....	.....	.....	.....	.....
Totals—Totalz	1,205	564	540	2,309	38	12	3,263	
Majority for <i>Majorité pour</i> } KENNEDY F. BURNS, 641.								
St. Isidore not mentioned in Census.— <i>Non mentionné dans le recensement.</i>								
							2,322	21,614

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts Electoraux.</i>	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision. <i>Nombre total des votes donnés dans chaque subdivision.</i>	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins manqués.</i>	Number of Voters on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	G. A. GIRARD. Number of Votes polled for each of them in each Subdivision.	G. V. McKENNEY. Number of Votes given for each of them in each Subdivision.						
KENT.....	Dundas.....	104	124	1	.....	186	3,383	
	do	51	83	1	.....	140		
of NEW BRUNSWICK.	do	50	119	2	.....	162	3,519	
	do	62	111	7	.....	148		
de NOUVEAU-BRUNSWICK.	Wellington.....	81	107	9	1	193	4,079	
	do	84	118	2	2	174		
KENT.....	do	76	104	.....	.....	185	3,615	
	Richibucto.....	84	121	3	3	192		
of NEW BRUNSWICK.	do	17	45	1	2	123	2,904	
	do	76	133	.....	.....	232		
de NOUVEAU-BRUNSWICK.	Weldford.....	38	57	.....	.....	162	778	
	do	35	105	2	2	285		
KENT.....	do	27	53	2	4	146	1,232	
	St. Mary's.....	102	114	.....	.....	201		
of NEW BRUNSWICK.	do	73	17	.....	.....	145	778	
	do	111	90	.....	.....	192		
de NOUVEAU-BRUNSWICK.	Acadieville.....	52	69	1	.....	172	1,232	
	Carleton.....	21	30	3	7	37		
KENT.....	do	25	68	.....	.....	135		
	do	25	43	.....	.....	135		

	91	21	112	7	190	2,135
St. Louis.....	64	16	80	.....	131	} 973
do	88	17	105	3	185	
Harcourt.....						
Totals—Totaux.....	1,412	773	2,185	47	28	3,981
Majority for } GILBERT ANSELME GIROUARD, 639. Majorité pour }						
King's.....	121	72	193	2	255	1,298
Hampton.....	49	167	156	.....	206	} 2,160
Springfield.....	52	73	125	1	172	
do	80	55	135	1	217	} 1,373
Westfield.....	14	36	50	2	90	
do	89	75	164	.....	206	} 3,584
Sussex Division.....	88	49	167	2	173	
do	17	29	46	.....	66	} 2,184
Sussex District.....	100	22	122	1	164	
Kingston.....	47	21	68	.....	175	} 2,094
do	57	90	147	1	218	
Havelock.....	47	49	96	.....	156	} 1,856
do	97	116	213	5	282	
Norton.....	23	83	106	.....	106	} 544
Kars.....	58	86	144	2	217	
Upham.....	39	59	98	.....	155	} 921
Hammond.....	40	63	103	1	164	
Greenwich.....	74	77	151	.....	221	} 1,413
Cardwell.....	101	29	130	3	166	
Rothsay.....	21	19	40	.....	154	} 1,267
do	37	18	55	.....	165	
do	15	16	30	.....	163	} 3,113
Sturholm.....	65	71	136	1	177	
do	52	95	147	.....	180	} 1,460
do	35	91	126	.....	147	
Waterford.....	81	59	140	.....	212	
Totals—Totaux.....	1,465	1,536	3,001	29	23	4,497
Majority for } GEORGE E. FOSTER, 71. Majorité pour }						
NORTHUMBERLAND.....						25,109

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts Electorales.</i>	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Number of spoiled Ballots.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. — Observations.
	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.								
PROVINCE of NEW BRUNSWICK. de NOUVEAU- BRUNSWICK.	QUEEN'S	Brunswick.....	44	68	98	499	}	2,574	
		Canning.....	82	130	2	154	1,006			
		Cambridge.....	143	244	3	273	1,482			
		Chipman.....	163	218	3	266	1,772			
		Gagetown.....	61	103	3	198	1,177			
		do non-residents.....	34	167	.....	320	1,368		
		Hampstead.....	77	95	1	142	204			
		Johnston.....	74	172	1	170	1,736			
		do.....	70	120	2	170	1,736			
		Petersville.....	48	142	2	186	2,318			
		do.....	85	166	1	185	2,318			
		Waterborough.....	121	134	3	230	1,449			
		Wickham.....	74	180	12	189	1,212			
		Totals—Totaux.....	1,054	1,970	33	2,574	14,017			

Majority for } GEORGE GERALD KING, 198.
Majorité pour }

RESTIGOUCHE	Dalhousie District	R. MORFATT.	Geo. HADDOY.	J. McALISTER.	D. RITCHIE.	161	1	174	} 2,353		
	do	No. 1 101	23	10	27	119	.....	190		
	do	76	14	8	21	106	2	131			
	Colbourne	40	31	12	23	229	2	280			
	Durham	120	47	52	10	163	1	170			
	Adington	74	11	78	6	72	1	164			
	do	41	9	21	1	866	7	1,109			
	Totals—Totaux	452	135	181	88	7,058	5	154			
	Majority for } ROBERT MORFATT, 271. Majorité pour }										

SUNBURY	Burton	CHR. BURPEE.	W. D. PARLEY.	170	5	208	} 1,677
	do	109	61	148	1	234	
	do	85	43	89	3	111	
	Blissville	70	82	152	.....	178
	Lincoln	74	60	134	.....	158
	Gladstone	58	101	189	.....	188
	Maugerville	48	27	85	1	93	
	Sheffield	67	64	131	1	146	
	Northfield	58	49	107	2	120	
	Totals—Totaux	618	537	1,155	13	1,436		6,651
Majority for } CHARLES BURPEE, 81. Majorité pour }							

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	C. W. WELDON.		G. A. EWBERTT.		Total Number of Votes polled in each Subdivision. <i>Nombre total des votes donnés dans chaque subdivision.</i>	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
			C. W. WELDON.	W. H. TUCKER.	Nombre des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Isaac Burpee.							
Province of NEW BRUNSWICK. du NOUVEAU- BRUNSWICK.	St. John	King's Ward—Quartier	90	40	37	127	1	1	165				
	do	do	75	62	58	133	1	1	182				
	Wellington	do	74	75	73	147	1	1	149				
	do	do	74	65	83	142	2	1	142				
	Bruce	do	68	58	86	142	6	3	188				
	do	do	92	89	47	228	4	2	118				
	Queen's	do	52	48	45	145	4	5	133				
	do	do	89	74	59	222	3	3	167				
	do	do	73	66	87	226	3	2	272				
	Duke's	do	62	54	50	166	13	1	137				
	do	do	60	55	69	184	4	2	262				
	Sidney	do	72	63	49	184	5	4	221				
	Guy's	do	64	53	101	218	5	4	67				
	Albert	do	56	55	50	161	1	1	156				
	Brooks	do	64	53	56	173	1	1	12,060				

Portland Ward—Quartier	No. 1	86	77	53	54	8	3	99
do	2	64	57	54	51	3	1	203
do	3	141	131	95	86	8	3	186
do	4	156	133	92	77	7	3	148
do	5	91	77	101	96	5	1	46
do	6	39	42	13	16	1	2	166
do	1	69	59	49	45	5	1	151
do	2	73	66	24	25	3	2	87
do	3	101	97	69	61	8	4	147
do	1	91	88	68	64	2	2	147
do	2	82	84	28	27	8	.....	168
do	3	29	26	10	8	.....	.....	174
do	1	84	69	80	71	.....	.....	169
do	2	64	68	36	33	5	1	133
do	3	39	40	41	43	2	1	87
do	1	71	68	70	69	8	3	172
do	2	25	25	21	22	.....	.....	200
do	3	27	23	28	29	1	.....	200
do	1	31	23	29	26	3	1	153
do	2	20	21	23	25	.....	.....	157
do	3	20	21	23	25	.....	.....	157
Total—Totauz.....		2,459	2,225	1,925	1,864	115	54	5,556
								26,839

Majority for } HON. ISAAC BURRER, 534.
Majorité pour } CHARLES WELDON, 300.

King's Ward—Quartier	No. 1	69	96	155	171	3	3,070
do	1	76	75	151	177	4	177
do	2	91	75	166	184	2	184
do	1	107	72	179	197	1	197
do	2	99	71	170	191	2	191
do	1	51	113	164	179	3	179
do	2	73	72	145	162	.....	.....
do	3	84	74	158	176	4	176
do	1	100	69	169	193	1	193
do	2	54	65	119	143	4	143
do	3	84	65	150	166	1	166
do	1	56	72	118	162	2	162
do	2	56	72	118	162	.....	.....
do	3	56	72	118	162	.....	.....
Total—Totauz.....						10	2,484

Majority for } HON. ISAAC BURRER, 534.
Majorité pour } CHARLES WELDON, 300.

St. John (City—Cit.)

RETURN of the Fifth General Election for the House of Commons of Canada.—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins maculés.</i>	Number of Voters on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	SIR S. L. TILLEY	GEO. McLEOD.									
St. JOHN..... (City—Cité.) (Continued.) (Suite.)	141	57	198	1	1	219	1,978				
Guys	62	59	121	.....	2	133	1,284			
Albert.....	69	57	126	.....	1	144	1,292			
Brooks	40	29	69	.....	4	159				
Non Residents.....	42	29	71	.....	1	170				
do											
Totals—Totaux.....	1,288	1,151	2,439	37	32	2,929	26,127				
Majority for } SIR SAMUEL L. TILLEY, 137. Majorité pour }											
VICTORIA	HON. JOHN COSTIGAN, Acclamation										
	15,686										

	SIR A. J. SMITH.	JOSIAH WOOD.													
WESTMORELAND.....	95	60	155	3	2	511	6,582								
do	72	88	140	4	1										
do	51	89	140	4	1										
do	38	92	130	2	1										
do	33	55	93	.....	1	589								
do	55	65	131	4	2										
do	65	42	107	.....	1	345								
do	16	12	28	1	2										
do	85	67	142	1	2										
do	49	50	99	3	.....									
Shediac	60	69	129	1	1	856	6,227								
do	61	50	111	1	.....									
do	17	104	121	9	.....									
do	64	57	121	2	1										
do	126	58	184	1	.....									
Salisbury	98	81	179	1	3	548		4,211							
do	108	34	142	7	1										
do	32	95	127	1	1										
do	50	132	182	1										
do	26	82	108	1	2										
do	31	75	106	3	.....									
do	24	38	62	1	2	1,429	9,601								
do	54	144	193	5	1										
do	104	90	194	1	5										
do	64	80	144	9	1										
do	114	80	194	4	.....									
do	68	140	208	5	2	222		3,985							
do	47	99	146	1	2	225									
do	72	46	118	1	1	152									
do	97	64	161	1										
do	55	76	131	3	2	723			4,882						
do	44	60	104	2										
do	38	92	130	2										
do	48	89	137										
do	74	60	134	3										
do	58	14	72	2	1	350	2,231								
do										
Totals—Totanz	2,188	2,620	4,808	88	38	5,979		37,719							
Majority for															
Majorité pour															
											JOSIAH WOOD, 432.				

RETURN of the Fifth General Election for the House of Commons of Canada.—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		J. J. FRASER. Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Noms de bulletins manqués.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
		JOHN PICKARD.											
YORK.....	King's (Ward—Quartier)	44	39	83	1	102	North Lake.	
	Queen's do	71	65	136	.....	.....	.....	3	.....	.....	171
	Carleton do	67	53	120	.....	.....	.....	3	.....	.....	164
	St. Ann's do	73	72	145	.....	.....	.....	6	.....	.....	189
	Wellington do	31	35	66	.....	.....	.....	.....	.....	.....	83
	Kingslear.....	134	121	255	.....	.....	.....	.....	.....	.....	288
	Prince William	38	26	64	.....	.....	.....	.....	.....	.....	91
	do	84	32	116	.....	.....	.....	.....	.....	.....	145
	Dumfries	46	39	85	.....	.....	.....	.....	.....	.....	104
	do	17	22	39	.....	.....	.....	.....	.....	.....	87
	do	5	11	69	.....	.....	.....	.....	.....	.....	87
	Canterbury	151	118	269	.....	.....	.....	.....	.....	.....	324
	do	32	33	65	.....	.....	.....	.....	.....	.....	88
	do	33	32	65	.....	.....	.....	.....	.....	.....	88
	Southampton.....	131	73	204	.....	.....	.....	.....	.....	.....	324
	do	1	14	28	.....	.....	.....	.....	.....	.....	34
	do	48	20	68	.....	.....	.....	.....	.....	.....	81
do	102	59	161	.....	.....	.....	.....	.....	.....	187	
Queensbury	83	16	99	.....	.....	.....	.....	.....	.....	113	
do	2	2	4	.....	.....	.....	.....	.....	.....	4	

of NEW
BRUNSWICK.
du NOUVEAU-
BRUNSWICK.

	1	119	31	144	1	163	1,938
Bright	1	119	31	144	1	163	1,938
do	2	71	36	107	2	118	
Douglas	1	152	73	225		254	2,916
do	2	79	43	137	3	183	
St. Mary's	1	126	53	178	2	211	3,873
do	2	209	53	252	2	288	
Stanley	1	184	99	283		321	2,232
do	2	64	57	121	3	146	
Maryland	1	37	33	69	1	83	448
Merrers Sutton	No. 1	45	104	149	5	213	
do	2	34	4	38	2	35	1,597
Non-residents	1	22	16	38		303	
Totals		2,359	1,442	3,801	25	4,932	30,397
Majority for } JOHN J. PICKARD, 917. Majorité pour }							
of PRINCE EDWARD ISLAND. de L'ILE DU PRINCE-EDOUARD.							
Province							
	A. O.	P. A.	E. B.	MUTTART.	J. E.	ROBERTSON.	
King's Co. District. (District du Comté de King)	113	126	123	117			No electoral lists in P. E. Island.—Il n'y a pas de listes électorales dans l'Île de P. E.
Portage, Lot 47	72	138	74	103	1	3	Names of places not given in Census.—Les noms des places ne sont pas donnés dans le recensement.
Baltic, Lot 46	69	167	82	147	1	3	
Souris, East—Est	78	97	30	71	2	2	
Souris Line Road	57	91	70	81	1	1	
Rollo Bay Chapel	10	108	11	96	2	2	
Bear River Line Road	55	60	67	48	2	2	
Head of Rollo Bay	10	82	8	77	6	6	
Monticello	41	81	38	80	3	3	
Head of St. Peter's Bay—Sud	53	81	61	81	1	1	
do North—Nord	59	6	61	6	2	2	
Webster's Mills	80	58	76	51	7	7	
John O'Brien	38	79	37	80			
St. Andrews	38	79	37	80			
Peak's Station	41	40	33	33	1	1	

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts Electoraux.</i>	Surnoms.				Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.			Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins manqués.</i>	Number of Voters on the Voter's List in each Subdivision. <i>Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.</i>	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>
	A. C. Macdonald.	P. A. McIntyre	H. B. Murray.	J. E. Robertson.											
King's Co. District. (District du comté de King.) (Continued.) (Suite.)	39	105	45	99											
Red House.....	64	66	74	64						3					
Dundas Court House.....	114	70	86	35						11		1			
Angus McCormack's, Lot 54.....	87	92	73	95								7			
Head of Gardigan.....	99	78	90	80						1		4			
Finlay's.....	124	57	109	49						1		4			
18-Mile Brook.....	44	10	31	11											
Edmunds.....	61	37	50	54											
Whim Road Cross.....	79	69	62	90						3					
Montague Bridge.....	111	46	107	57						4		4			
St. Mary's Road.....	119	62	103	66						4		4			
Sentners.....	64	42	64	46											
High Bank.....	82	66	83	73						14		12			
Creighton's.....	130	63	118	58						6					
Georgetown.....															
Totals—Totaux.....	1941	2124	1854	2002						104		43		26,433	

Majority for
Majorité pour

PETER ADOLPHUS MCINTYRE,
JAMES EDWIN ROBERTSON,
AUGUSTIN COLIN MCDONALD, } Double Return—Rapport double.

	H. HACKETT.	G. F. PERRY.	D. ROBERTS.	JAMES YEO.							No electoral lists in P. E. Island.—Il n'y a pas de listes électorales dans P.E.I.	Names of places not given in census.—Les noms des places ne sont pas donnés dans le recensement.
PATRICK DALTON'S, Lot 1.....	134	69	101	44			1					
Palmer Road, Lot 1.....	94	108	76	65			1					
Tignish, Lot 1.....	121	76	105	49			5	1				
Green Mount, Lot 2.....	143	84	129	75			3	15				
Minnegash, Lot 3.....	46	35	39	33			3					
Alberton.....	83	101	87	109			2	1				
Dock Road, Lot 4.....	41	58	34	66			1					
Fortune Cove, Lot 5.....	38	45	39	55			2	5				
Craswell's, Lot 6.....	64	87	40	87			7	8				
O'Leary's Road, Lot 7.....	30	107	27	146								
Brace, Lot 9.....	41	63	28	93			3					
Lots 11 and 12.....	55	108	31	144			11	2				
Tyne Valley, Lot 13.....	33	164	28	203			2					
William's Road, Lot 14.....	41	45	37	49			1					
MacDougall's, Lot 14.....	60	77	49	98			5					
Abram's Village, Lot 15.....	132	95	122	89			3					
15 Point.....	55	40	55	33								
Barlow's Mills, Lot 16.....	63	11	53	10			1	2				
Lyle's, Lot 16.....	24	69	26	76			4	1				
Princeton and R. of 1/2.....	5	5	4	54			1					
Indian River, Lot 18.....	61	86	64	95			3					
Summerside Drill Shed.....	119	123	142	143			6					
Summerside Court House.....	119	96	114	37								
Saint Eleanor's.....	33	48	40	60			1					
Miscouche, Lot 17.....	129	27	124	30								
Kensington.....	82	72	85	78								
Travellers' Rest, Lot 19.....	40	42	48	54								
Freetown, Lot 25.....	45	85	47	94			4					
Centreville, Lot 26.....	63	50	62	55			2					
Newton, Lot 26.....	74	16	58	18								
Scarletown.....	50	36	49	38								
Somerset, Lot 27.....	89	2	81	6			1					
Cape Traverse.....	56	23	51	40								
Tryon, Lot 28.....	61	59	58	72								
Totals—Totaux.....	2325	2178	2134	2388			73	44				34,347

Majority for
Majorté pour
JAMES YEO,
EDWARD HACKETT,

RETURN of the Fifth General Election for the House of Commons of Canada.—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts Electoraux.</i>	SUBDIVISIONS	Number of Candidates and for each of them in each Subdivision.				Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
		F. D. HARRISON.	L. H. DAVIES.	J. T. JARVINE.	D. LAIRD.										
QUEEN'S Co. DISTRICT (District du Comté de Queen.)	No. 1	69	138	74	127									No electoral list in P. E. Island—Il n'y a pas des listes électorales à l'île du P. E. Names of places not men- tioned in Census.— Noms des places non mentionnés dans le re- censement.	
	do	79	190	85	170										
	do	3	90	52	87	44									
	do	4	28	77	26	73									
	do	5	94	50	85	35									
	do	6	66	18	58	9									
	do	7	133	103	135	87									
	do	8	59	29	60	22									
	do	9	45	78	46	76									
	do	10	115	117	120	119									
	do	11	138	46	123	28									
	do	12	159	68	159	62									
	do	13	55	104	62	99									
	do	14	47	93	54	87									
	do	15	67	120	83	101									
	do	16	80	182	71	161									
	do	17	41	171	57	153									
	do	18	77	41	83	33									
	do	19	61	45	66	42									
	do	20	66	36	65	29									

do	21	114	67	99	47
do	22	141	83	120	52
do	23	66	54	58	44
do	24	68	83	70	79
do	25	64	113	68	106
do	26	65	24	63	22
do	27	125	108	127	99
do	28	94	62	88	55
do	29	34	21	30	17
do	30	211	103	207	95
do	31	67	155	56	142
do	32	147	115	160	88
do	33	154	172	146	146
do	34	172	131	182	102
do	35	178	184	175	174
do	36	95	104	106	80
do	37	105	179	108	157
Totals—Total		3472	3516	3462	3062

Majority for { LOUIS H. DAVIES, and } as declared by the Returning Officer.
Majorité pour { F. DE ST. CROIX BROCKEN, } tel que déclaré par l'officier rapporteur.

Upon a recount by a Judge:—
Sur nouveau dépouillement par un juge:—

District	No.	70	138	75	126
do	2	79	190	85	170
do	3	89	51	86	44
do	4	28	77	26	73
do	5	93	50	84	35
do	6	66	18	58	9
do	7	133	103	135	87
do	8	59	29	60	22
do	9	45	77	46	75
do	10	115	117	121	120
do	11	138	46	122	28
do	12	159	69	159	63
do	13	57	104	64	100
do	14	47	93	54	87
do	15	63	115	79	96
do	16	80	180	71	159
do	17	42	171	57	152
do	18	77	41	83	33
do	19	65	45	67	42
do	20	67	36	66	29
do	21	114	67	99	47
do	22	141	82	122	53
do	23	Ballot papers rejected not being initialed by D. R. O.			

In Nos. 23, 27, and 33, the ballots were rejected as they were not initialed by the D.R. Officer—*Aux Nos. 23, 27, et 33, les bulletins ont été rejetés parce qu'ils ne portaient pas les initiales du S. O. Rapporteur.*

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.
 Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts Electoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.				Total Number of Votes polled in each Subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.	
		F. D. BRECKEN.	L. H. DAVIES.	J. T. JENKINS.	D. LAIRD.											
QUEEN'S CO. DISTRICT (District du comté de Queen.) (Continued.) (Suite.)	District	No. 24	66	83	79										By virtue of the Speaker's Warrant, under 37 Vic., c. 10, bearing date the 27th Feb., 1883, the name of J. T. Jenkins, was expunged from the Return, and that of F. de St. Croix Brecken was substituted in lieu thereof.— En vertu du bref de l'Orateur sous la 37 Vic., c. 10, en date du 27 Fév. 1883, le nom de J. T. Jenkins fut effacé et celui de F. de St. Croix Brecken inséré dans le rapport de l'Officier Rapporteur.	
	do	" 25	63	114	67											
	do	" 26	65	24	63											
	do	" 27	Ballot papers rejected not being initiated by D. R. O.	84	81	88										
	do	" 28	34	21	39	17										
	do	" 29	30	212	102	208										
	do	" 30	67	152	56	141										
	do	" 31	147	116	160	88										
	do	" 32	Ballot papers rejected not being initiated by D. R. O.	169	129	178	98									
	do	" 33	177	184	174	174										
	do	" 34	95	104	106	80										
	do	" 35	104	175	105	155										
	do	" 36														
	do	" 37														
	Totals—Total..		3120	3164	3122	2759										

Majority for { LOUIS HENRY DAVIES } As declared by the Judge.
 Majorité pour { JOHN TROOPHILUS JENKINS } Tel que déclaré par le Juge.

Province of BRITISH COLUMBIA, de la COLONIE BRITANNIQUE.

CARIBOO.....	JAMES REID, Acclamation.....	7,550									
NEW WESTMINSTER ...	JOSHUA A. R. HOMER, Acclamation.....	15,417									
VANCOUVER.....	ARTHUR BUNSTER. DAVID W.M. GORDON.	197 187 200 41 18 90 30 16 72 54 25 36 31 63 62 49 31	1 2	136 122 130 29 12 63 17 9 36 29 15 21 10 44 41 30 11	70 83 95 8 4 52 17 3 18 17 7 13 26 18 23 9 7	66 39 35 21 8 11 6 18 12 8 8 2 18 23 21 4					
	Nanaimo Court House..... Nanaimo School House..... Wellington School House..... Cedar Granberry School House..... Gabriola Island School House..... Comox School House..... Denman Island School House..... Chematinus W. Campbell's House..... Maple Bay Agricultural Hall..... Cowichan School House..... Salt Spring Island School House..... Burgoyne Bay School House..... Mayne Island, Todds House..... North Saanich, Wanis Hotel..... South Saanich Agricultural Hall..... Lake District School House..... Sooke School House.....										
	Totals—Totaux.....	1,202	5	755	455	300				9,991	

Majority for Majorité pour } DAVID WILLIAM GORDON, 155.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.					Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.			Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins marqués.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>	Names of places not given in Census.—Les noms des places pas donnés dans le recense- ment.			
		E. C. BAKER.	N. SHAKESPEARE.	A. DE COSMES.	G. BOOTH.	JAS. FELL.	Mrs. BOYD.																	
VICTORIA	1	84	68	47	36	21	14	270	2	1	137	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2	75	77	51	37	25	16	281	148	.....	255	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3	39	42	28	20	13	66	190	1	1	186	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4	59	41	40	26	15	14	248	187	.....	233	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5	64	72	38	38	18	18	248	187	.....	162	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6	56	40	30	30	20	10	187	104	.....	97	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	7	19	26	15	27	8	9	104	185	.....	1	199	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	8	45	34	58	27	19	2	185	1,613	3	8	1,211	
Totals—Totaux.....		441	400	308	241	139	89	1,613	3	8	1,211
		Majority for } E. C. BAKER. Majorité pour } NOAH SHAKESPEARE.																						

	F. J. BARNARD.	JAS. ROBINSON.	F. G. VERNON.									
YALE.....												
Hope.....	19	6	0	25	1	1	1	1	1	1	1	1
Enry.....	4	1	0	5	1	1	1	1	1	1	1	1
Yale.....	46	25	4	75	3	3	3	3	3	3	3	3
Boston Bar.....	17	7	1	25	5	5	5	5	5	5	5	5
Lytton.....	57	11	1	69	2	2	2	2	2	2	2	2
Spence's Bridge.....	7	21	2	30	20	20	20	20	20	20	20	20
Cache Creek.....	5	7	3	15	25	25	25	25	25	25	25	25
Savona's Ferry.....	6	7	4	17	3	3	3	3	3	3	3	3
Kamloops.....	34	6	10	50	30	30	30	30	30	30	30	30
Duck and Pringle.....	10	2	1	13	1	1	1	1	1	1	1	1
Spillamacheen.....	8	1	19	28	12	12	12	12	12	12	12	12
Okanagon.....	5	0	16	21	9	9	9	9	9	9	9	9
Okanagon Mission.....	2	1	11	14	16	16	16	16	16	16	16	16
Keremeos.....	6	0	0	6	2	2	2	2	2	2	2	2
Rock Creek.....	3	0	0	3	7	7	7	7	7	7	7	7
Dollep's Farm.....	11	6	6	23	17	17	17	17	17	17	17	17
Robb's House.....	10	8	0	18	12	12	12	12	12	12	12	12
Kootenay.....	16	0	0	16	14	14	14	14	14	14	14	14
Totals—Totaux.....	266	109	78	453	4	4	4	4	4	4	4	4
												9,200

Electoral lists not sub-
divided into polling
divisions.—Listes elec-
torales non divisées en
subdivisions.

Majority for } F. J. BARNARD, 157.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.		Names of Candidates and Subdivision.	Number of Votes polled for each of them in each Subdivision.	* JOHN C. SCHULTZ. nombre des votes donnés pour chacun d'eux dans chaque subdivision.	Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
	ARTHUR W. ROSS.	JOHN C. SCHULTZ.														
LISGAR	Wards 1 and 4 ½ Mun'y. of St. Andrews	34	37	71	3	181										Electoral lists incomplete. — <i>Listes électorales ne sont pas complètes.</i>
	do 2 do 5 ½ do	63	30	93	1	188										
	do 3 do do	81	18	99	2	248										
	do 6 do do and															
	County of Plessis	45	9	54	3	233										
	Wards 1, 2 and 4, Mun'y. of Rockwood	76	37	113	2	412										
	do 3 and 5 do	53	42	95	2	211										
	do 6 do do	15	23	38		90										
	do 3 and 4, Mun'y. of Springfield	18	21	39	3	355										
	do 1 and 2 do	54	36	90	5	209										
	do 5 and 6 do do	46	40	86		176										
	Municipality of St. Paul	42	31	73		262										
	do Kildonan	22	57	79		170										
	do Assiniboia	59	38	97	1	396										
	do St. François Xavier	33	2	35		371										
	do Belcourt	6	2	8	2	294										
	do St. Laurent and district of Fairford	4	73	77		179										
	County of Varennes	14	131	127	9										The names of places are not given in Census.— <i>Les noms des places ne sont pas donnés dans le recensement.</i>

432
PROVINCE
du MANITOBA.
of MANITOBA.

Territory east of the Municipalities of St. Andrews and Springfield, and west of the Lake of the Woods and Winnipeg River	Majority for		ARTHUR WELLINGTON ROSS, 40.		No electoral lists.—Il n'y a pas de listes électorales.
	ES MCDONALD.	H. WATSON.	Count	Seats	
County of Gimli	39	32	71	2	
Municipality of Macdonald	27	1	28		275
Wards 1, 2 and 6 Mun'y. of Woodlands	24	44	68	1	274
do 3, 4 and 5 do	1	19	20		
Totals—Totaux	760	720	1,480	36	4,914
ARTHUR WELLINGTON ROSS, 40.					
MARQUETTE	Majority for		ARTHUR WELLINGTON ROSS, 40.		No electoral lists.—Il n'y a pas de listes électorales.
	ES MCDONALD.	H. WATSON.	Count	Seats	
Polling Place	49	48	97		
do	31	2	33		
do	40	60	100	1	
do	24	14	38	3	
do	8	52	60	1	
do	36	26	62	2	
do	39	13	52		
do	22	30	30	1	
do	19	23	42	3	
do	14	34	48		
do	11	74	209	3	
do	12	19	57	1	
do	13	96	204	5	
do	14	20	45	6	
do	3	17	20		
do	6	4	10		
do	17	15	32		
do	18	89	56	4	
do	17	17	70		
do	20	62	146	5	
do	21	5	23	1	
do	22	19	147	1	
do	23	8	11	1	
do	30	6	36		
do	No statement				
do	12	21	33	1	
do	26	47	63	2	
do	16	8	22		
do	27		63	2	
do	25		33	2	

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	Names of Candidates and Number of Votes polled for each of them in each Subdivision.	Names des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. <i>Nombre de bulletins écartés.</i>	Number of spoiled Ballots. <i>Nombre de bulletins manqués.</i>	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. <i>Population de chaque collège électoral d'après le dernier recensement.</i>	Remarks. <i>Observations.</i>		
		F. McDONALD.	R. WATSON.										
Province of MANITOBA. de MANITOBA.	Poling Place	No. 29	13	30	4						Names of places not men- tioned in Census.— <i>Nom des places non mentionnés dans le re- censement.</i>		
	do	" 30	35	65	2								
	do	" 31	26	17	7								
	do	" 32	23	30	38	1							
	do	" 33	26	12	38	8							
	do	" 34	47	72	119								
	do	" 35	12	20	32								
	do	" 36	29	14	43								
	do	" 37	No statement.										
	do	" 38	No statement.										
	Totals—Totaux		1,080	1,223	2,303	58						19,449	
			Majority for } R. WATSON, 193 <i>Majorité pour</i>		As declared by the Return- ing Officer. <i>Tel que déclaré par l'officier rapporteur.</i>								
	On recount by a Judge.—Sur nouveaux dé- pouillement par un juge		886	1,074	Majority for } R. WATSON, 188 <i>Majorité pour</i>		407		11				Judge's reasons not as- signed.— <i>Jugement n'est motivé.</i>

PROVINCER.....

JOSEPH ROYAL, Acclamation.

11,496

No electoral lists.—Il n'y a pas de listes électorales. Names of places not mentioned in Census.—Noms des places non mentionnées dans le recensement.

	STEWART MOUNTAIN.	HUGH SUTHERLAND.						
Darlingford.....	54	74	138	6				
Mountain City.....	2	68	111	2	5			
Pomeroy.....	53	72	125	1				
Miami.....	4	90	174	3				
Lorne.....	5	23	66	1				
Crystal City.....	32	74	106	1				
Pilot Mound.....	26	54	80	4				
Ruttanville.....	61	88	149	8				
St. Leon.....	24	78	104	8				
Norquay.....	36	16	50	3				
Argyle.....	32	53	85	3				
Cartwright.....	24	59	83					
Wakopa.....	48	46	94					
Turtle Mountain City.....	25	53	78	3				
Deloraine.....	13	36	49	2				
Langvale.....	5	66	71	3				
Plum Creek.....	46	19	65	7				
Millford.....	34	26	59					
Souris City.....	38	67	105	5				
Brandon City.....	147	116	213	6				
Eton.....	101	155	256	1				
Oak Lake.....	54	75	229	1				
Tumbull.....	22	26	48					
	19	54	73					
Totals—Totaux.....	1,064	1,487	2,551	44	18			12,771

Majority for } HUGH SUTHERLAND, 423.
Majorité pour }

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. <i>Districts électoraux.</i>	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.			Nom des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots.	Nombre de bulletins écartés.	Number of spoiled Ballots.	Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census.	Population de chaque collège électoral d'après le dernier recensement.	Remarks. <i>Observations.</i>
		THOS. SCOTT.	E. G. CONKLIN.	W. O. SMITH.													
WINNIPEG.....	North Ward	144	87	8	239	.....	.....	.....	.....	.....	.....	.....	982	.....	.....	.....
	South do	113	94	33	240	.....	.....	.....	.....	.....	.....	.....	668	.....	.....	.....
	East do	70	65	17	152	.....	.....	.....	.....	.....	.....	.....	376	.....	.....	.....
	West do	159	138	14	302	.....	.....	.....	.....	.....	.....	.....	718	.....	.....	.....
	Fort Rouge.....	14	1	1	16	.....	.....	.....	.....	.....	.....	.....	86	.....	.....	.....
	Totals—Totaux.....	491	385	73	949	2,830
		Majority for <i>Méjorité pour</i>			THOMAS SCOTT, 106.												
Province of MANITOBA. <i>du MANITOBA.</i>																	

RETURN

OF THE

ELECTIONS HELD SUBSEQUENTLY TO THE GENERAL ELECTION

AND UP TO THE DATE HEREOF,

9th APRIL, 1883.

RAPPORT

SUR LES

ELECTIONS QUI ONT EU LIEU DEPUIS LES ELECTIONS GENERALES

ET A VENIR JUSQU'A CETTE DATE,

9 AVRIL 1883.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Province of QUEBEC. de QUÉBEC.	Electoral Districts. Districts électoraux.	SUBDIVISION.	Names of Candidates and Number of Votes polled for each in each Subdivision.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision.	Nombre d'électeurs inscrits sur la liste des electeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
			O. DESMARAIS.	FLAVIEN DU PORT.								
BAGOT.	Election held 2nd September, 1882. Election tenue le 2 Septembre, 1882.	St. Liboire.....	No. 1	50	49	99	.....	.....	.....	348	2,198	
		do.....	" 2	31	97	128	.....	.....	.....	177	2,097	
		St. Dominique.....	" 1	100	43	143	.....	.....	.....	147	3,037	
		do.....	" 2	48	75	123	.....	.....	.....	233	1,477	
		St. Pie.....	" 1	111	47	158	.....	.....	.....	237	1,912	
		do.....	" 2	131	51	182	.....	.....	.....	200	2,273	
		do.....	" 3	65	66	131	.....	.....	.....	248	1,367	
		St. Rosalie.....	" 1	23	107	130	.....	.....	.....	276	1,589	
		do.....	" 2	24	43	67	.....	.....	.....	113	1,437	
		St. Simon.....	" 1	34	69	103	.....	.....	.....	151		
		do.....	" 2	29	80	109	.....	.....	.....	254		
		St. Hugues.....	" 1	17	85	102	.....	.....	.....	310		
		do.....	" 2	14	39	63	.....	.....	.....	213		
		do.....	" 3	14	86	100	.....	.....	.....	48		
		St. Hélène.....	" 1	34	53	87	.....	.....	.....
		do.....	" 2	41	66	107	.....	.....	.....
		St. Theodore.....	" 1	47	72	119	.....	.....	.....
		do.....	" 2	14	52	66	.....	.....	.....
		St. André.....	" 1	42	28	70	.....	.....	.....
		do.....	" 2	25	31	56	.....	.....	.....

	1	46	48	74	283	1,861
Acton Vale	1	46	48	74	283	1,861
do	2	63	25	88		
St. Ephrem	1	34	31	65	2 3	1,137
do	2	24	33	57		
Upton Village		46	42	88	125	814
Totals - <i>Totaux</i>		1,107	1,408	2,515	3,673	21,199
Majority for } F. DUPONT, 301. Majorité pour }						
	Ed. GUIBAULT	J. M. A. MCDOONIEH				
JOLIETTE	72	39	111			
do	59	34	93	1	454	3,268
do	54	17	71			
St. Charles Borromeo	68	22	90		159	1,181
St. Paul	86	2	88	3	121	1,822
do	119	5	124		178	
St. Thomas Village	32	50	82		220	1,535
do	42	20	62		170	
St. Elizabeth	76	49	125		49	2,980
do	12	8	20	2	167	
do	31	33	64	1	63	
do	30	12	42		164	
St. Félix de Valois	10	85	95		106	2,448
do	15	38	53		140	
do	11	51	62	2	405	2,133
St. Jean de Mathé, Ste. Emélie	21	37	58		193	800
do	13	23	36		139	1,273
do	50	35	85	3	165	902
do	42	28	70		148	960
Ste. Melanie Daillebout	31	54	85		98	1,786
Ste. Beatrix	47	44	91		124	
Bienheureux Alphonse de Rodriguez	72	27	99			
St. Ambrose de Kildare Village	18	41	59	1		
do	59	13	72			
St. Obmo						
Totals - <i>Totaux</i>	1,070	767	1,837	12	8	21,998
Majority for } EDOUARD GUIBAULT, 303. Majorité pour }						

Ste. Emélie de l'Énergie.

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Electoral Districts. Districts électoraux.	SUBDIVISIONS.		Total Number of Votes polled in each Subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks. Observations.
	Names of Candidates and Number of Votes polled for each of them in each Subdivision. Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.	G. R. L. G. H. S. DE BRAUJEU.							
SOLLANGES... Election held 27th October, 1882. Election tenue le 27 Octobre, 1882.	Coteau Landing	54	89	2	1	114	501		
	St. Clément	75	133	2	1	164	939		
	St. Ignace	37	134	1	1	172	1,447		
	do	15	61			77			
	Soulanges—Village	12	10	22		30	208		
	Soulanges (Parish—Paroisse)	85	80	165	1	182	1,627		
	do	63	34	97	1	110			
	St. Zotique	54	52	106	1	122	1,580		
	do	40	51	91	1	150			
	St. Polycarpe	56	28	84		105			
	do	66	48	115	1	158	2,603		
	do	28	48	86		96			
	do	39	74	113		137			
	St. Telephore	50	28	78		100			
	do	61	52	113		152	1,285		
Totals—Totaux	745	745	1,492	10	5	1,969	10,220		

Majority for
Majorité pour
G. R. L. G. H. S. De
BRAUJEU, 2,000,000
As declared by the Returning
Officer.—Tel que déclaré par
l'officier-rapporteur.

Province
of QUEBEC.
de QUÉBEC.

<p><i>Upon receipt by a Judge—Sur nouveau adjoindement par un juge</i></p>	<p>745 / Majorité pour } G. R. L. G. H. S. De } Majorité pour } BEAUVU, 3..... }</p>	<p>748 / (As declared by the Judge. <i>Tel que déclaré par le juge</i>)</p>	<p>Judge's reasons not as signed.—<i>Jugement n'est pas motivé.</i></p>
<p>TERREBONE.....</p>	<p>HON. J. A. CHAPLAIN, Secretary of State, Acclamation.</p>	<p>22,969</p>	
<p>Election held 16th August, 1882. <i>Election tenue le 16 Aout, 1882.</i></p>			
<p>of NEW BRUNSWICK. du NOUVEAU-BRUNSWICK.</p>			
<p>Knox's Election held 7th Nov., 1882. <i>Election tenue le 7 Nov., 1882.</i></p>	<p>JAS. DOWLING. } G. E. FOSTER. }</p>	<p>221 } 181 } 152 } 171 } 70 } 183 } 148 } 62 } 149 } 143 } 195 } 60 } 137 } 237 } 98 } 176 } 129 } 149 } 201 }</p>	<p>255 } 206 } 172 } 217 } 90 } 208 } 173 } 66 } 164 } 175 } 218 } 156 } 282 } 106 } 541 } 217 } 155 } 161 } 221 }</p>

RETURN of the Fifth General Election for the House of Commons of Canada—Continued.

Rapport sur la Cinquième Election pour la Chambre des Communes du Canada—Suite.

Province of QUEBEC. de QUÉBEC.	Electoral Districts. Districts Électoraux.	SUBDIVISIONS.	Names of Candidates and Number of Votes polled for each of them in each Subdivision.		Noms des Candidats et le nombre des votes donnés pour chacun d'eux dans chaque subdivision.		Total Number of Votes polled in each subdivision.	Nombre total des votes donnés dans chaque subdivision.	Number of rejected Ballots. Nombre de bulletins écartés.	Number of spoiled Ballots. Nombre de bulletins maculés.	Number of Voters on the Voter's List in each Subdivision. Nombre d'électeurs inscrits sur la liste des électeurs dans chaque subdivision.	Population in each Constituency, as shown by the last Census. Population de chaque collège électoral d'après le dernier recensement.	Remarks — Observations.	
			JAN. DOWLING.	G. E. FOSTER.										
King's (Continued.) (Suite)		Rothsay.....	1	50	134	1	1	166	1,267					
		do	2	81	51	.....	.....	.....	.....	.....	.....	.....	.....
		do	3	20	59	.....	.....	.....	.....	.....	.....	.....	.....
		do	4	28	51	.....	.....	.....	.....	.....	.....	.....	.....
		do	1	18	51	.....	.....	.....	.....	.....	.....	.....	.....
		Stedholm.....	1	67	157	.....	.....	.....	.....	.....	.....	.....	.....
		do	2	65	159	.....	.....	.....	.....	.....	.....	.....	.....
		do	3	32	103	.....	.....	.....	.....	.....	.....	.....	.....
		do .....	.....	111	180	.....	.....	.....	.....	.....	.....	.....	.....
		do .....	.....	1,723	2,005	3,728	24	18	4,497	25,617				
Totals—Totaux.....			Majority for Majorité pour		} GEORGE E. FOSTER, 282.									

RICHARD POPE,
Clerk of the Crown in Chancery, Canada,
Greffier de la Couronne en Chancellerie, Canada.

Office of the Clerk of the Crown in Chancery for Canada,
Ottawa, 9th April, 1883.
Bureau du Greffier de la Couronne en Chancellerie pour le Canada,
Ottawa, 9me d'Avril, 1883.

RETURN

(77a)

To an ORDER of the HOUSE OF COMMONS, dated 2nd April, 1883;—For a Return showing all Sums paid to defray Expenses of the late Elections to this House, in the different Electoral Districts throughout the Dominion; showing the Returning Officers and Deputy Returning Officers to whom the same were paid, and distinguishing the different services for which the same were allowed.

By command,

HECTOR L. LANGEVIN,

Department of Secretary of State,
22nd May, 1883.

Acting Secretary of State.

SUMMARY OF ELECTION EXPENSES IN SUMMER OF 1882.

Province of Ontario.....	\$67,393 55	
“ Québec.....	37,561 86	
“ Nova Scotia.....	9,907 30	
“ New Brunswick.....	9,608 00	
“ Prince Edward Island.....	2,601 62	
“ British Columbia.....	3,740 49	
“ Manitoba.....	3,574 39	

\$134,387 21

Less deposit in Three Rivers, Quebec.....	\$200	
“ Chambly, “	200	
“ Champlain, “	200	
“ Chicoutimi, “	200	
“ Huntingdon, “	200	
“ L’Islet, “	200	
“ Missisquoi, “	200	
“ Montmorenci, “	200	
“ Pontiac, “	200	
“ Restigouche, New Brunswick... ..	800	
“ Gloucester, “	400	
“ Winnipeg, Manitoba.....	200	
“ Victoria, British Columbia.....	400	
“ Yale, “ “	400	

Total deposits 4,000 00

\$130,387 21

EXPENSES OF DOMINION PARLIAMENTARY ELECTIONS HELD IN
JUNE, 1882, AND SUBSEQUENTLY, AND PAID SINCE 30TH
JUNE, 1882.

Ontario.

Addington.....	\$ 917 36	Middlesex, North.....	\$ 769 04
Algoma.....	2,259 71	Middlesex, South.....	731 01
Bothwell.....	748 74	Middlesex, West.....	629 79
Brant, North.....	538 30	Monk.....	649 29
Brant, South.....	538 30	Muskoka.....	1,487 59
Brockville.....	699 20	Norfolk, North.....	721 91
Bruce, East.....	595 84	Norfolk, South.....	616 29
Bruce, North.....	689 43	Northumberland, East.....	859 58
Bruce, West.....	768 19	Northumberland, West.....	661 21
Cardwell.....	677 57	Ontario, North.....	1,102 00
Carleton.....	724 00	Ontario, South.....	702 05
Cornwall and Stormont.....	701 17	Ontario, West.....	889 06
Dundas.....	708 68	Ottawa.....	880 43
Durham, East.....	694 50	Oxford, North.....	723 69
Durham, West.....	657 49	Oxford, South.....	747 94
Elgin, East.....	763 84	Peel.....	564 35
Elgin, West.....	781 13	Perth, South.....	905 93
Essex, North.....	826 72	Perth, North.....	971 27
Essex, South.....	792 09	Peterboro, East.....	939 52
Frontenac.....	122 55	Peterboro, West.....	465 75
Glengarry.....	660 29	Prescott.....	633 00
Grenville, South.....	512 90	Prince Edward.....	755 55
Grey, East.....	920 79	Renfrew, North.....	544 61
Grey, North.....	761 52	Renfrew, South.....	616 16
Grey, South.....	718 30	Russell.....	845 92
Haldimand.....	555 23	Simcoe, East.....	883 73
Halton.....	654 12	Simcoe, North.....	751 13
Hamilton.....	742 67	Simcoe, South.....	645 15
Hastings, East.....	597 44	Toronto, Centre.....	861 80
Hastings, North.....	843 29	Toronto, East.....	1,184 65
Hastings, West.....	465 59	Toronto, West.....	1,408 58
Huron, East.....	763 52	Victoria, North.....	838 25
Huron, South.....	671 37	Victoria, South.....	801 68
Huron, West.....	870 55	Waterloo, North.....	607 27
Kent.....	851 92	Waterloo, South.....	688 32
Kingston.....	526 90	Welland.....	765 89
Lambton, East.....	724 05	Wellington, Centre.....	938 37
Lambton, West.....	633 38	Wellington, North.....	1,048 01
Lanark, North.....	591 47	Wellington, South.....	835 08
Lanark, South.....	84 60	Wentworth, North.....	489 39
Leeds and Grenville.....	480 11	Wentworth, South.....	595 15
Leeds, South.....	713 10	York, East.....	874 12
Lennox.....	561 53	York, North.....	840 98
Lincoln.....	781 67	York, West.....	685 72
London.....	623 19		
Middlesex, East.....	872 85	Total.....	\$67,393 55

Quebec.

Argenteuil.....	\$ 167 20	Beauharnois.....	113 40
Bagot.....	760 35	Bellechasse.....	667 08
Beauce.....	626 48	Berthier.....	819 33

Bonaventure.....	115 27	Montreal, West.....	1,586 19
Brome.....	507 89	Napierville.....	349 51
Chambly.....	488 01	Nicolet.....	149 60
Champlain.....	690 42	Ottawa County.....	403 70
Charlevoix.....	542 36	Pontiac.....	948 25
Chateauguay.....	578 32	Portneuf.....	873 19
Chicoutimi and Saguenay.....	972 74	Quebec, Centre.....	663 45
Compton.....	795 17	Quebec, East.....	951 79
Drummond and Arthabaska...	1,191 73	Quebec, West.....	468 89
Dorchester.....	155 22	Quebec County.....	586 00
Gaspé.....	192 10	Richelieu.....	661 92
Hochelaga.....	255 20	Richmond and Wolfe.....	209 20
Huntingdon.....	516 15	Rimouski.....	1,125 79
Iberville.....	60 13	Rouville.....	703 20
Jacques Cartier.....	491 09	St. Hyacinthe.....	596 07
Joliette.....	1,549 03	St. John's.....	440 79
Kamouraska.....	627 41	St. Maurice.....	449 42
Laprairie.....	364 29	Shefford.....	656 74
L'Assomption.....	509 07	Sherbrooke.....	72 40
Laval.....	79 85	Soulanges.....	478 30
Lévis.....	800 41	do. Special Election. }.....	481 25
L'Islet.....	535 06	Stanstead.....	568 91
Lotbinière.....	514 87	Temiscouata.....	159 45
Maskinongé.....	803 97	Terrebonne.....	609 93
Megantic.....	677 56	Three Rivers.....	287 00
Missisquoi.....	584 72	Two Mountains.....	134 93
Montcalm.....	518 20	Vaudreuil.....	350 82
Montmagny.....	395 50	Verehères.....	421 51
Montmorenci.....	618 18	Yamaska.....	496 06
Montreal, Centre.....	1,510 24	Contingent expenses, Montreal	333 11
Montreal, East.....	552 42		
		Total.....	\$37,561 86

Nova Scotia.

Annapolis.....	\$ 540 19	Kings.....	\$ 555 34
Antigonish.....	373 42	Lunenburg.....	536 98
Cape Breton.....	50 00	Pictou.....	780 28
Colchester.....	641 02	Queen's.....	458 02
Cumberland.....	149 80	Richmond.....	394 05
Digby.....	580 46	Shelburne.....	464 43
Guysboro.....	540 30	Victoria.....	499 49
Halifax.....	1,724 80	Yarmouth.....	446 64
Hants.....	549 00		
Inverness.....	623 08	Total.....	\$9,907 30

New Brunswick.

Albert.....	\$ 407 75	Restigouche.....	\$ 520 50
Carleton.....	608 75	St. John City.....	445 33
Charlotte.....	646 48	St. John City and County.....	849 48
Gloucester.....	608 50	Sunbury.....	359 97
Kent.....	776 52	Victoria.....	96 00
King's.....	1,651 87	Westmoreland.....	867 50
Northumberland.....	220 80	York.....	1,155 70
Queen's.....	392 85		
		Total.....	\$9,608 00

Manitoba.

Lisgar.....	\$1,455 44	Selkirk.....	\$ 1,621 01
Marquette.....	.....	Winnipeg.....	369 42
Provencher.....	128 52		
		Total	\$3,574 39

Prince Edward Island.

Queen's County.....	\$ 954 75	King's County.....	\$ 761 13
Prince County.....	885 74		
		Total.....	\$2,601 62

British Columbia.

Cariboo.....	\$ 286 50	Victoria.....	\$ 660 20
New Westminster.....	718 25	Yale.....	1,081 12
Vancouver.....	985 42		
		Total	\$3,740 79

R E T U R N

(78)

To an ORDER of the HOUSE OF COMMONS, dated 2nd April, 1883;—For Copies of any complaint made against Hubert Hébert, employed as Chief Station Master, at Montmagny, in relation to a charge of fraudulent practices affirmed against him by P. B. Casgrain, Esquire, Member for L'Islet.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
11th April, 1883.

Acting Secretary of State.

R E T U R N

(79)

To an ORDER of the HOUSE OF COMMONS, dated 9th April, 1883;—For a Statement of the amount collected for Wharfage at the Public Pier at Digby, Nova Scotia, for each year from 1879 to 1882, inclusive.

*[In accordance with the recommendation of the Joint Committee on Printing,
the above Returns are not printed.]*

RETURN

(80)

To an ADDRESS of the HOUSE OF COMMONS, dated 22nd February, 1883 :—
For copies of the judgments in the case of Russell and the Queen in the Supreme Court of Canada and the Privy Council, and of the judgments in any Provincial Courts of Superior Jurisdiction, or in the Supreme Court of Canada, in all cases raising the question of the right of a Provincial Legislature to pass laws affecting, regulating, or restraining the number or character of persons licensed to sell intoxicating liquors or the times of such sale.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
9th April, 1883.

Acting Secretary of State.

DEPARTMENT OF JUSTICE, Ottawa, 7th April, 1883.

In compliance with an Address of the Honorable the House of Commons asking for copies of the judgments in the case of Russell and the Queen in the Supreme Court of Canada and the Privy Council, and of the judgments in any Provincial Courts of Superior Jurisdiction, or in the Supreme Court of Canada, in all cases raising the question of the right of a Provincial Legislature to pass laws affecting, regulating, or restraining the number or character of persons licensed to sell intoxicating liquors, or the times of such sale, the undersigned has the honor to transmit copy of the judgment of the Lords of the Judicial Committee of Her Majesty's Privy Council on the appeal of Russell and the Queen, on the information of Woodward, which is the only judgment on the subject of record in this Department.

The undersigned has, however, prepared, and subjoins herewith, a memorandum of the judgments of the Supreme Court of Canada and the various Provincial Courts bearing on the question.

Copies of such judgments as appear only in reports not easily accessible have been made and are also subjoined, together with the printed case in *Poulin v. the Corporation of Quebec*, now before the Supreme Court of Canada, and the factums on either side.

GEO. W. BURBIDGE, *Deputy Minister of Justice.*

MEMORANDUM.

- Severn vs. the Queen*—2 Can., S.C.R. p. 70.
City of Fredericton vs. the Queen—3 Can. S.C.R., p. 505.
Russell vs. the Queen—7 App. Cases, p. 829.
Regina vs. Taylor—1 Can. S.C.R., p. 65.
Slavin vs. Orillia—36 U.C. 2. B. p. 172.
Regina vs. Scott—34 U.C. 2. B. p. 20
 “ *vs. Boardman*—30 U.C. 2. B. p. 553.
 “ *vs. Lougee et al*—10 C.L.J. (N.S.) p. 135
 “ *vs. Justices of King's*—2 Pug., p. 535.
 “ *vs. McMillan*—2 Pug., p. 110

- Sauvé vs. Co. Argenteuil—21 L.C. Jur., p. 119.
Ex parte Mansfield—2 Pag. and Bur., p. 56.
 Hart vs Co. Missisquoi—3 Que. L.R., p. 170.
 Poitras vs. City Quebec—9 Revue Leg., p. 531.
 Covey vs. Co Brome—21 L.C. Jur., p. 182.
Ex parte Duncan } 16 L.C. Jur., p. 188.
Ex parte Marquis }
 Regina vs. Hodgo—17 C.L.J. (N.S.) p. 269.
 “ vs. Trawley—17 C.L.J. (N.S.) p. 269.
 “ vs. Prittie—42 U.C. 2. B. p. 612.
 “ vs. Lake—43 U.C. 2. B. p. 515.
 R chelieu and Ont. Nav. Co., and Durnford—5 Legal News, p. 169.
 Regina vs. Howard—45 U.C. 2. B. p. 346.
 Blouin vs. City of Quebec—7 Que. L.R. p. 18.
 Collopy vs. City of Quebec, not reported, but referred to in Blouin vs. City of Quebec, and in Poitras vs. City of Quebec (above quoted).
 Poulin vs. City of Quebec (now before Supreme Court of Canada. *Case and factums herewith*).
 Corporation Three Rivers vs. Sulte—5 Legal News, p. 330.

JUDGMENT of the Lords of the Judicial Committee of the Privy Council on the appeal of Charles Russell v. The Queen, on the information of Woodward, from the Supreme Court of New Brunswick, delivered 23rd June, 1882.

Present:—Sir Barnes Peacock, Sir Montague E. Smith, Sir Robert P. Collier, Sir James Hannon, Sir Richard Couch.

This is an appeal from an order of the Supreme Court of the Province of New Brunswick, discharging a rule *nisi* which had been granted on the application of the appellant for a *certiorari* to remove a conviction made by the Police Magistrate of the City of Fredericton against him, for unlawfully selling intoxicating liquors, contrary to the provisions of “The Canada Temperance Act, 1878.”

No question has been raised as to the sufficiency of the conviction, supposing the above-mentioned statute is a valid legislative Act of the Parliament of Canada. The only objection made to the conviction in the Supreme Court of New Brunswick, and in the appeal of Her Majesty in Council, is that, having regard to the provisions of “The British North America Act, 1867,” relating to the distribution of legislative powers, it was not competent for the Parliament of Canada to pass the Act in question.

The Supreme Court of New Brunswick made the order now appealed from in deference to a judgment of the Supreme Court of Canada in the case of the City of Fredericton, v. the Queen. In that case the question of the validity of “The Canada Temperance Act, 1878,” though in another shape, directly arose, and the Supreme Court of New Brunswick, consisting of six Judges, then decided, Mr. Justice Palmer dissenting, that the Act was beyond the competency of the Dominion Parliament.

On the appeal of the City of Fredericton, this judgment was reversed by the Supreme Court of Canada, which held, Mr. Justice Henry dissenting, that the Act was valid. (The case is reported in 3rd Supreme Court of Canada Reports, p. 505.) The present appeal to Her Majesty is brought, in effect, to review the last-mentioned decision.

The preamble of the Act in question states that “it is very desirable to promote temperance in the Dominion, and that there should be uniform legislation in all the Provinces respecting the traffic in intoxicating liquors.” The Act is divided into three parts. The first relates to “proceedings for bringing the second part of this Act into force;” the second to “prohibition of traffic in intoxicating liquors;” and the third to “penalties and prosecutions for offences against the second part.”

The mode of bringing the second part of the Act into force, stating it succinctly, is as follows: On a petition to the Governor in Council, signed by not less than

one-fourth in number of the electors of any county or city in the Dominion qualified to vote at the election of a member of the House of Commons, praying that the second part of the Act should be in force or take effect in such county or city, and that the votes of all the electors be taken for or against the adoption of the petition, the Governor General, after certain prescribed notices and evidence, may issue a proclamation, embodying such petition, with a view to a poll of the electors being taken for or against its adoption. When any petition has been adopted by the electors of the county or city named in it, the Governor General in Council may, after the expiration of sixty days from the day on which the petition was adopted, by Order in Council published in the *Gazette*, declare that the second part of the Act shall be in force and take effect in such county or city, and the same is then to become of force and take effect accordingly. Such Order in Council is not to be revoked for three years, and only on like petition and procedure.

The most important of the prohibitory enactments contained in the second part of the Act is section 99, which enacts that, "from the day on which this part of the Act comes into force and takes effect in any county or city, and for so long thereafter as the same continues in force therein, no person, unless it be for exclusively sacramental or medicinal purposes, or for *bond fide* use in some art, trade, or manufacture, under the regulation contained in the fourth sub-section of this section, or as hereinafter authorized by one of the four next sub-sections of this section, shall, within such county or city, by himself, his clerk, servant or agent, expose or keep for sale, or directly or indirectly, on any pretence or upon any device, sell or barter, or in consideration of the purchase of any other property, give, to any other person, any spirituous or other intoxicating liquor, or any mixed liquor, capable of being used as a beverage, and part of which is spirituous or otherwise intoxicating."

Sub-section 2 provides that "neither any license issued to any distiller or brewer" (and after enumerating other licenses), "nor yet any other description of license whatever, shall in anywise avail to render legal any act done in violation of this section."

Sub-section 3 provides for the sale of wine for sacramental purposes, and sub-section 4 for the sale of intoxicating liquors for medicinal and manufacturing purposes, these sales being made subject to prescribed conditions.

Other sub-sections provide that producers of cider, and distillers and brewers, may sell liquors of their own manufacture in certain quantities, which may be termed wholesale quantities, or for export, subject to prescribed conditions, and there are provisions of a like nature with respect to wine-growing companies and manufacturers of native wines.

The third part of the Act enacts (sec. 100) that whoever exposes for sale or sells intoxicating liquors in violation of the second part of the Act should be liable, on summary conviction, to a penalty of not less than fifty dollars for the first offence, and not less than one hundred dollars for the second offence, and to be imprisoned for a term not exceeding two months for the third and every subsequent offence; all intoxicating liquors in respect to which any such offence has been committed to be forfeited.

The effect of the Act when brought into force in any county or town within the Dominion is, describing it generally, to prohibit the sale of intoxicating liquors, except in wholesale quantities, or for certain specified purposes, to regulate the traffic in the excepted cases, and to make sales of liquors in violation of the prohibition and regulations contained in the Act criminal offences, punishable by fine, and for the third or subsequent offence by imprisonment.

It was, in the first place, contended, though not very strongly relied on, by the appellant's counsel, that, assuming the Parliament of Canada had authority to pass a law for prohibiting and regulating the sale of intoxicating liquors, it could not delegate its powers, and that it had done so by delegating the power to bring into force the prohibitory and penal provisions of the Act to a majority of the electors of counties and cities. The short answer to this objection is that the Act does not delegate

any legislative powers whatever. It contains within itself the whole legislation on the matters with which it deals. The provision that certain parts of the Act shall come into operation only on the petition of a majority of electors does not confer on these persons power to legislate. Parliament itself enacts the condition, and everything which is to follow upon the condition being fulfilled. Conditional legislation of this kind is in many cases convenient, and is certainly not unusual, and the power so to legislate cannot be denied to the Parliament of Canada, when the subject of legislation is within its competency. Their Lordships entirely agree with the opinion of Chief Justice Ritchie on this objection. If authority on the point were necessary, it will be found in the case of the *Queen v. Burah*, lately before this Board (L.R. 3, Appeal Cases 889).

The general question of the competency of the Dominion Parliament to pass the Act depends on the construction of the 91st and 92nd sections of the "British North America Act, 1867," which are found in Part VI. of the Statute, under the heading "Distribution of Legislative Powers."

The 91st section enacts, "It shall be lawful for the Queen, by and with the advice and consent of the Senate and House of Commons, to make laws for the peace, order and good government of Canada, in relation to all matters not coming within the classes of subjects by this Act assigned exclusively to the Legislatures of the Provinces; and for greater certainty, but not so as to restrict the generality of the foregoing terms of this section, it is hereby declared that (notwithstanding anything in the Act) the exclusive legislative authority of the Parliament of Canada extends to all matters coming within the classes of subjects next hereinafter enumerated;" then, after the enumeration of twenty-nine classes of subjects, the section contains the following words:—

"And any matter coming within any of the classes of subjects enumerated in this section shall not be deemed to come within the class of matters of a local or private nature comprised in the enumeration of the classes of subjects by this Act assigned exclusively to the Legislature of the Province."

The general scheme of the "British North America Act," with regard to the distribution of legislative powers, and the general scope and effect of sections 91 and 92, and their relation to each other, were fully considered and commented on by this Board in the case of the *Citizen's Insurance Co. v. Parsons* (7 L.R. Appeal Cases 96). According to the principle of construction there pointed out, and the first question to be determined is, whether the Act now in question falls within any of the classes of subjects enumerated in section 92, and assigned exclusively to the Legislatures of the Provinces. If it does, then the further question would arise, viz., whether the subject of the Act does not fall within one of the enumerated classes of subjects in section 91, and so does not still belong to the Dominion Parliament. But if the Act does not fall within any of the classes of subjects in section 92, no further question will remain, for it cannot be contended, and indeed was not contended at their Lordships' bar, that if the Act does not come within one of the classes of subjects assigned to the Provincial Legislatures, the Parliament of Canada had not, by its general power "to make laws for the peace, order, and good government of Canada," full legislative authority to pass it.

Three classes of subjects enumerated in section 29 were referred to, under each of which it was contended by the Appellant's Counsel, the present legislation fell. These were:—

9. Shop, saloon, tavern, auctioneer, and other licenses in order to the raising of a revenue for provincial, local or municipal purposes.

13. Property and civil rights in the Province.

16. Generally all matters of a merely local or private nature in the Province.

With regard to the first of these classes, No. 9, it is to be observed that the power of granting licenses is not assigned to the Provincial Legislatures for the purpose of regulating trade, but "in order to the raising of a revenue to provincial, local, or municipal purposes."

The Act in question is not a fiscal law; it is not a law for raising revenue: on the contrary, the effect of it may be to destroy or diminish revenue; indeed, it was a main objection to the Act that, in the City of Fredericton, it did in point of fact diminish the sources of municipal revenue. It is evident, therefore, that the matter of the Act is not within the class of subject No. 9, and consequently that it could not have been passed by the Provincial Legislature by virtue of any authority conferred upon it by that sub-section.

It appears that by Statutes of the Province of New Brunswick authority has been conferred upon the municipality of Fredericton to raise money for municipal purposes by granting licenses of the nature of those described in No. 9 of section 92, and that licenses granted to taverns for the sale of intoxicating liquors were a profitable source of revenue to the municipality. It was contended by the Appellant's Counsel, and it was their main argument on this part of the case, that the Temperance Act interfered prejudicially with the traffic from which this revenue was derived, and thus invaded a subject assigned exclusively to the Provincial Legislature. But, supposing the effect of the Act to be prejudicial to the revenue derived by the municipality from licenses, it does not follow that the Dominion Parliament might not pass it by virtue of general authority to make laws for the peace, order and good government of Canada. Assuming that the matter of the Act does not fall within the class of subject described in No. 9, that sub-section can in no way interfere with the general authority of the Parliament to deal with that matter. If the argument of the Appellant that the power given to the Provincial Legislature, to raise a revenue by licenses prevents the Dominion Parliament from legislating with regard to any article or commodity which was or might be covered by such licenses were to prevail, the consequence would be that laws which might be necessary for the public good or the public safety could not be enacted at all. Suppose it were deemed necessary or expedient for the national safety, for political reasons, or to prohibit the sale of arms, or the carrying of arms, it could not be contended that a Provincial Legislature would have authority by virtue of sub-section 9 (which alone is now under discussion), to pass any such law, nor, if the Appellant's argument were to prevail, would the Dominion Parliament be competent to pass it, since such a law would interfere prejudicially with the revenue derived from licenses granted under the authority of the Provincial Legislature for the sale or the carrying of arms. Their Lordships think that the right construction of the enactments does not lead to any such inconvenient consequences. It appears to them that the legislation of the kind referred to, though it might interfere with the sale or use of an article included in a license granted under sub-section 9, is not in itself legislation upon or within the subject of that sub-section, and consequently is not by reason of it taken out of the general power of the Parliament of the Dominion. It is to be observed that the express provision of the Act in question that no licenses shall avail to render legal any Act done in violation of it, is only the expression, inserted probably from the abundant caution, of what would be necessarily implied from the legislation itself, assuming it to be valid.

Next, their Lordships cannot think that the Temperance Act in question properly belongs to the class of subjects, "Property and Civil Rights." It has in its legal aspect an obvious and close similarity to laws which place restrictions on the sale or custody of poisonous drugs, or of dangerously explosive substances. These things, as well as intoxicating liquors, can, of course, be held as property, but a law placing restrictions on their sale, custody or removal, on the ground that the free sale or use of them dangerous to public safety, and making it a criminal offence, punishable by fine or imprisonment, to violate these restrictions, cannot properly be deemed a law in relation to property in the sense in which these words are used in the 92nd section. What Parliament is dealing with in legislation of this kind is not a matter in relation to property and its rights, but one relating to public order and safety. That is the primary matter dealt with, and though incidentally the free use of things in which men may have property is interfered with, that incidental interference does not alter the character of the law.

Upon the same considerations, the Act in question cannot be regarded as legislation in relation to civil rights. In however large a sense these words are used, it could not have been intended to prevent the Parliament of Canada from declaring and enacting certain uses of property, and certain Acts in relation to property, to be criminal and wrongful. Laws which makes it a criminal offence for a man wilfully to set fire to his own house, on the ground that such an act endangers the public safety, or to overwork his horse on the ground of cruelty to the animal, though affecting in some sense property and the right of a man to do as he pleases with his own, cannot properly be regarded as legislation in relation to property or to civil rights. Nor could a law which prohibited or restricted the sale or exposure of cattle having a contagious disease be so regarded. Laws of this nature designed for the promotion of public order, safety, or morals, and which subject those who contravene them to criminal procedure and punishment, belong to the subject of public wrongs rather than to that of civil rights. They are of a nature which fall within the general authority of Parliament to make laws for the order and good government of Canada, and have direct relation to criminal law, which is one of the enumerated classes of subjects assigned exclusively to the Parliament of Canada. It was said in the course of the judgment of this Board, in the case of the Citizen's Insurance Company of Canada *vs.* Parsons, that the two sections (91 and 92) must be read together, and the language of one interpreted, and, where necessary, modified by that of the other. Few, if any, laws could be made by Parliament for the peace, order and good government of Canada which did not in some incidental way affect property and civil rights; and it could not have been intended, when assuring to the Provinces exclusive legislative authority on the subjects of property and civil rights, to exclude the Parliament from the exercise of this general power whenever any such incidental interference would result from it.

The true nature and character of the legislation in the particular instance under discussion must always be determined in order to ascertain the class of subject to which it really belongs. In the present case it appears to their Lordships, for the reasons already given, that the matter of the Act in question does not properly belong to the class of subjects "Property and Civil Rights" within the meaning of sub-section 13.

It was argued by Mr. Benjamin, that if the Act related to criminal law, it was Provincial criminal law, and he referred to sub-section 15 of section 92, viz.: "The imposition of any punishment by fine, penalty, or imprisonment for enforcing any law of the province made in relation to any matter coming within any of the classes of subjects enumerated in this section." No doubt this argument would be well founded if the principal matter of the Act could be brought within any of these classes of subjects; but as far as they have yet gone, their Lordships fail to see that this has been done.

It was lastly contended that the Act fell within sub-section 16 of section 92. "Generally all matters of a merely local or personal nature in the province."

It was not, of course, contended for the Appellant that the Legislature of New Brunswick could have passed the Act in question, which embraces in his enactments all the provinces; nor was it denied, with respect to this last contention, that the Parliament of Canada might have passed an Act of the nature of that under discussion to take effect at the same time throughout the whole Dominion. Their Lordships understand the contention to be that, at least in the absence of a general law of the Parliament of Canada, the provinces might have passed a local law of a like kind, each for its own province, and that, as the prohibitory and penal parts of the Act in question were to come into force in those counties and cities only in which it was adopted in the manner prescribed, or, as it was said, "by local option," the legislation was in effect, and on its face, upon a matter of a merely local nature. The judgment of Allen, C. J., delivered in the Supreme Court of the Province of New Brunswick, in the case of *Barker v. The City of Fredericton*, which was adverse to the validity of the Act in question, appears to have been founded upon this view of its enactments. The learned Chief Justice says:—"Had this Act prohibited the

“sale of liquor, instead of merely restricting and regulating it, I should have had no doubt about the power of the Parliament to pass such an Act; but I think an Act, which in effect authorizes the inhabitants of each town or parish to regulate the sale of liquor, and to direct for whom, for what purposes, and under what conditions spirituous liquors may be sold therein, deals with matters of a merely local nature, which by the terms of the 16th sub-section of section 92 of the “British North America Act,” are within the exclusive control of the Local Legislature.”

Their Lordships cannot concur in this view. The declared object of Parliament in passing the Act is that there should be uniform legislation in all the provinces respecting the traffic in intoxicating liquors, with a view to promote temperance in the Dominion. Parliament does not treat the promotion of temperance as desirable in one province more than in another, but as desirable everywhere throughout the Dominion. The Act as soon as it was passed became a law for the whole Dominion, and the enactments of the first part, relating to the machinery for bringing the second part into force, took effect and might be put in motion at once and everywhere within in it. It is true that the prohibitory and penal parts of the Act are only to come into force in any county or city upon the adoption of a petition to that effect by a majority of electors, but this conditional application of these parts of the Act does not convert the Act itself into legislation in relation to a merely local matter. The objects and scope of the legislation are still general, viz.: to promote temperance by means of a uniform law throughout the Dominion.

The manner of bringing the prohibitions and penalties of the Act into force, which Parliament has thought fit to adopt, does not alter its general and uniform character. Parliament deals with the subject as one of general concern to the Dominion, upon which uniformity of legislation is desirable, and the Parliament alone can so deal with it. There is no ground or pretence for saying that the evil or vice struck at by the Act in question is local or exists only in one province, and that Parliament, under color of general legislation, is dealing with a provincial matter only. It is therefore unnecessary to discuss the considerations which a state of circumstances of this kind might present. The present legislation is clearly meant to apply a remedy to an evil which is assumed to exist throughout the Dominion, and the local option, as it is called, no more localizes the subject and scope of the Act than a provision in an Act for the prevention of contagious diseases in cattle, that a public officer should proclaim in what districts it should come into effect, would make the statute itself a mere local law for each of these districts. In statutes of this kind the legislation is general, and the provision for the special application of it to particular places does not alter its character.

Their Lordships having come to the conclusion that the Act in question does not fall within any of the classes of subjects assigned exclusively to the Provincial Legislatures, it becomes unnecessary to discuss the further question whether its provisions also fall within any of the classes of subjects enumerated in section 91. In abstaining from this discussion, they must not be understood as intimating any dissent from the opinion of the Chief Justice of the Supreme Court of Canada and the other Judges, who held that the Act, as a general regulation of the traffic in intoxicating liquors throughout the Dominion, fell within the class of subject, “the regulation of trade and commerce,” enumerated in that section, and was, on that ground, a valid exercise of the legislative power of the Parliament of Canada.

In the result, their Lordships will humbly recommend Her Majesty to affirm the judgment of the Supreme Court of Canada, and with costs.

(Translation.)

From 9 Revue Légal, p. 531.

SUPERIOR COURT, QUEBEC, 27th January, 1879.

Before L. B. CARON, J.,

No. 310.

Joseph Poitras, *Petitioner, Writ of Prohibition.*

vs.

The Corporation of the City of Quebec, *Defendant.*

Held: 1st. That hotel-keepers are not bound to close their house on Sunday, but only their bar.

2nd. That the Local Legislature of Quebec has not the right to impose imprisonment with hard labor, as a penalty for the infringement of a statute, and also, that it has not the right to prohibit or restrict in any way, the sale of intoxicating drinks.

The Court, considering that the petitioner by his writ of Prohibition in this case, asks that the defendants may be enjoined and directed to stop and suspend the conviction pronounced against him by the Recorder's Court, on the 20th May last, condemning him to pay \$40 and costs, and, in default of payment, to imprisonment for three months with hard labor;

Considering that it does not appear by the allegations of the summons or complaint on which the said conviction is based, that the said Recorder's Court has jurisdiction, *inasmuch as the mere fact, on the part of the petitioner, of having kept open on Sunday his house by him occupied, did not constitute an offence punishable in the manner indicated in that complaint;*

Considering that it is in evidence that the petitioner then occupied the said house with his family, that he kept boarders therein, and that his bar was situated in an apartment separate, from those occupied by him, his family and his boarders;

Considering that the defendant had the right to leave his house open on Sunday, and under sec. 4 of ch. 74 of 30 Vic. (the basis of the said complaint), he could only be compelled at most to close his bar;

Considering that the Local Legislature of Quebec, for the purpose of enforcing the execution of a law by it enacted, can only inflict punishment by means of fine, penalty or imprisonment, and not by imprisonment with hard labor;

Considering, moreover, that it has not the power of prohibiting or restricting the sale of intoxicating drinks in any way whatsoever, except by imposing licenses for the purpose of raising a revenue for provincial, local or municipal purposes;

Considering that the demurrer is not well-founded, and that the plaintiff has proved the essential allegations of his petition:

The pleas of the defendants are dismissed, and the conclusions of the petition of the plaintiff are granted, the whole with costs.

N.B.—We are informed that the question of the constitutionality of the law ordering the closing of taverns on Sunday has been put in question—in the first place by Mr. F. Langelier, in the case of *Callopy vs. the Corporation of Quebec.*

Mr. Langelier applied for a writ of *certiorari* against the ruling of the Recorder, basing his application on the nullity of the law, and alleged firstly that the Local Legislature had no right to deal with the matter; secondly that if the Legislature had such a right, it had not the right in any case to enforce its enactment by imprisonment with hard labor.

Judge McCord granted the application for a *certiorari*, deciding thereby provisionally, at least, that the law was, in his opinion, a nullity.

On the merits of the *certiorari* the case came before Judge Casault. He set aside the *certiorari*, but not because he approved of the Recorder's judgment. On the contrary he expressed himself in such a way as to show that, in his opinion, the law was of no force, because he declared that he set aside the *certiorari*, but without costs, and

reserving the right of taking out a writ of prohibition, and he did so, as he said, with the object of allowing the question to be carried to appeal.

In accord with this judgment, Mr. Langelier took out at once a writ of prohibition. The Corporation pleaded a demurrer. This plea was argued before Judge Stewart, who, without pronouncing upon it definitely, appeared strongly inclined to declare the Act unconstitutional.

(From 5 *Legal News*, p. 169.)

LOCAL JURISDICTION.

In the case of Richelieu & Ontario Navigation Company and Durnford, the Court of Queen's Bench sitting in Appeal (Monk and Ramsay, JJ., not sitting) has unanimously affirmed the right of the Local Legislature to exact license fees on the sale of liquors on board of steamers navigating the St. Lawrence. The pretension of the Company was that being a Federal Corporation, and their steamers plying between places in different Provinces, the Local Legislature had not the right to compel the payment of license fees. The decision follows Parson's and The Queen Insurance Company (ante p. 25) and other cases.

(From 5 *Legal News*, p. 330.)

COURT OF QUEEN'S BENCH, QUEBEC, 7th October, 1882.

DORION, C.J., MONK, RAMSAY, TESSIER, and BABY, JJ.

The Corporation of Three Rivers, *Appellant*,

vs.

Sulte, *Respondent*.

Powers of the Federal and Local Legislatures.—Regulation of the sale of liquors —“Municipal Institution.”

Held: 1. That a local statute, empowering a municipality to make by-laws prohibiting the sale of liquor, or allowing its sale under certain conditions, is not justified by sub-section 9, section 92, British North America Act of 1867, even though the municipality only exercises the power to the extent of fixing a tax by way of license, and for the purposes of revenue.

2. That the state of things existing in the Confederated Provinces, at the time of Confederation, and more particularly that which was recognized by law in all or most of the Provinces, is a useful guide in the interpretation of the meaning attached by the Imperial Parliament to indefinite expressions employed in the British North America Act of 1867.

3. That at the time of Confederation, the right to prohibit the sale of intoxicating drinks existed as a municipal institution in the then Province of Canada, and in Nova Scotia, and consequently that it is to be deemed a “municipal institution” within the meaning of sub-section 8, section 92, British North America Act of 1867.

4. That the power of the Dominion Parliament to pass a general prohibitory liquor law as incident to its rights to legislate as to public wrongs, is not incompatible with a right in the Provincial Legislatures to pass prohibitory liquor laws as incidental to municipal institutions.

RAMSAY, J.—The evidence in this case is formal and gives rise to no difficulty. Two questions come up on this appeal:

1st. Is the corporation, appellant, authorized to pass the by-law of the 3rd April, 1877, under the Local Legislation, so far as that Legislature can authorize?

2nd. Has the local legislature such right?

With regard to the first of these questions, it appears that on the 3rd of April, 1877, an amendment was passed to a by-law made in 1871, regulating that a license fee of \$200 should be paid by anyone authorized to retail liquors, before the certificate of the corporation, to enable the party to obtain a license, was granted. The

statute under which this by-law is justified is the 38 Vict. chap. 76, sec. 75, 2, by which it is provided, that "the said Council shall have power to make by-laws":

1. * * * * *

2. For determining under what restrictions and conditions, and in what manner the Collector of Inland Revenue for the district of Three Rivers, shall grant licenses to merchants, traders, shop-keepers, tavern-keepers, and other persons to sell such "liquors."

This seems clear enough, but it is said that the License Act of 1878 limited the powers of the corporation. By section 36 of that Act (41 Vic. c. 3. 2) it is enacted that, "on each confirmation of a certificate for the purpose of obtaining a license for the cities of Quebec and Montreal the sum of eight dollars is paid to the corporation of each of those cities, and to other corporations for the same object, within the limits of their jurisdiction, a sum *not* exceeding \$20 may be demanded and received."

Section 37. The preceding provision does not deprive cities and incorporated towns of the rights which they have by their charters or *by-laws*.

It is probable that the Legislature intended to say that "the preceding provision does not deprive incorporated cities and towns of the rights which they may have under any by-law made in conformity with their respective charters." It may be further said in support of this reading of the statute, that the general principle is that special laws are not presumed to be repealed by general ones, unless they are incompatible or expressly repealed.

In so far then as incorporated towns, other than Quebec and Montreal, are concerned, it seems to leave in force any by-law then existing made in conformity with a special charter. Therefore, as the by-law was made in 1871 and amended in 1877, a year before the 41 Victoria, the proviso of section 37 excepts these by-laws from the provision of section 36. Whether a new by-law made subsequent to 1878 would be so covered it is not now necessary to decide.

As to the second question, sub-section 9 of section 92 of British North America Act, gives the Local Legislatures the right to make laws in relation to "shop, saloon, tavern, auctioneer, and other licenses in order to the raising of revenue for provincial, local, or municipal purposes." The statute does not say that the Local Legislatures can only oblige shop-keepers, &c., to take out a license, but that they may make laws "in relation to" such licenses. That is a distinction which seemed to have escaped observation in the case *Angers v. The Queen Insurance Company*, probably because the pretention of the Quebec Government was that the impost was in the nature of a license, and being for the purpose of raising a revenue for the Province it was thought to be within the powers of the Local Legislature. Here the question is simpler. The Local Legislature has the power *exclusively* to legislate in relation to shop, saloon, tavern, auctioneer and other licenses, provided it be for the purpose of raising a revenue for provincial, local, or municipal purposes. It has no authority *under this sub-section* to go further.

The statute cited in the case under our consideration, is not an authorization to the Municipal Council to tax by way of license, but an Act allowing the municipality to put restrictions generally on the sale of liquors. It is true the by-law has given to this prohibition the effect of raising revenue for municipal purposes; but this will not cure the want of jurisdiction of the statute, for a statute *ultra vires* does not remain in force for a part, because some fractional part is within the powers of the Legislature, unless it appears that the subject beyond the powers of the Legislature is perfectly distinct from that within, and that each is a separate declaration of the Legislative will. This is not the case here. We think, therefore, so far as sub-section 9, s. 92, B. N. A. Act, as concerned, it does not justify the statute in question. As the case was referred to at the argument it may be well to remark that the decision of the Supreme Court in *Severn vs. the Queen*, 2, S.C.R., p. 70, is not in point in this case. We are not therefore called upon to discuss the ingenious application of the doctrine of *ejusdem generis* to the classes of matters which the Local Legislatures may license, nor to decide what the *generis* is which includes an "Intelligence office" and excludes a "brewer."

But we have still to determine another question, whether sub-section 8 does not cover the exercise of the power assumed by the Legislature of Quebec. It may be at once conceded that the power to pass prohibitory liquor laws is not essential to the existence of municipal institutions, and that consequently in a very restricted reading of sub-section 8, it would not justify the Local Legislature in passing a prohibitory liquor law. But it may fairly be asked, whether it was the intention of the Imperial Parliament, in an enumeration of this sort, to confine "municipal institutions" to those matters only which are of the essence of municipal institutions? If such was the intention of Parliament, a wide field for speculation was left open, or it was contemplated to restrict municipal institutions within very narrow limits. It would seem, however, we have not to determine what institutions are essential to municipal existence in the abstract, but the meaning of the term at the time of Confederation.

In so far as the Province of Quebec is concerned municipal institutions were the creation of special statutes. The General Act was passed no longer back than 1855. It was introduced under the title of "the Municipal and Road Act." Roads and their maintenance, bridges, ferries, fords, prevention of abuses prejudicial to agriculture, police regulations, and many other matters were subjected to municipal control. Among other things County Councils were given the power to make by laws "for prohibiting and preventing the sale of all spirituous, vinous, alcoholic and intoxicating liquors, or to permit such sale subject to such limitations as they shall consider expedient;" "for determining under what restrictions and conditions, and in what manner the Revenue Inspector of the district shall grant licenses to shop-keepers, tavern-keepers, or others to sell such liquors." (Sec. C. S. L. C., cap. 24, sec. 26, ss. 11 and 12). In 1857 the City of Three Rivers was incorporated, and as the Municipal and Road Act was repealed as far as it affected or might affect Three Rivers, the two sub-sections 11 and 12 above quoted, were re enacted in precisely the same words for the new incorporation. (See 20 Vic., cap. 129, sec. 37, foot of p. 493 and p. 494.) These statutes were in force at the time of Confederation.

In 1858 an Act was passed, styled "An Act respecting the municipal institutions of Upper Canada;" and in that Act powers similar to those just enumerated as being accorded to municipalities in Lower Canada and to Three Rivers particularly, were given to municipalities in Upper Canada, (see C. S. L. C., cap. 54, sec. 246), and this legislation was also in force up to the time of Confederation.

By the municipal system in force in Nova Scotia, prohibitory powers were possessed by the municipal authorities (see Rev. St. N.S., cap. 133, vi.)

As to New Brunswick we have not found any statute conferring such powers; but, at any rate, we have the two great Provinces of Confederation, and one of the smaller ones, persistently including amongst municipal institutions the right to prohibit the sale of strong drink. We cannot help thinking that this was sufficient to bring prohibitory liquor laws within the powers of local legislation as forming part of "municipal institutions" within the meaning of the B.N.A. Act. With Chief Justice Richardson, we think that we ought to look "at the state of things existing in the Provinces at the time of passing the B. N. A. Act, and the legislation then in force in the different Provinces on the subject, and the general scope of Confederation then about to take place," when determining the value of indefinite terms in the Act. But in the case of "*The City of Fredericton vs. The Queen*," it was decided by the Supreme Court that the Dominion Parliament has alone the power to pass a prohibitory liquor law (3 S. C. R. p. 505.) It is true this decision goes somewhat beyond the real issue, which is as to the right of the Dominion Parliament to pass a prohibitory liquor law, which is quite a different thing; still we presume the point was fully argued before the Court.

It may be well to mention, for the sake of precision, which, in quoting judgments, is of more importance than the multiplicity of reference, that the question in *Covey vs. Brome* was not whether the Local Legislatures could pass a prohibitory liquor law, but whether the prohibitory law of the old Province of Canada was still in force. We were all of opinion that it was. This decision then was so far exactly similar to the decision in *Sauvé and The Corporation of Argenteuil*, and in the cases

of *Hart vs. Missisquoi* and *Poitras vs. The City of Quebec*, except that in the two last cases the Judge expressed the opinion that if the Temperance Act of 1864 had been repealed by the Local Legislature, he would have held that the Local Legislature could not have re-enacted it. Incidentally in *Covey and Brome* Chief Justice Dorion expressed a different opinion; and as a general proposition, I may say, parenthetically. I do not see how a Legislature has power to repeal what it cannot re-enact. Of course it may sometimes indirectly do so, or do what will have a similar effect. The reversal of *Covey and Brome* in this Court was not, however, on this question at all, but on the question of whether the by-law had been lawfully noted; so it appears that the consent reversal arrangement in the Supreme Court, of which we have heard something, signifies even less than was at first supposed. By not taking the state of things existing in at least three of the Provinces at the time of passing the British North America Act and the legislation then in force, we arrive at the inconvenient conclusion that the municipal institutions, as they existed prior to Confederation, cannot be maintained by local legislation; and that, as in the present case, a municipality would be shorn of most useful powers, by the simple operation of a surrender of its charter, in order that the legislation may, for convenience sake, be amended or consolidated. It is maintained that to renew these powers there must be joint legislation, if that be lawful, which is open to some doubt.

The consequences of arriving at such a conclusion compel us to look for some other mode of dealing with the statute. Since this case was argued we have seen a decision of Chief Justice Meredith in the case of *Blouin and the Corporation of Quebec*, in which the case of *The City of Fredericton and the Queen* is reviewed. The case of *Blouin* does not involve the question now before the Court, but the Chief Justice drew attention to a distinction between the case before him and the one before the Supreme Court, which has been frequently recognized, and which is important to keep in view, namely, that where a power is specially granted to one or other Legislature, that power will not be nullified by the fact that, indirectly, it affects a special power granted to the other Legislature. This is incontestable as to the power granted to Parliament (section 91 last *alinea*, British North America Act), and probably it is equally so to the power granted to the Local Legislature. In other words, it is only in the case of incompatibility that gives the special power granted to the Local Legislature.

As an example of the application of this principle, and also as an authority bearing on the present case, we may refer to the case of *Poulin vs. The Corporation of Quebec*, where Chief Justice Meredith held, that "the Provincial Legislatures, under the power given to them, may, for the preservation of good order in the municipalities which they are empowered to establish, and which are under their control, make reasonable police regulations, although such regulations may, to some extent, interfere with the sale of spirituous liquors," and so he held that the provisions of a statute "ordering houses in which spirituous liquors, etc., are sold, to be closed on Sunday and every day between eleven o'clock of the night until five of the morning, are police regulations within the power of the Legislature of the Province of Quebec." That case came up to this Court and the judgment was confirmed. It supports the theory that a prohibitory liquor law may be within the power of a Local Legislature, and it limits the generality of the doctrine of "*The City of Fredericton vs. The Queen*," that Parliament can *alone* pass a prohibitory law. It may be useful, and it is certainly fair, to remark that Chief Justice Meredith argues that his decision in the *Poulin* case is not absolutely incompatible with the decision in the case of the city of Fredericton. Be this as it may, the case of *Poulin* does not decide that there may not be a prohibitory liquor law of such a character as to be really an interference with trade and commerce rather than a police regulation. Neither have we to decide that here, for we see no distinction in principle between this case and that. *Poulin's* case limits the time during which spirituous liquors may be sold in Quebec, the by-law under the statute controls the class of persons who shall be allowed to sell them by the far from moral device of a tax.

This tax is in the sense of sub-section 9, which, therefore, to some extent, justifies the action of the corporation, although sub-section 9 cannot be said to be the basis of the law, as was shown at the beginning of this note.

We hold, then, that under a proper interpretation of sub-section 8, the right to pass a prohibitory liquor law for the purposes of municipal institutions, has been reserved to the Local Legislatures by the British North America Act.

We have suspended our judgment in the case for an unusual length of time, awaiting the decision of the Privy Council in the case of *Russell vs The Queen*, in the hope that we might find some rule authoritatively laid down, which might help us in adjudicating on this case and in that of *Hamilton vs the Township of Kingsey*. In this we have been, to some extent, disappointed. Their Lordships have remained strictly within the issues submitted to them, and have held that the Canada Temperance Act of 1878, does not interfere with sub-sections 9, 13, and 16 of section 92, British North America Act; but that it is an act dealing with public wrongs rather than with civil rights, and it is a matter of general, and not merely of a local or a private nature, in the Province it is only incidentally. We need hardly say that this is only a very brief summary of their Lordships' argument, but their reasoning will command general assent, not only owing to the source from which it comes, but also from its cogency. The Judicial Committee then lays down that the Dominion can pass a general prohibitory liquor law; it has specially declined to lay down any rule as to the other sub-sections, than those submitted to the one alluded to by Chief Justice Ritchie; and therefore it has not either expressly or by implication, maintained that the Dominion Parliament can alone pass a prohibitory liquor law, or rather a liquor law which is prohibitory, except under certain conditions, as, for instance, subject to a license for the purposes of the revenue.

It may, perhaps, be said that, allowing the Local Legislatures to interfere in the prohibition of the sale of liquor, Parliament having generally dealt with the subject, might be inconvenient. In the particular case, we think no inconvenience is to be apprehended; but, even if it were otherwise, we should not be disposed to think an argument based on such an objection conclusive. The true check for the abuse of powers, as distinguished from an unlawful exercise of them, is the power of the central Government to disallow laws open to the former reproach. Probably to a certain class of mind this interference appears "harsh," and provocative of "grave complications," as has been said; but this is hardly an argument in favor of the Courts extending their jurisdiction to relieve the central Government of its responsibility. It seems to be fairer to leave the rule of expediency to be applied by a body responsible to the people at large, rather than to a comparatively irresponsible body like a Court. We are, therefore, to reverse the judgment in this case with costs.

Judgment reversed.

IN THE SUPREME COURT OF CANADA.

ALPHONSE POULIN, *Appellant*,

AND THE CORPORATION OF QUEBEC, *Respondent*.

Case submitted by the parties.

At its session of 1879, the Legislature of Quebec passed an Act containing the following enactment:

"Every person licensed or not licensed to sell by retail, in quantities less than three half-pints in any city, town or village whatsoever, spirituous liquors, wine, beer, or temperance liquors, shall close the house or building in which such person sells or causes to be sold or allows such liquors to be sold, on any and every day of the week from midnight until five o'clock in the morning, and during the whole of each and every Sunday in the year; and during the same period, no person shall sell, or cause, or allow to be sold or delivered in such house or building, or in any other place, spirituous liquors, wine, beer, or temperance liquors, the whole under a penalty

for each and every infringement of the present provisions, of a fine not less than thirty dollars and not exceeding seventy-five dollars and costs, and in default of payment of such fine, to an imprisonment for a period not exceeding three months in the common gaol of the district in which the said infringement has occurred."

On the 18th of January, 1880, the appellant was, and had been for some time before, keeping a restaurant within the limits of the city of Quebec.

Being prosecuted by the respondent before the Recorder's Court of the city of Quebec for infringement of that statute, he pleaded to the jurisdiction of the Court, and especially the unconstitutionality of the Act as being *ultra vires* of the Legislature of Quebec. He was, nevertheless, on the 17th of February, 1880, condemned to pay a fine of \$40 and \$1.65 costs.

The appellant sued out and obtained a writ of prohibition to prevent execution of that judgment.

It was proved in the case, that on the day mentioned in the conviction, viz.: the 18th of January, 1880, the appellant was keeping a restaurant within the limits of the city of Quebec, where he used to retail spirituous liquors in quantities less than a half-pint, and that, although the said day was on Sunday, he had not kept his establishment closed.

On that proof the Superior Court quashed the writ of prohibition, the Hon. W. C. Meredith, Chief Justice, giving the following reasons for his judgment:—

"The Court having seen and examined the proceedings and evidence of record, and heard the parties by counsel finally upon the merits;"

"Considering that although the Parliament of Canada, under the power given to it to regulate trade and commerce, alone has the power to prohibit the trade in intoxicating liquors; yet that the Provincial Legislatures, under the power given to them, may, for the preservation of good order in the municipalities which they are empowered to establish, and which are under their control, make reasonable police regulations, although such regulations may to some extent interfere with the sale of spirituous liquors;

"And considering that the provisions of the Provincial statute 42-43 Victoria, chapter 6, ordering houses in which spirituous liquors, etc., are sold, to be closed on Sundays and every day between eleven o'clock of the night until five of the clock of the morning, are police regulations within the power of the Legislature of the Province of Quebec;

"And seeing that by the section number 5 of the last-mentioned statute, keepers of hotels and houses for the lodging and entertainment of travellers, are to a certain extent exempted from the operation of the said statute, but seeing that the plaintiff even according to his own allegations, is not and was not at the time he was prosecuted and convicted, as complained by him, one of the persons so exempted from the operations of the said statute."

"It is, in consequence, ordered and adjudged that the writ of prohibition in this cause issued, be and the same is hereby set aside and quashed, and the petition and demand of the said Alphonse Poulin is hereby dismissed, the whole with costs in favour of the defendants."

The appellant then took out an appeal to the Court of Queen's Bench from the judgment of the Superior Court. On the 7th December 1881, the Court of Queen's Bench unanimously confirmed the judgment appealed from.

The reasons given by the judges of the Court of Queen's Bench are as follows:—
Tessier J.—This case is one of more than ordinary interest, not only as a question of jurisprudence, but also as a question affecting public order and morality.

The appellant Poulin was condemned in the first instance by the Recorder's Court of the city of Quebec to pay a fine of \$40.00 for not having closed during the whole of the day of Sunday, 18th January, 1880, the house or building where he sold spirituous liquors.

Against this sentence, Poulin obtained a writ of prohibition from the Superior Court. After proof and hearing, the latter Court presided over by the Honorable

Chief Justice Meredith, on the 23rd March, 1881, confirmed the sentence of the Recorder by the following judgment:—

“Considering that although the Parliament of Canada, under the power given to it to regulate trade and commerce, alone has the power to prohibit the trade in intoxicating liquors; yet that the Provincial Legislatures, under the power given to them, may for the preservation of good order in the municipalities which they are empowered to establish, and which are under their control, make reasonable police regulations, although such regulations may to some extent interfere with the sale of spirituous liquors;

“And seeing that the provisions of the provincial statute 42-43 Victoria, chapter 4, ordering houses in which spirituous liquors, etc., are sold to be closed on Sundays and every day between eleven o'clock of the night until five of the clock of the morning, are police regulations within the power of the Legislature of the Province of Quebec.”

“And seeing that by the section number 5 of the last mentioned statute, keepers of hotels and houses for the lodging and entertainment of travellers, are to a certain extent exempted from the operations of the said statute, but seeing that the plaintiff, even according to his own allegations, is not and was not, at the time he was prosecuted and convicted, as complained of by him, one of the persons so exempted from the operations of the said statute.

“It is, in consequence, ordered and adjudged, that the writ of prohibition in this cause issued be and the same is hereby set aside and quashed, and the petition and demand of the said Alphonse Poulin is hereby dismissed, the whole with costs in favor of the defendants.”

From that judgment appeal is now made to this Court.

The appellant Poulin has presented several objections, amongst others that the statute of the Legislature of Quebec, 42-43 Victoria, chapter 4, in virtue of which the said sentence was pronounced in the first instance, is *ultra vires*, not included in the jurisdiction and attributes of the Legislature of Quebec, because the Confederation Act (section 91) gives exclusive power to the Federal Parliament as to “the regulation of trade and commerce.” It is one of the rules of interpretation of a statute that all its provisions must be compared in order to give them a reasonable sense according to the intention of the legislator, and so as to render such statute more effective in practice.

Now, in the distribution of the legislative powers between the Dominion Parliament and the Provincial Legislatures, the language used affords the utmost elasticity of interpretation so as to leave to the courts the faculty of making the application thereof, not in order to create a conflict between the Legislative Bodies, but to facilitate the execution of those different powers.

If we had to give a strictly literal interpretation to the words “the regulation of trade and commerce,” we might repeat the saying, “The letter killeth;” but let us rather have the whole adage, “The letter killeth, but the spirit of the law giveth life.”

In fact, we should destroy the extensive powers which the Confederation Act has given exclusively to the Provincial Legislatures, amongst others:—

“Municipal institutions, shop, saloon, tavern licenses, &c., and property and civil rights in the Province;

“Generally all matters of a merely local or private nature in the Province.” (Section 92).

Is it not part of the municipal institutions to make disciplinary and police regulations to prevent disorder on Sunday and at night, by compelling tavern and saloon keepers to keep their drinking places closed during that time?

Can there be any question as to the power of our Local Legislature, or even our Municipal Corporation, to prevent the sale and storage of powder except in certain places and with certain precautions for the safety of the public? And yet this is a matter of trade like any other.

It is evident that the words *traffic et commerce*, and especially the English words "trade and commerce," were intended to mean that legislation on the general interests of trade which apply to the whole Dominion of Canada, the mode of importation and exportation of merchandise in the towns, in order to protect the revenue, total prohibition in certain cases for the general protection of the trade of the Dominion, but not special laws of the Provincial Legislatures, which merely regulate the mode of selling and trading in certain "matters of a purely local nature in the Province."

I am not one of those who may be inclined to limit the rights of the Provinces in legislation useful for the public good, especially when the Dominion Government, armed with the power of pronouncing the *veto* upon the Acts of the Provincial Legislatures, does not think proper to repudiate them. (Section 90.)

This Provincial Statute is therefore entirely within the attributes of the Legislature of Quebec.

The second objection, a somewhat serious one, relates to the terms themselves of this Statute, which constitutes the offence in question. Do these terms of section 4 of the Statute of Quebec, 1879, 42-43 Victoria, comprise one single offence of keeping open house in order to sell drink therein on Sunday, or two offences, the one of keeping open house, and the other of selling therein drinks or spirituous liquors? It appears to me evident that they are two offences, because the selling of spirituous liquors on Sunday, even in the house with closed doors, is an offence and was so long before the Statute of 1879. The preamble of this latter Statute shows that the Legislature meant to constitute into a separate offence the fact of keeping open house for that purpose, because of the difficulty of proof in cases of this nature.

"Whereas doubts have arisen with respect to the right of certain city and town Corporations, in virtue of the laws and Statutes relating to them, to compel tavern-keepers to close their taverns at certain hours of the day, and whereas it is expedient to dispel such doubts and to clearly define and extend the powers which the said Corporations should possess. Therefore, &c., &c."

There can be no doubt, then, as to the intention of the Legislature. In a matter involving so grave an offence against the Divine and the human law, the profanation of the Sunday, there can be no hesitation in adopting an interpretation which is, moreover, in perfect conformity with the letter and spirit of the Statute.

I am happy to concur in this judgment of the Court of Appeal which confirms the sentence of the Superior Court in all points as well as the sentence of the Court of original jurisdiction.

Ramsay, J. — The principal question raised in this case, is as to the authority of the Local Legislature to prohibit or regulate the sale of liquors in saloons or taverns on Sundays or at particular times. It seems to me that this is purely a matter of police regulation, and consequently, it is within the powers of municipal corporations, and that the exercise of such a power cannot be considered as being a restriction of trade or commerce. It is possible, as appellant suggests, that this decision may lead the way to questions of greater difficulty, but it is also possible we may be relieved from the responsibility of their decision.

A second question in this case is whether the act charged is an offence at all. I do not feel called upon to express my opinion as to the meaning of section 1, 42 & 43 Victoria, ch. 4 (Quebec), and, not being obliged to do so, I willingly refrain. I may say, however, that in the interpretation of a penal statute I do not feel justified in going beyond the express meaning of the Act. But it appears to me that the complaint is clearly within the Act, whether the complaint be well or ill expressed, and, therefore, I do not think that the Recorder can be interfered with on prohibition. The true doctrine seems to me to be to some extent laid down in the case of *Lord Camden and Home* (4 T.R., p. 396), and although in that case the Court did not require to go to the extreme limit of the doctrine, still it appears Mr. Justice Buller, at all events, was of the opinion that if the jurisdiction is confided exclusively to a particular Court, and that such Court does not exceed its jurisdiction usurping that

of some other Court, or by violating some fundamental principle of justice, but that it only deals with the subject-matter confided to it, however badly it may judge, it cannot be stopped by prohibition on the pretext that it has misconstrued the Act. Of course, another and more extreme doctrine at one time prevailed, and prohibition appears to have been granted to stop inferior jurisdiction which had refused evidence and so forth; but this doctrine is now abandoned. (Boyd on Prohibition p. 49). The argument was this: you can be prohibited for excess of jurisdiction because you have not authority to decide on bad evidence. By a similar process of reasoning it may be said that Courts have no authority to give bad judgments.

There has been a reference to the case of O'Farrell vs. Brassard. As I view that case, it is not in contradiction with the opinion I now express. The council of the Bar chose, in a particular case, to declare that a particular act, not wrong or discreditable in itself or forbidden by any rule of the Bar, was derogatory to the honor of the Bar. We said that was in excess of the jurisdiction of the council, and that the subject-matter, the act complained of, could not be held to be within the Statute, without violating a fundamental principle of justice.

I think prohibition does not lie in this case, and that the writ should be quashed.

(Translation.)

Sir A. A. Dorion, C.J. — "The appellant was prosecuted before the Recorder of the City of Quebec, under a statute of the Province of Quebec, 42-43 Vict., chap. 4, sec. 1, for not having closed his house during the whole day of Sunday, 18th January, 1880, where he sold spirituous liquors.

This prosecution he met by a plea that the Recorder had no jurisdiction, because the statute cited did not authorize such a prosecution, and, in the second place, because the statute was *ultra vires*, and that it was within the powers of the Dominion Parliament alone to regulate and limit the sale of liquors.

This defence was thrown out, and the appellant condemned to pay a fine of \$40.00.

He applied for a writ of prohibition, directing the Recorder not to execute the judgment, and, on the merits, the Superior Court maintained the decision of the Recorder, and set aside the writ of prohibition.

The appellant lodged an appeal from this judgment.

Two questions are submitted to us:

1st. Whether the Act 42-43 Vict., chap. 4, is unconstitutional?

2nd. If the Act is not *ultra vires*, whether the facts set forth in the complaint give a just cause for prosecution under the Act?

As to the first question, I would be disposed to rule that the words *trade and commerce*, in the second paragraph of section 61 of the British North America Act, ought not to be interpreted in the most extended sense as embracing all trade and commerce of whatsoever kind, even to the most insignificant acts of local commerce; and that considered in this way, the Quebec Act, while limiting in some sense the traffic in intoxicating liquors, is not *ultra vires*.

But we are all of one mind in saying that it is not necessary to decide that question in this case. The Statute in question was not enacted in order to regulate the sale of liquors. It is a matter of police adopted to secure good order and public peace. That is a purely local matter, and as such, is subject to the control of the Provincial Legislatures. According to the 16th paragraph of the 92nd section of the Constitutional Act, this question has already been several times decided in the Province of Ontario, and among others is the case of Regina vs. Taylor, 36 Q. B. U. C. 183, in the Court of Queen's Bench. This court decided, that, "the restriction not to sell by retail, imposed on brewers of beer by the Legislature of Ontario, as enacted by the Act of 1874, is not *ultra vires*, because it is only the re-enactment of a law in force before and at the time of Confederation."

And, further, that "the Legislature of Ontario has the right to grant licenses or to prohibit the sale of liquors in shops, and taverns, and other similar places, because

this Province has exclusive authority over municipal institutions, and these institutions had before and at the time of Confederation the exercise of these powers, and because these powers in accordance with section 16 of the Confederation Act are now of a purely local or private nature within the Province.

This power may be exercised to restrict trade as well as for police purposes. The general power to regulate trade and commerce, conferred upon the Dominion Government, ought to be considered as modified by the powers which the Legislature of Ontario, acting in the matter of municipal institutions has, the right to exercise.

The same court also decided in the case of *Slavin vs. The Corporation of the Village of Orillia*, 36 Q.B.U.C., 159, that the regulations passed by municipal corporations entirely forbidding the sale of spirituous liquors in shops and places other than houses of public entertainment, and restricting to nine the number of tavern licenses, were valid and within the limits of the powers granted to the corporation, under the Act 32 Vic. chap 30, (Ontario), and that the Provincial Legislature was authorized to grant such powers."

Similar judgments generally were rendered in the cases of *Thos. Ackilo and the Corporation of the Town of St. Thomas*, 38 Q.B.U.C., 594; *Brodie and the Corporation of the Town of Bowmanville*, 39 Q.B.U.C., 580.

The second question offers greater difficulty.

The first section of 42-43 Vict. chap. 4 :

"Every person licensed, or not licensed to sell by retail in quantities less than three half-pints in any city, town, or village whatsoever, spirituous liquors, wine, beer, or temperance liquors, shall close the house or building in which such person sells, or causes to be sold, or allows such liquors to be sold on any and every day of the week, from midnight until five o'clock in the morning, and during the whole of each and every Sunday in the year; and during the same period, no such person shall sell, or cause, or allow to be sold, or deliver, or cause to be delivered in such house or building, or in any other place, spirituous liquors, wine, beer, or temperance liquors, the whole under a penalty, for each and every infringement of the present provisions of a fine not less than thirty dollars, and not exceeding seventy-five dollars and costs, and in default of the payment of such fine, to an imprisonment for a period not exceeding three months in the common gaol of the district in which the said infringement has occurred."

This provision is so singularly expressed as to give rise to serious difficulties.

It begins by saying that every person licensed or not licensed, &c., which was at least useless, if it was desired to say that every person whomsoever, except those mentioned in the 5th clause, would be bound to close the establishment where he sold spirituous liquors, from midnight up to five o'clock in the morning, and further during the whole of each and every Sunday during the year. It is probable that what was meant to be said was, that every person having a license to sell spirituous liquors, whether in a quantity less or more than three half-pints, and not excepted by clause 5, would be bound to close his establishment from midnight until five o'clock in the morning, and all Sunday besides.

The difficulty in this case arises, however, not from the bad construction of the first part of the section, but from that of the second, which is joined to the first by the conjunction "and," so that it is difficult to say whether, when there was imposed upon every person selling liquors the obligation of closing his establishment and that of not selling drinks on certain days and at certain hours, it was intended to create two offences or a single one.

If, to incur the penalty imposed by this Act, it is requisite both to keep the house open and to sell spirituous liquors, it is certain that the complaint brought against the appellant indicates no offence, because he is only accused of not having closed his house on the 18th January, 1880, which was a Sunday. If, on the contrary, the fact of not having closed his house on Sunday constitutes one offence, and the fact of selling liquor constitutes another, then the charge is sufficient.

In the first case I would have been of the opinion that the Recorder had no jurisdiction, seeing that he is only authorized to take cognizance of infringements of

the Statute, and not of Acts which are not punishable according to its provisions, and that the writ of prohibition ought to have been maintained. This is how we have already decided in the case of O'Farrell vs. Brassard.

But on carefully examining all the portions of the section, I am convinced that the intention of the legislator was to create two distinct offences, and that, notwithstanding the conjunction "and," the clause must be read as if forming two distinct provisions in two separate clauses.

What the legislator intended was to prohibit the sale of spirituous liquors during the night and on Sunday by those who were authorized to sell it at other times. The obligation to close was only imposed in order to better ensure the principal object, and to dispense with the proof of sale always more or less difficult to secure. If the various portions of the section only constitute one offence, a person in the position of the appellant without being one of those described in the 5th clause, might close his house from midnight until 5 in the morning, or on Saturday evening, and sell drinks all night and all day on Sunday to persons entering before midnight, without committing any offence. Further, the law forbids in like manner the selling of liquors during the prohibited hours in any place whatever, and if it was necessary both not to close the house and to sell liquors, in order to be subject to the fine, any trader might close his house and sell liquors openly in his yard or elsewhere without contravening the law.

We cannot give to the section of the Statute an interpretation contrary to the evident intention of the Legislature, especially when that interpretation would have the effect of destroying the object of the law.

We are, therefore, agreed in confirming the judgment of the Superior Court; but Judge Ramsay, while concurring in the judgment, does so for other reasons than those which I have given.

PELLETIER & CHOUINARD,

Attorneys for Respondent.

MONTAMBAULT, LANGELIER & LANGELIER,

Attorneys for Appellant.

CANADA.
Province of Quebec. }

IN THE COURT OF QUEEN'S BENCH.

Appeal Side.

No. 43. In a cause between

ALPHONSE POULIN, of the City of Quebec, hotel-keeper,

(Plaintiff in the Court below)

and

Appellant,

The Corporation of the City of Quebec, a body politic and corporate, having its chief place of business in the City of Quebec; the Recorder's Court of the City of Quebec; and Elzéar Antoine Déry, Esquire, Recorder of the City of Quebec, holding the said Recorder's Court, of the City of Quebec,

(Defendants in the Court below) *Respondents.*

Be it remembered, that on the thirty-first day of December, in the year of Our Lord, one thousand eight hundred and eighty-one, at the City of Quebec, before me, the Honorable Ulric Joseph Tessier, one of Justices of the Court of Queen's Bench for Lower Canada, came and appeared Theophile Chamberland, of the City of Quebec, hotel-keeper, who declared himself bound and liable unto and in favor of the said defendants, their heirs, assigns and representatives, in the sum of five hundred dollars current money of Canada, to be paid and levied of the several goods and chattels, lands and tenements of him, the said Theophile Chamberland, to the use of the said defendants, their heirs, assigns, and representatives, subject to the condition hereinafter mentioned, to wit:

Whereas judgment was rendered in the said cause in the said Court of Queen's Bench, on the seventh day of December, one thousand eight hundred and eighty-one,

on the appeal instituted in this cause, and whereas the said Alphonse Poulin is desirous of appealing from the said judgment to the Supreme Court of Canada;

Now the condition of this bond is such, that if the said Alphonse Poulin do prosecute effectually the said appeal to the Supreme Court of Canada, and do pay unto the said defendants such costs and damages as may be awarded unto by the said Supreme Court of Canada in the event of the said judgment of the Court of Queen's Bench being confirmed, then the present obligation shall become null and void, otherwise the same to be and remain in full force and virtue.

Whereas the judgment appealed from, to wit: the judgment rendered by the said Court of Queen's Bench on the seventh day of December, one thousand eight hundred and eighty one, directs the payment by the said Alphonse Poulin to the said Defendants of the costs by them incurred as well in the Court of original jurisdiction, to wit: the Superior Court for Lower Canada sitting at Quebec, as in the Court of Appeal, to wit the said Court of Queen's Bench for Lower Canada (Appeal Side).

Now the condition of this last bond or obligation is such that if the said Alphonse Poulin do pay to the said Defendants the costs incurred by the said Defendants in the said Superior Court sitting at Quebec and in the Court of Queen's Bench in the event of the said judgment of the said Court of Queen's Bench being confirmed or the part thereof as to which judgment may be affirmed, if it be affirmed only as to part, and all damages and interest awarded against the Appellant on the said Appeal, then this further obligation shall be null and void, otherwise the same to be and remain in full force and virtue.

And the said Theophile Chamberland had signed,

(Signed) THEOPHILE CHAMBERLAND.

Taken and acknowledged before me, at the }
City of Quebec, the day and year first }
above written, the said party having }
first duly justified his solvency. }

(Signed) U. J. TESSIER,
J. C. Q. B.

The said Theophile Chamberland being duly sworn doth depose and say that he is worth the sum of five hundred dollars current money of Canada, over and above what would pay his just and lawful debts, and he hath signed.

Sworn before me, at Quebec, this }
31st of December, one thousand } (Signed)
eight hundred and eight-one. } THEOPHILE CHAMBERLAND.

(Signed) U. J. TESSIER,
J. C. Q. B.

(True copy) AUG. DORVAL, *Deputy Clerk of Appeals.*

CANADA. }
Province of Quebec. }

COURT OF QUEEN'S BENCH.
In Appeal.

ALPHONSE POULIN, *Appellant*, and

THE CORPORATION OF QUEBEC ET AL, *Respondents.*

This day, the thirty-first of December, one thousand eight hundred and eighty-one, the parties being represented before me, the said Alphonse Poulin, by Messieurs Montambault, Langelier and Langelier, his advocates, and the said Respondents by Messieurs Pelletier and Chouinard, their attorneys.

Seeing that the said Alphonse Poulin, has this day offered to my satisfaction security of appeal to the Supreme Court of Canada, in this cause, I, the undersigned

Judge of the Court of Queen's Bench, in my Chambers at the Court House; in the city of Quebec, grant appeal to the Supreme Court as asked for.

(Signed)

U. J. TESSIER,

J. Q. B.

(True copy.) AUG. DORVAL, *Deputy Clerk of Appeals.*

The foregoing is the case settled by consent of the parties.

(Signed)

MONTAMBAULT, LANGELIER & LANGELIER,
Attorneys for Appellant.

PELLETIER & CHOUINARD,
Attorneys for Respondents.

COURT OF QUEEN'S BENCH.

CANADA. }
Province of Quebec, }
District of Quebec. }

Appeal Side.

ALPHONSE POULIN (Plaintiff in the Court below), *Appellant.*

AND THE CORPORATION OF THE CITY OF QUEBEC *et al,*

(Defendants in the Court below), *Respondents.*

I, the undersigned, Deputy Clerk of Her Majesty's Court of Queen's Bench for Lower Canada, do hereby certify to the Registrar of the Supreme Court of Canada that the foregoing document, is the case stated and agreed upon by the parties in this cause and allowed by the Honorable Mr. Justice Tessier, one of the Justices of the said Court of Queen's Bench, pursuant to section 29 of the Supreme and Exchequer Court Act and Rules of Practice of the Supreme Court of Canada, for the purpose of an appeal to the said Supreme Court of Canada, in a certain cause wherein Alphouse Poulin (Plaintiff in the Superior Court) was appellant, and The Corporation of the City of Quebec et al, (Defendants in the Superior Court were respondents.)

In faith and testimony whereof, I have to these presents set and subscribed my signature and affixed the seal of the said Court of Queen's Bench, (Appeal side.)

Given at the city of Quebec, in that part of the Dominion of Canada, called the Province of Quebec, this nineteenth day of January, one thousand eight hundred and eighty-three, and of Her Majesty's Reign, the forty-sixth.

Deputy Clerk of Appeals.

CANADA.—IN THE SUPREME COURT OF CANADA.

ALPHONSE POULIN, *Appellant* ;

AND THE CORPORATION OF QUEBEC, *Respondent.*

APPELLANT'S FACTUM.

This appeal involves the decision of two questions of law: 1st. Can a Local Legislature pass a law prohibiting the sale of spirituous liquors on Sundays, and at certain hours of other days? 2nd. Does the statute of Quebec, 42-43 Vict., ch. 4, sec. 1, punish the selling only of liquors within the prohibited time, or also the opening of the establishment where they are sold?

1st. Can a Local Legislature prohibit the sale of spirituous liquors on Sundays and at certain hours of other days?

It is now beyond all doubt that Local Legislatures cannot totally prohibit the sale of such liquors. This court, in the case of the City of Fredericton vs. The Queen (3 Sup. Court, Rep. pp. 505 and 574) has laid down as a rule, 1st. That the power to enact such a prohibition cannot belong to both the Local Legislatures and the Parliament of Canada; 2nd. That it belongs to the Parliament of Canada; and

that ruling has been confirmed by the Privy Council in the case of Russell and the Queen.

There would be no difficulty, therefore, if the statute in question contained a complete prohibition; but it is contended that the ruling of this court cannot apply to it because it does not prohibit, but only restricts the sale of spirituous liquors.

We submit that this is a mere quibble. A restriction is a partial prohibition; in the present case the prohibition is for Sundays and for certain hours of other days. If the reasoning which we are now answering was to prevail, nothing would be easier for a Local Legislature than to encroach upon the exclusive power of the Parliament of Canada to prohibit such trade; all they would have to do would be to prohibit the sale at all times, save a few minutes every day or every week.

It has been contended that such a statute is within the class of local statutes, or of statutes concerning municipal institutions.

Even were that true, it would not affect the question at issue. That statute unquestionably deals with, regulates a certain trade or commerce. Therefore, according to the decision in the case of Fredericton, it cannot be considered as being within the powers of Local Legislatures.

But it is not true that the statute in question is a mere municipal regulation, or of a law of local nature. It is admitted to be intended to repress intemperance, to prevent drunkenness; therefore its object is one of general interest: intemperance, drunkenness, are just as much evils in Halifax as in Quebec.

If the object of the law is of general interest, are the means enacted for that purpose of a local nature? Not at all; those means consist in compelling those who sell spirituous liquor by retail to close their establishments at certain times, and in preventing them from selling within certain hours. Now there is nothing local in those means; they would be just as effective at Winnipeg as at Charlottetown. (Russell vs. The Queen, 5 Legal News p. 234 to 239.)

The power to enact such a law is not included in the power given to Local Legislatures to regulate municipal institutions. The object of such institutions is to give to each locality the particular regulations required by its local wants. No municipal institutions would be needed if the making and keeping of roads, bridges, the prevention of abuses prejudicial to agriculture, could be regulated in the same manner all over the country. But they are necessary on account of the fact that a special regulation is required for each locality.

2nd. Even under the statute (if constitutional) the conviction is illegal.

The object of the statute is the prevention of drunkenness on Sundays. The means adopted to arrive at it consist in prohibiting the sale on such days of intoxicating liquors. Therefore, what it must punish is the selling, not the keeping open of the establishments where such liquors are sold. The order given to close them is only to secure the non-selling, it is mere directory enactment. Knowing that there is more danger of liquor being sold there than elsewhere, it is directed that those establishments must be kept closed.

So much for the spirit of the law. The letter of the statute is in accordance with it. It orders first the closing of establishments where spirituous liquors are retailed, but enacts no penalty against those who keep them open. Then, in another sentence it forbids the selling of such liquors either in those establishments, or in any other place under a penalty of \$30 to \$75 for every infringement of the present provisions. The present provisions are those prohibiting the selling, the causing to be sold, the allowing to be sold, the allowing to be delivered, spirituous liquors.

The statute being a penal law, it is needless to say that it cannot be extended from one case to another; the penalty it inflicts cannot be imposed for an offence for which it does not enact it.

MONTAMBAULT, LANGELIER & LANGELIER,

Attorneys for Appellant.

Quebec, October, 1882.

CANADA SUPREME COURT (IN APPEAL.)

Appeal from the Court of Queen's Bench for the Province of Quebec, Sitting in the City of Quebec.

ALPHONSE POULIN, (Plaintiff in Court below) *Appellant.*

vs.

THE CORPORATION OF THE CITY OF QUEBEC *et al,*
(Defendants in Court below) *Respondents.*

FACTUM OF THE RESPONDENTS THE CORPORATION OF THE CITY OF QUEBEC.

Under the authority of the Act of the Legislature of Quebec, 42-43 Vict. chap. 4, sec. 1, a penal suit has been, on the 20th of January, 1880, instituted against the appellant, in the name of the respondents, before the Recorder's Court of the City of Quebec, alleging that "on Sunday, the eighteenth day of January, one thousand eight hundred and eighty, the said defendant (now appellant) has not closed during the whole of the day the house or building, in which he, the said defendant, sells, causes to be sold, or allows to be sold, spirituous liquors by retail, in quantity less than three half-pints at a time, the said house or building situate at the corner of St. John and St. Ursule streets, in the city of Quebec."

Before the said Recorder's Court, the appellant has pleaded "not guilty," and has also pleaded specially that the Act of the Legislature of Quebec, upon which the said suit is based, is unconstitutional, and *ultra vires* of the said Legislature.

On the 17th day of February, 1880, the appellant has been condemned for the said offence to pay a fine of \$40.00, and \$1.65 for the costs, and in default of payment of the said sums, to an imprisonment in the common gaol of the District of Quebec for a term of two months, unless the said fine and costs should be sooner paid.

On the 18th of the said month of February, 1880, the Honorable Justice Meredith, Chief Justice of the Superior Court of the Province of Quebec, has granted leave to the appellant to issue a writ of prohibition in order to have the said conviction revised by the said Superior Court, and on the 19th day of the said month of February the said writ of prohibition has been issued, returnable the 5th day of March, 1880.

The principle grounds or reasons relied upon by the appellant in his petition annexed to his said writ of Prohibition are:

That the said Recorder's Court, in giving the said conviction against the appellant, has acted without right and without jurisdiction;

That there is no law authorizing the said Court to pass such condemnation;

That the Legislature of Quebec had no right to pass and enact the said statute 42-43 Vict., chap. 4, and that the said law is *ultra vires* of the said Legislature;

That the fact which the appellant is accused of in the summons before the said Recorder's Court does not constitute any offence under the law, and that the complaint, as laid in the said summons, does not amount to any offence punishable by law.

The Respondents have answered to the said petition by a general denial and by a demurrer.

The substance of the demurrer is:

That if the appellant pretended that the said Recorder's Court exceeded its jurisdiction in taking cognizance of the complaint brought against him, he ought, if he was entitled to a writ of prohibition, to have resorted at once to such legal remedy, in order to prevent the said Recorder's Court from exceeding its jurisdiction, and that it was too late, after the conviction, to resort to such legal remedy.

That the appellant does not allege nor show that he has no other legal remedy than the writ of prohibition to protect himself against the said conviction.

That if the appellant thought he had been illegally convicted, he ought to have exercised his recourse by means of a writ of *certiorari*.

Parties having been heard upon the demurrer, before the Honorable Justice Stuart, the decision was reserved for final adjudication upon the merits.

On the 28th day of March, 1881, the Superior Court, presided by the said Honorable Chief Justice Meredith, has set aside and quashed the said writ of prohibition, with costs.

The case having been taken into Appeal before the Court of Queen's Bench, judgment was rendered by that Court on the 7th of December, 1881, confirming the judgment of the said Superior Court.

Of those judgments the appellant now complains before this highest tribunal.

The respondents humbly submit that the writ of prohibition is an extraordinary remedy, which cannot be used as collateral if there exists any other recourse. In the present instance, the law (42-43 Vict., chap. 4, sec. 3) seems desirous to exclude such recourse, by enacting: that if a writ of *certiorari* is issued, to have a conviction rendered under the said law revised by the Superior Court, the party convicted shall be obliged to deposit into the hands of the Clerk of the inferior Court the amount of the fine and costs.

And if it be admitted that the recourse to the writ of prohibition may be granted in such a matter, the respondents submit that, in such case, the said writ cannot be issued after conviction, because it is intended to prevent the excess of jurisdiction; and that, in any case, the want of jurisdiction of the inferior tribunal must appear upon the face of the record, to justify the issuing of the writ of prohibition after the conviction.

Reference is here humbly made to High, *Extraordinary Legal Remedies*, Nos. 767, 769, 770, 772, 774.

The appellant has pretended that the only fact of not closing his tavern during the time prescribed for that by the statute does not constitute an offence, and that according to the wording of the statute, there is no offence, if there is not at the same time a sale of liquors. Such pretension will be found not maintainable, if we merely refer to the preamble of the statute above cited, 42-43 Vict., chap. 4, which reads as follows:—

“Whereas doubts have arisen with respect to the right of certain city and town corporations, in virtue of the laws and statutes relating to them, to compel tavern-keepers to close their taverns at certain hours of the day; and whereas it is expedient to dispel such doubts, and to clearly define and extend the powers which the said corporations should possess: Wherefore, &c., &c.”

Before the other Courts, the appellant has pretended not only that to establish an offence it would have been necessary for the respondents to prove a sale of liquors, but he has also pretended that the Legislature of Quebec had no right to prohibit the sale of intoxicating liquors on Sundays.

As the complaint in this case is only “for not having closed,” and not for “having sold,” if the statute is interpreted as making an offence of the mere fact of “not closing,” and if the conviction against the appellant is found to be valid, it is of little moment, for the ends of this case, to consider the question of the prohibition of selling liquors on Sundays.

However, as that incidental question has been strongly dwelt upon before the other Courts, and as the other Courts have considered it with much attention, it may be convenient also to consider it just now.

It is useless, for the argument upon that point, to go beyond the Consolidated Statutes of Lower Canada, chap. 6, sec. 27, and chap. 23, sec. 1; because it is well admitted that the Parliament of Canada, before the Confederation Act, could make laws regulating that matter. The Temperance Act of 1864, 27-28 Vict., chap. 18, sec. 44, contains the same defence of selling intoxicating liquors on Sundays.

The Act 29-30 Vict., chap. 57, sec. 65, of 1866, seems to be the first provision concerning the closing of taverns on Sundays, in the city of Quebec.

In Montreal, the Act 23 Vict., chap. 72, sec. 12, of 1860, ordered the closing of the taverns on Sundays, and since the Confederation Act, the several Statutes relating to the Corporation of Montreal have re-enacted the same provision.—See 32 Vict., chap. 70, sec. 16; 37 Vict., chap. 51, sec. 123, ss. 7. For Quebec—36 Vict., chap.

55, sec. 12; 38 Vict., chap. 74, sec. 2. It would be useless to cite all the other laws relating to certain corporations, in which the same provision is to be found.

But besides those special laws, above referred to, the Legislature of Quebec has often passed laws general for the Province, and in which is to be found not only that prohibition of selling, but also the obligation of closing taverns on Sundays. Amongst others may be cited 34 Vict., ch. 2, sec. 25, 26.—37 Vict., ch. 3, sec. 5.—41 Vict., ch. 3, sec. 77, 91, 92.

As that question of the sale of liquors on the Sundays comes up only incidentally, we did not deem it necessary to refer to the laws of the other Provinces on the subject.

The appellant opposes that Legislation chiefly with the pretension that it restrains the trade and commerce, and that the Parliament of Canada alone has the power, under the Confederation Act, to legislate upon that matter.

The respondents find a strong answer to that pretension of the appellant in the motives of a judgment rendered by the said Honorable Chief Justice of the Superior Court of Quebec, in a case reported, *Quebec Law Reports*, Vol. VII, page 18, *Blouin vs. The Corporation of the city of Quebec*.

The law prohibiting the sale of intoxicating liquors to interdicted persons, and to which allusion is made at page 23 of the said Reports, is the Act 33 Vict., chap. 26, sec. 11, Statute of Quebec.

For those various reasons, the respondents believe that the interpretation put by the judgments of the Courts below upon the Confederation Act and the Statute of Quebec 42-43 Vict., chap. 4, is a wise interpretation, and they hope that the said judgment will be confirmed, and the present appeal dismissed with costs.

Ottawa, 24th August, 1882.

PELLETIER & CHOUNARD,
Attorneys for Respondents.

L. G. BAILLAIRGÉ, Q. C. *Counsel.*

RETURN

(81)

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1883 ;—
For copies of all Correspondence, Reports, Plans, Specifications, &c.,
in connection with the Surveys made in 1882, for the construction of a Canal between Lake Shuswap and Lake Okanagan, British Columbia.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
10th April, 1883.

Acting Secretary of State.

SURVEY OF 1882, BETWEEN SHUSWAP AND LAKE OKANAGAN, BRITISH COLUMBIA.

- June 8, 10, 1880.—From Clerk Privy Council, with a Minute of the Executive Council of British Columbia *re* a canal to connect Lake Okanagan with Lake Shuswap, which asks that a survey be made to ascertain the cost of the work.
- July 7.—To Hon. J. W. Trutch, No. 53,907, a Minute of the Executive Council of British Columbia having been received asks for a statement of facts on the subject.
- August 6, 21.—From Hon. J. W. Trutch, in reply to No. 53,907, sends what information he has gathered from Messrs. Forbes G. Vernon and O'Reilly, both of whom are well acquainted with the locality.
- September 1.—To Hon. J. W. Trutch, No. 54,266, asking for an approximate estimate cost of an instrumental survey of the proposed canal.
- Oct. 16 to Nov. 5.—From Hon. J. W. Trutch, acknowledging No. 54,266. Cannot obtain detailed information of cost of instrumental survey, but thinks \$1,000 would cover cost of engineering survey.
- April 13, 20, 1881.—From Secretary Public Works, with extract from letter, from F. J. Barnard, M.P., 9th March, to Sir John A. Macdonald, *re* canal between Lakes Okanagan and Shuswap, British Columbia.
- June 9, 21, 1882.—From F. J. Barnard, M.P., No. 95,249, giving between the 15th July and 1st of August as the most suitable time for a survey of the Spellumacheen-Okanagan Canal.
- June 23.—To F. J. Barnard, M.P., acknowledging No. 95,249.
- July 8.—To F. J. Barnard, M.P., stating that instructions have been issued relative to survey of the Spellumacheen-Okanagan Canal.
- January 16, 31, 1883.—From Hon. J. W. Trutch, forwarding report, plans and profiles of survey made by L. B. Hamlin, C.E., between Spellumacheen River and Okanagan Lake, British Columbia.

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the 12th day of May, 1880.

On a Memorandum from the Hon. the Provincial Secretary, dated the 12th day of May, 1880, reporting the following resolutions as having passed the House of Assembly, viz.:—

* * * * *

“That a respectful Address be presented to His Honor the Lieutenant-Governor, praying that he will represent to the Dominion Government, the great advantages that would accrue to the Dominion as well as to the Province, if a canal were built connecting Lake Okanagan with the waters of Lake Shuswap, and ask that the necessary surveys should be made as early as possible, to ascertain the cost of constructing a canal between the above-named places.”

And recommending that they be forwarded to the Dominion Government.
The Committee advise that the recommendation be approved.

Certified,

THOMAS B. HUMPHREYS, *Clerk Executive Council.*

PROVINCE OF BRITISH COLUMBIA.

GOVERNMENT HOUSE, VICTORIA, May 17th, 1880.

SIR,—I have the honor to enclose a copy of a report of my Executive Council, dated the 12th day of May, instant, on a memorandum from the Honorable the Provincial Secretary, reporting sundry resolutions therein recited as having passed the House, and recommending that they be forwarded to the Dominion Government.

Which resolutions refer to (a) The Order in Council of December, 1879, granting a drawback of one cent per pound on malt imported.

(b) The establishment of a monthly mail between Victoria and Dease Town, Cassiar.

(c) The establishment of mail communication between Barkerville, Snowshoe, Keithley, and Quesnelle Forks.

(d) The necessity of having the mail extended to Alkali Lake.

(e) The great advantage that would accrue to the Dominion as well as to the Province, if a canal were built connecting Lake Okanagan with the waters of Lake Shuswap, and asking that the necessary surveys should be made to ascertain the cost of same.

I have, &c.,

Secretary of State.

A. N. RICHARDS, *Lieutenant-Governor.*

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the 12th day of May, 1880.

On a Memorandum from the Hon. the Provincial Secretary, dated the 12th day of May, 1880, reporting the following resolutions as having passed the House of Assembly, viz.:—

“That a respectful Address be presented to His Honor the Lieutenant Governor, praying that he will be pleased to impress upon the Dominion Government the necessity of reconsidering the Order in Council of December, 1879, granting a drawback of one cent per pound on malt imported into the Dominion of Canada, with a view to rescind the said Order, as its effect is most disastrous to the agriculturists of this Province.

“That a respectful Address be presented to His Honor the Lieutenant-Governor, praying that he will recommend to the Dominion Government the absolute necessity of establishing a monthly mail between Victoria and Dease Town, Cassiar.

"That a respectful Address be presented to His Honor the Lieutenant-Governor, praying that he will cause a representation to be made to the Dominion Government in favor of the establishment of mail communication between Barkerville, Showshoe, Keithley and Quesnelle Forks.

"That a respectful Address be presented to His Honor the Lieutenant-Governor, praying that he will cause a representation to be made to the Dominion Government of the necessity of having the mail extended to Alkali Lake.

"That a respectful Address be presented to His Honor the Lieutenant-Governor, praying that he will represent to the Dominion Government the great advantages that would accrue to the Dominion, as well as to the Province, if a canal were built connecting Lake Okanagan with the waters of Lake Shuswap, and ask that the necessary surveys should be made as early as possible to ascertain the cost of constructing a canal between the above-named places."

And recommending that they be forwarded to the Dominion Government.

The Committee advise that the recommendation be approved.

Certified,

THOMAS B. HUMPHREYS, *Clerk Executive Council.*

No. 53,907.

OTTAWA, July 11th, 1880.

SIR,—Reference having been made to this Department from the Honorable the Privy Council of a Minute from the Honorable the Executive Council of the Province of British Columbia, transmitted by His Honor the Lieutenant-Governor, whereby it is proposed that the Dominion Government should cause survey to be made with a view to the construction of a canal to connect Lake Okanagan with Lake Shuswap, I have, by direction of the Minister, to request that you will be pleased to furnish for his information a statement of such facts bearing upon the matter as may have come within your cognizance, in order that he may be enabled to form conclusions as to the propriety of undertaking the execution of the work.

I am, Sir, your obedient servant,

T. TRUDEAU.

Hon. JOSEPH TRUTCH, Dominion Agent, Victoria, B.C.

P.S.—I enclose herewith a copy of an extract from the report of the Executive Council referred to.

T. T.

VICTORIA, B.C. 6th August, 1880.

SIR,—With reference to your instructions conveyed to me by letter of 10th ultimo, No. 53,907, from the Deputy Minister of Railways and Canals, that I should furnish such information as may have come within my own cognizance in respect to the subject-matter of the minute of the Executive Council of this Province, a copy of which was transmitted with Mr. Trudeau's letter, I have the honor to state that I have never visited the Okanagan Lake or the country lying between it and Lake Shuswap.

I have, however, in years past obtained reports from various persons as to the facilities for connecting the waters of these two lakes by a navigable canal, and since the receipt of your instructions now under reference I have conferred with Mr. Forbes G. Vernon, formerly Chief Commissioner of Lands and Works of this Province, who has for seventeen years (17) resided at intervals on his estate, Coldstream, in the immediate neighborhood of the northern end of Okanagan Lake, and has consequently an intimate knowledge of the country in question, and who is at present and has been for some years one of the members in the Provincial Legislature for the representative district within which Okanagan and Shuswap Lakes are included; as also with Mr. O'Reilly, County Court Judge of that district, who likewise is well

acquainted with the locality. As the result of these various enquiries I beg to submit the following statement which I believe conveys substantially the facts of the case.

Between Okanagan and Shuswap Lakes there appears to be little, if any, difference of general level and the country lying between is a nearly level valley of *varying breadth* from two to miles, mostly covered with luxuriant grass but with bush along the stream which runs through its centre between somewhat swampy banks and in a muddy bed.

The distance from Okanagan Lake to the point known as the Steamboat Landing on the Shuswap River is about (15) fifteen miles.

At a point in the valley about equi-distant from the steamboat landing on Shuswap River and Okanagan Lake, is the watershed between Okanagan and Shuswap Lakes.

From this point the stream flowing northward and which joins the Spellumcheen River, and helps to form the Shuswap River, is sluggish, the current being almost imperceptible; and from the steamboat landing to Shuswap Lake there is no current; in fact, the river here may be considered as an arm of the lake. From this last point steamers are now plying down Shuswap Lake, the South Thompson River and Kamloops Lake to Savona's, the terminal point of the section of the Canadian Pacific Railway, now under contract, a distance of about one hundred and fifty (150) miles, and this line of navigation may be, and I understand is, intended to be extended down the Thompson a further distance of thirty-five (35) miles to Spence's Bridge, the main impediment being a large rock at the Black Canon, which might be removed at moderate cost. From the divide between Okanagan and Shuswap Lakes the water flows very sluggishly southward with a hardly perceptible current for about six (6) miles, to a point about two (2) miles from Okanagan Lake, forming a small lake two (2) miles long about midway of this distance from this latter point for the remaining two (2) miles to Okanagan Lake; the current is perceptible, though still sluggish.

On the whole, the features of the country seem to present great facility for connecting Okanagan and Shuswap Lakes by a navigable canal at a small cost; in fact, there is every indication of these two lakes having been at one time one sheet of water.

Okanagan Lake is about eighty (80) miles long and from one to two miles in width; the surrounding country affords extensive pastoral and agricultural resources, which would at once be rendered available and tributary to the railway system by the opening of a means of water transport from Okanagan Lake to Shuswap Lake.

On the whole I can have no hesitation in expressing the opinion that it is desirable that the actual facts in relation to this subject should be determined by actual survey, the expense of which ought not to be very considerable, and certainly should not exceed one thousand dollars.

I have the honor to be, Sir, your obedient servant,

JOSEPH W. TRUTCH.

Hon. Sir CHARLES TUPPER, K.C.M.G., Minister of Railways and Canals.

No. 54,266.

OTTAWA, September 7th, 1880.

SIR,—With reference to the report furnished by you on the 6th ultimo upon the subject of canal communication between Lake Okanagan and Lake Shuswap, B.C., I am directed to request that you will be pleased to obtain from competent authorities an approximate estimate of the cost of an instrumental survey for such a canal, giving further a general idea of the expenses which would be incurred in arriving at an estimate of the cost of the work itself.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary*.

Hon. J. W. Trutch, Dominion Agent, Victoria, B.C.

VICTORIA, B.C., 16th October, 1880.

SIR,—In reference to your directions conveyed to me by letter No. 54,266, of the 7th ultimo, that I should obtain from competent authority an estimate of the cost of an instrumental survey of the country between Shuswap and Okanagan Lakes with a view to canal communication between these two lakes, and of the expenditure necessary for ascertaining the probable cost of such a work.

I regret that I am unable to obtain detailed information from any source available to me as to particulars of the expenditure that would be required for the survey and calculations in question, but I have no reason to doubt that the sum suggested in my letter to you of the 6th August last, viz., \$1,000, would cover all the cost of making an engineering survey of the country between the two lakes and of locating approximately the line of the proposed canal, and by obtaining a profile and cross-sections and making borings at intervals throughout the distance of about fifteen (15) miles from the steamboat landing on Shuswap River to Okanagan Lake, from which information an approximate estimate of the cost of the work could be framed.

I have the honor to be, Sir, your obedient servant,

JOSEPH TRUTCH.

Sir CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

OTTAWA, 13th April, 1881.

SIR,—I am directed to enclose herewith an extract, referring to the question of canal construction between Lakes Shushwap and Okanagan, in British Columbia, taken from a letter addressed on the 9th ultimo by Mr. F. J. Barnard to the Right Honorable Sir John A. Macdonald and referred to this Department.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *Secretary*.

F. BRAUN, Esq., Sec. Railways and Canals.

Extract from a letter dated 9th March, 1881, addressed by Mr. F. J. Barnard, M.P., to the Right Honorable Sir John A. Macdonald and referred to the Department of Public Works:—

“In reference to the canal between Lake Shuswap and Lake Okanagan, I think the Government should know exactly how much the work would cost. The cost of the survey will be small. The locks need not be more than 150 feet long and 35 feet wide. The depth of canal not more than three feet, six or four feet.”

No. 95,249.

VICTORIA, B.C., 9th June, 1882.

SIR,—You requested me before leaving Ottawa to inform you of the best time for making a survey of the Spellumacheen-Okanagan Canal.

The water this year is unprecedentedly high, and I would suggest that sometime between the 15th of July and 1st of August be selected as the most suitable time for commencing a survey of this work.

The proposed canal would only require to be 40 or 50 feet wide, and of four feet in depth.

The largest steamer plying between the lakes is the “Peerless” 135 feet in length and 35 feet beam over all, drawing three feet loaded.

I have the honor to be Sir, your obedient servant,

F. J. BARNARD.

Sir CHAS. TUPPER, K.C.M.G., Minister Railways and Canals.

OTTAWA, 28th June, 1882.

SIR,—I am directed to acknowledge the receipt of your letter of the 9th instant referring to the best time for the prosecution of a survey for a canal to connect Lakes Shuswap and Okanagan, B.C.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

F. J. BARNARD, Esq., M.P., Victoria, B.C.

OTTAWA, 8th July, 1882.

SIR,—In reply to your letter of the 9th ultimo with respect to the proposed survey of a line to be adopted for the Spellumacheen-Okanagan Canal between Lakes Shuswap and Okanagan, I have to inform you that instructions have been issued from the office of the Chief Engineer relative to the survey in question.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

F. J. BARNARD, Esq., M.P., Victoria, B.C.

VICTORIA, B.C., 16th January, 1883.

SIR,—I have the honor to forward to you herewith a copy of a report, and of the plan and profile therein referred to, received by me on the 6th instant from Mr. Hamlin, upon the survey recently carried out under his direction, pursuant to your instructions to me, of the country between the Spellumacheen River and Okanagan Lake, with a view to the construction of a canal to connect the Shuswap and Okanagan Lakes.

This survey has established that the construction of such a canal would be quite practicable, but that it would cost far more than has been estimated by those who have been urging that it should be undertaken, in the mistaken apprehension that it could be carried into execution with but little excavation, and only one lock at each end of the proposed canal.

My own opinion is that the approximate estimate contained in Mr. Hamlin's report is altogether under the sum which this work must necessarily cost to render it of practicable value.

The total cost of the survey and attendant expenses up to this time has been \$1,109.19, exclusive of the salaries of the engineers engaged upon it, which have not been charged to this work.

I have the honor to be, Sir, your obedient servant,

JOSEPH W. TRUTCH.

SECTION 63, C. P. R., BRITISH COLUMBIA, 1st December, 1882.

SIR,—In compliance with instructions, dated 11th August last, I conducted an exploratory survey of the valley lying between the Spellumacheen River and Okanagan Lake, with a view of ascertaining the feasibility of constructing a canal to connect these waters.

Having completed the required survey and prepared a plan and profile, I have the honor to submit, in conjunction therewith, the following report:—

I established the initial point of the survey on the south bank of the Spellumacheen River, in the locality usually designated as Lambley's Landing. From thence a line is traversed through the valley in the direction of Okanagan Lake. This valley consists of meadow and marsh lands throughout, which are covered with luxuriant wild grasses that yield a large quantity of hay, suitable for feeding cattle; some of the wetter lands produce tall flags and rushes. Numerous clumps of willows,

thorn and cranberry bushes are interspersed. The edges of the valley are bordered with pine and cottonwood trees. In many places the marsh lands are very wet, being completely covered with water. In such cases, to expedite the work, it was necessary to run the line on the dry edge of the valley, and where it suited along the public highway, taking all necessary offsets in order to lay down an accurate plan.

Two streams intersect the valley, one flowing northerly and emptying into the Spellumacheen River, the other flowing southerly toward Okanagan Lake.

The stream flowing to the Spellumacheen River, for a distance of nearly three miles from the slough, has a width from thirty to forty feet and a depth at the centre from two and a-half to three and a-half feet, with an almost imperceptible current; from thence to the summit level the width is from 18 to 25 feet, and the current becomes more rapid. The course of the stream is very tortuous throughout; two or three small creeks flow into it on the east side.

The watershed or summit level of the valley is encountered at the distance of eight and a quarter miles from the initial point of survey, and is distant nearly $11\frac{1}{2}$ miles from Okanagan Lake.

The ascertained elevation is 128.17 feet above datum, that is, 31.44 feet above the surface level of the Spellumacheen River, and 51.76 feet above the surface level of Okanagan Lake, which results in the water of the latter being 20.32 feet lower than the water of the Spellumacheen.

The stream flowing to Okanagan Lake is designated Deep Creek. At the distance of four and a-half miles below the summit it enters a small sheet of water known as Otter Lake (in the Indian language called Cheatutaeo.) This lake is 7,200 feet in length, and has an average width of 1,500 feet, the depth varies from three to twenty-six feet, with a very soft muddy bottom, the general depth along the centre is sixteen feet. The elevation of the surface water 96.36, being nearly the same as the Spellumacheen River, and is 31.81 feet lower than the summit and 19.95 feet higher than Okanagan Lake; several small streams flow into it on the east side. The width of the stream passing out of the lake, for a distance of 700 feet varies from 40 to 100 feet; the current is scarcely perceptible and the surface is thickly covered with weeds. The depth of water is from two and a-half to three feet, with a soft muddy bottom. The current continues very slow until it reaches O'Keefe's mill, two miles from Okanagan Lake. From Otter Lake to this point it falls 4.83 feet, from thence to Okanagan Lake the current is much more rapid for some distance and the fall is 15.12 feet. The course of this stream is also very crooked, and it has several small tributaries on the east side. For further particulars in reference to distances and heights it is desirable to refer to the plan and profile.

As the two streams with their tributaries already described will be the chief sources of water supply for the proposed canal, it will be in place to make some special statements in reference thereto.

The stream running towards the Spellumacheen River has a general width of 25 feet, an average depth of 3 feet, and an average area=50 feet. The current is generally very sluggish, never exceeding $1\frac{1}{2}$ miles per hour, the bottom is soft mud throughout, which varies in depth from one to three feet. Below this the soundings indicate a stratum of firm clay. Several beaver dams occur, especially near the summit level, which rendered it rather difficult to ascertain the true water level. This stream empties into a slough of the Spellumacheen River, which will be better understood by an examination of the plan.

Deep Creek, the stream flowing towards Okanagan Lake from the summit to Otter Lake, has a general width of 10 feet, an average depth of $2\frac{1}{2}$ feet, and an average area=19 feet. The current is very irregular, averaging about $1\frac{1}{2}$ miles per hour. The bottom is soft mud which varies in depth from two to four feet, below this the stratum is firm clay. From Otter Lake to O'Keefe's Mill the general width is 15 feet, average depth 3 feet, and has an average area=36 feet. The current is very slow not exceeding an average of one mile per hour. For a distance of two miles below Otter Lake the bottom of the stream is soft mud from two to three feet in depth, from thence to the mill it is generally firm clay. From the mill to the lake the stream has a general

width of 12 feet, an average depth of $2\frac{1}{2}$ feet, and an average area=24 feet. The current is more rapid, averaging about $2\frac{1}{4}$ miles per hour. The bottom is generally firm clay, in some places sandy and gravelly. The character of the valley changes, it becomes drier and more controlled varying in breadth from 50 to 300 feet.

Okanagan Lake, the terminal point of the survey, is a magnificent sheet of water. the shore is level and sandy, the water very clear, with a hard, sandy bottom; rushes grow thickly in the water for a distance of 200 feet from the edge. At the distance of 50 feet from the edge the water is three feet in depth; at 150 feet, four feet, gradually deepening outwards. The apparent high-water mark is two feet higher than the present level of the lake. The flats of the creek at the edge of the lake are covered with a very tall, coarse grass, some of it reaching the enormous height of twelve feet.

The ordinary rise of the Spellumacheen River is 9.3 feet above the surface level, as taken during the progress of the survey. Last spring the freshet was unusually high, showing a rise of 11.6 feet. It dams the water up the valley for nearly five miles. This may cause some difficulty in the construction of the proposed work. The high water of Okanagan Lake does not appear to exceed two feet rise; Otter Lake about the same, and through the marsh and meadow lands of the valley the water rises from two to three feet, consequently nearly the whole valley is submerged during the spring freshet. The past season was a remarkably dry one; therefore the waters were at a very low stage when the elevations were recorded.

The result of the soundings such as I had appliances to make, show no indication of rock; the soil throughout is clay, and would be suitable for canal construction.

The total length of the line surveyed, from the initial point at Spellumacheen River to the terminal point on the shore of Okanagan Lake, is nearly $19\frac{1}{2}$ miles. The length of a located line would be between 17 and 18 miles.

From the foregoing statements it may be deduced that the construction of a small canal is quite feasible, say of the following dimensions, viz.: 50 feet at surface level, and having a depth of five feet, which would be ample for the passage of the steamboats which now ply on the Thompson River and the intermediate lakes. Five or six locks will be actually necessary.

In connection with the proposed scheme, I beg to offer a few suggestions, as follows: The Spellumacheen River to be used as a feeder for the canal as far as practicable, thereby economizing the other source of supply for the summit level and the reaches below it. The summit level to be reduced to the lowest possible elevation, and the several reaches to be as nearly equal in length as practicable, having a due regard to economy in construction. The drainage of the marsh lands to be effected by the cutting of the canal, by which means an extensive area of land would be reclaimed, the soil of which would be rich and alluvial, especially adapted for the production of grass and hay.

The cost of the construction of the contemplated work depends in a great measure upon the plan which may be adopted. In estimating what such a work, of the dimensions stated, and on an economical basis can be executed, for I have arrived approximately at the sum of \$27,000 per mile, this may be very much increased by the style of work which may be approved by the Government.

The importance of this canal scheme cannot be over-estimated. It would establish an unbroken navigable water stretch of over 240 miles, opening up a rich agricultural country, which is unsurpassed in British Columbia for its fertility, and which in many sections has a sufficient rainfall to enable farmers to produce crops without irrigation. The nucleus of a thriving settlement is already formed, most of the prairie land having been taken up and occupied; several fine farms are cultivated on a large scale with all the modern appliances, particularly that of Mr. Lumby, which is equal to anything of the kind in the Dominion of Canada. The grain crops of this year were magnificent, both as regard yields and sample, the estimated average of grain to the acre reaching to the large amount of thirty-five bushels, and this I am informed is considerably below the usual average. Winter wheat has been tried and proved a great success. Messrs. O'Keefe and Grenow, who reside at

Okanagan Lake, have a large stock of cattle. They harvest a large quantity of wild hay in the meadows and marshes of the valley, which answers for winter fodder.

The general character of the country is rolling and lightly timbered, with the exception of the prairies. The soil consists of rich clay.

Before closing this report it is well to state that at one or two points on the Spellumacheen River, between Shuswap Lake and Lambley's Landing, sand bar form, which render the navigation very uncertain and difficult at low water. These obstructions can be overcome at a very trifling outlay.

In conclusion, I beg to state that my instructions only called for an exploratory survey, and to take such cross-sections and soundings as were deemed necessary to arrive at an approximate estimate. Trusting that what has been done may prove useful and sufficient for present purposes,

I have the honor to be, Sir, your obedient servant,

L. B. HAMLIN, *Engineer in Charge.*

Hon. Jos. W. TRUTCH, C.M.G., Dominion Agent, Victoria, B.C.

RETURN

(82)

To an ORDER of the HOUSE OF COMMONS, dated 20th February, 1883;—For a Statement showing the gross amount of Receipts arising from the sale or leasing of Ordnance Lands or Naval Reserves, in the Provinces of Ontario, Quebec, New Brunswick, and Nova Scotia, from the 1st day of July, 1856, to the 1st day of July, 1882, and the purpose to which the sums so received have been applied; also, a Statement showing the several properties of which portions have been sold or leased, and the number of acres in each case.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
10th April, 1883.

Acting Secretary of State.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.*]

SUPPLEMENTARY RETURN

(82a)

To an ORDER of the HOUSE OF COMMONS, dated 20th February, 1883;—For a Statement showing the gross amount of Receipts arising from the sale or leasing of Ordnance Lands or Naval Reserves, in the Provinces of Ontario, Quebec, New Brunswick, and Nova Scotia, from the 1st day of July, 1856, to the 1st day of July, 1882, and the purpose to which the sums so received have been applied; also, a Statement showing the several properties of which portions have been sold or leased, and the number of acres in each case.

By Command,

HECTOR L. LANGEVIN

Department of the Secretary of State,
4th May, 1883.

Acting Secretary of State.

STATEMENT of amount of Rents of Military Properties received through the Department of Militia and Defence and deposited to credit of Receiver-General from 1870 to 1st July, 1882, as appears on record in the Department. No rents appear to have been paid through the Department of Militia prior to 1870.

		\$ cts.	\$ cts.
1871-72	Paid to credit of the Receiver-General.....	4,389 15	
1872-73	do do	6,101 81	
1873-74	do do	8,696 74	
1874-75	do do	6,398 20	
1875-76	do do	5,023 14	
1876-77	do do	5,683 68	
1877-78	do do	4,470 06	
1878-79	do do	6,610 55	
1879-80	do do	5,482 98	
1880-81	do do	5,678 87	
1881-82	do do	4,709 64	
			63,244 82

C. EUG. PANET,

Deputy Minister of Militia and Defence.

OTTAWA, 4th May, 1883.

STATEMENT showing Ordnance and Admiralty Lands in charge of the Department of Militia and Defence.

Local Name of the Property.	Quantity.			
	A.	R.	P.	
<i>Niagara.</i>				
Fort Mississagua and land attached	66	2	14	
<i>Kingston.</i>				
Land at the Little Cataraqui.....	142	1	31	Under lease.
Murney tower and redoubt, land, &c.....	6	3	13	
Market battery and enclosure.....	1	2	39	
Shoal tower and submerged land in front of market battery....	36	0	29½	
Tête de Pont barracks, stables, &c.....	4	3	31	
Fuel yard No. 3.....	0	3	8	do
Artillery park.....	5	0	0	Approximately.
Military burial ground sec. 9, Cataraqui cemetery.....	2	0	14	
Point Frederick naval reserve.....	57	0	0	
Fort Frederick, glacis and land attached.....	8	2	0	
Fort Henry and advanced battery with land attached, known also as Barriefield Common.....	556	0	0	Partly under lease.
Cedar Island tower and glacis.....	23	0	0	
Pittsburg, western addition of lot 20, Barriefield.....	125	2	1	} do
do do 21 do	102	0	0	
do do front part of lot No. 16, on River Cataraqui	4	2	0	Under lease.
<i>County of Haldimand.</i>				
Grand River.....	219	6	0	

STATEMENT showing Ordnance and Admiralty Lands, &c.—Continued.

Local Name of the Property.	Quantity.			—
	A.	R.	P.	
<i>Quebec City and District.</i>				
Exercising ground, Plains of Abraham.....	71	3	1	Under lease.
No. 3 tower field.....	37	0	12	do
No. 4 do	18	1	24½	do
Land surrounding Nos. 1 and 2 towers.....				Quantity unknown
Land south-east of Grand Allée between 1 and 2 towers and citadel.....	80	0	0	Partly under lease.
Esplanade, &c.....	10	3	6	
Citadel and works to Louis gate.....	45	0	0	
Town works, artillery barracks, &c.....	13	1	0	Approximately.
Mount Carmel.....	0	2	0	
Officers barracks, garrison hospital, &c.....	1	2	0	
Commissariat premises, St. Louis Street.....	0	2	30	
Tower works, Governor's garden, &c.....	5	1	0	Partly under lease.
"F" magazine near Grandby.....	0	0	12	
"E" do Hotel Dieu.....	0	1	22	
Defences along ramparts from Prescott Gate to Palace Gate....	4	2	0	Approximately.
Inclined plane, wharf and land	2	2	0	Under lease.
Queen's wharf premises.....	1	3	8	do
Land at foot of cliff in La Conaterie and St. Charles Streets....	2	3	0	
<i>Seigneurie of Newville, County Portneuf.</i>				
Position on right bank of Jacques-Cartier River.....	38	0	3	Under lease.
<i>Point Lévis.</i>				
Forts Nos. 1, 2 and 3, Seigneurie of Lauzon	1,242	2	15	} Portions of land under leases.
Seigneurie of Lauzon, between Nos. 2 and 3 forts	69	1	35	
<i>Montreal.</i>				
Champ de Mars	4	1	28	
Burial ground, Papineau Road	1	1	24	
River St. Lawrence. { St. Helen's Island	123	3	20	
{ Ile aux Fraises	1	2	19	
{ Ile aux Corbeau				
St. Luc, County of St. John's.....	20	0	0	
<i>New Brunswick.—St. John and Vicinity.</i>				
Fort Howe and land attached.....	16	0	0	Land under lease.
Carleton tower and block-house properties	5	3	37	Approximate.
Carleton reserve (Z).....				Part under lease.
Fort Dufferin	7	0	28	Not given.
Red Head battery	8	1	3	
Partridge Island battery, &c.....	0	2	8	
<i>Fredericton City.</i>				
Stone barracks	8	0	3	} Portions under lease.
Artillery Park barracks	1	2	26	

STATEMENT showing Ordnance and Admiralty Lands, &c.—Continued.

Local Name of the Property.	Quantity.			
	A.	R.	P.	
<i>St. Andrews and Vicinity.</i>				
West battery block-house.....	2	0	3½	Portion under lease
Joe's Point block-house	1	0	0	
Simpson reserve	22	1	12	
Fort Tipperary barracks, &c.	9	1	34	
<i>Beaver Harbour.</i>				
East of L'Etang, County Charlotte	8	0	0	
<i>Reserve, Pomeroy Bridge</i>				
Magaguadavic River, County Charlotte.....	6	2	0	
<i>Temiscouata.</i>				
Fort Ingall and land adjoining.....	11	0	0	
<i>Laprairie.</i>				
Barracks and common	41	0	0	
<i>St. John's, Quebec.</i>				
Old Fort barracks and land contiguous.....	22	2	0	
<i>Isle aux Noix.</i>				
Barracks and other buildings.....	250	0	0	{ Approximately- Partly under lease.
<i>Chateauguay Reserve.</i>				
Block-house and small plot of ground	5	0	0	
<i>Prescott.</i>				
Fort Wellington, with ditch and glacis.....	14	0	0	
<i>Toronto.</i>				
Ordnance Reserve	493	0	0	Partly under lease-
<i>Niagara.</i>				
Reserve barracks and hospital, with lands attached	274	0	0	
<i>London, Ont.</i>				
Military buildings and land.....	55	0	21	do

STATEMENT showing Ordnance and Admiralty Lands, &c.—Continued.

Local Name of the Property.	Quantity.			—
	A.		P.	
<i>Chatham.</i>				
Barracks and reserve lands	11	0	0	Under lease.
<i>Ottawa.</i>				
Militia drill-ground, Cartier square	12	2	0	
<i>Winnipeg.</i>				
Fort Osborne buildings and land	15	0	0	

C. EUG. PANET,
Deputy Minister of Militia and Defence.

OTTAWA, 4th May, 1883.

RETURN

(83)

To an ADDRESS of the SENATE, dated 6th March, 1883;—For copies of all Tenders received for the Construction of the Murray Canal; as well as copies of all Reports and Estimates of Engineers, of all Petitions, of all Orders in Council, and of all Correspondence concerning the same. Also, copies of the Quantities of each Item in the Bill forming part of the Tender as originally contemplated to be constructed, as well as of the Reduced Quantities on which the Contract is said to have been awarded; and of the Total Amount of each Tender received, computed according to such Original Quantities, and according to such changed or reduced Quantities respectively.

By command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
7th April, 1883.

Acting Secretary of State.

SYNOPSIS OF RETURN *re* MURRAY CANAL.

No. One.

1882.

- June 28 to July 1.—Tenders—Schedule of tenders.
 July 0-1.— “ —Extension of tenders.
 “ 1.—From J Page—Report on tenders.
 “ 20-25.— “ T. S. Rubidge—Explains why tenders have exceeded his estimate.
 Octr. 26.— “ O’Hanly & Starrs—Petition.
 “ 26.—To Report Council—On Petition of O’Hanly & Starrs, Petition returned.
 Nov. 3-4.—From Order in Council—Inform Messrs. O’Hanly & Starrs that their Petition cannot be entertained.

No. Two.

Report of Mr. Page from the Annual Report, 1868.

- Jan’y. 29.—To D. Stark—Requesting an examination near head waters of the Otonabee River, a report on water area for a canal between Georgian Bay at mouth of River Severn and Bay of Quinte, in company with F. D. Belcher.
- 1880.
- Feb. 21-25.—From D. Stark—Reports on his examination of various routes proposed for the Murray Canal, cannot yet give an opinion on which is preferable.
- 1881
- Feb. 14-16.—From Minister of Public Works—Enclosing papers *re* Murray Canal.
 May 31.—To J. Page—Stating that \$5,000 has been authorized for survey of route, and expenditure in construction of Murray Canal.
- § 1882.
- Feb’y. 8.—To T. S. Rubidge—(Telegram)—Minister enquires when you will be here with the information required for Mr. Page *re* Murray Canal.

- Mar. 20-24.—From T. Webb—With rough sketch showing where G. W. McMullen wants the Canal constructed.
- “ 15-31.—From J. S. McCuaig—With letter from J. Pierson, which states there is no shoal at the entrance of Weller's Bay from Lake Ontario.
- April 1-19.—T. S. Rubidge—Report on Murray Canal and Estimate of Cost.
- Aug. 29.—To T. S. Rubidge—To employ Mr. Webb, P.L.S., to make surveys, &c., of lands, required for Murray Canal.
- Oct. 27-30.—From Jas. W. Irwin—Copy of petition being signed by timber manufacturers of Ontario, asking that bridges over the Murray Canal be so built as to allow drams of 52 feet wide by 270 feet long to pass through them.
- Nov. 2.—To T. S. Rubidge—Referring to preceding.
- “ 10.—From T. S. Rubidge—Referring to same, says the statements therein are correct, encloses a diagram illustrating his report and recommends a change in the general design of the bridges.
- “ 17-18.—From J. W. Irwin—Enclosing petition from timber manufacturers of Ontario, asking for changes in the designs of bridges on Murray Canal.
- 1883
- Jan'y. 3-5.—T. S. Rubidge—Encloses plan of Presqu' Isle Point, refers to page of Report of Minister of Public Works, 1871. Harbor and adjacent island were transferred by Order in Council, 9th May, 1871, by the Ontario to the Dominion Government.

No. Four.

- April 23-31—From Order in Council—Authorizing construction with Western terminus at Presqu' Isle. Width 80 feet at bottom, on estimated cost of \$721,000.
- Feb'y. 19—To J. Page—With copy of Order in Council *re* construction of Murray Canal at an estimated cost of \$721,000—with Western terminus at Presqu' Isle.
- 1882
- May 23—Order Council—Authorizing appointment T. S. Rubidge as Engineer in Charge of Murray Canal Works, &c., &c., from 1st January 1882, at a salary of \$3,000.

No. Five.

- July 25—To Silcox, Gere & Moury—Informing them their tender accepted on conditions, and to deposit \$42,000, or 5 per cent. security, on penalty of forfeiture of their tender deposit.
- July 31—To Silcox, Gere & Moury—Deposit in Imperial Bank here on Saturday, 9th, \$42,000 to the credit of the Receiver General. When will contract Murray Canal be ready for execution? Answer at Welland.
- July 31—From D. R. Wilkie—(Telegram.)—Silcox, Gere & Moury deposited \$42,000 to credit of Receiver General, yesterday, as security, Murray Canal contract certificate forwarded to Receiver General last evening.
- Aug. 4.—To Minister of Justice—Transferring contract and security agreement of Silcox & Co. *re* Murray Canal for approval.
- 1883.
- March 6.- -From J. Page—Progress Estimate for February.

No. Six.

- 1882.
- Aug. 24.—From Order in Council—Appointing A. F. Wood and J. A. Wilkinson as Valuers at \$10 per day and expenses.
- Aug. 29.—To T. S. Rubidge to employ Mr. Webb, P.L.S., to make surveys, &c., of land required for Murray Canal.

MURRAY CANAL.

TENDERS FOR THE WORK TO BE DONE FOR THE FORMATION OF A CHANNEL TO CONNECT THE BAY OF QUINTE WITH THE HARBOUR OF PRESQUISLE AND LAKE ONTARIO.

We, the undersigned, hereby offer to the Hon. the Minister of Railways and Canals to furnish all materials, dredging equipment, tools, pumps, scows, machinery, derricks, plant, and labour of every kind that may be required to execute and complete in a satisfactory and workmanlike manner all the works connected with the formation of the Murray Canal, according to the plans and specifications exhibited, at the rates or prices we have affixed to the different items in the following table, and hold ourselves ready to enter into contract for the due execution and completion of the same.

Main table with columns for Item, Description, Quantities, and various contractor bids (A through L) for different materials and work items.

Table with columns: Signatures of Parties Tendering, Occupation, Residence, Dated at, and a list of contractor names and addresses.

* Actual cost of operations of operations with 10 per cent. added for profit.

No. 1.—TENDERS, SUMMARY AND EXTENSION—CORRESPONDENCE.

		Amount less items 10, 11 and 12	Total Amount.
		\$	\$
1 L.	Silcox & Co.....	844,525	1,140,625
2 J.	A. P. McDonald & Co.....	845,924	1,281,424
3 D.	Barnabas Gibson.....	868,387	1,150,387
4 G.	J. Murray.....	944,375	1,249,975
5 H.	A. Manning.....	948,393	1,449,893
6 E.	W. Davis & Sons.....	976,529	1,260,729
7 B.	Cooke & Jones.....	1,060,742	1,533,642
8 F.	Geo. Goodwin.....	1,121,224	1,440,724
9 K.	A. Charlebois & Co.....	1,128,440	1,405,440
10 A.	Nicholson & Bangs.....	1,131,627	1,583,147

SUMMARY OF TENDERS.

		\$
L.	Silcox, Gere & Moury.....	1,140,625
D.	Barnabas Gibson.....	1,150,387
G.	J. Murray.....	1,249,975
E.	W. Davis & Sons.....	1,260,729
J.	A. P. McDonald & Co.....	1,281,424
K.	A. Charlebois <i>et al</i>	1,405,440
F.	Geo. Goodwin.....	1,440,724
H.	A. Manning.....	1,449,893
B.	R. P. Cooke & C. Jones.....	1,533,642
A.	John Nicholson & W. C. Bangs.....	1,583,147
I.	Informal. No amount for unwatering—P. J. Brown <i>et al</i>	
C.	do do do M. Starrs and J. P. O'Hanley.....	

Ottawa, 6th July, 1882.

Sir,—The approximate quantities of work required to form a channel-way, 80 feet wide at bottom, for the Murray Canal, together with forming an entrance at each end of the route, have been carried out at the rates and sums stated in the different tenders received.

The lowest tender is that marked L, and the highest is marked C; as, in most cases, the lowest is, I believe, considerably below the fair value of the work, and the highest is probably quite as much above it. In short, it is thought that rates such as would form a mean between the lowest and highest would enable a contractor to execute the work satisfactorily and leave a fair margin for profit. But although there is every reason to believe that the lowest tender is below the value of the work, it is nevertheless seventy-five per cent. higher than the estimate submitted by Mr. T. S. Rubidge and recited in the order of the Honorable the Privy Council, dated 23rd May last.

Tender L amounts to.....	\$1,140,625
To which must be added the following items:—	
Superstructures of Road and Railway Bridges.....	35,000
Land Damages.....	10,000
Superintendence and Contingencies.....	75,000
	<u>\$1,260,625</u>

Mr. T. S. Rubidge's Estimate is..... 721,000

It has been considered proper to draw attention to this matter in the manner above stated, for the reason that one of the main features of the case (the cost) has

been erroneously represented, a result which alone has a tendency to give the impression that other questions of importance may have been inadvertently overlooked.

Tender L, as above stated, amounts to \$1,140,625. It is from Silcox, Gere & Moury, a Syracuse, U.S., firm, who have done, within the past few years, a considerable extent of dredging on the Welland Canal Enlargement; still, it appears to me they have failed to realize, in prospective, the difficulties certain to be met with in carrying out the undertaking.

Tender D amounts to..... \$1,150,387

It is from B. Gibson, a very good contractor, still I think that Silcox & Co., are more familiar with works of this class.

Tender G amounts to..... \$1,249,975

It is from James Murray, of St. Catharines.

I have the honor to be, Sir, your obedient servant,

JOHN PAGE, *Chief Engineer of Canals.*

Secretary Railways and Canals.

OTTAWA, 20th July, 1882.

SIR,—In answer to the questions of the Honorable the Minister asking me to explain the reason why the tenders for the Murray Canal have exceeded my estimate of 1st February, 1882, I have the honor to state that the items 10, 11 and 12, for rip-rap, pitched stone, and quarry waste for protecting banks, were not provided for by me in estimate, *i.e.*, not to so great an extent as required by the specification, for this reason: I considered a smaller sum, *viz.*, \$102,677, which I inserted under the headings of "Pitched Stone Facing for Banks," "Rip-rap," and "Quarry Waste," quite sufficient for the purpose of protection to slopes of banks.

I have the honor to be, Sir, your obedient servant,

TOM. S. RUBIDGE.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 22nd September, 1882.

SIR,—Enclosed herewith you will please receive a petition for transmission to be laid before his Excellency the Governor General in Council, which you will have the goodness to forward.

I have the honor to be, Sir, your obedient servant,

J. L. P. O'HANLY.

Hon. Secretary of State for Canada.

To His Excellency the Governor General in Council :

MAY IT PLEASE YOUR EXCELLENCY—

The Petition of the undersigned respectfully sheweth:—

1st. That the Department of Railways and Canals advertised, on the 22nd day of May, 1882, for Tenders for the construction of the Murray Canal, a copy of which notice is herewith annexed, marked (a).

2nd. That your Petitioners, in accordance with the said advertisement, did on the 27th day of June, 1882, between the hours of three and five of the clock, in the afternoon, hand to the Secretary of the Department of Railways and Canals, a sealed Tender, "Endorsed Tender for the Murray Canal," which is on file in the said Department of Railways and Canals.

3rd. That your Petitioners, to the best of their belief, complied with all the conditions and terms contained in the said advertisement calling for tenders for the construction of the said Murray Canal, *viz.*: 1st. Their tender was handed into the

Secretary of the Department of Railways and Canals before "the arrival of the eastern and western mails on Tuesday the 29th day of June;" 2nd. Their tender was accompanied by an accepted bank cheque for the sum of \$3,000, and 3rd. That their tender was made up and filled according to the conditions and on the terms stated in the specification.

4th. That your Petitioners having accidentally heard from parties unconnected with the Department of Railways and Canals, that their tender, from some supposed informality, was rejected, made enquiries on the 21st day of September instant, at the Department of Railways and Canals, and were informed by the Deputy-Minister, after consulting the records of the office, that your Petitioner's tender was not entertained, owing it is said to the mode of filling in the Schedule of prices opposite item "59" in said form of tender.

5th. That your Petitioners at the time of making their tender were aware that it is the usual custom of the Chief Engineer of Canals to ask for "bulk sum" for "unwatering" operations. Indeed, they had in the form of tender before them for the said Murray Canal no less than seven items, viz., 28, 29, 30, 31, 32, 33 and 34, consisting of "bulk sums," of which four, viz.: items 28, 29, 30 and 31 were for "unwatering" portions of the said Murray Canal. That the omission of a "bulk sum" for item "59" aforesaid appeared to your Petitioners not only peculiar but reasonable, as no one who did not lay claim to *prescience* or "the gift of prophecy," could by any possible computation, beyond a mere random guess, arrive at any rational estimate of the cost of "unwatering" the said Murray Canal.

6th. That your Petitioners in the absence, either in the specification or form of tender, of any indication to suggest a "bulk sum," adopted the fair and rational course of charging the actual cost of the operations with ten per cent. added for profit. This in the opinion of your Petitioners, was the only legitimate inference to be drawn from what they believe a studied omission from the form of tender, being a mode alike equitable to contractors and the public.

7th. That your Petitioners think that they should not be held responsible for, or made to suffer from, the omissions, neglect, or incompetency of the officials of the Department of Railways and Canals; nor do they know of any legal or other disabilities which would exclude them from fair and open competition for the construction of the said Murray Canal, or any other public work of the Dominion, after having complied with the very onerous conditions of the Department of Railways and Canals.

8th. That your Petitioners believe, if justice had been done them and their tender treated on its merits, that their tender for the said Murray Canal would have been found to be the lowest bid for the construction of the said Murray Canal. Be this as it may, your Petitioners feel that a wrong has been done them in rejecting their tender for a supposed informality, and at the same time keeping their money for nearly a whole month, while their tender was nevertheless in strict conformity with the terms and conditions of the advertisement.

9th. Your Petitioners would, therefore, humbly pray that Your Excellency in Council may be graciously pleased to cause an inquiry to be made into their cause of complaint by which justice may be rendered in the premises; and your Petitioners as in duty bound will ever pray.

M. STARRS,
J. L. P. O'HANLY.

OTTAWA, 22nd September, 1882.

OTTAWA, Oct. 26, 1882.

Memorandum.

On a reference dated the 26th of September, 1882, of Messrs. J. L. P. O'Hanly and M. Starrs, petition, addressed to His Excellency in Council on the 22nd ultimo (hereunto returned), on the subject of the non-consideration of their tender for the Murray Canal works, the undersigned has the honor to report:—

That on the 22nd May, 1882, an advertisement was issued by his Department inviting tenders for the formation of a channel to connect the head waters of the Bay

of Quinte with the Presqu' Ile Harbor, Lake Ontario, the specification of the work and form of tender showing that the contract was to be let partly at a schedule of rates and partly at bulk sums;

That twelve tenders—one of them from Messrs. O'Hanly & Starrs, were received in due course and opened by the Deputy Minister, Chief Engineer of Canals and Secretary of the Department, on the 28th of June, 1882. That Messrs. O'Hanly & Starrs' tender did not make any definite offer for the performance of the last item on the form of tender, which is as follows: "59. Unwatering all or any parts of the works that may be required to be unwatered other than the bridge pits above mentioned, including the formation and removal of dams, together with all pumping, bailing, removing snow and ice, and anything that may be necessary to effect the contemplated object."

Messrs. O'Hanly & Starrs having inserted against this item on the tender, in the column for prices, the following words:—

"Actual cost of the operations, with 10 per cent. added for profit." Without stating the figures at which they were prepared to execute the work.

That no definite price being mentioned for this item, Messrs. O'Hanly & Starrs' tender was incomplete, and could not be compared with other tenders, and could not, therefore, be considered.

Respectfully submitted,

CHARLES TUPPER, *Minister of Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 3rd November, 1882.

On a Report dated 26th October, 1882, from the Minister of Railways and Canals, submitting that he has had referred to him a petition dated 22nd September, ultimo, of Messrs. J. L. P. O'Hanly and Starrs on the subject of the non-consideration of their tender for the Murray Canal works.

The Minister states that on the 22nd May, 1882, an advertisement was issued by his Department inviting tenders for the formation of a channel to connect the head waters of the Bay of Quinte with the Presqu'Isle Harbour, Lake Ontario, the specification of the work and form of tender showing that the contract was to be let partly at a schedule of rates, and partly at bulk sums.

That twelve tenders—one of them from Messrs. O'Hanly and Starrs—were received in due course, and opened by the Deputy Minister, Chief Engineer of Canals, and Secretary of the Department, on the 28th June, 1882.

That Messrs. O'Hanly and Starrs' tender did not make any definite offer for the performance of the last item on the form of the tender, which is as follows:—

"59—Unwatering all or any parts of the works that may be required to be unwatered other than the bridge pits above mentioned, including the formation and removal of dams, together with all pumping, bailing, removing snow and ice, and everything that may be necessary to effect the contemplated object."

That Messrs. O'Hanly and Starrs having inserted against this item on the tender in the column for prices, the following words:—

"Actual cost of the operations with 10 per cent. added for profit," without stating the figures at which they were prepared to execute the work.

That no definite price being mentioned for this item, Messrs. O'Hanly and Starrs' tender was incomplete, and could not be compared with other tenders, and could not therefore be considered.

The Committee concur in the foregoing Report of the Minister of Railways and Canals, and they advise that the petition be not entertained, and that the Petitioners be informed to that effect.

JOHN J. MCGEE.

Hon. Minister of Railways and Canals.

DEPARTMENT OF SECRETARY OF STATE.

SIR,—I have the honor to inform you that His Honor the Deputy of His Excellency the Governor General, has had under his consideration in Council the petition of Mr. M. Starrs and yourself, transmitted with your letter of the 22nd September last, on the subject of the non-consideration of your tender for the Murray Canal Works, and that His Honor does not consider the prayer of your petition to be one that should be entertained.

I have the honor to be, Sir, Your obedient servant,

EDOUARD J. LANGEVIN, *Under-Secretary of State.*

J. L. P. O'HANLY, Esq., Ottawa.

No. 2.—REPORTS OF ENGINEERS, ESTIMATES, &c.

REPORT ON THE MURRAY CANAL, BY JOHN PAGE, CHIEF ENGINEER.

OTTAWA, 18th December, 1867.

SIR,—Agreeably to instructions conveyed in a letter (and enclosures), relative to a survey of the neck of land lying between Lake Ontario and the head of the Bay of Quinté, "for the purpose of ascertaining the cost and feasibility" of constructing a navigable canal to connect these waters, I have the honor to submit the following Report:—

This project seems to have been entertained at an early period in the history of the Province, as an Address in the Journals of the Legislative Assembly of Upper Canada, for 1837, refers to its having been suggested by Lieutenant-Governor Hunter, as far back as the year 1800, and in the original survey of the Township of Murray, in the Newcastle District, about 3,000 acres of land were set apart for that purpose. These lands were, however, for the most part, subsequently disposed of to settlers.

In 1825, the Commissioners of Internal Navigation set forth the advantages to be derived from this line of communication, as consisting principally in the avoidance of the dangerous navigation of the vicinity of Long Point, Lake Ontario, during periods of stormy weather.

The route they proposed was between Presqu'Isle Harbour and the Bay of Quinté, a distance of upwards of five miles. The canal to be 30 feet wide at bottom, 9 feet deep—estimated by them to cost £18,615 11s. 5d. sterling.

In 1833, N. H. Baird, Esq., C.E., reported on the Murray Canal, and strongly recommended that a connection should be made with Weller's Bay, instead of Presqu'île Harbour. This, he stated, would reduce its length to two and a-half miles.

The canal to have 100 feet width at bottom, 8 feet draught of water, with a wooden regulating lock placed near the centre of the route. A channel to be cut through Weller's Beach to form a passage into Lake Ontario. The cost of these works was estimated at £42,845 12s. 6d. sterling.

He further stated that a canal could afterwards be made, if desired, from Weller's Bay to Presqu'Isle Harbor, a distance of two and a-half miles.

A separate estimate was also given of the cost of a line from the Bay of Quinté to Presqu'Isle Harbour direct. This was set down at £78,000 sterling.

In 1840, Lieut.-Col. Philippotts, R.E., estimated Mr. Baird's route into Weller's Bay (if deepened to 10 feet water), at £50,000 sterling, and if a similar draught were adopted for the route into Presqu'île Harbour direct, he estimated its costs at £90,000 sterling.

In 1846, Mr. Lyons made a survey for the Murray Canal from the mouth of Dead Creek on the Bay of Quinté to Weese's Creek at Presqu'Isle Harbour, a distance of nearly five miles. The canal which he proposed was to have 100 feet width at bottom, 10 feet depth of water, with side slopes of 2 to 1, and was estimated to cost £126,861 6s. 10d, without taking into consideration any outlay for land damages or

superintendence. No regulating lock appears by him to have been considered necessary.

Since 1864, various applications and memorials have been presented to the Government on the subject of the Murray Canal, and during the Session of 1866, a special Committee of the Legislative Assembly had this subject under consideration, and recommended that a survey of the isthmus should be made. This having been authorized, the duty was (as intimated in your letter) intrusted to Mr. J. H. Rowan, who, in July last, handed to me the following documents, viz. :—

Plan marked No. 1.—Showing Presqu'Isle Harbour, Weller's Bay, and the head of the Bay of Quinté, with the several routes surveyed, soundings taken, &c.

No. 2.—Profiles of the routes showing the classes of material to be removed on each.

No. 3.—Plan showing a portion of the Bay of Quinté at Nigger Island, nine miles above Belleville.

No. 4.—Plan showing a portion of the Bay of Quinté at Telegraph Island, four miles above Mill Point.

No. 5.—Mr. Rowan's Report upon his survey.

In order to lay the subject clearly before the Department, it is considered necessary to give a brief description of the leading geographical features of that section of the Province which forms the north-east part of the shore of Lake Ontario.

On reference to the map, it will be seen, that the County of Prince Edward is a peninsula of a very irregular shape, containing an area of about 360 square miles. On its southern or lake boundary, it is indented by many deep bays, and has numerous large pools along shore. Near the centre of the peninsula Point Peter (or Long Point) stands out prominently for a considerable distance into the lake; and towards its south-east end there is another salient point (Point Traverse), off which is a group of islands called "The Ducks." These islands extend across towards Sackett's Harbor, and render the navigation of this portion of the lake somewhat hazardous during the boisterous weather of the fall of the year.

The northern boundary of this county is formed by the Bay of Quinté, a long crooked arm of the lake, which stretches for about fifty miles in a general westerly direction, from what is termed the "Upper Gap" (twenty-three miles from the City of Kingston), to its head about two and a-half miles above the Village of Trenton, near which point its waters are only one and three-quarters miles distant (*via* the "Carrying Place" road), from those of Weller's Bay on Lake Ontario.

The Trent, a river of considerable magnitude, which drains a large area of country, discharges into the Bay near its upper end. It also receives the waters of the Moira, Salmon and Napanee rivers. On these are respectively situated the Village of Trenton, the large town of Belleville, and the Villages of Shannonville and Napanee.

In descending from Trenton the channel has an easterly direction for a distance of about 33 miles to Mill Point, where it turns sharply to the south, and continues in that course to the foot of what is called the Long Reach. Thence it resumes an easterly direction.

The water-way is at some parts narrow, alternating with expanses of considerable extent, but the greater portion of the Bay is, from its inland position, sheltered from winds, and forms a comparatively safe line of navigation during the stormiest seasons.

The level of the Bay fluctuates, but so far as ascertained it appears that at the shallowest parts, below the mouth of the Trent, there is a channel of 11 feet at extreme low water.

Weller's Bay.

The sheet of water known by this name is situated inside of a deep indent or bay of Lake Ontario, off which is the entrance into Presqu'Isle Harbour. It was formerly separated from the Lake by a continuous range of narrow sand banks, through which there was only a small outlet for a creek. About twelve years ago the upper

part of a large portion of the north-west end of this dividing ridge was washed off and an opening made between Lake Ontario and Weller's Bay. This opening is now fully three-quarters of a mile in width, but for the greater part of the distance it is shoal. About its centre there was, however, found to exist (in October last), a channel way of fully 300 feet in width, and 14 feet in depth.

In 1857, this opening is represented to have been 100 rods wide, with a channel 150 feet wide and 14 feet in depth, and, in 1861, the channel appears to have been 200 feet in width, and a depth of fully 14 feet.

It will thus be seen that from the time when the opening was first made, the channel has continued to increase in width.

From what could be ascertained as to the original line of the beach and ridge, it appears that the action of the Lake has been such as to carry the sand, of which it is composed, from its original position and deposit it in such a manner as to increase the width of the bank without materially encroaching upon the area of the Bay.

The fact that the sand has not so far been deposited to any extent in the Bay is evident, from the material in the bottom consisting of clay with no stratum of sand over it.

The area of Weller's Bay proper is about $2\frac{1}{2}$ square miles, one-half of which has a depth, at ordinary water level, of from 14 to 30 feet, shoaling gradually towards the shore. It is connected with what may be termed Consecon Bay, by a narrow channel, with about 9 feet water, between Pine Point and Bald Head. The latter is a spit of sand projecting northwards from Weller's beach, and cuts off communication between the two bays, except by the entrance above mentioned.

Consecon Bay is larger than Weller's Bay, and schooners entering the channel at Pine Point have ample depth of water to the wharf at Consecon Village. The dividing ridge between this bay and the lake is comparatively narrow, and was some years ago broken through in two places. It is stated that at one time there was about 2 feet depth of water in one of these openings, but they were subsequently filled up by the action of the lake, so that now no channel, even for boats, is found there at ordinary low water.

Presqu' Isle Harbour.

This harbour is formed by a ridge of land extending in a south-easterly direction from the main shore, for a distance of over three miles, and embracing an irregularly shaped area of water surface of about four square miles. On the eastern extremity of the ridge the principal light is situated, and between this and the main land there is an opening of about a mile in width, on the north-east side of which is the channel into the harbour.

The ridge is principally of sand, but the point upon which the main light stands (Presqu' Isle Point) is a rocky formation with but a slight inclination towards the lake, and forming a flat beach for about 500 yards outwards.

East and north from the lighthouse is an extensive shoal called the "Middle Ground," which bars the direct entrance to the harbour for vessels of a large class, and causes the channel at this place to be all but on the north side.

About three-quarters of a mile inside the main light, at what may be termed the neck of the harbor, is Salt Point light, which is erected on a bar of shingle thrown up by the action of the lake, and extending outwards about a quarter of a mile from the shore of Presqu' Isle ridge.

This light when built was placed near the end of the spit, but the shingle has now formed outwards about 300 feet beyond it, and to that extent contracted the channel, which is at this place not much over 200 feet in width, the north side being occupied by "Shoal Point Shoal."

About 1,000 feet west-south-west from Salt Point there is another small light built on the north side of the ridge. These two lights form a range which serves to guide vessels entering the harbour, clear of the outer end of the "Middle Ground."

A large area of the northern part of this shoal was found to have a depth of 9 feet of water over it at the time (last October), when there was only 10 feet in the channel, at a place immediately north of the shoal.

A vessel approaching Presqu' Isle must before getting in range of the inner lights, with a view to entering the harbour, change its course fully 270 degrees, which, in certain winds, it is barely possible to do.

When up with Salt Point the course must again be changed to north-westerly, so as to clear "Calf Pasture Shoal," and enter the wider portion of the harbour; in fact the direction of the entrance, crookedness, and insufficient width of the channel are found by masters of vessels to prove serious obstacles to its being used either as a harbour of refuge or for commercial purposes.

Still, it is in a great measure land-locked, and inside there is an area of $1\frac{1}{2}$ square miles of water, from 10 to 15 feet deep, with good anchorage.

Upon the Admiralty Chart of Lake Ontario, published in 1838, and corrected to 1851, two shoals are shown as lying off Weller's Beach, the northernmost of which is represented as being about two miles east-south-east from the main light, and having three feet of water upon it; these shoals are also shown on a chart of the lake, published in 1866 in Toronto.

As shoals in the position represented would have seriously interfered with any of the proposed improvements in this locality, it became necessary to ascertain their extent and exact bearings. For that purpose a thorough examination of this portion of the lake was made under my directions in October last, by Messrs. Rowan and Monro (whose Report is hereunto appended), the result of which was, that at the place indicated (viz:—two miles east-south-east from the main light there was found to be from 28 to over 45 feet of water, and that a depth of at least 33 feet was maintained for a considerable area in the vicinity. In fact, it was fully ascertained, that no shoal existed in the position of the northernmost one shown on the Admiralty Chart referred to, and which was represented as lying opposite the entrance to Weller's Bay.

At a place three miles south-east by east from the main light, and about $1\frac{1}{2}$ miles off shore, from the beach opposite the foot of Consecun Bay, there is, however, a rocky shoal on which there was found, in October last, only 10 feet water for a considerable area. This corresponds nearly with the position of the southernmost shoal indicated on the Admiralty Chart.

With a view to this matter being clearly understood, the plan marked No. 6 has been prepared. It shows in red the position of the shoals represented on the Admiralty Chart, and the Chart of Lake Ontario published in Toronto; and the actual position of the shoal marked A in black, as fixed by careful triangulation from the shores, and by numerous soundings taken over the whole area of the bay, at a time when the weather was favorable for accomplishing this object in a satisfactory manner.

It will be seen from the plan that the shoal as it actually exists, is in the track of vessels coming from the east that pass near Nicholson's Island, for the purpose of making either Weller's Bay or Presqu' Isle Harbour. It must, however, be borne in mind that this course is seldom taken unless during easterly or light off-shore winds. The shoal lies entirely out of the ordinary course of vessels approaching Presqu' Isle or Weller's Bay, either from the west or south. This will be evident, from the fact, that if it is three miles from Presqu' Isle Point, and that vessels can pass within 500 yards to the east of the main light, thus leaving a deep unobstructed water-way of fully $2\frac{3}{4}$ miles wide.

No record having been kept of the fluctuations of Lake Ontario or the Bay of Quinté in this vicinity, it became necessary to endeavor to collect every available information on the subject; which, under the circumstances, could only be done by enquiring from old residents on the shores of the lake or bay. These were chiefly captains of vessels, fishermen and persons whose occupation led them to observe the variations of the water levels. The information thus obtained was principally from marks pointed out on the wharves, rocky beaches, &c. These were subsequently compared by being referred to a common datum line.

From all that could be learned from the above sources, it appears that the extreme fluctuation of the lake in calm weather, observed in a long period of years is about 5 feet; but that by continued gales from the south-west, the water in Weller's Bay is raised sometimes as much as 2 feet, in the Presqu' Isle Harbour about 18 inches within a very short time; while the same wind has the effect of lowering the water in the Bay of Quinté.

Satisfactory information was obtained as to the level of the water during the year 1848, at which period it was said to have been lower than it has ever been since. This was found to be 1 foot 6 inches lower than the water in the month of October last; highest water-mark being 3 feet over the level at that time, thus showing the difference between these extremes to have been 4 feet 6 inches.

But it was stated by several of the oldest residents, that a lower level even than this had occurred about the years 1818-20, when certain shoals (which had in October last about 2 feet of water upon them) were said to have been dry. Thus the lowest water-level at the above period appears to have been 6 inches lower than it was in 1848, and seems to establish the greatest fluctuation at 5 feet as above stated. This extreme variation is corroborated by the records kept at Port Dalhousie and Oswego.

During periods of continuous calm weather (after the spring floods of the Trent and other tributaries have passed off) the waters of the Bay of Quinté are on a level with those of Lake Ontario, but a strong south-westerly gale will, as before stated, raise the water in Weller's Bay about 2 feet above the normal level, whilst it will lower that in the Bay of Quinté about 1 foot 3 inches, thus creating a difference for the time being of about 3 feet 3 inches. It is not probable that so great a difference will be likely to exist between the levels of Presqu' Isle Harbour and Bay of Quinté, inasmuch as the wind which would raise the water most in the former would not have the effect of lowering it to that extent in the bay.

A strong easterly gale, will, on the contrary, raise the water at the head of the Bay of Quinté about 15 inches, whilst at the same time it will lower the level of Weller's Bay, and along the adjacent shore of the Lake about 6 inches, thus making the level of the Bay of Quinté, for the time being, about 1 foot 9 inches higher than the lake in this vicinity.

The changes thus described as owing to the direction and force of the wind, may, of course, occur at any stage of the normal levels of the Lake and Bay; and have therefore to be considered in addition to those due to the periodical fluctuations. That is to say: an easterly gale may lower the water 6 inches at its lowest stage, whilst at the highest level observed, during periods of calm weather, it may be raised 2 feet by a south-westerly gale; thus making the extreme variation to be 7 feet 6 inches in Weller's Bay. In the Bay of Quinté the variation of the water-level is also found to be 5 feet; but as a strong south-west gale lowers the head of the Bay about 15 inches, whilst an easterly one raises it 15 inches, the extreme fluctuation may also be assumed at 7 feet 6 inches. These variations, although only occurring in a long series of years, have, nevertheless, an important bearing on the subject under consideration.

From the information obtained and the examinations made, it appears that at certain places in the Bay of Quinté, the channel is comparatively shoal. The first of these is at Indian or Fighting Island, near the head of the Bay, where, for a considerable distance, there was found to be (in April last) only from 12½ to 13½ feet water, with a bottom of soft mud. At a point a short distance below Belleville, there was also 13½ feet in the channel, the bottom being mud.

At Telegraph Island, 4 miles above Mill Point, the bottom is of rock, and there was for a short distance only 13 to 13½ feet water in the channel at the time the soundings were taken.

It was further ascertained, that at several points and headlands along the Bay, shoals extend outwards, contracting the width of the channel, and rendering its line somewhat tortuous.

From these facts, taken in connection with the disturbing influences of the winds, and the reduction in depth which occurs at periods of extreme low water, it appears

that a depth of about 10 feet is all that could be judiciously calculated upon, when the water is at its lowest stage, without incurring considerable outlay in improving the channel at several places in the Bay.

It is, however, proper to state that the low water referred to is that of 1818-20, which was nearly $2\frac{1}{2}$ feet lower than the surface level at the time the soundings were taken; so that at periods of ordinary low water, there would, doubtless, be an available depth of at least 11 feet, except for a short time at the head of the Bay during a gale from the south-west.

At the entrance to Presqu'île Harbor there was, in October last, for a short distance, a depth of only 10 feet, which at extreme low water, would be reduced to 8 feet. Thence along the circuitous line of the channel leading towards the mouth of Weese's Creek, the soundings were as follows, viz. :—

Depth of water in March, 1867—reduced to lowest water, 1818-20	
For a distance of 7,000 feet, 12 to $12\frac{1}{2}$	$9\frac{1}{2}$ to 10
“ 3,000 “ 13 to $13\frac{1}{2}$	$10\frac{1}{2}$ to 11
“ 3,000 “ 10 to $12\frac{1}{2}$	$7\frac{1}{2}$ to 10
“ 2,000 “ 12 to 14	$9\frac{1}{2}$ to $11\frac{1}{2}$
“ 5,000 “ 12 to 5	$9\frac{1}{2}$ to $2\frac{1}{2}$

It will thus be seen that the channel would require to be deepened for a considerable distance to adapt it to a draught of 10 feet at lowest water, irrespective of the additional depth at the entrance necessary for vessels in a heavy seaway.

In the channel into Weller's Bay there was found to be 14 feet water, which, on being reduced, would give 12 feet at the lowest normal stage of the lake, and there is, as already stated, from 20 to 25 feet depth through the centre of the Bay.

The principal reason urged in favor of a Canal connection between Lake Ontario and the Bay of Quinté, is the advantage which it would confer on commerce, by enabling vessels of the class which navigate the Lake to avoid the dangers in the vicinity of Long Point during the stormy seasons of the year, by passing through the comparatively sheltered waters of the Bay of Quinté.

In order to secure this, the draught of water should be at least equal to that of the Welland Canal, through which, vessels drawing $10\frac{1}{2}$ feet can pass. This would render it necessary to take advantage of the full available depth of the Bay of Quinté, which, as before stated, would be 10 feet at the very lowest water, and fully 11 feet at ordinary low stages of the Bay and Lake.

In view, however, of its being considered desirable at a future time to increase the draught of water, by the removal of some of the obstructions described as existing in the Bay, I would advise that the bottom of the Canal be sunk to 11 feet below lowest water.

On reference to plan No. 1, it will be seen that, of the three routes surveyed, one terminates in Presqu'île Harbor, and two in Weller's Bay.

Route No. 1 starts from the north-west angle of the head of the Bay of Quinté, near the mouth of Dead Creek, and follows along the northern side of a marsh for about a mile and a half. It then takes a more westerly course, and runs into the head of Weese's Creek, which is a long, narrow and shoal branch of Presqu'île Harbor.

A divergence from the route at the Bay of Quinté end has been suggested, by which the entrance would be near Twelve-o'clock Point, where the slope of the beach is shown by the soundings to be more favorable.

This line is nearly in the position of that estimated by Mr. Baird, and by Col. Phillpotts, and subsequently surveyed by Mr. Lyons in 1846.

It is the longest of the three routes examined, being fully four and a half miles in length. It is represented by Mr. Lyons that a depth of ten feet below his assumed low-water line could be obtained without rock excavation, except at one point near the Bay of Quinté end, and that even this could be avoided by a slight divergence of his line. But upon boring at numerous places, it was found that at the Presqu'île end there was rock for nearly two-thirds of a mile, standing three and a-half feet above the bottom line represented for his Canal. At a high point near the centre of

the route, a ridge of rock was also found within about five feet of the surface of the ground, dipping away at about 400 feet on each side.

It further appears that Mr. Lyons was not in possession of correct information relative to the fluctuations of the Lake levels, as he represented the difference between high and low water to be 2 feet instead of 5 feet. Moreover, he assumed a bottom line, which at periods of extreme low water, would have given barely $8\frac{1}{2}$ feet of draught instead of the 10 feet which he calculated upon.

Mr. Baird does not appear to have made any provision in his estimates for rock excavation upon this line, and Col. Phillpotts' increase of value seems to have been based solely upon Mr. Baird's survey. It therefore seems that none of these estimates can be accepted as representing the actual value of the work even at that time, for the scales of navigation then proposed; and of course would be wholly inapplicable at the present period, when the value of all kinds of labor has been so much increased.

The depth of water now proposed for the canal is 11 feet at *lowest water*, with a bottom width of at least 100 feet, so that a much larger amount of excavation will be necessary than on any of the scales previously projected, and a greatly increased quantity of dredging will be rendered indispensable, both in Presqu'ile Harbor and the Bay of Quinté.

Route No. 2 leaves the Bay of Quinté near Twelve-o'clock Point, and runs in a westerly direction along the southern edge of Dead Creek Marsh, it then curves to the southward and enters Weller's Bay at a place called Stoneburgh's Cove. The length of this route is about two miles—5,040 feet. Fully one-half of this distance at the Bay of Quinté end is through sand, and the remaining half next Weller's Bay is chiefly in rock, with a stratum of sand and loam overlying it.

At the Bay of Quinté the length of dredging out, to ten feet at lowest water, will be about 3,000 feet, of an average depth, for 1,200 feet from the shore, of 6 feet 3 inches, and for the remaining distance of 1,800 feet, an average of 1 foot 3 inches.

Should the divergence to Twelve-o'clock Point be made from the line leading to Presqu'ile Harbor, the above extent of dredging will be the same for routes Nos. 1 and 2.

At the Weller's Bay entrance there would be 2,000 feet excavation with an average depth of 7 feet. Of this 1,600 feet is of rock of an average depth of 6 feet; the other portion being principally blue clay and sand.

Route No. 3 starts from the south-west angle of the head of the Bay of Quinté, and runs in a south-westerly direction towards Mud Creek, thence along the mouth of that Creek to Weller's Bay, south of Pine Point; a distance of 2 miles, 1,880 feet.

About 1 mile of this route, near the Bay of Quinté end, is through rock, one-half of which would be from 25 to 30 feet deep, and the other half of an average of $12\frac{1}{2}$ feet deep. The other $1\frac{1}{2}$ mile is chiefly sand and clay.

At the outlet of the Bay of Quinté, about the same extent of dredging will be required, as at that of route No. 2. At the Weller's Bay end, about 3,520 feet of dredging (averaging 4 feet 6 inches in depth) would have to be done to attain a depth of 10 feet at extreme low water.

This line would lead in a slanting direction across the entrance into Consecun Bay.

From the above brief description of the several lines surveyed, it will be seen that route No. 1 is about $1\frac{1}{2}$ mile longer than No. 2; that No. 3 is nearly $\frac{2}{3}$ of a mile shorter than route No. 2, and that at all the entrances a considerable amount of work will be necessary to obtain and secure the proper depth of water.

At Presqu'ile Harbor (the entrance to route No. 1), a very large quantity of dredging must be done to obtain the proposed depth—the channel being intricate it would require to have a width of at least from 250 to 300 feet, and at the outer end should have additional depth to allow for the plunging of vessels in a heavy sea. At Stoneburgh's Cove (route No. 2), there would be, as above stated, a considerable amount of rock excavation under water surface; and at the Weller's Bay end of route No. 3, there would be about $\frac{2}{3}$ of a mile of dredging through mud and sand of an average depth of $4\frac{1}{2}$ feet.

A comparison of distances from a point in the Lake which may be taken as common to the navigation into Presqu'île Harbor and Weller's Bay, shows that the length from this point, *viâ* the Harbor and route No. 1 to the Bay of Quinté would be fully twice that *viâ* Weller's Bay to the outlets of either routes No. 2 or No. 3.

Weller's Bay, however, lies in the direct line of the proposed navigation, and has now the full depth required; whereas the entrance to route No. 1 lies entirely out of that line and can only be approached by a circuitous channel to be dredged through Presqu'île Harbor. It therefore appears that the distance from the mouth of the latter to the Bay of Quinté in route No. 1, should be compared with that from the Weller's Bay entrances to routes Nos. 2 and 3 to the Bay of Quinté. This would show the length *viâ* the former route to be about three *times* greater than that by either of the other two.

Were the channel through Presqu'île Harbor made, the unavoidable difficulties to be encountered in navigating it would still present an insuperable objection to the adoption of route No. 1.

In this view of the case, it appears that the selection lies between routes Nos. 2 and 3, or some modification of them.

As already stated, the expense of forming an entrance at the Bay of Quinté end, would be about the same on both these routes, and there is reason to believe that the one would be equally as accessible as the other.

On Weller's Bay, route No. 2 presents a good line of approach and entrance, but it has the objectionable feature that a large quantity of rock excavation under water will be necessary.

Although the dredging of the entrance of route No. 3, would be through mud, the channel would unavoidably be crooked, and at its immediate entrance would be nearly parallel with the shoal at Bald Head; thus rendering access to it in some measure uncertain, whilst it is questionable whether the deeper channel would remain open unless protected by pier-work. If this became necessary it would doubtless interfere with the only channel into Consecon Bay.

It is, however, proper to state that on an intermediate line between routes Nos. 2 and 3 there would probably be a much greater extent of rock excavation under water than at route No. 2, inasmuch as the water continues shoal for a considerable distance from the shore along the head of the Bay.

It will be evident from what has been said, in relation to the fluctuation of the water levels, that to ensure the full advantages of the Canal at all times, a Lock must be constructed. This should, of course, be placed at some point within the rock-cutting on the line, and be of sufficient width and length to admit the largest class of vessels likely to pass through this route.

If this rock was found to be sound, the sides of the cut might be made nearly vertical at the site chosen for the Lock, and quoins and a recesses built for gates placed from 250 to 300 feet apart. The sides of the chamber could subsequently be carried up to the proper height with masonry.

It is believed the Canal should be of a clear width of at least 100 feet at bottom, and in rock-cutting the sides might have a slope of a quarter to one. Through sand, the material being of a very loose description, it must be removed to such a slope as may be found practicable, and to a sufficient width beyond the absolute line of the Canal to admit of the sides being lined with such stone as the rock-cutting may supply. The necessity of this will be apparent from the fact that the sudden variation of water-level will produce at times such a current in the Canal as would destroy the banks unless they were properly protected.

The depth of Canal has been assumed at 11 feet, for the reason that a considerable portion of either route will be through rock, where stones or any other hard substance accidentally getting into it would prove a serious obstruction. Besides this will obviate the necessity of deepening, should it be found that a greater draught than the 10 feet calculated up on at lowest water can be obtained in the Bay of Quinté.

It has already been shown that the extreme fluctuation (due to influences of all kinds) may be $7\frac{1}{2}$ feet. Five feet of this is due to the variation of the normal

levels of the Lake, and 2 feet to the effect of S. W. winds in raising the waters in Weller's Bay. The other 6 inches represents the lowering of water by easterly winds. This may occur at the lowest stage, but as it is a contingency which can only arise at rare intervals, no serious, or at least continued, inconvenience can be experienced from it.

The height to which it is probable the water may rise over the Canal bottom will therefore be about 18 feet, and the banks should be at least 3 feet over this, or 21 feet high to prevent the adjoining land from being overflowed.

In order to protect the entrance from being silted up, it will in all cases be necessary to carry lines of pier-work out from the shore. To effect this at the Bay of Quinté end, on either of the routes, there would probably be required 1,000 lineal feet of pier on each side, of at least 16 feet in width. This would reach to a depth of about 7 feet at lowest water on the shoal. These piers should be placed about 150 feet apart, and the dredging extended beyond them with at least that width to 10 feet at lowest water.

To attain a depth of 7 feet on the shoal at the Weller's Bay end of route No. 3 would require fully 2,500 feet of pier-work, placed either in curved or angular lines, both of which are objectionable as admitting of deposits taking place alongside of them. Moreover, a line of pier, this length, would contract the entrance into Consecon Bay, whilst the channel outside runs all but parallel with the shoal. It would therefore be difficult of access and liable to fill up. As a whole, this entrance is unfavorable.

The entrance to route No. 2, at Stoneburgh's Cove, would be easy of access, being nearly on the direct line of the channel into the Bay, and deep water on this side is found nearer the shore than at any other place. The greatest objection being that the beach, as already stated, is of rock.

The Cove reaches inland about 1,400 feet from the general line of the beach, and has an average width of about a $\frac{1}{4}$ of a mile: 1,000 feet from the shore there is at present a depth of about 6 feet of water. For this distance a permanent water-tight dam might be constructed on the stratum of clay overlying the rock, and between this and the beach to the eastward, a portion of the surplus material from the excavation might be deposited.

For about 700 feet further (or fully to the end of the rock excavation) a double line of narrow crib-work, forming a coffer-dam, would require to be constructed. From the end of this a dam should be carried across the channel until it joined another line on the opposite side of the proposed entrance.

The area enclosed by the dams could then be unwatered, and the rock removed. Of course this would entail considerable expense, but it appears to be the only mode of obtaining the necessary depth of water at this place.

There is, however, an advantage in rock being found at other points near the western end of this line, as it admits of the lock being placed where the greatest fluctuations would doubtless be experienced; whereas, on route No. 3, the lock would have to be built within about a mile of the Bay of Quinté, leaving the Weller's Bay end open to the effects of the sudden variation of the Lake levels.

As a whole, route No. 2 appears to be preferable to No. 3 in regard to ease of access, general direction and economy of construction.

From the foregoing descriptions taken in connection with the accompanying plans and profiles, it is believed that a tolerably clear idea can be formed of the nature and extent of the work to be done on either of the routes surveyed.

Their estimated cost is respectively as follows:—

Route No. 1.....	\$1,290,000
“ No. 2.....	860,000
“ No. 3.....	940,000

These sums represent the total value of the various classes of work, the quantities having been extended at fair and reasonable rates—due allowance being of course made for each contingencies as are likely to arise during the execution of works of this nature and extent.

It will be observed that the reasons referred to as having been urged in support of this undertaking are entirely of a commercial nature, and although evidently of considerable importance, it may be questioned whether the advantages which the work (if executed) would confer upon the general navigation would warrant so large an expenditure.

Several competent Naval and Military authorities have, however, at various times expressed their views regarding the desirability of establishing a Naval Station at some point on the Bay of Quinté, with such easy access from the West to its waters as would doubtless be afforded by the proposed Murray Canal, so that there may be reasons of this nature which would outweigh ordinary considerations of economy, and prove strong arguments in favor of the subject.

I have the honor to be, Sir, your obedient servant,
Secretary, Public Works. JOHN PAGE, *Chief Engineer of Public Works.*

OTTAWA, January 29th, 1880.

SIR,—By direction of the Minister I have to request you to proceed to make an examination of the country adjacent to the head-waters of the Otonabee River, with a view to ascertaining and reporting upon the extent of water area, and the quantity of water which can be made available as a permanent supply for a canal between the Georgian Bay at the mouth of the River Severns and the Bay of Quinté at Trenton.

In furtherance of the objects of your examination you will be pleased to arrange to go over the ground with Mr. T. D. Belcher, Engineer of the Navigation of the District.

I am, Sir, your obedient servant,
D. STARK, Esq., C.E. F. BRAUN, *Secretary.*

OTTAWA, 21st February, 1880.

SIR,—I have the honor to state that having passed over the various routes proposed for the Murray Canal, one of them, within the present month, and the others last summer, when upon the business of the Trent Valley Canal, I happened to be at Trenton, I am now in possession of a general knowledge of the ground they cover.

Mere cursory observations, however, such as these have alone enabled me to make, are insufficient for a report in detail, and until I can make this, I would rather avoid expressing a decided opinion, or indeed, any opinion as to which route it would be best to adopt.

Those are all enclosed within so small an area of country that upon the Government determining to institute a *bona fide* and final location of the work, a very short time will enable it to arrive at a decision as to which one will be the most economical of construction, and at the same time the best adapted to the purposes desired.

I have the honor to be, Sir, your obedient servant,
F. BRAUN, Esq., Secretary, Railways and Canals. D. STARK, C.E.

OTTAWA, 3rd December, 1880.

SIR,—Having been instructed by the Hon. the Minister to make an examination of the neck of land lying between Presqu Isle Bay and the head of the Bay of Quinté, with the view of ascertaining the feasibility of opening a passage for vessels, I have now to offer for his consideration the following with reference thereto:—

The opening of this passage was mooted as far back as 1796, and during that year a reservation of sixty-four acres was made for the site, and a grant of 6,000 acres for its construction.

In 1839 this land was valued at \$72,000, and was afterwards sold off to settlers. During 1833 this route was examined by Mr. Baird; in 1840 by Lieut.-Colonel Phillipotts, R.E., and by Mr. Lyons in 1846. In the report of the Department for

1867-68 will be found a report on the proposed opening of this passage, made by Mr. Page, Chief Engineer, and in it he enters fully in the early history of the project, and details the various examinations which have been made; and a survey having been made in 1867 under his directions, gives a full description of Presqu'île Bay, of the various routes examined, and of the Bay of Quinté. The route examined this year is that described by Mr. Page as "route No. 1, which starts (*vide* plan No. 4 herewith) at Weese's Creek, in the eastern angle of Presqu'île Bay, thence to its head, following a straight line across the isthmus to the marsh at the head of Dead Creek, and thence through the marsh and creek to the Bay of Quinté." In discussing the report made by Mr. Lyons, Mr. Page states it was "represented by Mr. Lyons that a depth of 10 feet below his assumed low-water line could be obtained without rock excavation, except at one point near the Bay of Quinté end, and that even this could be avoided by a slight divergence of his line. But upon boring at numerous places it was found that at the Presqu'île end there was rock for nearly two-thirds of a mile standing $3\frac{1}{2}$ feet above the bottom line represented for his canal. At a high point near the centre of the ridge a ridge of rock was also found within about 5 feet of the surface of the ground, dipping away at about 400 feet on each side." *Vide* plan No. 2, which is a copy of the section submitted with Mr. Page's report, and on it is shown the position of the rock as determined by Mr. J. H. Rowan, to whom was entrusted the prosecution of the surveys, &c.

The accuracy of the results obtained by the bearings made by Mr. Rowan having been disputed by those who are acquainted with the locality and interested in the opening of a passage to the Bay of Quinté, I was directed to make a personal enquiry, and having done so learned enough from the residents to lead me to believe that an examination was desirable to test the assertions made with regard to the non-existence of rock. An examination was ordered and made by Mr. G. F. Austin, C.E., in June last, and a copy of his report is appended hereto. From this report it may be learned that thirteen test pits were sunk, and in none of them was rock found to the depths shown by Mr. Rowan, nor at a depth which would interfere with opening a passage 14 feet deep below low water in Lake Ontario. The cost of opening a passage through the isthmus will therefore be very much less than estimated by Mr. Page. As the examination made last summer was merely a cursory one for the purpose of proving or disproving the existence of rock, it will be necessary for the preparation of an accurate estimate of the probable cost of opening a passage on the line examined deep enough for vessels of the greatest draught navigating the lakes, that further and exhaustive examination should be made.

1st. To determine the actual depth of water in Presqu'île Bay, from its entrance to Weese's Creek, and the nature of the bottom.

2nd. To examine from Porter's Bridge through the marsh to the mouth of Dead Creek, and from thence to 14 feet of water in the Bay of Quinté.

3rd. To ascertain and examine the obstructions in the Bay of Quinté which are known to exist off Indian and Telegraph Islands, and at all doubtful points.

4th. To ascertain by actual daily record over a lengthened period the fluctuations of the water level in Presqu'île Bay and the Bay of Quinté; and to obtain from authentic sources all information on this point.

5th. To make a thorough topographic and hydrographic survey of Presqu'île Bay, the Isthmus, Dead Creek Marsh, and the head of the Bay of Quinté, and to increase the number of test pits so as to be thoroughly convinced of the non existence of rock.

The examinations are necessary to determine the actual route of the proposed passage, and also to determine the question whether a lock is required or not. There are those who maintain that a lock is not necessary, and in opposition we have the direct statement by Mr. Page that there has been, and may again be expected a difference of level of 5 feet between the waters of Presqu'île and the Bay of Quinté, and that owing to this fluctuation of the water level, to ensure the full advantage of the passage at all times, a lock must be constructed. Mr. Page is also doubtful whether Presqu'île Bay has sufficient depth to admit vessels of deep draught.

I approximately estimate the cost of opening a passage 100 feet in width at the bottom, and 15 feet in depth below mean low water, with a tidal lock, at \$700,000. This amount may, after a thorough examination is had, be somewhat reduced, as it has been determined from the scanty data at present in my possession, and if it should hereafter appear that a lock is not necessary, then a reduction of at least \$120,000 can be made.

Herewith I transmit a copy of a report by Mr. G. F. Austin, C.E., and five (5) plans as follows:—

1st. A plan of the route between Presqu' Isle and the head of the Bay of Quinté.
2nd. A copy of the section prepared by Mr. Rowan, and referred to by Mr. Page, showing the position of the rock then said to exist.

3rd. A plan of the land reserved by the Crown, as a site for this proposed passage.

4th. A plan of Presqu' Isle Bay, &c., showing the route and opening into Lake Ontario at the western end of the Bay.

5th. A section taken by Mr. Austin, showing the position and depths of the trial holes opened by him, with details of the materials found, &c.

I have the honor to be, Sir, your obedient servant,

HENRY F. PERLEY, *Chief Engineer.*

BELLEVILLE, 7th July, 1880.

SIR,—In compliance with your instructions of the 15th July last, requesting me to make an examination between the head of Weese's Creek, Presqu' Isle Harbour and the Bay of Quinté, especially that part between points B and D on accompanying plan No. 1, in order to ascertain the nature of the materials of which the intervening ridge is composed, and whether any rock extending above the level adopted for the bottom of the proposed Murray Canal exists as shown on the copy of the section sent me; also, what the difference of level is between the waters in Lake Ontario and those of Presqu' Isle Harbour and the Bay of Quinté, &c. I have the honor to report that leaving Ottawa on the 16th June last, with my staff, I proceeded to the site of operations and commenced by having test pits dug, the first of which was sunk (at a point near Hemlock Bridge, close to the road leading to Brighton and at or near the point where Mr. Rowan commenced his line of levels and borings in 1868,) to the depth of 152 feet and is marked "Boring 2" on plan. The result and depth of said borings will be found on plan and section accompanying; thence proceeding to retrace the original north and south boundaries of the Murray Canal reserve lines as laid down on plan No. 3, in order to adhere as nearly as possible to the same line as represented on the plan and section of Mr. Rowan's work in 1868.

Beginning at test pit No. 2, a line of levels was run to a few hundred feet beyond Porter's Bridge to the waters of the upper end of Dead Creek (Bay of Quinté), a distance of 19,786 feet, along which stretch thirteen test pits were excavated by boring and digging to depths sufficient to reach the bottom of the proposed canal. The levels taken along the stretch B to D proved the water of the Bay of Quinté to be one foot and one-tenth of a foot lower than at any starting point near Hemlock Bridge. As the water of Presqu' Isle Harbour or the water of Weese's Creek did not connect with zero point, a line of levels was run westward for one thousand feet where the open water was reached, and found that there was a fall of one foot from zero point, thus making the waters of Presqu' Isle Harbour one-tenth of a foot higher than the water of the Bay of Quinté. From the above it will be seen that the water level of Presqu' Isle Harbour is the same as the Bay of Quinté, and from the line of levels taken across the neck of land near Gilaud Point, the water of Lake Ontario is on the same level as the water of Presqu' Isle Harbour.

Soundings out to 1,200 feet were taken in Lake Ontario where 12½ feet of water was met; the levels on the neck of land dividing Presqu' Isle water from Lake Ontario were taken, the distance being 533 feet, also a line of soundings extending from the western water line of Presqu' Isle Harbour to a point in line with, and south

of, and 300 feet distant from Quick's wharf, where the water has a depth of $9\frac{1}{2}$ feet, representing on the total distance (4,000 feet) an average depth of four feet.

The narrow strip of land dividing Presqu' Isle from Lake Ontario is composed chiefly of sand, a little limestone gravel with an underlie of clay. No test pits were sunk, but it is the general impression that the bed rock is much lower than the depth required for a canal would be. There seems to be no difficulty in entering through the neck of land so as to connect the two water stretches, but in the event of that being done, the north side of the cut on Lake Ontario side would have to be cribbed to six or seven feet of water to prevent the entrance from filling up. The drift being from north to south, the inner or Presqu'isle portion would not need any protection, owing to the nature of the bottom which is composed of sand, gravel and clay supporting a heavy growth of weeds. I beg to say that in the excavation no solid rock was met with, and the only places where any difficulty was experienced in boring was at pits Nos. 7 and 9 where large boulders were met with at 8 feet or so from the surface; one of the boulders had to be blasted; after a depth of 14 feet was reached the material became softer and an iron rod was driven down 5 or 6 feet below the ordinary excavation without any trouble. Should a Canal be built from B to D, it would seem desirable to deviate to the north-west of the actual Canal reserve, say 300 feet north of point, 5,000 to Porter's Bridge, which seems to be much lower ground and would save at least 75,000 cubic yards of cutting.

In conclusion I beg to state that in conversation with parties shipping to the United States from Napanee, Belleville and Trenton, they all look forward to the building of the Murray Canal as the only means of increasing their business. One party from Marmora connected with the iron-mining interests informed me that if the Canal were built he would ship at Belleville instead of by the Grand Trunk Railway to Stratford, and thence to Buffalo; he expects to ship next year not less than 160,000 tons of ore.

The exports from the port of Belleville for the year ending 30th June, 1880, were:—

	Value.
From ore, 15,980 tons (8 months).....	\$ 39,135 00
Fisheries.....	2,283 00
Forest.....	124,587 00
Agriculture.....	659,429 00
Manufactures	16,366 00
	<hr/>
	\$841,800 00
Imports, value	192,837 00
Duties collected.....	43,027 29

TRENTON EXPORTS, 1879.

Grain of all kinds.....	367,309 bushels.
Lumber.....	16,645,000 feet.

Messrs. Gilmour & Company expect to ship over 30,000,000 in 1880.

The returns from Napanee and Mill Point have not reached me. All these parties ship to the States, and to them the Murray Canal would be of immense advantage, both in the saving of distance, as well as the security of the route, as the outer coast, during autumn blows, is very dangerous. It is reported that more disasters to shipping occur along the Lake Ontario coast opposite Presqu' Isle and Weller's Bay than at any other point.

I enclose plans and sections of work done, as well as return the plans, etc., given me by the Department.

The water at the time the levels were taken was $1\frac{3}{10}$ feet over datum at Queen's Wharf, Toronto Harbor, consequently my levels are $1\frac{3}{10}$ over datum.

I have the honor to be, Sir, your obedient servant,

GEORGE F. AUSTIN, C.E.

H. F. PERLEY, Esq., Chief Engineer Public Works.

OTTAWA, 31st May, 1881.

SIR,—I am directed to inform you that by an Order in Council, dated the 20th instant, authority has been given for the expenditure of the sum of \$50,000, voted by Parliament at its last Session towards the construction of the canal between the head of the Bay of Quinté and Lake Ontario, known in its projected form as the "Murray Canal."

In 1868 you reported upon the subject, submitting details as to three several routes which might be followed in the formation of this canal.

Mr. Perley, on the 3rd of December last, also reported upon the same subject, and a copy of his report is herewith enclosed for your information.

It being considered desirable that this work should be commenced with as little delay as possible, I have to request, under instructions from the Minister, that you will be pleased to advise the Department at an early date as to the route which should, in your opinion, be adopted, in order that the preparation of the necessary plans and specifications may be proceeded with immediately.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

JOHN PAGE, Esq., Chief Engineer Government Canals.

OTTAWA, 8th February, 1882.

SIR,—Minister enquires when you will be here with the information required for Mr. Page, *re* Murray Canal.

F. BRAUN.

THOMAS RUBIDGE, Cornwall.

BRIGHTON, 20th March, 1882.

MY DEAR SIR,—We have just been informed upon reliable authority that the celebrated George W. McMullen is at the Town of Trenton, and has induced the Municipal Council of that town to call a special meeting this evening for the purpose of appointing a deputation to proceed to Ottawa to oppose the Presqu' Isle route of the Murray Canal.

This McMullen and Brothers have quite recently purchased a considerable tract of land on the easterly side of Weller's Bay, and are desirous of having the canal enter that bay in the vicinity of their property in order to enhance the value of their possessions.

I enclose herewith a rough sketch of the McMullen lands, and the place where they would like to have said canal enter Weller's Bay.

I have the honour to be, Sir, yours most obediently,

THOMAS WEBB.

Sir CHARLES TUPPER, Minister Railways and Canals.

CONSECON, 15th March, 1882.

MY DEAR SIR,—Yours of yesterday just received; in reply say most distinctly that there is no shoal at the entrance to Weller's Bay, from Lake Ontario, not the least obstruction, with plenty of water for vessels full draught of the new Welland Canal. Can't you get me down before the Committee? If not, say you want me down, and the inhabitants here will send me and pay expenses. I want to go down on some other business also. Answer me at once; don't fail. What do you think of

my asking the Chairman of the Vessel Owners' Association to go with me? On receipt, sit down and answer.

Your obedient servant,

JOSEPH PIERSON.

J. S. McCUAIG, Esq., M.P., Ottawa.

CORNWALL, 1st February, 1882.

SIR,—In accordance with instructions received in June, 1881, a further examination and survey has been made of the "Isthmus" (a low and narrow neck of land) lying between the head waters of the Bay of Quinté and Lake Ontario, and also of Presqu'Isle Harbour, and Weller's Bay; with a view to the final location of the projected Murray Canal.

Having now completed the survey I beg to submit for your information the following report thereon, together with plans and sections numbered 1 to 6, and also approximate estimates of cost of construction of lines terminating in Presqu'Isle Harbour and Weller's Bay respectively. In the Chief Engineer's report of Dec. 18, 1867, on the Murray Canal, he enters fully into the early history of the project, and refers to the several examinations made. He also describes in general terms the leading geographical features of the north-east coast of Lake Ontario and more in detail the Bay of Quinté, Presqu'Isle Harbour and Weller's Bay, thereby rendering a further description by me of these localities unnecessary in this report, except in so far as relates to any changes of importance which may have occurred subsequently to 1867.

The Murray Canal is perhaps the earliest public work projected in "Upper Canada," as it appears from the original survey of the Township of Murray, that a grant of 6,000 acres of land was made in 1796 to aid in its construction.

In 1839 this land was valued at \$72,000 and it was afterwards sold to settlers.

A reservation of sixty-four acres was also made between Presque'Isle Harbour and the Bay of Quinté on which the canal was intended to be constructed

Upon this reserve there are now several squatters who have occupied portions of it for many years.

In 1880 an examination of the Presque'Isle route was made by Mr. Perley, the Chief Engineer of Public Works, for the purpose of testing the existence of rock thereon, the accuracy of the results obtained from the borings made in 1867 having been disputed by those interested in the projected canal and acquainted with the locality. Mr. Perley also caused an examination to be made near Gilead Point at the north-west angle of Presqu'Isle Bay with a view to ascertain the feasibility of forcing a passage through the sand bank into False Bay on Lake Ontario.

Previous to the survey no record appears to have been kept of the fluctuations of the water either in Lake Ontario or the Bay of Quinté in the vicinity of the proposed canal, it therefore became necessary to obtain in connection with the survey, accurate information and data relative to highest and lowest water. Accordingly a series of simultaneous observations were made for that purpose during the months July, August and September at the Bay of Quinté, Weller's Bay, Presque'Isle Harbour and Toronto Harbour.

From these observations very satisfactory results were obtained. Long continued periods of calm weather, furnished data which enabled me to establish accurately the value of our datum adopted at the commencement of the survey, with reference to the standard gauge at the Queen's wharf in Toronto Harbour.

This datum was found to be an imaginary line 95.35 feet below the zero point of the gauge, to which latter, as the standard for construction, all bench marks, levels and soundings have subsequently been reduced.

The following statement from the Toronto Harbour Master's records contains the dates of highest and lowest water in each year since 1853, expressed in inches with reference to zero of the gauge at the Queen's wharf.

LAKE ONTARIO.

STATEMENT of the Highest and Lowest Water, in each year, from the Harbour Master's records of the fluctuation of the Lake at Toronto.

Year.	Highest Water.		Lowest Water.		Year.	Highest Water.		Lowest Water.	
1854	June 21.....	36½	Dec 29.....	6	1868	July 1.....	17	Feb. 6.....	*12
1855	Aug. 7.....	29¾	April 2.....	1	1869	do 23.....	27½	do 5.....	* 2
1856	June 11.....	32¾	Dec. 15.....	4½	1870	May 6.....	47	Dec. 29.....	12
1857	July 27.....	43½	Jan. 30.....	1½	1871	do 4.....	26	do 29.....	* 6½
1858	do 13.....	44	Nov. 30.....	17½	1872	June 22.....	3½	M'rch 19.....	*16½
1859	May 31.....	43	do 14.....	12½	1873	May 26.....	23	Jan. 9.....	*15
1860	July 8.....	24½	do 24.....	11	1874	June 11.....	29	Dec. 30.....	* 5
1861	June 5.....	39	Jan. 30.....	9	1875	do 24.....	12	Feb. 17.....	*15
1862	May 21.....	43½	Dec. 19.....	8	1876	July 5.....	41	Jan. 10.....	* 2
1863	do 16.....	34½	do 15.....	8	1877	April 28.....	18½	Nov. 18.....	* 1½
1864	June 5.....	35½	Feb. 16.....	4	1878	Dec. 14.....	25	Jan. 5.....	* 1
1865	May 19.....	30	Dec. 27.....	Zero.	1879	Jan. 1.....	22	Oct 30.....	* 6½
1866	June 18.....	20	Feb. 15.....	*7	1880	June 4.....	19	Dec. 30.....	* 7
1867	do 17.....	38	Dec. 26.....	*5	1881	July 8.....	15	do 7.....	* 7

NOTE.—The figures without asterisk (*) above zero, and those with asterisk below zero.

From 1848 to 1859 the variation between highest and lowest water at Oswego was 56½ inches.

And from 1859 to 1871 the variation at Toronto between highest and lowest water was 55½ inches.

In order to reduce the soundings and levels shown on the undermentioned charts or plans of surveys made in connection with the proposed canal, previous to 1881, to the standard of the Toronto gauge, the following deductions in inches must be made for lowest water, viz.:

Wise's chart, 1861.....	47 inches.
Rowan's general map, 1867.....	30 "
Rowan's chart, 1867.....	36 "
Munro's chart, 1867.....	27½ "
Douglas' plan, 1871.....	31½ "
Austin's plan, 1880.....	31½ "

From the Harbour Master's statement it will be seen that the lowest water occurred in March, 1872, when it fell to 16½ inches below zero, and that the highest point reached was 47 inches above, thus establishing the greatest fluctuation at 63½ inches, or 3½ inches in excess of that stated by Messrs. Munro and Rowan, in their report of 1867, and therein also the greatest fluctuation observed since 1848 at Port Dalhousie, is stated by these gentlemen to have been 66 inches.

For purposes of estimate and construction the following levels have been established with reference to the Toronto gauge, viz.:

Ordinary low water in the lake.....	Zero.
Lowest water ".....	1' 4½"—
Bottom of canal.....	12' 6"—
Lowest water of canal.....	1' 6"—
Highest ".....	5' 6"+
Top bank or tow-path.....	8' 6"+

The difference in the relative levels of the water in Presqu' Isle Harbor, Weller's Bay, and the Bay of Quinté, mentioned in the reports of the Engineers in 1867, and by

them attributed to the disturbing influence of the winds, may possibly have occurred in a long series of years and under abnormal circumstances, but was not found to exist during the season of navigation of 1881, to any great extent.

The small, irregular tides then observed are doubtless caused by the oscillation of the lake. In Weller's Bay, the rise and fall due to this cause was 14 inches at Stoneburgh's Cove, and 10 inches at Young's Point, whilst in Presqu' Isle Harbour, at Brighton Wharf, it did not exceed 3 inches, and at the Salt Point Light, 6 inches.

Mr. Rowan states in his report that the greatest difference of level observed during the survey was 2' 10" (or 25½ inches) in December, 1866, during a very heavy westerly gale, Weller's Bay being then 1.70' above, and the Bay of Quinté 0.40' below the normal level. This is the only definite information which I have been able to obtain relative to the influence of strong winds in raising or lowering the water in the vicinity of the proposed canal.

With regard to the Presqu' Isle route, it is not probable the difference stated above will ever be so great, for this reason: a southerly wind would exert the greatest influence in raising the water in the harbour (probably less than 18 inches), whilst it would not lower it in the Bay of Quinté.

Messrs. Munro and Rowan state that, during the prevalence of a south-westerly gale, the water in Weller's Bay is raised 2 feet above the normal level of the lake, whilst it is liable, at the same time, to lower that of the Bay of Quinté about 15 inches, creating, for the time being, a difference of 3 feet 3 inches; and instances have doubtless occurred when the water in the Bay of Quinté is raised, by a strong easterly wind, above the level of Presqu' Isle Harbour or Weller's Bay, but to what extent could not be ascertained. It is, however, estimated, by Messrs. Munro and Rowan, at from 12 to 18 inches, and they also state that the water in Weller's Bay is lowered 6 inches by the same wind, thus creating, for the time being, a fall westward from the Bay of Quinté.

From my own observation and enquiry I am led to believe that 2 feet probably represents the maximum difference which will ever be found between the levels of these two bodies of water in this vicinity, and that, should the proposed work be carried out as an artificial "strait," or canal, without locks, and the broad and straight route for Presqu' Isle be adopted, that then, although a current might be created in consequence of the water at either end being raised, yet it seems improbable that it would ever attain sufficient force to impede navigation; on the contrary, it might have a beneficial effect in scouring the channel of the Bay, and of introducing into it a large body of lake water, which, in low stages, is so much desired by the residents along its shores. By connecting Presqu' Isle Harbour with the Bay of Quinté by an artificial strait, as proposed, it is thought very improbable that the wind which would raise the water in the former would continue to exercise the same effect in lowering it in the bay, as heretofore; on the contrary, it is suggested as altogether likely to be the means of equalizing, in a great measure, their difference of level.

At Telegraph Island a rocky shoal lies across the channel, over which there is in extreme low water only 10' 6". This it seems should be the governing point in estimating the navigable depth of the Bay of Quinté, and if it is conceded that the zero of the Toronto gauge fairly represents, as has been stated, the level of ordinary low water in the lake, then the available depth in the bay may be assumed to be fully 11 feet.

In Mr. Rowan's report, certain obstacles are alluded to as existing at Indian Island, and at other places between the head of the Bay and Telegraph Island, about 4 miles west of Mill Point (now Desoronto). From this island (upon which a lighthouse has since been erected), eastward to Kingston it has been ascertained that a good navigable channel exists, and westward towards the head of the bay, all that is now required to render the channel safe, and easy, is a light on Nigger Island, 9 miles above Belleville, and a few buoys placed where it is tortuous or contracted.

It will be conceded that a channel of sufficient width and depth now exists, when regarded in the light of an extension of the River St. Lawrence some eighty miles west of Kingston, for which purpose, and also as a means of avoiding the most

hazardous stretch of navigation on Lake Ontario, the Bay of Quinté route appears to be naturally adapted.

WELLER'S BAY.

It will be seen, on reference to the General Plan, that the continuous barrier of sand banks known as Weller's Beach, which, previous to 1855, separated the bay, or more properly lagoon, from the lake, has now been completely washed away by the action of the lake, together with a part of the north and west shore of Bald Head (an extensive sand hill overlying the limestone rock), and also a considerable extent of beach on the main land from the sand banks westwards to near Boat Harbour.

In 1861 Mr. F. A. Wise surveyed the entrance to Presqu'Isle Harbour and the channel into Weller's Bay, and his chart has enabled me to represent upon the General Plan the latter as it then existed, his soundings being reduced to the lowest water as determined by this survey. By this it will be seen that the action of the lake has been such as to carry the material of which the beach was composed and deposit a great part thereof in deep water inside the bar (where was formerly good anchorage) thereby greatly increasing its width and encroaching upon the bay, also forming new shingle or gravel beaches on either side of the channel over it. These beaches are a wash during high stages of the lake, that on the north side has assumed a direction parallel to the shore line and threatens eventually to bar the entrance to Stoneburgh's Cove. On the south side the beach has been projected northwards from Bald Head into deep water abreast of the Cove, and marks the edge of the channel over the bar; its distance from the north beach is about 2,500 feet. In ordinary water these beaches form a slight protection to Weller's Bay, which otherwise lies exposed to the full sweep of the lake in westerly and south westerly gales, during the prevalence of which a tremendous sea breaks on the bar sending a heavy swell inside. It is not improbable that this bar may continue increasing to such an extent as to cause the beaches to unite opposite the cove, in which case Weller's Bay will once more become a lagoon.

It is stated in Mr. Rowan's report "that it is not probable that the entrance to Weller's Bay will extend further south than at present from the fact that it is bounded by Bald Head resting on rock."

This has not proved to be the case, inasmuch as the entrance has shifted a considerable distance towards the south since the date of his survey, and will doubtless continue to do so until brought up against the rocky shore of Bald Head. It is here proper to add that many fishermen and others, who know the coast well, are of opinion that the entrance channel is constantly shifting and that its position is, in fact, subject to the influence of the wind on the lake which prevails for the time being; and also to the action of the currents, or tides as they are termed, which set strongly out of the bay in stormy weather. Be this as it may, the fact remains that the channel, across the bar, is a shifting one, and its position or direction not to be depended on after a storm.

In corroboration of this statement, the range lights on Young's Point, which were put in operation in 1876, to mark the entrance, now lead over the bar in 6 feet of water, the present position of the channel being fully 1,500 feet south from the range, and crossing it at an angle of 35°. The shingle beaches, on either side of the entrance, have increased in length about 150 feet annually.

When inside the bar there is good holding ground, and deep water with clay bottom, but no shelter from the heavy sea rolling in from the lake before south-westerly or westerly gales.

The position of Stoneburgh's Cove is now open and exposed to south or south-west by south winds, and recent soundings show the bottom to be fast silting up. Weller's Bay is dangerous to approach in heavy weather, and many wrecks have occurred owing to the difficulty in making the channel over the bar, and it is therefore a practice sometimes resorted to, to anchor under the middle ground, or even upon it, and run the risk of riding safely rather than attempt the passage of the bar,

and for the same reasons vessels have sometimes been beached on the sandy shore near Boat Harbour.

To render this entrance practicable a channel should be formed through the bar, as shown on the General Plan, having a sufficient depth of water to allow for vessels settling into the breakers without striking in a heavy seaway.

This would be an expensive undertaking, and it is doubtful if it could be maintained in view of the shifting nature of the material through which a channel would have to be formed.

The first heavy storm would probably destroy or render useless the work of an entire season.

PRESQU' ISLE HARBOUR.

That portion of the beach on the mainland extending westwards from the sand-banks, referred to above as having been washed away since 1861, was probably swept by the prevailing current (which has here a general set to the westward) across the entrance of Boat Harbor to Shoal Point Shoal, as the former is now closed and Shoal Point appears to have made toward the west and north on the shoal.

The old channel or passage into Presqu' Isle Harbour, between the Middle Ground and Shoal Point Shoals, is also found to be silting up and narrower than formerly. It now lies north of the line of Salt Point Range Lights, which at one time led directly through the passage, whilst north and east of Salt Point the channel has increased in depth and width. This alteration in the channel is attributed to the dredging operations undertaken by the then Department of Public Works, in 1871, and which resulted in the formation of an irregularly-shaped channel across the "Middle Ground," now bearing south-east by south from Salt Point Lights. The new channel, or south passage, which is now generally used, has nevertheless retained its original position, and I am informed by Mr. G. Simpson, for many years keeper of the Salt Point Light (and whose duty it is to buoy the channels into Presqu' Isle Harbour), that the current which formerly existed in the eastern passage now sets strongly through the new channel, which remains in nearly the same condition as when the dredging operations ceased, whilst the old channel is gradually filling up and falling into disuse, so much so that he discontinued exhibiting his range light for some time. A range light was built on Calf Pasture Shoal to mark the new channel, and was first put in operation in October, 1878. The course for vessels when up with Salt Point is towards Brighton Wharf, in from 9 to 14 feet water.

The larger class of propellers which run in for shelter usually anchor off Calf Pasture Light. A vessel bound down the lake, and desiring to enter Presqu' Isle Harbour by the new channel, must alter the course about 100°.

Presqu' Isle is by far the most commodious and best harbour on this coast, with excellent anchorage where a great number of vessels may lie land locked, secure from all winds. In moderate weather, with a commanding breeze or under steam, there is no difficulty in entering by the new channel.

At present the entrance is narrow and too far to the eastward of the Point, but when enlarged, as shown on the General Plan, it will become one of the easiest of access or egress on the lake.

The rocky shoal which stretches south-east from Presqu' Isle Point, and which vessels should hug closely in making this new entrance, will (owing to its new elevation above the bed of the channel) serve as a natural breakwater, and in south-westerly winds create a lee under the main light.

From the rocky character of the Presqu' Isle shore westward to the "Bluff" it is thought that the proposed entrance will not be affected by shifting sands.

GENERAL DESCRIPTION OF ROUTES SURVEYED (VIDE GENERAL PLAN.)

The Presqu' Isle line which is represented thereon by a red line and tint, commences at a point in the channel of the Bay of Quinté, 4,000 feet east of twelve o'clock Point, and thence runs in a perfectly straight line, bearing south 72½° west

in the direction of the south-east angle of the Brighton Wharf, for a distance of six miles and 500 feet to the deepest water in the east arm of the Presqu'île Harbour. On this line the distance across the Isthmus from water to water, from twelve o'clock Point to Weese's Cove is four miles and 1,480 feet. The surface soil is sandy with gravel or clay underneath and occasionally quicksand or boulders.

Rock, without encountering which at a low level recent information shows the Isthmus cannot be crossed, has been discovered near the west end of Dead Creek Marsh and again on lots 22 and 23 near Weeses 'Cove, and appears in the estimates.

The grubbing and clearing will generally be light.

One railway bridge will be required at the crossing of the Prince Edward Railway. Five common roads are crossed on the route but only three bridges will be wanted.

On lots 20 and 21 some farm buildings of a good class and also small orchards will be interfered with.

Generally the line passes through marsh or swampy ground, but at both ends short stretches of cultivated lands are crossed.

There will be a considerable amount of excavation under water at both the eastern and western entrances, but the material is sand or mud of the softest description, and it has been ascertained that no rock will be met with above the level of the bottom of canal.

From the end of the sixth mile some dredging through mud and sand is required before reaching the harbour proper off Brighton Wharf. Thence southerly through the harbour, the water is deep to the Shallows formed by the Calf Pasture and Shoal Point Shoals, meeting across the channel in 9 feet water. From the Shallows to a point in the new channel south of the Salt Point Light, there is also deep water here on the northern edge of the Middle Ground. It is proposed to commence the new entrance by enlarging the new channel towards Presqu' Isle Point, as far as the rocky shoal will allow, and to deepen it to the level of 12 feet 6 inches.

It will be necessary to divert the upper portion of Dead Creek by carrying it north of the canal.

Weller's Bay, represented on the General Plan by a blue line and tint.

This line also starts from a point in the south channel of the Bay of Quinté, running in a more southerly direction than that to Presqu' Ile, which is crossed at Twelve o'clock Point, 4,000 feet from its commencement; thence it continues on to near the centre of Dead Creek Marsh, a distance of 2 miles and 1,430 feet. From here it trends towards the south $130^{\circ} 30'$ by a curve of 4,912 feet radius, for a distance of 6,560 feet, to a point 330 feet from the head of Stoneburgh's Cove; here the line is projected due south across the cove and gravel beach, at its entrance into Weller's Bay, a distance of 3,230 feet, to where a depth of 12' 6" water is found, making the total length of the line 4 miles 660 feet, and the distance from water to water, across the Isthmus Twelve o'clock Point to Stoneburgh's Cove, 2 miles and 4,270 feet.

The soil from twelve o'clock Point to Flindel's Clearing, near the crossing of the Brighton Road, is similar to that described on the Presqu' Isle route to Dead Creek Marsh, and no rock above canal bottom is met with on this part of the line, but for the remainder of the distance to Stoneburgh's Cove, rock is found very close to the surface. Also throughout the western entrance, both in the Cove and Weller's Bay. The excavation in the eastern entrance, however, is either sand or soft mud. The grubbing and clearing on this line will be light.

One railway bridge will be required, and two common road bridges.

Dead Creek is not interfered with on this line.

From the foregoing description of the routes, it will be seen that the total length of the canal proper *via* Weller's Bay is 4 miles 660 feet, and that *via* Presqu' Isle, say 6 miles 660 feet, or a difference of two miles in favour of Weller's Bay.

Also, that the total distance, from 10 feet 6 inches water in the Bay of Quinté, to 16 feet 6 inches in Lake Ontario *via* Weller's Bay, is $5\frac{1}{4}$ miles, and *via* Presqu' Isle $9\frac{1}{2}$ miles, or a difference of $4\frac{1}{4}$ miles in favour of Weller's Bay.

A comparison of distances from a point in the lake, (*viz.* : E.S.E, $\frac{1}{2}$ E. half a mile from the main light), which may be taken as common to the navigation into Presqu'

Isle Harbour and Weller's Bay, shows that the distance from the point mentioned *vid* Weller's Bay to the Bay of Quinté is 7.37 miles, whilst that *vid* Presqu' Isle Harbour is 9.81 miles, showing a difference of 2.44 miles (or 25 per cent.) in favour of Weller's Bay.

By using the new channel across the Middle Ground, the Presqu' Isle route would seem to be less circuitous than formerly stated:

A steamboat starting from the common point in the lake, when up with Salt Point Light, might pass over the entire route thence to the Bay of Quinté by simply changing her course, when off Brighton Wharf, until she came in range with the strait.

The estimates of cost are based upon the canal being constructed without locks.

Bottom width in prism, 80 feet, 100 feet, and 150 feet, respectively.

Bottom width in entrances, 150 feet in each case.

Slopes in earth cutting to be 2 to 1.

In rock the sectional area of the prism below top water line to be equal to that in earth.

The depth, at extreme low water, to be 11 feet. The banks to be slope-walled from the level of 10 feet, to that of 18 feet, above bottom.

And here I beg to state that, in my opinion, the canal should have a clear width of at least 150 feet at bottom, on both routes.

A wide channel to connect the two bodies of water will, it is thought, have the effect of reducing the current, due to their difference in level, to a minimum.

And in the case of Weller's Bay line, with its long stretch of continuous curve, the necessity for a broad channel seems apparent.

Should a lock on either route be considered necessary, at any time hereafter, a rock foundation will be found near the western entrance.

The nature of the excavation has been ascertained by borings and test pits, *vide* Plan No. 6, not less than 500 borings having been made, reaching, in all cases, to the rock, or, in its absence, to below level of canal bottom.

The canal reserve, before referred to, is about 160 chains in length, and 6 chains in width. It is not considered available for construction, as it is crossed obliquely on the Presqu' Isle route. *Vide* General Plan.

The value of the land per acre would probably be the same on both routes. The damage to farm buildings, &c., (trifling in either case), would be greatest on the Presqu' Isle line.

In conclusion, it will be seen, on reference to the General Plan, that the lines herein referred to are simply modifications of the Routes Nos. 1 and 2 of the Survey of 1867. It is respectfully submitted that the Presqu' Isle, or No. 1 Route, is that best adapted to the requirements of an extended river navigation, which is all that is now claimed can be obtained on the Bay of Quinté; also that the harbor and channel of Presqu' Isle is susceptible of permanent improvement, and possessing, as it does, all the natural features of the Bay of Quinté, is, therefore, in my opinion, admirably suited to be its western terminus.

And the fact of its being longer than the No. 2 Route should not be deemed a serious objection, inasmuch as the excess in distance between the Bay and the open water of Lake Ontario lies through the land-locked harbour of Presqu' Isle.

I have the honor to be, Sir, your obedient servant,

THOS. S. RUBIDGE.

JOHN PAGE, Chief Engineer, Canals.

MURRAY CANAL ABSTRACT OF ESTIMATES OF COST.

Width on Bottom	Presqu'Isle Line.	Weller's Bay Line:
150 feet wide.....	{ \$ 50,000 924,000	{ \$ 50,000 1,422,000
	974,000	1,472,000
100 feet wide.....	{ \$ 50,000 742,000	{ \$ 50,000 1,252,000
	792,000	1,302,000
80 feet wide.....	{ \$ 50,000 671,000	{ \$ 50,000 1,179,000
	721,000	1,229,000

CORNWALL, 1st February, 1882.

The sum of \$50,000 should be added for dredging Weller's Bar, and a similar sum for Presqu'Isle Harbour west of 6th mile.

T. S. RUBIDGE, *Engineer.*

MURRAY CANAL—PRESQU'ILE AND WELLER'S BAY ROUTES.

APPROXIMATE Estimate of a Canal with slopes of 2 to 1 in Earth, and $\frac{1}{2}$ to 1 in Rock, and with a depth of 11 feet at lowest water.

Description.	—	150 FEET WIDE ON BOTTOM.						100 FEET WIDE ON BOTTOM.						80 FEET WIDE ON BOTTOM.					
		Presqu'ile Line.			Weller's Bay Line.			Presqu'ile Line.			Weller's Bay Line.			Presqu'ile Line.			Weller's Bay Line.		
		Quantity.	Price.	Amount.	Quantity.	Price.	Amount.	Quantity.	Price.	Amount.	Quantity.	Price.	Amount.	Quantity.	Price.	Amount.	Quantity.	Price.	Amount.
			\$ cts.	\$		\$ cts.	\$		\$ cts.	\$		\$ cts.	\$		\$ cts.	\$		\$ cts.	\$
Clearing.....	Acres.....	100	25 00	2,500	60	25 00	1,500	100	25 00	2,500	60	25 00	1,500	100	25 00	2,500	60	25 00	1,500
Grubbing.....	do.....	50	75 00	3,750	30	75 00	2,250	150	75 00	3,750	30	75 00	2,250	50	75 00	3,750	30	75 00	2,250
Earth excavation and dredging in entrances.....	Cubic yards.	326,000	0 20	65,200	169,000	0 20	32,000	272,000	0 20	54,400	144,800	0 20	28,960	256,200	0 20	51,240	132,600	0 20	26,520
Rock do in entrance.....	do.....				114,670	5 00	573,350				114,670	5 00	573,350			114,670	5 00	573,350	
Earth do prism of canal.....	do.....	2,713,000	0 20	542,600	1,375,000	0 20	273,000	1,981,000	0 20	396,200	974,500	0 20	194,900	1,689,500	0 20	337,900	815,000	0 20	163,000
Rock do do.....	do.....	21,600	1 00	21,600	273,000	1 00	273,000	14,500	1 00	14,500	201,900	1 00	201,900	11,800	1 00	11,800	169,600	1 00	169,600
Earth do foundations.....	do.....	4,100	1 25	5,125	2,000	1 25	2,500	4,100	1 25	5,125	2,000	1 25	2,500	4,100	1 25	5,125	2,000	1 25	2,500
Rock do do.....	do.....	1,000	2 50	2,500	1,000	2 50	2,500	1,000	2 50	2,500	1,000	2 50	2,500	1,000	2 50	2,500	1,000	2 50	2,500
Loose rock, where found.....	do.....	13,600	0 75	10,200	5,000	0 75	3,750	12,000	0 75	9,000	4,000	0 75	3,000	11,000	0 75	8,250	4,000	0 75	3,000
Concrete, where used.....	do.....	300	5 00	1,500	300	5 00	1,500	300	5 00	1,500	300	5 00	1,500	300	5 00	1,500	300	5 00	1,500
Puddle do.....	do.....	600	0 50	300	600	0 50	300	600	0 50	300	600	0 50	300	600	0 50	300	600	0 50	300
Pine timber in foundation of bridge, piers, &c.....	Lineal feet..	48,600	0 25	12,150	17,600	0 25	4,400	48,600	0 25	12,150	17,600	0 25	4,400	48,600	0 25	12,150	17,600	0 25	4,400
Pine plank do do.....	Ft. B. M.....	75,000	15 00	1,125	60,000	15 00	900	75,000	15 00	1,125	60,000	15 00	900	75,000	15 00	1,125	60,000	15 00	900
do sheet piles.....	do.....	2,000	20 00	40	2,000	20 00	40	2,000	20 00	40	2,000	20 00	40	2,000	20 00	40	2,000	20 00	40
Oak or elm timber in waling piers.....	Lineal feet..	8,000	0 30	2,400	8,000	0 30	2,400	8,000	0 30	2,400	8,000	0 30	2,400	8,000	0 30	2,400	8,000	0 30	2,400
do do.....	Each.....	500	5 00	2,500	500	5 00	2,500	500	5 00	2,500	500	5 00	2,500	500	5 00	2,500	500	5 00	2,500
Oak snubbing posts on piers.....	do.....	20	5 00	100	20	5 00	100	20	5 00	100	20	5 00	100	20	5 00	100	20	5 00	100
Cedar do towing path.....	do.....	90	2 50	225	60	2 50	150	90	2 50	225	60	2 50	150	90	2 50	225	60	2 50	150
Pressed spikes.....	Lbs.....	5,000	0 05	250	5,000	0 05	250	5,000	0 05	250	5,000	0 05	250	5,000	0 05	250	5,000	0 05	250
Wrought iron in screw bolts, straps, &c.....	do.....	1,000	0 15	150	1,000	0 15	150	1,000	0 15	150	1,000	0 15	150	1,000	0 15	150	1,000	0 15	150
Masonry in bridge piers laid in cement.....	Cubic yards.	670	10 00	6,700	500	10 00	5,000	670	10 00	6,700	500	10 00	5,000	670	10 00	6,700	500	10 00	5,000
do abutments do.....	do.....	530	8 00	4,240	400	8 00	3,200	530	8 00	4,240	400	8 00	3,200	530	8 00	4,240	400	8 00	3,200
Rubble masonry do.....	do.....	200	5 00	1,000	200	5 00	1,000	200	5 00	1,000	200	5 00	1,000	200	5 00	1,000	200	5 00	1,000
do do laid dry.....	do.....	200	3 00	600	200	3 00	600	200	3 00	600	200	3 00	600	200	3 00	600	200	3 00	600
Pitched stone facing to banks.....	do.....	43,520	2 00	87,040	24,500	2 00	49,000	43,520	2 00	87,040	24,500	2 00	49,000	43,520	2 00	87,040	24,500	2 00	49,000
Rip-rap.....	do.....	2,300	1 50	3,450	1,800	1 50	2,700	2,300	1 50	3,450	1,800	1 50	2,700	2,300	1 50	3,450	1,800	1 50	2,700
Quarry waste, broken stone or gravel.....	do.....	17,410	0 70	12,187	9,800	0 70	6,860	17,410	0 70	12,187	9,800	0 70	6,860	17,410	0 70	12,187	9,800	0 70	6,860
Timber in sides and ends of cribwork at bridges.....	Lineal feet..	30,000	0 25	7,500	23,000	0 25	5,750	30,000	0 25	7,500	23,000	0 25	5,750	30,000	0 25	7,500	23,000	0 25	5,750
do cross and longitudinal ties of cribwork at bridges.....	do.....	25,000	0 15	3,750	19,000	0 15	2,850	25,000	0 15	3,750	19,000	0 15	2,850	25,000	0 15	3,750	19,000	0 15	2,850
do sides and ends of guide piers at entrances.....	do.....	60,000	0 20	12,000	60,000	0 20	12,000	60,000	0 20	12,000	60,000	0 20	12,000	60,000	0 20	12,000	60,000	0 20	12,000
do cross and longitudinal ties of guide piers at entrances.....	do.....	60,000	0 13	7,800	60,000	0 13	7,800	60,000	0 13	7,800	60,000	0 13	7,800	60,000	0 13	7,800	60,000	0 13	7,800
Binding pieces where required (4 in. X 10 in.).....	do.....	10,000	0 05	500	10,000	0 05	500	10,000	0 05	500	10,000	0 05	500	10,000	0 05	500	10,000	0 05	500
Wrought iron bolts, &c., in cribwork.....	Lbs.....	40,000	0 08	3,200	40,000	0 08	3,200	40,000	0 08	3,200	40,000	0 08	3,200	40,000	0 08	3,200	40,000	0 08	3,200
Stone filling in cribs, &c.....	Cubic yards.	15,000	0 75	11,250	14,000	0 75	10,500	15,000	0 75	11,250	14,000	0 75	10,500	15,000	0 75	11,250	14,000	0 75	10,500
Land damages.....	Sum.....			5,000			4,000			5,000			4,000			5,000			4,000
				840,432			1,293,500			674,932			1,138,510			610,022			1,071,870
Add for contingencies 10 per cent.....				83,568			128,500			67,068			113,490			60,978			107,130
				924,000			1,422,000			742,000			1,252,000			671,000			1,179,000

OTTAWA, 29th August, 1882.

SIR,—I am directed by the Acting Minister to request that you will be pleased to engage the services of Mr. Webb, P.L.S., Brighton, to perform the necessary surveys and make plans *re* land required for the Murray Canal. You will please communicate with Mr. Webb as soon as possible.

I am Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

T. S. RUBIDGE, Esq., C.E., Engineer in Charge, Cornwall.

OFFICE OF JAMES M. IRWIN, LUMBER MERCHANT,

PETERBOROUGH, ONT., 27th October, 1882.

SIR,—I have the honor to submit to you a copy of petition (*) which is being signed by the timber manufacturers of Ontario relative to the Murray Canal.

It seems that the timber trade assumed that their interests were considered and protected in the designs, and it has only lately come under their observation that the present designs will give their trade no accommodation.

The trade have felt that it only required your attention called to the subject to have such alterations made as will give the necessary accommodation.

As secretary to the association, and feeling the importance of your attention being called at the earliest possible moment to the subject, I have herewith enclosed you a copy of the petition which is now being circulated for the signatures of the trade, and will be forwarded to you next week.

I have the honor to be, Sir, your obedient servant,

JAMES M. IRWIN, *Secretary*.

Hon. Sir CHAS. TUPPER, K.C.M.G., Minister of Railways and Canals.

OTTAWA, 2nd November, 1882.

SIR,—I am instructed to refer to you for report the accompanying letter received from Mr. Irwin, lumber merchant, of Peterborough, wherein he submits a copy of a petition which is being signed by the timber manufacturers of Ontario, complaining that, judging from the designs of the bridges to be constructed on the Murray Canal, their trade will receive no accommodation.

I am, Sir, your obedient servant.

A. P. BRADLEY, *Secretary*.

T. S. RUBIDGE, Esq., C. E. in Charge, Cornwall.

CORNWALL, 7th November, 1882.

SIR,—In reply to your communication of the 2nd instant, in which is referred to me for report the letter of Mr. Irwin, lumber merchant, of Peterborough, together with a "copy of a petition which is being signed by the timber manufacturers of Ontario."

I beg to submit the annexed diagrams in explanation of the following remarks thereon:—

The bridges on the Murray Canal as described in the specification, page 5, are designed to open two openings of 54 feet each, separated by a pivot pier placed longitudinally in the centre of the canal.

From this, it will be seen that timber drams approximating to the dimensions stated in the petition, viz., 52x270, will not be able to pass the bridges, owing to the abrupt turn-outs on either side of the pivot pier, and also to the insufficiency of the

*See Page.

openings or spans of 54 feet, to be further reduced by walling pieces, booms, etc., etc. The statements made by Mr. Irwin, and also those which are embodied in the petition, appear to me to be in accordance with the facts.

Therefore, I beg to recommend that the general design of the bridges be changed, viz.: to one swing or draw of 60 feet span situated nearly in the centre of the channel, a rest pier, booms, etc., etc., and on fixed structure 50 feet in length, to cross the requisite width of water-way, *i.e.*, north of the rest pier.

By this alteration, timber draws of the width of 52 feet, and of any length, may use the canal, and its usefulness, as stated in the petition, will be augmented.

Even for ordinary purposes of navigation, the canal will, in my opinion, be greatly improved for the reason that the straight channel, so necessary for sailing vessels, will remain practically uninterrupted throughout.

I have the honor to be, Sir, your obedient servant,

THOMAS S. RUBIDGE.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OFFICE OF JAMES M. IRWIN, LUMBER MERCHANT,
PETERBOROUGH, ONT., 17th November, 1882.

SIR,—I have the honor to transmit to you herewith a petition, signed by the timber manufacturers of Western Ontario, in respect to some changes which are asked in the designs of the bridges which cross the "Murray Canal."

I have the honor to be, your obedient servant,

JAMES M. IRWIN, *Secretary.*

Hon. Sir CHARLES TUPPER, Minister of Railways and Canals.

To the Hon. Sir Charles Tupper, K.C.M.G., Minister of Railways and Canals:

SIR,—We, the undersigned timber manufacturers of the Province of Ontario, beg respectfully to call your attention to the fact that the present designs for the five bridges that will cross the "Murray Canal" will not permit the passage of timber drams.

As the industry carried on by the undersigned is one of much importance, and their property is exposed to great risk, which would be materially diminished by passing through the canal, your immediate attention is earnestly requested to this matter.

For the canal to be of practical service to the timber trade the bridges must be so built as to allow drams fifty-two feet wide by two hundred and seventy feet long to pass through them.

The undersigned feel that the usefulness of the canal will be greatly augmented by making it accessible to this important trade.

We have the honour to be, your obedient servants,

(Signed) JOHN McLANDRESS,
British Canadian Lumbering
and Timber Company.
" J. F. LACKIE,
Financial Manager American
Lumber Company, Peter-
borough, President.
" BURTON & BRO.
" J. M. DOLLAR.

(Signed) JAMES M. IRWIN,
" GEO. A. COX,
For Welland & North Shore
Lumber Company.
" McARTHUR BROS.,
" COOK & BROS.,
" F. B. MAXWELL, per G. J. C.
" O. F. WRIGHT, per G. J. C.

CORNWALL, 3rd January, 1883.

SIR,—As requested in your letter, November 14th, I beg to transmit a plan of the Peninsula of Presqu'Isle, upon which is indicated the position of the wooded land in relation to the harbour.

And I also beg to direct attention to the following extract from the Report of the Minister of Public Works for the year 1871, page 23.

"Presqu'Isle Harbour (Ontario). An Order in Council was passed on the 9th May, 1871, accepting the transfer from the Government of Ontario to the Dominion, of the Peninsula of Presqu'Isle, on Lake Ontario, with the island adjacent thereto, for lighthouse purposes, and providing, that the sum of \$10,000 be expended in the improvement of the harbour. This harbour has been placed under the control of the Minister of Public Works."

From this it will be seen that the standing timber which is recommended to be preserved for the protection of the harbor, is public property, and I therefore respectfully suggest, that temporary measures for its preservation be at once arranged between the officers in charge of the Murray Canal works, and the respective lighthouse-keepers on Presqu'Isle Point, Messrs. Sherwood and Simpson.

I have the honor to be, Sir, your obedient servant,

THOMAS S. RUBIDGE, *Engineer in Charge.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

No. 3.—PETITIONS RECEIVED.

(In conformity with the recommendation of the Printing Committee, the above petitions are not printed.)

No. 4.—ORDERS IN COUNCIL, Etc., RE CONSTRUCTION.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General, in Council, on the 23rd May, 1882.

On a Report, dated 20th May, 1882, from the Minister of Railways and Canals, stating that in pursuance of a vote of Parliament, passed in the Session of 1880-81, towards the execution of works involved in the construction of a canal across the isthmus dividing the waters of the Bay of Quinté from Lake Ontario, instructions were given to the Chief Engineer of Government Canals to the end that a survey and estimate might be made by a competent engineer for the determination of the most feasible line and terminal point on Lake Ontario for such a canal.

That such survey and comparative estimate have been duly made and submitted by Mr. Thomas Rubidge, C.E., in a communication dated the 1st of February last.

That from such report it appears that of the points examined with a view to their adaptability as a port of entrance from Lake Ontario, specifically the points known respectively as Weller's Bay and Presqu' Isle, Presqu' Isle is by far the most commodious and best harbour on the coast, having excellent anchorage and enabling a large number of vessels to lie land-locked, secure from all winds; further, that the route having this harbour as its western terminus is the one best adapted to the requirements of an extended river navigation.

That the total length of the Canal proper *via* Weller's Bay, is 4 miles 660 feet, while the length, *via* Presqu' Isle, is 6 miles 660 feet, or a difference in favor of Weller's Bay, in point of length, of 2 miles. This difference is not, however, held to be of weight inasmuch as the excess by the Presqu' Isle route lies through the land-locked harbour of that place.

That the cost of the two several routes is estimated as follows, the calculations being based on a scheme for a canal of depth of 11 feet at lowest water and without locks, dredging included:—

	Presqu' Isle.	Weller's Bay.
150 feet wide at bottom.....	\$974,000	\$1,472,000
100 feet wide at bottom.....	792,000	1,302,000
80 feet wide at bottom.....	721,000	1,229,000

That with reference to the route *via* Weller's Bay it appears to be a fact, from the evidence obtained, that the channel across the bar at that place is of a shifting character and that its position or direction is not to be depended on after a storm; also, that while the harbour affords good holding ground and deep water it gives no shelter from the heavy sea rolling in from the lake before south-westerly or westerly gales.

The Minister, therefore, recommends that authority be given for the adoption of the route having its western terminal point at Presqu' Isle, and for the commencement of the works contemplated in the special vote of \$200,000 for the Murray Canal, the width to be 80 feet at bottom, and the cost of such canal being estimated at \$721,000.

The Committee concur in the foregoing report and recommendations of the Minister of Railways and Canals, and submit the same for Your Excellency's approval.
Hon. Minister of Railways and Canals. JOHN J. MCGEE.

OTTAWA, 19th February, 1883.

SIR,—I have the honour to enclose you a certified copy of an "Order in Council," dated 23rd May, 1882, authorizing the construction (at an estimated cost of \$721,000) of the Murray Canal on the route having its western terminus point at Presqu' Isle.

I have the honor to be, Sir, your obedient servant,

JOHN PAGE, Esq., Chief Engineer, Canals.

A. P. BRADLEY, *Secretary*.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 23rd May, 1882.

On a Memorandum, dated 20th May, 1882, from the Minister of Railways and Canals, recommending that the works comprised in the construction of the Murray Canal, and of the locks and other improvements to navigation between Lakefield and Balsam Lake, and in addition, the execution of further surveys on the system known as the Trent Valley Navigation, be placed in charge of Mr. Thomas Rubidge, C.E., as Engineer in Charge, with a salary of three thousand dollars, to date since the 1st January, 1882.

The Committee submit the above recommendation for Your Excellency's approval.

Hon. Minister Railways and Canals.

JOHN J. MCGEE.

No. 5.—CORRESPONDENCE WITH MESSRS. SILCOX & CO.

OTTAWA, 25th July, 1882.

SIR,—By direction of the Minister, I have to inform you that your tender for the work of forming a channel to connect the Bay of Quinté with the Harbour of Presqu' Isle and Lake Ontario, known as the Murray Canal, has been accepted, the Government, however, reserving the right to dispense with items 10, 11 and 12, for rip-rap, pitched stone and quarry waste, should it be deemed advisable to do so.

I have now to call upon you to deposit in some chartered bank, to the credit of the Receiver-General, the sum of (\$42,000) forty-two thousand dollars, as representing the five per cent. cost security to be held by the Government to ensure the due fulfilment of the contract.

Failure on your part to make such deposit within eight (8) days from the present date, will entail the forfeiture of the deposit given in with your tender.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

Messrs. SILCOX, GERE & MOURY, Contractors, Welland.

TORONTO, 31st July, 1882.

Deposited in Imperial Bank here, on Saturday, 29th, forty two thousand to the credit of the Receiver-General. When will contract, Murray Canal, be ready for execution? Answer at Welland.

SILCOX, GERE & MOURY.

A. P. BRADLEY, Esq., Secretary Rys. & Canals.

OTTAWA, 1st August, 1882.

(By telegraph from Toronto.)

Silcox, Gere & Moury deposited forty-two thousand dollars to credit of Receiver-General, yesterday, as security Murray Canal contract. Certificate forwarded to Receiver-General last evening.

D. R. WILKIE, *Cashier.*

A. P. BRADLEY, Esq., Secretary Dept. Rys. & Canals.

OTTAWA, 2nd August, 1882.

GENTLEMEN,—I beg to return herewith the cheque for three thousand dollars (\$3,000), which accompanied your tender for the formation of the Murray Canal.

I am, Gentlemen, your obedient servant,

A. P. BRADLEY, *Secretary.*

Messrs. J. D. SILCOX, N. STANTON GERE, and H. J. MOURY.

J. D. SILCOX, Esq., Welland, Ont.

OTTAWA, 4th August, 1882.

SIR,—Messrs. J. D. Silcox, N. S. Gere and H. J. Moury, having been the lowest tenderers for the works comprised in the formation of a channel to be known as the Murray Canal, have been awarded the contract for the same. They have made the usual 5 per cent. deposit for the due fulfilment of terms of the contract, and I have now the honor to transmit for your approval, prior to execution, draft of contract between these parties and the Government, and of an agreement with respect to security aforesaid.

I am, Sir, your obedient servant,

A. P. BRADLEY.

G. W. BURBIDGE, Esq., Deputy Minister of Justice.

OTTAWA, 6th March, 1883.

SIR,—I beg to submit progress estimate No. 6, in duplicate of work done by J. D. Silcox & Co., contractors, up to the 28th February, 1883, towards the construction of the Murray Canal, between Presqu'Isle Harbour and the Bay of Quinté viz.:

Value of work at contract rates.....	\$48,543 50
Less drawback.....	4,85 503
	<hr/>
	\$43,690 00

Previous payments to be deducted.

I have the honor to be, Sir, your obedient servant,

JOHN PAGE, *Civil Engineer, Canals.*

The Secretary of Railways and Canals.

No. 6—CORRESPONDENCE RELATING TO THE EXPROPRIATION
OF LAND.

(Two Papers Printed.)

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 24th August, 1882.

On the recommendation of the Acting Minister of Railways and Canals, the Committee advise that Messrs. A. F. Wood, of Madoc, and J. A. Wilkinson, of Cobourg, be appointed Government valuers of land required for the construction of the Murray Canal with a remuneration of ten dollars (\$10) per diem each, and travelling and total expenses for each day for the time actually engaged.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

OTTAWA, 29th August 1882.

SIR,—I am directed by the Acting Minister to request that you will be pleased to engage the services of Mr. Webb, P.L.S., Brighton, to perform the necessary surveys and make plans "re" land required for the Murray Canal. You will please communicate with Mr. Webb as soon as possible.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary per W. F.*

T. S. RUBRIDGE, Esq., C.E., Engineer in Charge, Cornwall.

RETURN

(84)

To an ORDER of the HOUSE OF COMMONS, dated 20th February, 1883 ;—For a Return showing the total number of applications for Land for Colonization under Plan Number One of the Land Regulations of December 23rd, 1881, up to January 1st, 1883, with the names of the applicants, the date of application, and the quantity of land in each case applied for. Also for a Return showing the total number of applications for land for Colonization under Plan number Two of the Land Regulations of December 25th, 1881, up to January 1st, 1883, with the names of the applicants, the date of application, and the quantity of land in each case applied for.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
16th April, 1882.

List of APPLICATIONS for Land for Colonization purposes under Plan Number One of the Regulations of 23rd December, 1881.

Date of Application,	Names of Applicants.	Number of Townships applied for.
December 28th, 1881,	Col. A. T. H. Williams.....	5½
January 4th, 1882,	H. J. Eberts.....	6½
“ 6th “	The Temperance Colonization Society.....	87
December 23rd, 1881,	W. B. Scarth and J. J. Foy.....	1
February 3rd, 1882,	The Primitive Methodist Colonization Co... ..	3
January 31st	“ The Ottawa and North-West Land Company	8
February 3rd	“ The Toronto Colonization Company.....	8
January 16th	“ The British Canadian Colonization Company	5
February 7th	“ A. T. Drummond.....	8
January 31st	“ Touchwood Hills Colonization Company	4
February 9th	“ Robert Hay	6½
“ 8th	“ A. J. Helliwell and E. R. C. Clarkson	2
“ 7th	“ Thos. Long and George Moberly	15
“ 10th	“ Drummond Bros	1
“ 7th	“ A. T. Drummond	3
“ 10th	“ The Toronto, Manitoba and North-West Land Company	4
“ 11th	“ Arthur B. Lee and others.....	9½
“ 11th	“ The Primitive Methodist Colonization Company	6
“ 13th	“ D. Gilmour and associates.....	2
“ 11th	“ Clarke Wallace and associates.....	6
“ 15th	“ Drummond Bros.....	3½
“ 15th	“ A. T. Drummond.....	9
“ 15th	“ Geo. Gooderham, John Leys and associates... ..	12

LIST of Applications for Land for Colonization Purposes under Plan Number One of the Regulations of 23rd December, 1881.

Date of Application.	Names of Applicants.	Number of Townships applied for.
February 15th, 1882,	Col. Williams.....	6
“ 15th “	A. W. Hepburne and Robert Hepburne.....	4
March 4th “	R. Hay.....	2
February 16th, 1882,	Messrs. Lucas, Bready, Kelly and Gard.....	11
“ 16th, “	“ Clarke Wallace and others.....	1½
“ 16th. “	“ A. Ferguson.....	28
“ 15th, “	“ Adam Brown.....	1
February 16th 1882,	“ Lucas, Bready, Kelly and associates..	7
“ 14th “	“ C. S. Wilson and associates.....	6
“ 3rd “	John Gillespie.....	12
January 25th	The Temperance Colonization Society.....	210
February 13th	Messrs. Robert Hay and associates.....	2
“ 8th “	A. Williamson.....	8
“ 21st “	H. J. Eberts.....	6
“ 21st “	Messrs. Geo. Shirley and John McKennon.	6
“ 21st “	A. Ferguson.....	5
“ 24th “	Press Colonization Society.....	11
“ 22nd “	Richard Farmer.....	9
“ 25th “	Messrs. William J. Gard & Co.....	6
“ 25th “	Geo. Elliott.....	2
“ 25th “	A. H. Roe, W. H. Hooper, E. Hooper and John Henning.....	6
“ 27th “	Geo. A. Drew.....	4
“ 28th “	Messrs. Matthew Cullen and Dennis Ryan...	6
March 1st 1882,	Messrs. William McGregor and Samuel Grigg...	4
“ 1st “	“ Philip McRae and G. A. Simpson.....	6
“ 1st “	“ C. H. Mackintosh, D. L. Skead and Chas. Moore.....	7
“ 30th “	“ John White and associates.....	4
“ 2nd “	“ William Vahey and associates.....	4
“ 2nd “	Alexander Scott.....	2½
“ 2nd “	R. Downey.....	6
“ 2nd “	Messrs. J. F. Coffey, G. A. Simpson and associates.....	6
“ 3rd “	H. A. Costigan.....	4
“ 3rd “	Bishop of London and E. B. Kilroy.....	4
“ 3rd “	Messrs. John Downey and Robert Downey....	6
“ 4th “	“ George Guillet and associates.....	10
“ 3rd “	C. F. Ferguson.....	3
“ 4th “	Press Colonization Society.....	2
“ 4th “	Messrs. Thos. Long and George Moberly.....	3
“ 6th “	Thos. Dight.....	5
March 3rd, 1882,	Messrs. McMichael, Haskin and Ogden.....	4
“ 7th “	“ Wm. Logue, Jas. A. Coffee and associates.....	6
“ 7th “	“ C. S. Wilson and Geo. C. Currey.....	20
“ 7th “	“ A. W. Hepburne, Arch. Miller and associates.....	20
“ 7th “	E. McMahon.....	10
“ 6th “	Messrs. George Gordon Dustan and associates.	6
“ 1st “	Hon. Wm. Miller, Wm. McDonald and associates.....	8
“ 6th “	Chas. W. Bell.....	7

List of Applications for Land for Colonization Purposes under Plan Number One of the Régulations of 23rd December, 1881.

Date of Application.	Names of Applicants.	Number of Townships applied for.
March 8th, 1882,	A. Shaw.....	5
" 15th "	Hugo Kranz	5
" 7th "	Messrs. Robert Hay and associates.....	5
" 9th "	" Wm. Sutherland and associates.....	1
" 9th "	" C. S. Wilson and A. W. Hepburne.....	3
" 10th "	" P. Valin and T. Ross.....	2
" 10th "	" Thos. Arkell, M. A. Gilbert, J. Farley and C. O. Ermatinger.....	6
" 11th "	H. D. Smith	1
" 8th "	The Commercial Travellers' Colonization Society	4
" 11th "	Messrs. Wm. Elliott, W. A. McCulla and A. W. Bell.....	5
" 11th "	D. MacMillan	6
" 13th "	Edward O'Connor.....	8
" 4th "	Messrs. W. S. Williams, E. W. Benjamin and A. Henry.....	4
" 14th "	Jno. T. Moore	197
" 8th "	Messrs. F. W. Strange, Jas. Sutherland and John A. Mackenzie.....	6
" 14th "	Messrs. John D. Ham, M. Parrott, Jas. Downey and Jas. Hayden.....	6
" 15th "	A. R. McLennan.....	6
" 15th "	Messrs. Geo. Guillet, H. Battle and Henry Smith.....	3
" 15th "	A. T. Campbell	5
" 15th "	Messrs. Edward Hay, J. R. Ham, R. Balfour and F. King.....	6
" 16th "	Wm. B. Fourrs	6
" 14th "	Messrs. W. E. Henderson, C. McNeil and H. Crommilles.....	6
" 9th "	H. W. C. Meyer.....	3
" 17th "	Messrs. H. L. Cook, W. H. Baker and Chas. Baker.....	2½
" 11th "	A. Tassie.....	6
" 17th "	A. W. Bell.....	20
" 16th "	E. J. A. Balfour.....	5
" 17th "	Hon. A. N. Kaulbach and Thos. R. McInnis.....	2
" 18th "	John Butler.....	3
" 18th "	Messrs. Meyer and Dickenson.....	6
" 20th "	John Livingstone.....	15
" 18th "	Rev. E. J. Stobo	6
" 20th "	A. Shaw.....	5
" 10th "	D. McInnis.....	6
" 7th "	Dominion Steamship Company.....	12
" 20th "	Messrs. J. R. Rollins and J. Parsons, Jr.....	2
" 20th "	Matthew Ryan.....	3
" 22nd "	G. B. Bradley.....	6
" 23rd "	Messrs. Alex. Robertson, Robt. P. Hamilton and associates.....	4
" 23rd "	" H. Phillippin and J. T. Templar Powell.....	1
" 22nd "	Jeremiah Long.....	6
" 23rd "	P. VanLuvin and S. W. VanLuvin.....	8

LIST of Applications for Land for Colonization purposes under Plan Number One of the Regulations of 23rd December, 1881.

Date of Application.	Names of Applicants.	Number of Townships applied for.
March 25th, 1882,	M. H. Gault.....	2
" 24th "	Messrs. Robert Evans and James Lottridge.....	4
" 24th "	A. W. Wright.....	6
" 24th "	William Bell.....	6
" 26th "	Messrs. George Doull and William Thompson..	6
" 27th "	" Robert Doull and F. W. Gibbs.....	4
" 24th "	George Y. Smith.....	6
" 20th "	Messrs. Peter Johnstone and B. S. O'Laughlin..	3
" 27th "	" W. H. Owen, H. Low and P. Low.....	3
" 27th "	John McIntyre.....	1
" 25th "	Messrs. J. A. Rollins, John Parsons and J. R. Hamilton.....	2
" 25th "	" Robert Lawrence and John Kelly.....	6
" 29th "	" George Jackson and Jos. E. Stonge.....	13
" 28th "	" Jacob Owen, Daniel Owen and associates	4
" 31st "	Charles W. Bell.....	6
" 24th "	G. F. Orton.....	6
" 30th "	E. B. Kilroy.....	2
" 31st "	G. Gordon Dustan.....	6
April 1st "	J. Alfred Clarke.....	3
" 1st "	C. F. Ferguson and associates	6
" 1st "	William McIntosh	6
Mar. 4th "	A. McQuade	1
April 1st "	R. R. McLennan.....	6
Mar. 30th "	Joseph Atkinson.....	2
" 30th "	D. H. Long.....	2
" 30th "	A. Robinson	2
" 15th "	Western Ontario Commercial Travellers Colonization Company	16
" 3rd "	William McIntosh	4
" 4th "	Zepherin Malhoit.....	6
April 4th "	D. C. Thomson.....	2
" 4th "	P. V. Valin.....	1
" 4th "	William Sharples.....	2
" 5th "	Messrs. James Henry and J. M. Skelton.....	6
" 3rd "	J. C. Patterson and associates... ..	7
" 3rd "	Messrs. T. H. Wright, A. Cameron and associates.	6
" 3rd "	" D. B. Odette, S. White and John Curry.	6
" 5th "	Eustace J. A. Balfour.....	1½
" 3rd "	Great Western Colonization Company... ..	6
" 6th "	North-West Land and Grazing Company.....	6
March 22nd "	Archbishop Lynch.....	20
April 7th "	Messrs James Cosgrave and Jas. Lennox.....	12
March 24th "	Ontario and North-West Land Company.....	3
April 8th "	Franco-Canadian Colonization Company.....	6
March 7th "	A. J. Bray.....	50
April 12th "	Messrs. G. E. and M. Post, J. Hartley and associates.....	6
" 12th "	" W. Southam, Thos. Wilson, John F. Wood and associates.....	6
" 14th "	Forresters Colonization Society of Canada.....	12
" 15th "	Messrs. C. S. & J. C. Wilson, D. Solmes and A. W. Hepburne.....	6

List of Applications for Land for Colonization purposes under Plan Number One of the Regulations of 23rd December, 1881.

Date of Application.	Names of Applicants.	Number of Townships applied for.
April 17th, 1882,	J. S. McCuaig	1
" 17th	" James Beaty.....	1
" 15th	" James Donohoe.....	1
" 18th	" Messrs. Cornelius and Daniel Caughlin.....	2
" 15th	" " Wm. H. Owen, Henry and Philip Low.	4
" 18th	" J. N. Cartor.....	1
" 19th	" Messrs. Avarad Longley and Wm. McDonald...	2
" 19th	" A. F. Riddle and associates.....	6
" 19th	" Ewing Stephen and associates.....	6
" 11th	" Messrs. Thos. W. Jackson, F. E. Gibbs and J. A. Mackenzie.....	34
" 18th	" " J. Speight and J. Robinson.....	6
" 23rd	" " G. Morphy, W. J. McMaster, Hughes Bros. and associates.....	6
" 18th	" East Quebec Licensed Victuallers Colonization Company.....	6
" 18th	" West Quebec Licensed Victuallers Colonization Company.....	6
" 20th	" Thos. H. Thompson and associates.....	6
" 15th	" Rev J. Stobo.....	6
" 21st	" Rankin Dawson and associates.....	6
" 19th	" F. D. Barwick	6
" 15th	" Messrs. Clemow, McGee and Bate	8
" 20th	" North of Scotland Colonization Company.....	3
" 21st	" Great Northern Colonization and Emigration Company	6
" 18th	" Primitive Methodist Colonization Company.....	14
" 21st	" Robert Young.....	6
" 5th	" Russell Stephenson.....	6
" 25th	" B. S. Cook and James Lecch	2
" 22nd	" Trenton Colonization Company.....	6
" 19th	" J. Cosgrave	10
" 27th	" F. Matthewson, A. W. Stevenson, and associates	6
" 27th	" Robt. Lamour and associates	6
" 27th	" Robt. Henry and others	4
" 22nd	" European Continental Colonization Company....	4
" 27th	" D. G. Macdonell	7
" 26th	" B. Rosamond.....	4
" 26th	" Rev. Edward Softley.....	12
" 29th	" Wm. McDonald and S. H. Holmes	6
May 4th	" J. Murray and associates	6
April 29th	" Ewing Stephen.....	7
May 3rd	" K. N. McFee and associates.....	4
April 27th	" Col. A. T. H. Williams	6½
May 3rd	" J. B. Daoust	6
" 4th	" Birch Hills Colonization Company	6
" 4th	" S. S. Fuller	6
" 4th	" Stephen Pink, W. H. Ryland, and Geo. R. Gray	4
" 4th	" Chas. C. Colby and associates	6
" 6th	" T. E. Gibbs, T. W. Jackson, J. A. Mackenzie and associates.....	6
" 12th	" Senator Almon and associates	12½
" 11th	" Standard Homestead Company of Canada.....	12
" 11th	" Patrick Purcell.....	6

List of Applications for Land for Colonization purposes under Plan Number One of the Regulations of 23rd December, 1881.

Date of Application.	Names of Applicants.	Number of Townships applied for.
May 12th, 1882,	North Middlesex Colonization Company of Lucan	6
" 11th "	The Duke of Manchester and Mr. Tennant	215
" 12th "	H. A. Costigan.....	1
" 15th "	Hugh Ryan.....	9
" 16th "	Rev. Edward Softley.....	6
" 10th "	Alex. Duncan, St. Clair Balfour and associates...	2
" 17th "	Horace Thorne.....	2
" 17th "	W. Tate Robertson, S. R. Nettleton, D. Scott and associates	8
" 21st "	Colonization Society of the Methodist Episcopal Church in Canada.....	10
" 4th "	Colonization Land and Supply Association of the Working Men's National Union of Canada	12
" 11th "	Standard Homestead Company of Canada.....	110
" 22nd "	Frank Matthewson, A. W. Stephenson and associates	6
" 26th "	George Shirley.....	5
June 13th "	H. Symons	6
" 15th "	Philip Brown and associates	4
" 16th "	Manitoba Land Company	2
March 4th "	Edmund Hooper.....	1
" 4th "	Felix Hooper	1
" 4th "	J. G. Hooper	1
April 4th "	A. Blackburn, D. McGinnis and associates.....	3
July 11th "	T. C. Livingstone and associates.....	6
" 19th "	E. McMahon	2
" 20th "	Alex. McFee and associates	6
" 21st "	Chas. Jas. Bloomfield and associates	6
" 21st "	Jno. T. Moore and associates	6
" 27th "	H. H. Moore and associates	6
" 21st "	Henry M. East	6
June 26th "	Sir A. T. Galt	50
Aug. 25th "	H. W. C. Meyer	6
" 28th "	Synod of the Diocese of Toronto.....	2
" 31st "	Thos. K. Jenkins	1
Sept. 9th "	Western Ontario Commercial Travellers Colonization Company	6
" 8th "	Edmonton and Ontario Colonization and Land Company	4
" 8th "	Joseph Atkinson.....	2
" 8th "	A. G. Robinson.....	2
" 8th "	H. D. Long	2
Aug. 30th "	W. Vahey and J. Wilkinson	3
Sept. "	Horace Dumais.....	2
" 22nd "	D. Tisdale	6
Aug. 25th "	John Beattie and associates	6
Oct. 13th "	C. S. Wilson.....	3½
" 25th "	Charles Heath.....	1
Aug. 31st "	York Farmers Colonization Company	2

Number of Applications, 251. Total Townships

2295½

LIST OF APPLICATIONS for land for Colonization purposes under Plan Number
Two of the Regulations of 23rd December, 1881.

Date of Application.	Names of Applicants.	Number of Townships applied for.
Jan. 5th, 1882,	E. A. C. Pew.....	1
" 2nd "	W. Nelson Hood	2
" 31st "	H. J. Eberts, S. Barfoot and Geo. Cox	2
Feb. 28th "	Matthew Cullen and Dennis Ryan	6
Mar. 1st "	C. H. Mackintosh, E. S. Skead and C. Moore ...	7
" 1st "	P. McRae, G. A. Simpson and others.. ..	6
April 3rd "	The Land Corporation of Canada	25
" 3rd "	J. S. Dennis and associates	25
June 22nd "	H. B. Rathbun and Son	4
Number of applications, 9. Total Townships.....		78

RETURN

(85)

To an ADDRESS of the HOUSE OF COMMONS, dated 21st February, 1883 ;—For a Statement of any sums paid to the Honorable John O'Connor since his retirement from Office, with dates and particulars ; also, a Copy of any paper showing the arrangement on which such sums were paid.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
11th April, 1883.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.]

RETURN

(86)

To AN ORDER of the HOUSE OF COMMONS, dated 5th March, 1883; For a Return of all Reports, Papers and Documents bearing upon the survey made in May and June last, of a proposed Branch line of Railway between Harmony Station on the Prince Edward Island Railway, to Elmira, East Point of Prince Edward Island, together with a Statement of the cost of said Survey.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
19th April, 1883.

Acting Secretary of State.

GOVERNMENT RAILWAYS IN OPERATION,
OFFICE OF THE CHIEF ENGINEER, OTTAWA, 12th April, 1883.

SIR,—I send you herewith all the information I have received with reference to the survey made for the proposed branch between Cape Traverse and the Prince Edward Island Railway. This information is to comply with an Order of the House of Commons, dated 5th March, ultimo. The cost of this survey was \$249.23.

I am, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Secretary, Department Railways and Canals.

Memorandum.

The instructions to make the examination of the proposed route of the Cape Traverse Railway were given orally to Mr. Peter Archibald, by the Honorable Minister of Railways and Canals, upon the occasion of his visiting the offices at Moncton last summer.

COLLINGWOOD SCHREIBER, *Chief Eng'r. Govt. Rys.*

7th March, 1883.

DEAR SIR,—I have never yet received the report on the survey from Harmony Station to Elmira East Point, Prince Edward Island, or estimate of the cost of the proposed work.

Be good enough to send at once to comply with an Order of the House of Commons, copies of all reports, papers, documents bearing upon the above survey, together with a statement of the cost of said survey, &c.

Yours truly,

COLLINGWOOD SCHREIBER.

P. S. ARCHIBALD, Esq., Moncton.

INTERCOLONIAL RAILWAY,
CHIEF ENGINEER'S OFFICE, MONCTON, 6th April, 1883.

DEAR SIR,—Referring to your letter of the 7th ult., asking for a report upon the survey made from Harmony Station on the Prince Edward Island Railway to East Point last summer, I now beg to enclose herewith a copy of a report made at the time

by Mr. J. C. Allison, C.E., who had the direction of the survey. I was not on the ground myself and can give you no information upon this subject from personal knowledge. Mr. Allison is an Engineer of experience, and the statements made by him are no doubt reliable.

Your obedient servant,

P. S. ARCHIBALD.

C. SCHREIBER, Esq., Chief Eng'r. Govt. Rys.

120 PRINCE WILLIAM STREET, ST. JOHN, N.B.; 4th July, 1882.

SIR,—According to instructions received from you, I have made a survey of proposed branch line of railway from Harmony Station, Prince Edward Island Railway to East Point, and beg to report as follows:—

I find that an easy and comparatively straight line can be obtained between these two points with light grades and with little or no heavy cuts or fills. Indeed, for the greater part of the distance a "surface line" can be obtained. I had not time to examine the country for any great distance on either side of the line, but it seems to be all comparatively flat and level, so much so that the surface in places is wet and swampy. I met with no swamps, however, of any depth, and they can all be easily drained—neither did I meet with any rock showing on the surface, but as no test pits were sunk, I cannot say definitely whether any rock would be met with in construction. Am of the opinion, however, if the road should be constructed, little or no rock would be found, and if any of such a character (sand stone) that it would add but little to the cost of the work.

The distance through is about eight miles, but this of course may be lessened or increased by final location.

No streams of any size or importance were met with and no bridges will be required.

The country through which the line passes is a poor agricultural one and thinly settled, most of it wooded and swampy.

I have the honor, dear Sir, to be your obedient servant,

J. C. ALLISON, C. E.

RETURN

(87)

To an ORDER of the HOUSE OF COMMONS, dated 26th February, 1883;—For a Return of all Correspondence which has taken place with any Department of the Government within the past four years, in reference to Buoys and Beacons in the North Channel of Lake Huron, with copies of any Contracts entered into for placing the same in the Spring and removing them in the Fall, and a statement showing the cost therewith connected, in each year, also a statement showing in detail, the annual cost of the same service for a period of four years immediately antecedent to these Contracts having been entered into, distinguishing the amount laid out in soundings, from that chargeable to the mere placing of Buoys and Beacons.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
14th April, 1883.

RETURN

(88)

To an ADDRESS of the HOUSE OF COMMONS, dated 9th April, 1883;—For Copies of all Despatches, Orders in Council and Reports on the subject of the withdrawal of the Troops from Halifax.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
20th April, 1883

[In accordance with the recommendation of the Joint Committee on Printing the above Returns are not printed.]

RETURN

(89.)

To an ADDRESS of the HOUSE OF COMMONS, dated 23rd February, 1883;—
For Copies of all Despatches, Telegrams and Correspondence between the Governments of the United Kingdom and Canada, and between the Government of Canada and the High Commissioner, touching negotiations for Commercial arrangements with France, Spain, or other Countries; and of all Reports of the High Commissioner on the subject.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
24th April, 1883.

Acting Secretary of State.

FINANCE DEPARTMENT, OTTAWA, 20th April, 1883.

SIR,—I have the honor, in reply to an Address from the House of Commons, dated the 23rd February, 1883, to His Excellency the Governor General, praying that he will cause to be laid before the House copies of all despatches, telegrams and correspondence between the Governments of the United Kingdom and Canada, and between the Government of Canada and the High Commissioner, touching negotiations for commercial arrangements with France, Spain, or other countries; and of all Reports of the High Commissioner on the subject, to submit the papers in connection with negotiations for commercial arrangements with (1) Servia, (2) Belgium and Germany, (3) Roumania, (4) Equador, (5) Morocco, (6) Egypt, (7) Montenegro, and (8) Jamaica.

I have the further honor to inform you that a communication has been received from the Secretary to His Excellency the Governor General, which prevents any further papers being brought down.

I have the honor to be, Sir, your obedient humble servant,
J. M. COURTNEY, *Deputy Minister of Finance.*

The Under Secretary of State.

GOVERNMENT HOUSE, OTTAWA, 19th April, 1883

SIR,—With reference to previous correspondence I have the honor to enclose a copy of a telegram, which has been received from the Colonial Office, for the information of the Minister of Finance.

J. M. COURTNEY, Esq.

I am, &c.,

F. DEWINTON, *Gov. Gen's Secretary.*

From Secretary of State, Colonial Office, to Governor General, London, 18th April, 1883.

There exists no objection to the publication of correspondence that has taken place with reference to commercial treaties concerning Jamaica, Germany and Belgium.

As correspondence is never furnished which has reference to negotiations still under discussion without the consent of the foreign power with whom the treaty is being made, it would be necessary to obtain from the Governments of France and Spain their consent to the publication of any correspondence which has taken place

on the subject of treaties, and I suggest that the placing of such papers on the Table of the Dominion House of Commons be delayed until the matters still under discussion are brought to a final conclusion.

DERBY.

1.—SERVIA.

OFFICE OF HIGH COMMISSIONER, LONDON, 15th September, 1880.

SIR,—I have the honor to enclose, for the information of His Excellency the Governor General, a copy of a letter addressed to the Secretary of State for the Colonies, intimating that an Order in Council had been passed, expressing the desire of the Canadian Government that the Dominion of Canada should be exempt from the operation of the Commercial Treaty with Servia.

I also transmit a copy of the reply I have received from Lord Kimberley, stating that my despatch had been forwarded to the Foreign Office, with a request that Lord Granville will cause the necessary steps to be taken to exempt Canada from the operation of the Treaty as desired.

Hon. Secretary of State, Ottawa.

I have, &c.,

A. T. GALT, *High Commissioner.*

10th September, 1880.

MY LORD,—I have the honor to state with reference to the Treaty of Commerce with Servia, which has been transmitted to the Governor General, that I have received cable advice this day that an Order in Council has been passed expressing the desire of the Canadian Government that the Dominion of Canada should be exempted from the operation of the Treaty.

I have, therefore, the honor to request that your Lordship will give the necessary instructions on the subject.

Right Hon. Earl of Kimberley.

I have, &c.,

A. T. GALT, *High Commissioner.*

DOWNING STREET, 13th September, 1880.

SIR,—I am directed by the Earl of Kimberley to acknowledge the receipt of your letter of the 10th instant, stating that you had received cable advice that an Order in Council has been passed expressing the desire of the Canadian Government that the Dominion of Canada should be exempted from the operation of the Treaty of Commerce with Servia, and I am to inform you that a copy of your letter has been transmitted to the Foreign Office, with a request that Earl Granville will cause the necessary steps to be taken for exempting the Dominion of Canada from the operation of the Treaty as desired.

I am, &c.,

JOHN BRAMSTON.

(Circular No. 1.)

DOWNING STREET, 22nd July, 1880.

SIR,—I have the honor to transmit to you, for the information of your Government, a copy of a Treaty of Friendship and Commerce, dated the 7th of February, 1880, which has been entered into between this country and Servia, together with a copy of a despatch from the British Minister at Belgrade, notifying that Belgrade and Vrania have been designated by the Government of Servia as the places where goods liable to *ad valorem* duties are to be imported.

I have the honor to be, Sir, your most obedient humble servant,

KIMBERLEY.

The Officer Administering the Government of Canada.

*TREATY of Friendship and Commerce between Her Majesty and the Prince of Servia,
Signed at Nisch, 7th February—26th January, 1880.*

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Highness the Prince of Servia, being desirous of placing on a satisfactory footing the commercial relations between the two States, have with this object, determined to conclude a Treaty of Friendship and Commerce, and they have accordingly appointed their respective Plenipotentiaries, that is to say:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Gerard Francis Gould, Esquire, Her Majesty's Minister Resident at the Court of Servia, &c., &c., &c.;

And His Highness the Prince of Servia, M. Jean Ristitch, Grand Cross of his Order of Takovo, &c., President of his Council of Ministers, and his Minister for Foreign Affairs;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following Articles:—

ARTICLE I.

British subjects who reside temporarily or permanently in Servia, and Servian subjects who reside temporarily or permanently in the territories, including the Colonies and Foreign possessions, of Her Britannic Majesty, shall enjoy therein, with respect to residence and the exercise of commerce and trade, the same rights as, and shall not be subject to any higher or other imposts or taxes, whether general, municipal or local, than natives, or the subjects of any other country the most favored in this respect by either of the contracting parties.

British subjects in Servia, and Servian subjects in the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, shall enjoy the same treatment as natives, or as is now granted, or may hereafter be granted, to the subjects of any other country the most favored in this respect, with regard to the acquisition, the holding and the disposal of property, and all charges on it, with regard to access to Courts of Law and in the prosecution and defence of their rights, and in regard to domiciliary visits to their dwellings, manufactories, warehouses, or shops.

They shall be exempted from billeting, and from all compulsory military service, whether in the army, navy, national guard or militia. They shall be likewise exempted from all contributions, whether pecuniary or in kind, imposed as a compensation for billeting and for personal service; and finally, from forced loans and military exactions or requisitions, as well as from all judicial or municipal functions whatever.

ARTICLE II.

The produce and manufactures of, as well as all goods coming from, the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, which are imported into Servia, and the produce and manufacture of, as well as all goods coming from Servia, which are imported into the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, whether intended for consumption, warehousing, re-exportation or transit, shall be treated in the same manner as, and in particular, shall be subjected to no higher or other duties, whether general, municipal or local, than the produce, manufacture and goods of any third country the most favored in this respect, except as regards such special facilities as have been, or may hereafter be, conceded on the part of Servia to the neighboring States, with respect to the local traffic between their conterminous frontier districts. No other or higher duties shall be levied in Servia on the exportation of any goods to the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, or in the territories, including the Colonies and foreign possessions of Her Britannic Majesty, on the exportation of any goods to Servia than may be levied on the exportation of the like goods to any third country the most favored in this respect.

Neither of the contracting parties shall establish a prohibition of importation, exportation or transit against the other, which shall not, under like circumstances, be applicable to any third country the most favored in this respect.

In like manner in all that relates to local dues, customs formalities, brokerage, patterns, or samples introduced by commercial travellers, and all other matters connected with trade, British subjects in Servia and Servian subjects in the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, shall enjoy most-favored-nation treatment.

ARTICLE III.

The undermentioned goods the produce or manufacture of the United Kingdom of Great Britain and Ireland, and the like goods the produce and manufacture of British Colonies and foreign possessions, shall, subject to the stipulations contained in Articles II and VIII of the present Treaty, pay on importation into Servia duty not exceeding 8 per cent. *ad valorem*, viz. :—

Metals and metal manufactures, whether of one metal or different metals in combination ;

Tools and cutlery of all kinds ;

Machines and machinery, and detached parts thereof ;

Agricultural implements and machinery ;

Yarns, threads, and textile manufactures of all descriptions ;

Pottery and porcelain wares, and refined mineral oils.

Other goods, the produce or manufacture of the United Kingdom of Great Britain and Ireland, and British Colonies and foreign possessions, shall pay, as the case may be, the specific duties in the Servian General or Conventional Tariff, or an *ad valorem* duty of 10 per cent., at the option of the importer.

ARTICLE IV.

British goods imported into Servia shall not be subject to any other or higher local or other surcharges on customs duties than those which are now levied, namely :—

1. 20 centimes per 100 kilogrammes for porterage where Custom-house porters are employed ;

2. 8 centimes per 100 kilogrammes for weighing ;

3. 10 centimes per 100 kilogrammes for paving ;

4. 5 centimes per 100 kilogrammes for warehousing. This duty shall be 10 centimes per 100 kilogrammes on explosive or combustible goods.

It is further agreed that any reduction in these surcharges which may be granted to the produce or manufactures of any third Power shall be at once extended to the like articles of British produce or manufacture.

ARTICLE V.

The duties *ad valorem* levied in Servia on goods the produce and manufacture of the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, shall be calculated on the value at the place of production or fabrication of the object imported, with the addition of the cost of transport, insurance and commission necessary for the importation into Servia as far as the port of discharge or place of entry.

For the levying of these duties the importer shall make a written declaration at the Custom-house stating the value and description of the goods imported. If the Custom-house authorities shall be of opinion that the declared value is insufficient, they shall be at liberty to take the goods on paying to the importer the price declared, namely, the value at the place of production or fabrication of the object imported, with the addition of the cost of transport, insurance, and commission necessary for the importation into Servia as far as the port of discharge or place of entry, with an addition of 5 per cent.

This payment, together with the restitution of any duty which may have been levied upon such goods, shall be made within the fifteen days following the declaration.

Goods unaccompanied by the above-mentioned declaration shall not be entitled to the benefit of paying the *ad valorem* duties stipulated to the present Treaty, but shall be subjected to the specific or other duties charged in the Servian General or Conventional Tariff.

ARTICLE VI.

The Servian Government reserves to itself the right, after an understanding with Her Majesty's Legation, to limit to certain places the custom-houses through which goods charged *ad valorem* may enter Servia.

The Servian Government likewise reserves to itself the right to require that the importer shall produce, together with his declaration of value on the entry of the goods into Servia, one or other, at his option, of the following documents, namely :—

- (1.) A declaration of value made before a magistrate at the place of production or manufacture ;
- (2.) A certificate of value from the Chamber of Commerce at the place ; or
- (3.) A declaration of value made before the nearest Servian Consul. The fee of such Consul on certifying this declaration shall not exceed five shillings.

ARTICLE VII.

If one of the Contracting Parties shall impose an excise tax, that is to say, an inland duty, upon any article of home production or manufacture, an equivalent compensatory duty may be imposed on articles of the same description on their importation from the territories of the other Power, provided that the said equivalent duty is levied on like articles on their importation from all foreign countries.

In the event of the reduction or suppression of excise taxes, that is to say, inland duties, a corresponding reduction or suppression shall at the same time be made in the equivalent compensatory duty on manufactures of British or Servian origin, as the case may be.

ARTICLE VIII.

Every reduction in the Tariff of import and export duties, as well as every favor or immunity which has been or may hereafter be granted by one of the contracting parties to the subjects or commerce of a third Power, shall be granted simultaneously and unconditionally to the other, except as regards such special facilities as have been, or may hereafter be, conceded on the part of Servia to the neighboring States, with respect to the local traffic between their conterminous frontier districts.

ARTICLE IX.

British subjects in Servia and Servian subjects in the territories, including the colonies and foreign possessions, of Her Britannic Majesty, shall enjoy the same rights as natives, or as are now granted, or may hereafter be granted, to the subjects of any third Power the most favored in this respect in everything relating to the property in trade marks and trade labels or tickets, as well as in patterns and designs for manufactures. It is understood that any person who desires to obtain the aforesaid protection must fulfil the formalities required by the laws of the respective countries.

ARTICLE X.

Each of the Contracting Parties may appoint Consuls-General, Consuls, Vice-Consuls, Pro-Consuls, and Consular Agents, to reside respectively in towns and ports in the territories of the other Power. Such Consular officers, however, shall not enter upon their functions until after they shall have been approved and admitted in the usual form by the Government to which they are sent. They shall exercise whatever functions, and enjoy whatever privileges, exemptions and immunities are, or may hereafter be, granted there to Consular officers of the most favored nation.

ARTICLE XI.

It is agreed that, as regards freights and all other facilities, British goods conveyed over Servian railways, and Servian goods conveyed over British railways, shall be treated in exactly the same manner as the goods of any other nation the most favored in that respect.

ARTICLE XII.

British ships and their cargoes shall, in Servia and Servian vessels and their cargoes shall, in the territories, including the colonies and foreign possessions, of Her Britannic Majesty, from whatever place arriving, and whatever may be the place of origin or destination of their cargoes, be treated in every respect as national ships and their cargoes.

The preceding stipulation applies to local treatment, dues and charges in the ports, basins, docks, roadsteads, harbors, and rivers of the two countries, pilotage, and generally to all matters connected with navigation.

Every favor or exemption in these respects, or any other privilege in matters of navigation which either of the Contracting Parties shall grant to a third Power, shall be extended immediately and unconditionally to the other party.

All vessels which, according to British law, are to be deemed British vessels, and all vessels which, according to Servian law, are to be deemed Servian vessels, shall, for the purposes of this Treaty, be respectively deemed British or Servian vessels.

ARTICLE XIII.

In consideration of the present Treaty, and as contemplated by the XXXVIIth Article of the Treaty concluded at Berlin on the 13th July, 1878, Her Majesty the Queen of the United Kingdom of Great Britain and Ireland consents to surrender the privileges and immunities hitherto enjoyed by her subjects in Servia, in virtue of the Capitulations between Great Britain and the Ottoman Empire as agreed upon, augmented, and altered at different periods, and finally confirmed by the Treaty of Peace concluded at the Dardanelles on the 5th January, 1809.

Provided always, and it is hereby expressly agreed, that the said Capitulations shall, as regards all judicial matters, except those affecting real estate in Servia, remain in full force as far as they concern the mutual relations between British subjects and the subjects of those other Powers, which, having a right to the privileges and immunities accorded by the aforesaid Capitulations, shall not have surrendered them.

ARTICLE XIV.

The present Treaty shall be ratified, and the ratifications exchanged at Belgrade as soon as possible after it shall have been approved by the Servian National Assembly. It shall come into force immediately after the exchange of the ratifications, and shall remain in force for ten years from that date. In case neither of the two Contracting Parties shall have given notice, twelve months before the expiration of the said period of ten years, of their intention of terminating the present Treaty, it shall remain in force until the expiration of one year from the day on which either of the Contracting Parties shall have given such notice.

In witness whereof the Plenipotentiaries have signed the present Treaty, and have affixed there their seals.

Executed in duplicate at Nisch, the 7th February—26th January, 1880.

(L.S.) G. F. GOULD.
(L.S.) J. RISTITCH.

DESPATCH FROM MR. GOULD, HER MAJESTY'S MINISTER IN SERBIA, RELATIVE TO
SERVIAN CUSTOM HOUSES FOR IMPORTS LIABLE TO AD VALOREM DUTIES.

Mr. Gould to the Marquis of Salisbury.—(Received March 20.)

NISCH, 7th February, 1880.

MY LORD,—The 6th Article of the Treaty of Friendship and Commerce concluded this day, contains a stipulation reserving to the Servian Government the right, after an understanding with Her Majesty's Legation, to limit the places of entry for goods liable to *ad valorem* duties. I have, therefore, lost no time in ascertaining their views on the subject. The result is, as your Lordship will see from the correspondence herewith inclosed, that the Servian Government have decided to restrict for the present the importation of goods liable to *ad valorem* duties to Belgrade and Vrania, the two principal places of entry on their northern and southern frontiers.

I have &c., G. F. GOULD.

Inclosure 1.—*Mr. Gould to Mr. Ristitch.*

NISCH, January 26th–February 7th, 1880.

M. LE PRESIDENT DU CONSEIL,—The Servian Government having reserved to itself by Article VI of the Treaty of Friendship and Commerce, concluded this day between Great Britain and Servia, the right of designating the points on their territory by which goods liable to *ad valorem* duties are to be imported, I have the honor to request Your Excellency to be good enough to furnish me with the names of these places for the information of Her Majesty's Government.

I avail, &c., G. F. GOULD.

Translation.

Inclosure 2.

NISCH, January 26th–February 7th, 1880.

M. LE MINISTRE,—In reply to your note of to-day's date, in which you inquire at what points on the Servian frontier British goods, subject to *ad valorem* duties, may be imported, I have the honor to inform you that for the present two Custom Houses, those of Belgrade and of Vrania, have been designated for the purpose.

Accept, &c., J. RISTITCH.

Circular No. 2.

DOWNING STREET, 22nd July, 1880. see
p. 2 X

SIR,—I have the honor to acquaint you that the Treaty of Friendship and Commerce which has been concluded with Servia, and which is communicated to you in my circular despatch of this day's date, was inadvertently concluded under instructions from the late Secretary of State for Foreign Affairs, before my predecessor had had an opportunity of considering the bearings of its provisions upon Colonial interests. As, however, it is very similar to the proposed Treaty with Roumania, which was transmitted for the consideration of the Colonies in my predecessor's Circular despatch of the 5th June, 1873, and to the terms of which your Government raised no objection, I anticipate that your Ministers will have no objection to its having been made applicable to the Dominion of Canada.

If, however, your Ministers should desire that Canada should be exempted from the operations of the Treaty, and will inform me of their wishes before the end of next September, an endeavor will be made by Her Majesty's Government to procure the exemption, by a protocol to be submitted to the Servian Legislature in its next Session, of such Colonies as may desire it.

I have to add that steps have been taken to insure that in future every Treaty of Commerce which may be entered into by this Country, before the wishes of your

Government shall have been ascertained, shall contain the Article for applying such Treaties to the Colonies, which was enclosed in the Earl of Carnarvon's circular despatch of the 22nd January, 1878.

I have the honor to be, Sir, your most obedient humble servant.
The Office Administering the Government of Canada. KIMBERLEY.

The Marquis of Lorne to the Earl of Kimberley.

OTTAWA, 30th October, 1880.

MY LORD,—Referring to your Lordship's circular despatch of the 22nd July last, on the subject of the Treaty of Friendship and Commerce which has been concluded with Servia, I have the honor of forwarding herewith a copy of an approved report of a Committee of the Privy Council, from which Your Lordship will learn that it "is not the desire of Canada to be included under the said Treaty."

I have, &c., LORNE.

The Right Hon. the Earl of KIMBERLEY.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council of Canada, approved by His Excellency the Governor General in Council, on the 28th October, 1880.

On a Report, dated 25th October, 1880, from the Honorable the Minister of Finance, upon the reference of the despatch from the High Commissioner of Canada in London dated 6th July last, with correspondence enclosed relating to the proposed Treaty of Commerce with Servia, and also in reference to despatches on the same subject from the Right Honorable the Secretary of State for the Colonies to His Excellency the Governor General;

The Minister submits that in accordance with the policy on the subject of Foreign Treaties now adopted by the Government, it is inexpedient that the provisions of the said treaty should apply to Canada, and he therefore recommends that the approval of His Excellency in Council be now formally given to the despatch of the High Commissioner to the Right Honorable the Secretary of State for the Colonies, bearing date 10th September, 1880, by which the Secretary of State was informed that it was not the desire of Canada to be included under the said Treaty.

The Minister further recommends that his Report of the 2nd September last, on the same subject, be cancelled.

The Committee submit above recommendations for Your Excellency's approval.

JOHN J. MCGEE, Clerk Privy Council.

Earl of Kimberley to the Marquis of Lorne.

DOWNING STREET, 6th December, 1880

MY LORD,—With reference to Your Lordship's despatch of the 30th of October, I have the honor to inform you that a communication has been received from the Foreign Office, stating that Her Majesty's Minister at Belgrade has reported by telegraph, that both the past and present Governments of Servia have agreed to the exclusion of Canada from the Commercial Treaty between Great Britain and Servia, but subject to the sanction of the National Assembly, which is not doubtful.

I have, &c., KIMBERLEY.

Governor General, the Right Honorable
The MARQUIS OF LORNE, K.T., G.C.M.G., &c., &c.

Earl of Kimberley to the Marquis of Lorne.

DOWNING STREET, 20th December, 1880.

My LORD,—With reference to my despatch of the 6th instant, I have the honor to transmit to you a copy of a letter from the Foreign Office, enclosing a despatch

from Her Majesty's Minister at Belgrade, relative to the exclusion of Canada from the Treaty of Commerce with Servia.

I have, &c., KIMBERLEY.
 Governor General, the Right Honorable
 The MARQUIS OF LORNE, K.T., G.C.M.G., &c., &c.

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 15th December, 1880:

SIR,—With reference to the letter from this Department, of the 29th ultimo, I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Earl of Kimberley, a despatch from Her Majesty's Minister at Belgrade relative to the exception of Canada and the South African Colonies from the Anglo-Servian Treaty of Commerce.

I am, &c., T. V. LESTER.
 Under-Secretary of State, Colonial Office.

Mr. Gould to the Earl of Granville.

BELGRADE, 26th November, 1880.

MY LORD,—With reference to your Lordship's despatch of 23rd September last, and to your recent telegraphic instructions on the subject of the wish expressed by the Government of the Dominion of Canada to be excluded from the operation of the Anglo-Servian Treaty, I have the honor to state that I at once brought the matter to the knowledge of Monsieur Ristitch, the then Minister for Foreign Affairs, as I did subsequently to his successor in office, Monsieur Myjatovich, and that the case being exactly similar to that of the South African Colonies, and of no importance to Servia, they both agreed without hesitation to obtain from the Servian Legislature the necessary sanction for the exclusion of these two British Colonies from the operation of the above mentioned Treaty.

I have, &c., G. F. GOULD.
 The Earl GRANVILLE, K.G., &c.

Earl of Kimberley to the Marquis of Lorne.

DOWNING STREET, 12th April, 1881.

MY LORD,—With reference to my despatch of the 20th of December last, I have the honor to transmit to you for the information of your Government, a copy of a letter from the Foreign Office, enclosing a copy of a telegram received from Her Majesty's Minister at Belgrade, stating that for the reason given the question of the exclusion from the Anglo-Servian Treaty of the South African Colonies and Canada will not be brought forward during the present Session of the Servian Legislature.

I have, &c., KIMBERLEY.
 Governor General the Right Hon.
 The Marquis of LORNE, K.T., G.C.M.G., &c.

Foreign Office to Colonial Office.

FOREIGN OFFICE, 6th April, 1881.

SIR,—I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Secretary of State for the Colonies, a copy of a telegram which has been received from Her Majesty's Minister at Belgrade, stating that the question of the exclusion from the Anglo-Servian Treaty of the South African Colonies and Canada will not be brought forward during the present Session of the Skouptchina.

I am, &c., J. V. LESTER.
 The Under Secretary of State, Colonial Office.

Telegram from Mr. Gould.

BELGRADE, 4th April, 1881.

During the present Session of the Skouptchina, the question of the exclusion from the Anglo-Servian Treaty of the South African Colonies and Canada will not be brought forward by the Minister for Foreign Affairs. His Excellency alleges, as his reason for not complying with previous written and verbal assurance on the subject, that because of pending difficulties with Her Majesty's Government in respect to the Servian royalties, the Skouptchina might seize the opportunity to modify, or perhaps even abrogate, the Treaty. His Excellency will, therefore, reserve the matter for the next Session, when he hopes a satisfactory settlement on all the pending commercial questions between Great Britain and Servia will have been arrived at.

II.—BELGIUM AND GERMANY.

9 VICTORIA CHAMBERS, LONDON, S.W., 12th November, 1881.

MY LORD,—I have the honor, under instructions from the Government of Canada, to recall to your Lordship's attention to the request conveyed by them in their Order in Council of the 26th March last, to be relieved, as soon as convenient, from the obligations connected with any treaties of commerce now in existence with foreign countries, so far as such treaties limit the freedom of action of the Dominion Parliament.

I am instructed to state that the treaties more particularly referred to are those with Belgium (*vide* article 15) and with the German Zollverein (*vide* article 7) which both contain a clause stipulating that neither Great Britain nor any of her possessions shall admit their respective productions at lower rates of duty than those imposed upon the goods of the countries named.

The stipulations referred to acquire additional importance from the circumstance that under the most-favored-nation clause, they seem to be imported into every existing commercial treaty—the treaties in question having subsisted for their full term, are now liable to be denounced upon one year's notice; but it is not doubted that Her Majesty's Government can readily procure the cancellation of the clauses objected to, without proceeding to a course that might be inconvenient.

I am further instructed to request that your lordship will move the Secretary of State for Foreign Affairs to take such action as may be deemed necessary to meet the wishes of the Canadian Government.

I have, &c., A. T. GALT, *High Commissioner.*

Rt. Hon. Earl of KIMBERLEY, Secretary of State for the Colonies.

OFFICE OF THE HIGH COMMISSIONER, LONDON, 12th November, 1881.

SIR,—I have the honor to inform you that I yesterday waited upon the Earl of Kimberley, Secretary of State for the Colonies, and mentioned to his Lordship that I was charged to bring under his notice the Order in Council passed on the 26th March last, with reference to the desire of the Government of Canada to be relieved from the operation of certain clauses in the commercial treaties with Belgium and Germany, and I have now to enclose a copy of the official despatch which I have to-day addressed to His Lordship on this subject.

Lord Kimberley remarked that the matter was one which belonged to the Secretary of State for Foreign Affairs, to whom my official communication would be referred, and that I had his permission to communicate directly with that Department on the subject.

Upon receipt of that permission from His Lordship, I immediately waited upon Sir Charles Dilke, the Under Secretary of State for Foreign Affairs, who expressed to me his desire to be in possession of the views of the Canadian Government as soon as possible, as he thought the point was one upon which it might be necessary for him to obtain the opinion of the law officers of the Crown, especially in reference to the

effect of the most-favored-nation clause upon the stipulations of this nature made with individual foreign countries, and he expressed his desire that he should be in possession of this information before resuming the negotiations in Paris.

You will observe that I have already sent in to-day the official despatch to the Colonial Office, and I shall take care that no time is lost in its transmission to the other Department.

I have &c.

A. T. GALT, *High Commissioner.*

OFFICE OF THE HIGH COMMISSIONER, LONDON, 21st December 1881.

SIR,—Referring to my despatch of the 12th November, I have the honor to transmit, for the information of the Government, a copy of a letter received from the Secretary of State for the Colonies, in reference to the desire that has been expressed that Canada should be relieved from the operation of the Commercial Treaties at present existing between Great Britain, and Belgium, and Germany.

I also enclose a copy of a further communication I have addressed to Lord Kimberly upon the subject.

I have, &c.,

A. S. GALT.

Hon. Secretary of State, Canada.

DOWNING STREET, 17th December 1881.

SIR,—In reply to your letter of the 12th ult., respecting the wish of the Canadian Government to be relieved from the stipulations of the Commercial Treaties of 1862 with Belgium, and of 1865, Zollverein, I am directed by the Earl of Kimberley to inform you that Her Majesty's Government will take action in the matter.

I am, &c.,

JOHN BRAMSTON.

High Commissioner, Canada.

OFFICE OF THE HIGH COMMISSIONER, LONDON, 19th December, 1881.

SIR,—I beg to acknowledge the receipt of your letter of the 17th inst., informing me that Her Majesty's Government will take action in the matter.

I shall be glad to be informed of the results of the communications which I trust will be in time for communication to the Parliament of Canada, which is expected to assemble on the 1st February next.

I am, &c.,

A. T. GALT, *High Commissioner.*

JOHN BRAMSTON, Esq., Assistant Under Secretary of State, Colonial Office.

OFFICE OF THE HIGH COMMISSIONER, LONDON, 10th January, 1882.

SIR,—I have now the pleasure to transmit a copy of a communication from the Colonial Office, informing me that the Earl of Kimberley has been apprized by the Secretary of State for Foreign Affairs that an instruction was addressed to Her Majesty's Representatives at Berlin and Brussels, on 30th ult., in reference to the wish of the Government of Canada to be relieved from the stipulations of the Commercial Treaties of 1862, with Belgium, and of 1865 with the German Zollverein.

I have, &c.,

A. T. GALT, *High Commissioner.*

Hon. Secretary of State, Ottawa.

DOWNING STREET, 7th January, 1882.

SIR,—With reference to my letter of the 17th, and to yours of the 19th ultimo, relating to the wish of the Government of Canada to be relieved from the stipulations of the Commercial Treaties of 1862 with Belgium, and of 1865 with the Zollverein, I am directed by the Earl of Kimberley to inform you that he has been apprized by the Secretary of State for Foreign Affairs, that an instruction was

addressed to Her Majesty's representatives at Berlin and Brussels, on the 30th December, in the sense indicated in my letter above referred to.

I am, &c., JOHN BRAMSTON.

High Commissioner for Canada.

OFFICE OF THE HIGH COMMISSIONER, LONDON, 2nd March, 1882.

SIR,—Referring to my despatch of January 10th, respecting the wish of the Canadian Government to be relieved from the stipulations of the Commercial Treaty of 1862 with Belgium, and that of 1865 with the German Zollverein, I now have the honor to transmit copy of a communication received from the Secretary of State for the Colonies, informing me, from information supplied by the Foreign Office, that the Belgian and German Governments appear to be unwilling to comply with the request that has been made.

I also beg to enclose a copy of the acknowledgment I had forwarded to the Earl of Kimberley upon the subject.

I have, &c., A. T. GALT, *High Commissioner*.

Hon. Secretary of State, Ottawa.

DOWNING STREET, 27th February, 1882.

SIR,—With reference to my letter of the 7th January last, I am directed by the Earl of Kimberley to acquaint you that His Lordship is informed by the Secretary of State for Foreign Affairs, that Her Majesty's Minister at Brussels and Her Majesty's Ambassador at Berlin, in accordance with their instructions, placed themselves informally in communication with the Belgian and German Governments as to the exemption of the Dominion of Canada from the stipulations of Article XV of the Anglo-Belgian Treaty of 1862, and of Article 7 of the Commercial Treaty of 1865 with Germany.

Her Majesty's Minister at Brussels has now reported, that in the opinion of the Belgian Government the exemption desired by the Dominion of Canada would necessitate the denunciation of the Treaty of 1862, and the negotiation of a fresh treaty to replace it, and Her Majesty's Ambassador at Berlin has learnt that in the opinion of the competent German authorities, it would not be either convenient or desirable to abrogate single articles of the Treaty of 1865 apart from a general revision of the whole instrument, for which, however, there did not appear to be any immediate necessity.

I am, &c., R. G. W. HERBERT.

1st March, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 27th ultimo, informing me by direction of the Earl of Kimberley, that the Secretary of State for Foreign Affairs has received communications from Her Majesty's Ministers at Brussels and Berlin, respecting the desire of the Canadian Government to be exempted from the stipulations of Article XV of the Anglo-Belgian Treaty of 1862, and of Article VII of the Commercial Treaty of 1865 with the German Zollverein, and that the Government of these countries do not appear willing to concur in the request that has been made.

I am dispatching by this day's mail a copy of your communication to the Canadian Government, who will, I am sure, learn, with regret, that the representations Her Majesty's Government have been good enough to make, have not been successful.

I am, &c., A. T. GALT, *High Commissioner*.

The Under Secretary of State for the Colonies.

Copy of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Governor in Council, on the 26th March, 1881.

The Committee of Council have had before them a Report dated 24th March, 1881, from the Hon. the Minister of Finance, stating that in October last he recommended to Council that despatches should be prepared and sent to the Right Hon. the Secretary of State for the Colonies to exempt Canada from the treaties then being entered into between Great Britain and Roumania and Servia respectively, as far as these treaties affected trade and commerce.

That he now calls the attention of Council to the general question of the position of Canada as affected by the treaties entered into between Great Britain and other nations.

In connection with this question, the Minister refers to the communication addressed by Sir A. T. Galt to Lord Kimberley, of the 11th June, 1880, in which attention was drawn to the position of Canada as regarded treaties of Commerce, and where it was set forth that, as under the British North America Act, the entire control of both Customs and Excise was made over to the Dominion Parliament, it was desirable that no treaty of commerce should be made by the Imperial Government whereby the freedom of action of the Dominion Parliament is restrained.

Sir A. T. Galt also suggested that as occasion can conveniently be found, the Government of Canada desire to be relieved of the obligation of the treaties—that in future, no stipulations binding upon the commerce of Canada shall be introduced into any treaty, without reserving to the Dominion the option of acceptance or refusal, and that the Canadian Government should be informed of the inception of any treaty negotiations with foreign countries, with the view of permitting them to submit such suggestions connected with the trade of the Dominion as may appear desirable.

The Minister states that he concurs in the views of the High Commissioner, and recommends that a despatch be prepared and sent to the Right Honorable the Secretary of State for the Colonies, to the effect that it is the wish of the Canadian Government to be relieved as soon as conveniently can be of the obligations connected with any treaties now in existence,—that it is the desire of the Canadian Government to be informed of the inception of any new treaty, and that in future no stipulation binding upon the commerce of Canada be introduced into any treaty without reserving to the Canadian Government the option of acceptance or refusal.

The Committee concur in the foregoing recommendations, and submit the same for Your Excellency's approval.

Certified. J. O. COTÉ, *Clerk Privy Council.*

III.—ROUMANIA.

Circular No. 2.

DOWNING STREET, 5th August, 1880.

SIR,—I have the honor to transmit to you, for the information of your Government, copies of a Treaty of Commerce and Navigation, dated the 5th of April, 1880, which has been concluded between this country and Roumania, and of which the draft was communicated to you for the concurrence of your Government, in my predecessor's circular despatch of the 5th of June, 1878.

If your Ministers should desire, which, however, I do not anticipate to be likely, that the Colony under your Government should be exempted from the operation of the Treaty, I have to request that you will inform me of their wishes as speedily as possible, in order that Her Majesty's Government may take the necessary steps to procure the exclusion, under the Protocol which is annexed to the Treaty, of such Colonies as may desire it.

I have the honor to be, Sir, your most obedient humble servant,

KIMBERLEY.

The Officer Administering the Government of Canada.

*Treaty of Commerce and Navigation between Her Majesty and the Prince of Roumania.
Signed at Bucharest, 24th March—5th April, 1880.*

[*Ratifications exchanged at Bucharest, 30th June—12th July, 1880.*]

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Royal Highness the Prince of Roumania, being desirous of placing on a satisfactory footing the commercial and maritime relations between the two States, have, with this object, determined to conclude a Treaty of Commerce and Navigation, and have therefore named as their respective Plenipotentiaries, that is to say:

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, William Arthur White, Esquire, a Companion of the Most Honorable Order of the Bath, Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to His Royal Highness the Prince of Roumania;

And His Royal Highness the Prince of Roumania, M. Basile Boeresco, his Minister Secretary of State for Foreign Affairs, Grand Cross of his Order of the Star of Roumania, Grand Cross of the Order of the Iron Crown, of the Order of the Crown of Italy, &c.;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following Articles:

ARTICLE I.

There shall be reciprocally full and entire liberty of commerce and navigation between the subjects of the two High Contracting Parties, who shall be free to establish themselves in each other's territory.

British subjects in Roumania and Roumania subjects in the territories (including the Colonies and Foreign Possessions) of Her Britannic Majesty shall, in conforming to the laws of the country, be at liberty reciprocally to enter, travel, or reside in any part of the respective territories to carry on their business; and shall enjoy, in this respect, the same protections of their persons and property as that enjoyed by native subjects or by the subjects of any third country the most favorable in these respects.

They shall be at liberty to exercise their commerce, and to trade, both by wholesale and by retail, in the whole extent of both territories, without being subjected, as to their persons or property, or with regard to the exercise of their trade or business, to any taxes, whether general or local, or to any imposts or conditions of any kind other or more onerous than those which are or may be imposed upon native subjects or the subjects of any third country the most favored in these respects.

The rights, privileges, exemptions, and immunities of any kind enjoyed with respect to trade and commerce by the subjects of the High Contracting Parties, or which are or may be hereafter conceded to the subjects of any third Power, shall be extended to the subjects of the other.

British subjects in Roumania and Roumanian subjects in the territories (including the Colonies and foreign Possessions) of Her Britannic Majesty shall enjoy full liberty to acquire, possess, and dispose of, in the whole extent of the respective territories, every description of property which the laws of the country permit or may permit the subjects of any foreign nation to acquire or to hold.

They shall be at liberty to acquire and dispose of such property, whether by sale, donation, marriage, testament, or in any other manner whatever, under the same conditions which are or may be established with respect to the subjects of any other foreign nation, without being subject to any imposts, duties, or charges of any description whatever other or higher than those which are or may be levied on such foreign subjects, or on subjects of the country. They shall likewise be at liberty to export the proceeds of the sale of their property and goods in general, without being subjected, on such exportation, to pay as foreigners, any other or higher duties than those payable under similar circumstances by subjects of the country, or the subjects of any third Power the most favored in these respects.

They shall be equally exempted from all official, obligatory, judicial, administrative, or municipal functions whatsoever. They shall likewise enjoy most-favored-nation treatment with respect to access to Courts of Law, and in the prosecution and defence of their rights, and in regard to domiciliary visits to their dwellings, manufactories, warehouses, or shops.

British subjects in Roumania and Roumanian subjects in the territories (including the Colonies and foreign Possessions) of Her Britannic Majesty shall be reciprocally exempted from all personal service, whether in the army, navy, or national guard, or militia, from billeting, from all contributions, whether pecuniary or in kind, destined as a compensation for personal service, from all forced loans and military exactions or requisitions.

The liabilities, however, arising out of the possession of real property, and for military loans and requisitions to which all the subjects of the State might be called upon to contribute as proprietors of real property, shall be excepted.

ARTICLE II.

The produce and manufactures of, as well as all goods coming from the territories (including the Colonies and foreign Possessions) of Her Britannic Majesty, which are imported into Roumania, and the produce and manufactures of, as well as all goods coming from Roumania, which are imported into the territories (including the Colonies and foreign Possessions) of Her Britannic Majesty, whether intended for consumption, warehousing, re-exportation, or transit, shall be treated in the same manner as, and, in particular, shall be subjected to no higher or other duties, whether general or municipal or local, than the produce, manufactures, and goods of any third country the most favored in this respect. No other or higher duties shall be levied in Roumania on the exportation of any goods to the territories (including the Colonies and foreign Possessions) of Her Britannic Majesty, or in the territories (including the Colonies and foreign Possessions) of Her Britannic Majesty, on the exportation of any goods to Roumania than may be levied on the exportation of the like goods to any third country the most favored in this respect.

Neither of the Contracting Parties shall establish a prohibition of importation, exportation, or transit against the other, which shall not, under like circumstances, be applicable to any third country the most favored in this respect.

In like manner in all that relates to local dues, customs, formalities, brokerage, patterns or samples introduced by commercial travellers, and all other matters connected with trade, British subjects in Roumania and Roumanian subjects in the territories (including the Colonies and foreign Possessions) of Her Britannic Majesty, shall enjoy most-favored-nation treatment.

ARTICLE III.

The Roumanian Government engage to modify and reduce, with respect to the following goods, the duties specified in the Tariff drawn up by the Mixed Commission which met at Vienna in conformity with Article IX of the Convention of June 22, 1875, between Roumania and Austro-Hungary, that is to say:—

Article 267. Paints, unprepared, common, unenumerated, prepared with oil, ground for painting houses, ships, &c., to which shall be added: and such as are imported in larger recipients than mentioned in Article 266.

Conventional Tariff.....	24 lei per 100 kilog.
Reduction to.....	16 lei " "

Article 345. Felts, of all sorts, as well as the following articles of felt: Soles, list-shoes, with or without soles (even of leather), as well as common felt hats for the use of peasants and soldiers.

Conventional Tariff.....	24 lei per 100 kilog.
Reduction to.....	20 lei " "

Article 376. Cotton Twist, single, grey or bleached, called in Roumanian cretz, cretzisor or extra-cretz.

Conventional Tariff..... 21 lei per 100 kilog.
Reduction to..... 15 lei “ “

Article 377. Doubled Yarns, in two or more threads, grey or bleached.

Conventional Tariff 31 lei per 100 kilog.
Reduction to..... 20 lei “ “

Article 395. (a).* Jute tissues, very common, grey or bleached.

5 lei per 100 kilog.

(b.) Textures, grey, very common,

10 lei per 100 kilog.

Article 465. Petroleum crude and refined—to which shall be added—“and schist oils.”

Article 494. Cements, natural and prepared.

Conventional Tariff..... 70 c. per 100 kilog.
Reduction to..... 60 c. “ “

Article 499. Earthenware, common—to which shall be added—“and common printed plates of two colors imported in baskets,” and omitting them in Article 500, where they appear as “semi-fine Earthenware.”

Article 505. Glass, moulded, unpolished, figured, cut, ornamented, massive—with the following specifications—hollow glass, uncut, unground.

Article 538. Copper, brass and bronze in sheets.

Conventional Tariff..... 20 lei per 100 kilog.
Reduction to..... 15 lei “ “

Article 543. *To omit from Note 1 of this Article* “trunnions and pillions belonging to machinery.”

Article 548. Tin, raw, in plates, &c.

Conventional Tariff..... 16 lei per 100 kilog.
Reduction to..... 15 lei “ “

Article 572. Rails of iron and steel.

Conventional Tariff 1 lei 75c. per 100 kilog.
Reduction..... Free.

Article 573. Hoops, of iron, for wheels.

Conventional Tariff..... 1 lei 90c. per 100 kilog.
Reduction.. Free.

Article 575. Tin and iron, in plates.

Conventional Tariff 5 lei per 100 kilog.
Reduction to..... 3 lei 50c. per 100 kilog.

Article 581. Various articles, fittings, and detached parts of machinery, of cast iron.

Conventional Tariff 3 lei per 100 kilog.
Reduction Free.

Article 586. Large nails and wrought nails (Conventional Tariff 4 lei per 100 kilog.), and

Article 587. Wire nails from No. 42 upwards (Conventional Tariff 8 lei per 100 kilog.) to be united under one Article and classified as “wrought nails and wire-nails.”

Reduction to..... 4 lei per 100 kilog.

*Sacks and carpets of pure jute come under jute tissues, and are taxed—5 lei per 100 kilog.

Article 592. Iron chains, with links more than 1 centim. thick (Conventional Tariff 7 lei per 100 kilog.), and

Article 593. Iron chains, with links less than 1 centim. thick (Conventional Tariff 12 lei per 100 kilog.), to be united under one Article and classified as "Iron chains except ships' chains."

Reduction to 7 lei per 100 kilog.

Article 598. Iron bedsteads, with ornaments—to add—"metal bedsteads, such as iron, brass and bronze," &c.

Article 600. Unenumerated articles of iron and steel, enamelled, plated, &c. (Conventional Tariff 15 lei per 100 kilog.), and

Article 601. Articles of iron and steel, semi-fine (Conventional Tariff 25 lei per 100 kilog.).—To be united under one Article comprising both classifications.

Reduction to..... 15 lei per 100 kilog.

Article 604. Articles of tin and sheet iron, painted or enamelled—to which is added "or galvanized."

Art. 610. Cutlery, common, of iron or steel, common scissors, with settings of wood, bone, horn or other common materials.

Conventional Tariff..... 40 lei per 100 kilog

Reduction to..... 20 lei " "

ARTICLE IV.

The duties *ad valorem* provided for in the present Treaty shall be calculated on the value at the place of export, with the addition of the cost of transport, insurance and commission necessary for the importation into the territories of the other power as far as the port of discharge or place of entry.

The importer shall annex to his written declaration stating the value and description of the goods imported an invoice indicating the actual price emanating from the maker or seller. If the Custom-house authorities, within twenty-four hours after the declaration is presented, shall be of opinion that the declared value is insufficient, they shall be at liberty to take the goods on paying to the importer the price declared, with an addition of 10 per cent.

This payment shall be made within the fifteen days following the declaration, and any duty which may have been levied upon such goods shall be at the same time repaid

ARTICLE V.

British subjects in Roumania and Roumanian subjects in the territories (including the Colonies and foreign Possessions) of Her Britannic Majesty, shall enjoy the same rights as natives, or as are now granted, or may hereafter be granted, to the subjects of any third country the most favored in this respect, in everything relating to property in trade marks and trade labels or tickets, as well as in patterns and designs for manufacturers.

It is understood that any person who desires to obtain the aforesaid protection must fulfil the formalities required by the laws of the respective countries.

ARTICLE VI.

Every reduction in the Tariff of Import and Export Duties, as well as every favor or immunity which may be granted hereafter by one of the Contracting Parties to the subjects, commerce or navigation of a third Power, shall be granted simultaneously and unconditionally to the other.

ARTICLE VII.

British ships and their cargoes shall, in Roumania, and Roumanian vessels and their cargoes shall, in the territories (including the Colonies and foreign Posses-

sions) of Her Britannic Majesty, from whatever place arriving, and whatever may be the place or origin or destination of their cargoes, be treated in every respect as national ships and their cargoes.

The preceding stipulation applies to local treatment, dues and charges in the ports, basins, docks, roadsteads, harbors and rivers of the two countries, pilotages, and generally to all matters connected with navigation.

Every favor or exemption in these respects, or any other privilege in matters of navigation which either of the Contracting Parties shall grant to a third Power, shall be extended immediately and unconditionally to the other party.

All vessels which, according to British law, are to be deemed British vessels, and all vessels which, according to Roumanian law, are to be deemed Roumanian vessels, shall, for the purposes of this Treaty, be respectively deemed British or Roumanian vessels.

The coasting trade, however, is excepted from the preceding stipulations, and remains subject to the respective laws of the two countries.

ARTICLE VIII.

Each of the Contracting Parties may appoint Consuls Generals, Consuls, Vice Consuls, Pro-Consuls, and Consular Agents to reside respectively in towns and ports in the territories of the other Power. Such Consular officers, however, shall not enter upon their functions until after they shall have been approved and admitted in the usual form by the Government to which they are sent. They shall exercise whatever functions, and enjoy whatever privileges, exemptions and immunities are or may hereafter be granted there to Consular officers of the most-favored-nation.

ARTICLE IX.

Any ship of war or merchant vessel of either of the Contracting Parties, which may be compelled by stress of weather, or by accident, to take shelter in a port of the other, shall be at liberty to refit therein, to procure all necessary stores, and to put to sea again, without paying any dues other than such as would be payable in a similar case by a national vessel.

In case the master of a merchant vessel should be under the necessity of disposing of a part of his merchandize in order to defray the expenses he may have incurred, no impediment shall be opposed by the local authorities, the master being, however, bound to conform to the regulations and tariffs of the place to which he may have come.

If any ship of war or merchant-vessel of one of the contracting parties should be stranded or wrecked upon the coasts of the territories of the other, such ship or vessel, and all parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandize saved therefrom, including any which may have been cast into the sea, or the proceeds thereof, if sold, as well as all papers found on board such stranded or wrecked ship or vessel, shall be given up to the owners or their agents when claimed by them from the officers or functionaries, British or Roumanian, who may be, by the laws and orders of the Governments of their respective countries, entrusted with the protection, preservation, and custody of shipwrecked property. If there are no such owners or agents on the spot, then the said ship, and the above-named thing and appurtenances, shall be delivered by the above-named officers or functionaries to the British or Roumanian Consul-General, Consul, Vice-Consul, or Consular Agent in whose district the stranding or wreck may have taken place, upon being claimed by him within the period fixed by the laws of the country; and such Consul functionaries, owners, or agents shall pay only the expenses incurred in the preservation of the property, together with the salvage or other expenses which would have been payable in the like case of the stranding or wreck of a national vessel.

It is, however, agreed that when the owner of the goods or merchandize, or his agent, not being present on the spot, shall be a native of the country in which the

stranding or wreck may take place, and resident therein, the goods or merchandize which may belong to him, or the produce thereof, if sold, shall not remain in the power of the Consular functionaries, but shall be deposited according to the laws of the said country, in order to be handed over to whomsoever they may belong by right.

The goods and merchandize saved from the wreck shall be exempt from all duties of Customs, unless cleared for consumption, in which case they shall pay the same duties that they would have to pay if they had been imported in a national vessel.

In the case of a vessel being driven in by stress of weather, stranded, or wrecked, the respective Consuls-General, Consuls, Vice-Consuls, and Consular Agents shall, if the owner or master, or other agent of the owner is not present, or is present and requires it, be authorized to interpose in order to afford the necessary assistance to their fellow-countrymen.

The intervention of the local authorities, when the owners, their agents, the captain, or the Consul functionaries are present, shall only take place for the purpose of maintaining order, of furthering the action of those persons, and of ensuring the execution of the rules to be observed for the entry and exit of the goods and merchandize saved, and for the realization of the duties when payable.

In case, however, of the absence, not only of the owner, captain, or other agents, but also of the Consuls-General, Consuls, Vice-Consuls, and Consular Agents, and until their arrival, the local authorities shall make it their duty to take the necessary measures for the protection of the individuals, and the preservation of the effects wrecked.

ARTICLE X.

British Consular officers in Roumania, and Roumanian Consular officers in the territories (including the Colonies and foreign Possessions) of Her Britannic Majesty, shall receive from the local authorities such assistance as can by law, or the provisions of Treaties with any third Power, be given to them for the recovery of deserters from vessels of their respective countries.

ARTICLE XI.

The ratifications of the present Treaty shall be exchanged at Bucharest as soon as possible. It shall come into force immediately, and shall remain in force for ten years from the date of the exchange of ratifications. And in case neither of the two Contracting Parties shall have notified twelve months before the expiration of the said period of ten years its intention of putting an end to the present Treaty, it shall remain binding until the expiration of one year from the day on which either of the Contracting Parties shall have given such notice.

In witness whereof, the respective Plenipotentiaries have signed the present Treaty, and have affixed thereto their seals.

Done in duplicate, at Bucharest, the 24th day of March (o.s.) and the 5th day of April, one thousand eight hundred and eighty.

[L.S.]
[L.S.]

W. A. WHITE.
B. BOERESCO.

PROTOCOL.

Upon proceeding to the signature of the Treaty of Commerce and Navigation concluded this day between Great Britain and Roumania, the Plenipotentiaries of the two Powers have agreed as follows:—

The South African Colonies, having signified their wish not to be included in the stipulations of the said treaty, they remain excluded from the operations of the same.

In a similar manner any British Colony or foreign Possession of Her Britannic Majesty shall have the option not to be included in the stipulations of this Treaty, provided notice to that effect is given within a period not later than six months after

the ratifications of the Treaty, and the provisions of this Treaty shall not apply to any British Colony or foreign Possession of Her Britannic Majesty which shall have given such notice.

In witness whereof, the undersigned Plenipotentiaries have drawn up the present Protocol in duplicate form, to which, after it had been duly read, they affixed their signatures.

Bucharest, this 5th day of April, 1880.

[L.S.]
[L.S.]

W. A. WHITE.
B. BOERESCO.

The Marquis of Lorne to the Earl of Kimberley.

OTTAWA, 30th October, 1880.

MY LORD,—With reference to your Lordship's circular despatch of the 5th August last, transmitting for the information of my Government copies of a Treaty of Commerce and Navigation which has been concluded between Great Britain and Roumania, I have now the honor of enclosing a copy of an approved Report of a Committee of the Privy Council, from which you will perceive "that it is the desire of my responsible advisers that the Dominion of Canada be exempted from the provisions of the said Treaty with Roumania, so far as relates to the conditions affecting commerce and trade."

I have, &c.,

LORNE.

The Right Honorable the Earl of KIMBERLEY, &c., &c.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General in Council, on the 28th October, 1880.

On a Report, dated 25th October, 1880, from the Honorable the Minister of Finance, stating that he has had referred to him a circular despatch from the Right Honorable the Secretary of State for the Colonies to His Excellency the Governor General, dated 5th August last, upon the subject of a Treaty of Commerce and Navigation with Roumania;

The Minister submits that, in accordance with the policy adopted by the Government in respect to foreign treaties, it is, in his opinion, inexpedient that the provisions of the said Treaty should be extended to Canada; he therefore recommends that a despatch be forwarded to the Secretary of State for the Colonies, informing him that it is the desire of the Government that the Dominion of Canada be exempted from the provisions of the said Treaty with Roumania, so far as relates to the conditions affecting commerce and trade.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE, Clerk Privy Council.

Earl of Kimberley to the Marquis of Lorne.

DOWNING STREET, 22nd November, 1880.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's despatch of the 30th of October, enclosing a minute of the Privy Council expressing the desire that the Dominion of Canada be exempted from the provisions of the Treaty of Commerce and Navigation between this country and Roumania, so far as relates to the conditions affecting commerce and trade. In reply I have to inform you that a copy of your despatch and its enclosures has been transmitted to the Foreign Office, with a request that the necessary steps may be taken for carrying out the wishes of your Government.

I have, &c.,

KIMBERLEY.

Governor General Right Hon. Marquis of LORNE, K.G., G.C.M.G.

Earl of Kimberley to the Marquis of Lorne.

DOWNING STREET, 2nd December, 1880.

MY LORD,—With reference to my despatch of the 22nd of November, I have the honor to inform you that the Secretary of State for Foreign Affairs has caused instructions to be sent to Her Majesty's Minister at Bucharest to take the necessary steps, as provided by the Protocol annexed to the Treaty, for the exemption of the Dominion of Canada from the provisions of the Treaty of Commerce and Navigation between this country and Roumania, as far as relates to the conditions affecting commerce and trade.

I have, &c., KIMBERLEY.
Governor General Right Hon. Marquis of LORNE, K.T., G.C.M.G.

DOWNING STREET, 31st May, 1881.

MY LORD,—In continuation of my despatch general of the 2nd of December last, I have the honor to transmit to you, for the information of your Government, the accompanying copy of a letter from the Foreign Office, and of its enclosures, showing the steps which have been taken with the view of obtaining the exemption of the Dominion of Canada from the commercial portion of the Treaty between Great Britain and Roumania of the 5th of April, 1880.

I have, &c., KIMBERLEY.
Governor General Right Honorable Marquis of LORNE, K.T., G.C.M.G.

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 26th January, 1881.

SIR,—With reference to your letter of the 8th instant, and to previous communications, I am directed by Earl Granville to transmit to you, to be laid before the Earl of Kimberley, a copy of a despatch from Her Majesty's Minister at Bucharest, enclosing copies of the notes exchanged by him with the Roumanian Minister with regard to the exemption of the Dominion of Canada from the commercial portion of the Treaty between Great Britain and Roumania of the 5th April, 1880.

I am, &c., CHARLES W. DILKE.
The Under-Secretary of State, Colonial Office.

BUCHAREST, 12th January, 1881.

MY LORD,—In compliance with your Lordship's instructions I have given notice to the Roumanian Government that the Dominion of Canada desires to be exempted, so far as relates to the conditions affecting Commerce and Trade, from the provisions of the Treaty signed at Bucharest between Great Britain and Roumania on the 1st April, 1880.

I have the honor to forward to your Lordship copy of my despatch on the subject, and of Mr. Boeresco's acknowledgment of it.

Right Honorable Earl of Granville. I have, &c., W. A. WHITE,

BUCHAREST, 26th December, 1880, 7th January, 1881.

M. LE MINISTRE,—I am instructed by Her Majesty's Government to inform your Excellency that the Dominion of Canada desires to be exempted, so far as relates to the conditions affecting Commerce and Trade, from the provisions of the Treaty signed at Bucharest between Great Britain and Roumania on the 24th March, 5th April, 1880, and I have the honor to request that my present communication shall be considered as the notice given in that respect to Roumania on behalf of the Dominion of Canada in accordance with the protocol annexed to the above mentioned Treaty

M. B. BOERESCO.

I have, &c. W. A. WHITE,

Translation.

BUCHAREST, 31st December 1880—12th January, 1881.

To the Envoy,

SIR,—Acknowledging the receipt of the note which you addressed to me on the 26th December, 1880, 7th January, 1881. I have the honor to inform you that the Roumanian Government has noted the desire expressed by the Dominion of Canada to be exempted, by virtue of the Protocol attached to the Treaty of Commerce between Great Britain and Roumania, from the stipulations relating to trade.

Please accept, &c.

Mr. WHITE.

B. BOERESCO.

IV.—EQUATOR.

Circular.

DOWNING STREET, 8th July, 1881.

SIR,—I have the honor to transmit to you a copy of a Treaty of commerce and navigation, which was signed at Quito on the 18th of October last, between Great Britain and the Republic of the Equator; together with a draft protocol, providing that the Treaty shall not be applicable to the colonies of Her Majesty therein named, unless notice on their behalf to that effect shall be given within one year from the date of the protocol.

Her Majesty's ratifications of the Treaty are about to be sent to Quito, but they will not be executed until the protocol has first been signed; and, to avoid delay, I shall be glad if you will be good enough to inform me, at your earliest convenience, whether your Government desire to be included in the Treaty, so that the necessary notice may be given to the Government of the Equator within the time specified in the protocol.

I have the honor to be, Sir, your most obedient, humble servant,

KIMBERLEY.

The Officer administering the Government of Canada.

Treaty of Friendship, Commerce, and Navigation between Her Majesty and the Republic of the Equator. Signed at Quito, 18th October, 1880.

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and the Republic of the Equator, being desirous of extending and facilitating the relations of commerce between their respective territories and subjects and citizens, have resolved to conclude a Treaty for that purpose, and have named as their respective Plenipotentiaries, that is to say:

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Frederic Douglas Hamilton, Esquire, Her Minister Resident to the Republic of the Equator;

And His Excellency the President of the Republic of the Equator, General Cornelio E. Vernaza, Minister of Foreign Affairs;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following Articles:—

ARTICLE I.

There shall be perpetual friendship between the dominions and subjects of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, her heirs and successors, and the Republic of the Equator and its citizens.

ARTICLE II.

There shall be between all the dominions and possessions of the two High Contracting Parties reciprocal freedom of commerce and navigation. The subjects and citizens of each of the two Contracting Parties, respectively, shall have liberty freely

and securely to come, with their ships and cargoes, to all places, ports and rivers in the dominions and possessions of the other to which other foreigners are, or may be, permitted to come, and shall, throughout the whole extent of the dominions and possessions of the other, enjoy the same rights, privileges, liberties, favors, immunities and exemptions in matters of commerce and navigation which are or may be enjoyed by native subjects or citizens generally.

ARTICLE III.

No other or higher duties shall be imposed on the importation into the dominions and possessions of Her Britannic Majesty of any article the produce or manufacture of the dominions and possessions of the Republic of the Equator, from whatever place arriving, and no other or higher duties shall be imposed on the importation into the dominions and possessions of the Republic of the Equator of any article the produce or manufacture of Her Britannic Majesty's dominions and possessions, from whatever place arriving, than are or shall be payable on the like article the produce or manufacture of any other foreign country; nor shall any prohibition be imposed on the importation of any article the produce or manufacture of the dominions and possessions of either of the two Contracting Parties into the dominions and possessions of the other, which shall not equally extend to the importation of the like articles being the produce or manufacture of any other country.

ARTICLE IV.

No other or higher duties or charges shall be imposed in the dominions and possessions of either of the Contracting Parties on the exportation of any article to the dominions and possessions of the other, than such as are or may be payable on the exportation of the like article to any other foreign country; nor shall any prohibition be imposed on the exportation of any article from the dominions and possessions of either of the two Contracting Parties to the dominions and possessions of the other which shall not equally extend to the exportation of the like article to any other country.

ARTICLE V.

Goods, in respect of which import duties shall have been paid upon the importation thereof by a subject or citizen of either country at a port of the United Kingdom or the Republic of the Equator, shall not be liable to the payment of any further import duty, in the event of such goods being conveyed by sea to any other port of the United Kingdom or Republic; provided, always, that both in the United Kingdom and in the Republic of the Equator such reshipments shall have been made in conformity with the laws of the two countries respectively for the regulation of the coasting trade.

ARTICLE VI.

Equality of treatment in regard to warehousing and to the transit trade, and also in regard to bounties, facilities and drawbacks, shall be enjoyed by the subjects and citizens of the High Contracting Parties reciprocally.

ARTICLE VII.

All articles the produce or manufacture of the dominions and possessions of either of the Contracting parties, or of any other country, which are or may be legally importable into the ports of the dominions and possessions of Her Britannic Majesty in British vessels, may likewise be imported into those ports in Equatorian vessels, without being liable to any other or higher duties or charges, of whatever denomination, than if such articles were imported in British vessels; and, reciprocally, all articles the produce or manufacture of the dominions and possessions of either of the Contracting Parties, or of any other country, which are or may be legally importable into the ports of the dominions and possessions of the Republic of the Equator in Equatorian vessels, may likewise be imported into those ports in British vessels, without being liable to any other or higher duties or charges, of

whatever denomination, than if such articles were imported in Equatorian vessels. Such reciprocal equality of treatment shall take effect without distinction, whether such articles come directly from the place of origin or from any other place.

In the same manner there shall be perfect equality of treatment in regard to exportation; so that the same export duties shall be paid, and the same bounties and drawbacks allowed, in the dominions and possessions of either of the High Contracting Parties, on the exportation of any article which is or may be legally exportable therefrom, without distinction whether such exportation shall take place in British or in Equatorian vessels, and whatever may be the place of destination, whether a port of either of the Contracting Parties or of any third Power.

ARTICLE VIII.

No duties of tonnage, harbor, pilotage, light-house, quarantine, or other similar or corresponding duties of whatever nature, or under whatever denomination, levied in the name or for the profit of Government, public functionaries, private individuals, corporations, or establishments of any kind, shall be imposed in the ports of the dominions and possessions of either country which shall not equally and under the same conditions be imposed in the like cases on the vessels of other nations.

Such equality of treatment shall apply reciprocally to the respective vessels, from whatever port or place they may arrive, and whatever may be their place of destination.

ARTICLE IX.

It being understood that the general liberty of commercial communication conceded by both Contracting Parties to one another by the preceding Articles Nos. V, VI, and VII shall in no way extend to the coasting trade of the two respective nations.

ARTICLE X.

In all that regards the stationing, loading and unloading of vessels in the ports, basins, docks, roadsteads, harbors, or rivers of the dominions and possessions of the two countries, the same privileges and immunities shall be conceded which have been conceded to the most favored nation.

ARTICLE XI.

All vessels which according to British law are to be deemed British vessels, and all vessels which according to Equatorian law are to be deemed Equatorian vessels, shall, for the purposes of this Treaty, be deemed British and Equatorian vessels respectively.

ARTICLE XII.

The High Contracting Parties agree that in all matters relating to commerce and navigation, any privilege, favor, or immunity whatever, which either Contracting Party has actually granted, or may hereafter grant, to the subjects or citizens of any other State, shall be extended immediately and unconditionally to the subjects or citizens of the other Contracting Party; it being their intention that the trade of each country shall be placed in all respects by the other on the footing of the most-favored-nation.

ARTICLE XIII.

The subjects or citizens of each of the Contracting Parties shall have, in the dominions and possessions of the other, the same rights as native subjects or citizens in regard to trade-marks and designs of every description applicable to articles of manufacture.

ARTICLE XIV.

It shall be free for each of the two High Contracting Parties to appoint Consuls-General, Consuls, Vice-Consuls, and Consular Agents, to reside in the towns and ports of the dominions and possessions of the other.

Such Consuls-General, Consuls, Vice-Consuls, and Consular Agents, however, shall not enter upon their functions until after they shall have been approved and admitted, in the usual form, by the Government to which they are sent.

They shall exercise whatever functions, and enjoy whatever privileges, exemptions, and immunities as are, or shall be granted there to Consuls of the most-favored-nation.

ARTICLE XV.

The subjects or citizens of each of the two High Contracting Parties, conforming themselves to the laws of the country—

1. Shall have full liberty, with their families, to enter, travel, or reside in any part of the dominions and possessions of the other Contracting Party.

2. They shall be permitted to hire or possess the houses, manufactories, warehouses, shops and premises, which may be necessary for them.

3. They may carry on their commerce by wholesale or retail, either in person or by any agents whom they may think fit to employ.

4. They shall not be subject, in respect of their persons or property, or in respect of passports, licenses for residence or establishment, nor in respect of their commerce or industry, to any taxes, whether general or local, nor to imposts or obligations of any kind whatever, other or greater than those which are or shall be imposed upon native subjects.

ARTICLE XVI.

The citizens of the Equator shall enjoy in all the dominions and possessions of Her Britannic Majesty complete and unlimited liberty of conscience, and shall exercise their religion publicly or privately in their own dwelling houses, or in the chapels or places of worship appointed for that purpose in conformity with the system of toleration established in the dominions and possessions of Her Britannic Majesty.

The subjects of Her Britannic Majesty residing in the dominions and possessions of the Equator shall enjoy the most perfect and entire security of conscience, without being annoyed or disturbed on account of their religious belief, provided that this takes place with the decorum due to Divine worship, and with due respect to the established laws, usages and customs.

They shall have entire liberty to bury their dead, in accordance with the religious ceremonies practised in their country, in the sepulchres and cemeteries already established or which may be hereafter established and appointed for that purpose, and the sepulchres of the dead, in conformity with the old and existing practice, shall not be profaned in any wise nor upon any account; subjecting themselves, however, with regard to the places of burial, to the laws for the preservation of public health which are or may be in vigor in the Equator.

XVII.

The subjects and citizens of each of the two High Contracting Parties in the dominions and possessions of the others shall be exempted from all compulsory military service whatever, whether in the army, navy, or national guard, or militia. They shall be equally exempted from all judicial and municipal charges and functions whatever, as well as from all contributions, whether pecuniary or in kind, imposed as a compensation for personal service; and finally, from forced loans and military exactions or requisitions.

In regard, however, to judicial and municipal charges and functions, those shall be excepted which are consequent upon the possession of real property or of a lease; and in regard to military exactions and requisitions, those which all subjects of the country are or shall be liable to as landed proprietors, or as farmers, or as tenants or occupiers of public houses, or houses of a similar character.

ARTICLE XVIII.

The subjects and citizens of each of the two Contracting Parties in the dominions and possessions of the other shall be at full liberty to acquire, possess, and dis-

pose of every description of property which the laws of the country may permit any foreigners, of whatsoever nation, to acquire and possess. They may acquire and dispose of the same, whether by purchase, sale, donation, exchange, marriage, testament, succession *ab intestato*, or in any other manner, under the same conditions as are established by the laws of the country for all foreigners. Their heirs and representatives may succeed to and take possession of such property, either in person or by agents acting on their behalf, in the same manner and in the same legal forms as subjects or citizens of the country. In the absence of heirs and representatives the property shall be treated in the same manner as the like property belonging to a subject of the country under similar circumstances.

In none of these respects shall they pay upon the value of such property any other or higher impost, duty, or charge, than is payable by subjects of the country. In every case the subjects and citizens of the Contracting Parties shall be permitted to export their property, or the proceeds thereof if sold, freely, and without being subjected on such exportation to pay any duty as foreigners, or any other or higher duties than those to which subjects of the country are liable under similar circumstances.

If any subject or citizen of either of the two High Contracting Parties shall die without will or testament in any of the territories, dominions, or settlements of the other, the Consul-General or Consul of the nation to which the deceased belonged, or the representative of such Consul-General or Consul, in his absence, shall have the right to nominate curators to take charge of the property of deceased, so far as the laws of the country will permit, for the benefit of the lawful heirs and creditors of the deceased; giving proper notice of such nomination to the authorities of the country.

ARTICLE XIX.

The dwellings, manufactories, warehouses, and shops of the subjects and citizens each of the two High Contracting Parties in the dominions and possessions of the other, and all premises appertaining thereto, destined for purposes of residence or commerce, shall be respected. If there should be occasion to make a search of, or a domiciliary visit to, such dwellings and premises, or to examine or inspect books, papers, or accounts, such measure shall be executed only in conformity with the legal warrant or order, in writing, of a Tribunal, or of the competent authority.

The subjects and citizens of each of the two Contracting Parties in the dominions and possessions of the other shall have free access to the Courts of Justice for the prosecution and defence of their rights. They shall enjoy, in this respect, the same rights and privileges as subjects or citizens of the country, and shall, like them, be at liberty to employ, in all causes, their advocates, attorneys, or agents from among the persons admitted to the exercise of those professions according to the laws of the country.

ARTICLE XX.

Any ship of war or merchant-vessel of either of the High Contracting Parties which may be compelled by stress of weather or by accident to take shelter in a port of the other, shall be at liberty to refit therein, to procure all necessary stores, and to put to sea again, without paying any dues other than such as would be payable in a similar case by a national vessel. In case, however, the master of a merchant-vessel should be under the necessity of disposing of a part of his merchandize, in order to defray his expenses, he shall be bound to conform to the regulations and tariffs of the place to which he may have come.

If any ship of war or merchant-vessel of one of the High Contracting Parties should run aground or be wrecked upon the coasts of the other, such ship or vessel, and all parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandize saved therefrom, including any which may have been cast into the sea, or the proceeds thereof, if sold, as well as all papers found on board such stranded or wrecked ship or vessel, shall be given up to their owners, or their agents, when claimed by them from the officers, British or Equatorian, as the case

may be, who are by the laws or Government of their respective countries entrusted with the protection, preservation, and custody of shipwrecked property; and if there are no such owners or agents on the spot, then the same shall be delivered by the above-named officers to the British or Equatorian Consul-General, Consul, or Vice-Consul, in whose district the wreck or stranding may have taken place, upon being claimed by him within the period fixed by the laws of the country; and such Consuls, owners, or agents, shall pay only the expenses incurred in the preservation of the property, together with the salvage, or other expenses, which would have been payable in the like case of a wreck of a national vessel.

The goods and merchandize saved from the wreck shall be exempt from all duties of Customs, unless cleared for consumption, in which case they shall pay the same rate of duty as if they had been imported in a national vessel.

In the case either of a vessel being driven in by stress of weather, run aground, or wrecked, the respective Consuls-General, Consuls, Vice-Consuls, and Consular Agents shall, if the owner or master, or other agent of the owner, is not present, or is present and requires it, be authorized to interpose, in order to afford the necessary assistance to their fellow-countrymen.

ARTICLE XXI.

The Consuls-General, Consuls, Vice-Consuls, and Consular Agents of each of the High Contracting Parties residing in the dominions and possessions of the other, shall receive from the local authorities such assistance as can by law be given to them for the recovery of deserters from the merchant-vessels of their respective countries.

ARTICLE XXII.

For the better security of commerce between the subjects of Her Britannic Majesty and the citizens of the Republic of the Equator, it is agreed that, if at any time any interruption of friendly intercourse or any rupture should unfortunately take place between the two Contracting Parties, the subjects or citizens of either of the two Contracting Parties residing upon the coast shall be allowed six months, and those residing in the interior a year, to wind up their accounts and dispose of their property; and a safe-conduct shall be given them to embark at the port which they shall themselves select. All subjects or citizens of either of the two Contracting Parties who may be established in the dominions or territories of the other, in the exercise of any trade or special employment, shall have the privilege of remaining and continuing such trade or employment therein, without any manner of interruption, in full enjoyment of their liberty and property, as long as they behave peaceably and commit no offence against the laws: and their goods and effects, of whatever description they may be, whether in their own custody, or intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like effects or property belonging to native subjects or citizens. In the same case, debts between individuals, public funds, and the shares of companies, shall never be confiscated, sequestered, or detained.

ARTICLE XXIII.

The present Treaty of Commerce and Navigation, when ratified, shall be substituted for the Treaty of Friendship, Commerce, and Navigation concluded between the High Contracting Parties at Quito on the 3rd day of May, 1851. It shall remain in force for ten years from the date of the exchange of the ratifications, and further, until the expiration of twelve months after either of the High Contracting Parties shall have given notice to the other of its intention to terminate the same, each of the High Contracting Parties reserving to itself the right of giving such notice to the other at the expiration of the first nine years, or at any time afterwards.

ARTICLE XXIV.

The present Treaty shall be ratified and the ratifications shall be exchanged at Quito in eight months from this date, or sooner if possible.

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto the seal of their arms.

Done at Quito, the eighteenth day of October, in the year of our Lord one thousand eight hundred and eighty.

[L.S.] FRED. DOUGLAS HAMILTON.
[L.S.] CORNELIO E. VERNAZA.

PROTOCOL.

The undersigned, in proceeding to the exchange of the ratifications of the Treaty of Friendship, Commerce, and Navigation concluded on the 18th day of October, 1880, between Her Majesty and the Republic of the Equator, have agreed to the present Protocol.

The stipulations of the aforesaid Treaty shall not be applicable to the Colonies and foreign possessions of Her Britannic Majesty hereinafter named, that is to say:—

The Dominion of Canada,	Victoria,
Newfoundland,	Queensland,
The Cape,	Tasmania,
Natal,	South Australia,
New South Wales,	Western Australia,
New Zealand.	

Provided always that the stipulations of the aforesaid Treaty shall be made applicable to any or all of the above-named Colonies or foreign Possessions of Her Britannic Majesty, on whose behalf notice to that effect shall be given within one year from the date hereof, by Her Britannic Majesty's Minister at Quito to the Ecuadorian Minister for Foreign Affairs.

In witness whereof the undersigned have signed the present Protocol, and have thereto affixed their seals.

Done at Quito, the _____ day of _____, one thousand eight hundred and eighty-one.

Earl of Kimberley to the Marquis of Lorne.

DOWNING STREET, 14th October, 1882.

MY LORD,—I have the honor to draw Your Lordship's attention to my circular despatch of the 8th of July, 1881, desiring to be informed whether your Government wishes to be included in the Treaty of Commerce and Navigation between Great Britain and the Republic of the Equator, which was signed at Quito on the 18th of October, 1880, and I have to request that you will be good enough to furnish me with an answer to that despatch at an early date.

I have, &c.,

KIMBERLEY.

Governor General the Right Honorable

The Marquis of LORNE, K.T., G.C.M.G.

Sir W. J. Ritchie to the Earl of Kimberley.

OTTAWA, 16th November, 1882.

MY LORD,—In reply to your despatch of the 8th July, 1881, marked "circular," and of the 14th October last, marked "general," I have the honor to forward herewith, for Your Lordship's information, a certified copy of a Report of a Committee of the Privy Council of the Dominion, embodying a recommendation by the Honorable the Minister of Finance, to the effect that Canada be not included in the Treaty of Commerce and Navigation between Great Britain and the Republic of the Equator.

I have, &c.,

W. J. RITCHIE.

Right Honorable Earl of KIMBERLEY.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 10th November, 1882.

The Committee of Council have had under consideration a circular despatch, dated 8th July, 1881, from the Right Hon. the Secretary of State for the Colonies of transmitting a copy of a Treaty of Commerce and Navigation, which was signed at Quito on the 18th of October, 1880, between Great Britain and the Republic of the Equator, together with a draft Protocol, providing that the Treaty shall not be applicable to the colonies of Her Majesty therein named, unless notice on this behalf to that effect shall be given within one year from the date of the Protocol, and also a despatch dated 14th October, 1882, from the Colonial Office, desiring to be informed whether the Canadian Government wishes to be included in the Treaty of Commerce and Navigation between Great Britain and the Republic of the Equator.

The Minister of Finance, to whom the said despatches were referred, states that he finds, on examination of the Treaty, that by Protocol the Dominion of Canada has been excluded, and he recommends that it should not be included in the Treaty cited above.

The Committee concur in the recommendation of the Minister of Finance, and advise that Her Majesty's Principal Secretary of State for the Colonies be informed to that effect.

JOHN J. MCGEE.

V.—MOROCCA.

Earl of Kimberley to the Marquis of Lorne.

DOWNING STREET, 2nd August, 1881.

MY LORD,—I have the honor to transmit to Your Lordship a copy of a letter from the Foreign Office enclosing the draft of a proposed new Convention of Commerce and Navigation between this country and Morocco, and I have to request that you will inform me by telegraph, at your earliest convenience, whether your Government have any objection to Canada being included in the proposed convention.

I have, &c. KIMBERLEY.

Governor General Right Hon. Marquis of LORNE, K.T., G.C.M.G.

Foreign Office to the Colonial Office.

FOREIGN OFFICE, 21st July, 1881.

SIR,—I am directed by Earl Granville to transmit to you a copy of the draft of a proposed new Convention of Commerce and Navigation between this country and Morocco.

I am to request that in laying this draft before the Earl of Kimberley you will move His Lordship to cause Lord Granville to be informed whether, in view of the very limited obligations which will be undertaken by this country, the text, as regards the colonies and foreign possessions of Her Majesty, may stand in its present form, or whether the special Colonial article, as contained in the proposed draft of Treaty with Montenegro, should be inserted.

I am at the same time to suggest that, if it is thought expedient, the Governor of Gibraltar might be instructed to communicate at once with Sir J. Hay with respect to any provisions required on behalf of trade between Gibraltar and Moorish Ports.

I am, &c.,

CHARLES W. DILKE.

The Under Secretary of State, Colonial Office.

Sir W. J. Ritchie to the Earl of Kimberley.

OTTAWA, 29th August, 1881.

MY LORD,—I had the honor on the 23rd instant, to receive from your Lordship a telegraphic message, in the following words:—"23rd August, Treaty Commerce, Morocco. My despatch, 2nd August. Foreign Office anxious. Reply. Please telegraph."

To which, on the 26th instant, I sent a reply as follows:—"No objection to Canada being included in Treaty with Morocco."

I have, &c., W. J. RITCHIE.

Right Hon. Earl of KIMBERLEY.

Sir W. J. Ritchie to the Earl of Kimberley.

OTTAWA, 29th August, 1881.

MY LORD,—I have the honor to forward herewith, for the information of the Foreign Office, a certified copy of a Report of a Committee of the Privy Council, in which is embodied a Report by the Minister of Justice, to whom your despatch of the 2nd instant, marked "general" was referred, in which it is stated that there is no objection to the inclusion of Canada in the proposed Convention of Commerce and Navigation between Great Britain and Morocco.

I had the honor to communicate the substance of the above Report of Council to Your Lordship, by telegraph, on the 26th instant.

I have, &c., W. J. RITCHIE.

Right Hon. Earl of KIMBERLEY.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by the Honorable the Deputy of His Excellency the Governor General in Council, on the 29th August, 1881.

The Committee of Council have had under consideration the despatch (general) dated 2nd August, 1881, from the Right Honorable the Secretary of State for the Colonies, transmitting a copy of a letter from the Foreign Office enclosing the draft of a proposed new Convention of Commerce and Navigation between Great Britain and Morocco, and requesting to be informed by telegraph whether this Government have any objection to Canada being included in the proposed convention.

The Honorable the Minister of Justice, to whom this despatch with enclosure has been referred, reports that in his opinion there is no objection to Canada being included in the proposed Convention, and recommends that the Earl of Kimberley be so informed by telegraph as he requests.

The Committee concur in the foregoing recommendation, and submit the same for approval.

Certified, J. O. COTE, Clerk Privy Council.

VI.—EGYPT.

Circular.

DOWNING STREET, 20th August, 1881.

SIR,—I have the honor to transmit to you a copy of a letter from the Foreign Office, stating that negotiations will probably be opened shortly with the Egyptian Government, for the conclusion of a Commercial Treaty with Egypt; and I have to request that you will inform me, at your earliest convenience, whether there are any matters in respect of which your Government would desire to make any special proposals.

The Colonial Article referred to in the enclosed letter is the clause now adopted, excepting the Colony under your Government, and others of the more important

Colonies, from the operation of the Treaty, but providing that its stipulations may be applied to any such Colonies on notice to that effect being given within one year from the date of the exchange of the ratifications of the Treaty.

I have the honor to be, Sir, your most obedient, humble servant,

KIMBERLEY.

The Officer Administering the Government of Canada.

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 30th July, 1881.

SIR,—I am directed by Earl Granville to state to you, for the information of the Earl of Kimberley, that negotiations will probably be opened shortly with the Egyptian Government for the conclusion of a Commercial Treaty with Egypt. At present trade and navigation between the British Dominions and Egypt are governed by the Treaty of April 29th, 1861, between Great Britain and the Porte, a copy of which will be found in the accompanying volume of Hertslet's Treaties on Trade, &c., with Turkey. The Khedive has, however, obtained, under a Firman granted by the Sultan, the right to conclude commercial conventions with foreign powers; and in pursuance of this right the Egyptian Government now seek to enter into negotiations for this purpose. I am therefore to request that you will move Lord Kimberley to cause Lord Granville to be informed whether there are any points to which His Lordship would wish Mr. Malet's attention to be especially called in connection with the proposed negotiations, bearing upon Colonial interests.

An article, in the form now adopted relative to the Colonies and Foreign Possessions of Her Majesty, will be proposed to the Egyptian Government in the course of the negotiations, unless the Colonial Office should wish any other course to be adopted.

The enquiry now made relates to any official stipulations to be proposed to the Egyptian Government.

I am, &c., CHARLES W. DILKE.

The Under Secretary of State, Colonial Office.

Marquis of Lorne to the Earl of Kimberley.

QUEBEC, 29th July, 1882.

MY LORD,—With reference to Your Lordship's circular despatch of the 20th August last, stating that negotiations will probably be opened shortly with the Egyptian Government for the conclusion of a Commercial Treaty with Egypt, and requesting to be informed whether there are any matters in respect of which my Government would desire to make any special proposals, I have the honor to forward herewith a copy of an approved Report of a Committee of the Privy Council of Canada, expressing the desire of the Dominion Government to have the introduction of the usual clause in the Treaty which is deemed sufficient to protect Canadian interests.

I have, &c., LORNE.

Right Hon. Earl of KIMBERLEY, K. T., K. C. M. G.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 24th July, 1882.

The Committee of Council have had under consideration a circular despatch dated 20th August, 1881, from the Secretary of State for the Colonies, transmitting a letter from the Foreign Office stating that negotiations will probably be opened shortly with the Egyptian Government for the conclusion of a Commercial Treaty with Egypt, and requesting to be informed whether there are any matters in respect of which the Canadian Government would desire to make any special proposals.

The Minister of Finance, to whom the said despatch and enclosure were referred, reports that he has taken advantage of the presence in Canada of the High Commissioner to request him to state his views upon the despatch in question.

The High Commissioner writes, he is not aware that at present there exists "any special point in which Canadian Trade is likely to be effected by any Treaty between the United Kingdom and Egypt, and that he is of opinion that the introduction of the usual clause, permitting any Colony to become party to the Treaty within twelve months after its ratification, and when its conditions are known would sufficiently protect Canadian interests." In this opinion the Minister of Finance coincides.

The Committee concur in the foregoing report, and they advise that His Excellency be respectfully requested to transmit to Her Majesty's Principal Secretary of State for the Colonies, the desire of His Government to have the introduction of the usual clause in the Treaty, which is deemed sufficient to protect Canadian interests.

JOHN J. MCGEE.

VII.—MONTENEGRO.

Circular 1.

DOWNING STREET, 14th June, 1882.

SIR,—I have the honor to transmit to you, for publication in the Colony under your Government, a copy of a Treaty of Friendship, Commerce, and Navigation between Her Majesty and the Prince of Montenegro, signed on the 21st of January last.

I have to call your attention to Article 14 of the Treaty, from which you will perceive that, if it is desired that the Colony under your Government should come within the operation of the Treaty, notice must be given to the Montenegrin Government within one year from the date of the exchange of the ratifications (May 14, 1882). It will therefore be desirable for you to inform me, at your earliest convenience, of the wishes of your Government in the matter.

I have the honor to be, Sir, your most obedient, humble servant,

KIMBERLEY.

The Officer Administering the Government of Canada.

Treaty of Friendship, Commerce, and Navigation between Her Majesty and the Prince of Montenegro. Signed at Cetinje, 21st January, 1882.

(Ratifications Exchanged at Cetinje, 14th May, 1882.)

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Highness the Prince of Montenegro, being desirous of placing on a satisfactory footing the commercial relations between the two States, have with this object determined to conclude a Treaty of Friendship, Commerce and Navigation, and they have accordingly appointed their respective Plenipotentiaries, that is to say:

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, William Kirby Green, Esquire, Companion of the Most Distinguished Order of Saint Michael and Saint George, Her Majesty's Chargé d'Affaires at the Court of Montenegro;

And His Highness the Prince of Montenegro, the Voivode Stanko Radonich, Knight Grand Cross of the Most Distinguished Order of Danilo the First, his Minister for Foreign Affairs;

Who, having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following Articles:—

ARTICLE I.

British subjects who reside temporarily or permanently in Montenegro, and Montenegrin subjects who reside temporarily or permanently in the United Kingdom

of Great Britain and Ireland, shall enjoy therein with respect to residence, and the exercise of commerce and trade, the same rights as, and shall not be subject to any higher or other imposts or taxes, whether general, municipal, or local, than natives, or the subject of any other country, the most favored in this respect, by either of the Contracting Parties.

British subjects in Montenegro, and Montenegrin subjects in the United Kingdom of Great Britain and Ireland, shall enjoy the same treatment as natives, or as is now granted, or may hereafter be granted to the subjects of any other country the most favored in this respect, with regard to the acquisition, the holding and the disposal of real property, and all charges on it; with regard to access to Courts of Law, and in the prosecution and defense of their rights; and in regard to domiciliary visits to their dwellings, manufactories, warehouses, or shops.

They shall be exempted from billeting, and from all compulsory military service, whether in the army, navy, national guards or militia. They shall be likewise exempted from all contributions whether pecuniary or in kind, imposed as a compensation for billeting, and personal service; and finally, from forced loans, and military exactions, or requisitions, as well as from all judicial or municipal functions whatever, other than those imposed by the laws relating to juries.

ARTICLE II.

The produce and manufactures of, as well as all goods coming from the United Kingdom of Great Britain and Ireland, which are imported into Montenegro; and the produce of manufactures of, as well as all goods coming from, Montenegro, which are imported into the United Kingdom of Great Britain and Ireland, whether intended for consumption, warehousing, re-exportation, or transit, shall be treated in the same manner as, and in particular, shall be subject to no higher or other duties or surcharges, whether general, municipal, or local, than the produce, manufactures, and other goods of any third country the most favored in this respect, except as regards such special facilities, as have been, or may hereafter be, conceded on the part of Montenegrin to the neighboring States, with respect to the traffic in local produce and manufactures between their conterminous frontier districts. No other or higher duties shall be levied in Montenegro, on the exportation of any goods to the United Kingdom of Great Britain and Ireland; or in the United Kingdom of Great Britain and Ireland, on the exportation of any goods to Montenegro, than may be levied on the exportation of any like goods, to any third country the most favored in this respect.

Neither of the Contracting Parties shall establish a prohibition of importation, exportation, or transit, against the other, which shall not, under like circumstances, be applicable to any third country the most favored in this respect. In like manner, all that relates to local dues, Customs' formalities, brokerage, patterns or samples, introduced by commercial travellers, and all other matters connected with trade, British subjects in Montenegro, and Montenegrin subjects in the United Kingdom of Great Britain and Ireland, shall enjoy the most-favored nation treatment.

ARTICLE III.

All British produce or manufactured goods shall be imported into Montenegro free of all duties or charges, with the exception only of such dues as shall be levied for Custom-house portorage, public weighing, and for the maintenance and improvement of quays and Custom-house buildings.

And any reduction in these dues, granted to the goods or manufactures of any third Power, shall be at once and unconditionally extended to British produce or manufactured goods.

The Montenegrin Government reserves, however, the right of levying an import duty on British manufactures and produce, when it shall deem it expedient. Nevertheless the Montenegrin Government binds itself to give the British Government previous notice of such decision, six months before the measure is put in force, and engages further that such rate of duty shall not exceed 8 per cent. *ad valorem*.

The Montenegrin Government engages, moreover, not to levy any such duties except when they are also applicable to the like manufactures and products of all other foreign countries.

The following articles are excepted from the right of free importation into Montenegro, viz:—

Arms of all kinds,	Saltpetre,
Gunpowder and other explosives,	Sulphur,
Munitions of war,	Spirits,
Salt,	Tobacco,
	Wines.

The above products shall be subject in Montenegro to the same conditions as the like products of any third Power, the most favored in this respect.

ARTICLE IV.

The duties *ad valorem* which may hereafter be levied in Montenegro, on British produce or manufactured goods, shall be calculated on the value at the place of production or fabrication of the article imported, with the addition of the cost of transport, insurance, or commission, necessary for its importation into Montenegro, as far as the port of discharge or place of entry.

For the levying of these dues, the importer shall make a written declaration at the Custom House, stating the value and description of the goods imported. If the Custom House authorities are of opinion that the declared value is insufficient, they shall be at liberty to take the goods on paying to the importer the price declared, namely, the value at the place of production or fabrication of the article imported, with the addition of the cost of transport, insurance, and commission necessary for importation into Montenegro, as far as the port of discharge or place of entry, with an addition of 5 per cent.

This payment, together with the restitution of any duty which may have been levied upon such goods, shall be made within fifteen days following the declaration.

Goods unaccompanied by the above-mentioned declaration, will not be entitled to the benefit of paying the *ad valorem* duties stipulated in the present Treaty, but shall be subject to the specific or other duties imposed by the Montenegrin Government.

ARTICLE V.

The Montenegrin Government reserves to itself the right, after an understanding with Her Majesty's Legation, to limit to certain places, the Custom Houses through which goods charged *ad valorem* may enter Montenegro.

The Montenegrin Government likewise reserves to itself the right to require that the importer shall produce, together with his declaration of value on the entry of the goods into Montenegro, one or other, at his option, of the following documents, namely:—

1. A declaration of value made before the magistrate at the place of manufacture or production.
2. A certificate of value from the Chamber of Commerce at the place of production; or,
3. A declaration of value made before the nearest Montenegrin Consul. The fee of such Consul on certifying this declaration shall not exceed 5s.

ARTICLE VI.

The Montenegrin Government opens to the produce and manufactures of the United Kingdom of Great Britain and Ireland, and to the produce and manufactures of British Colonies and Foreign Possessions, all its ports, harbors, and all landing places, or quays on its rivers or other waters, where merchandize is permitted to be landed, and all Custom houses, free of all Custom house duties and charges, but without prejudice to the stipulations of Articles III, VIII, and XII of this present Treaty.

ARTICLE VII.

If one of the Contracting Parties shall impose an excise tax, that is to say, an inland duty, upon any article of home production or manufacture, an equivalent compensatory duty may be imposed on articles of the same description on their importation from the territories of the other power, provided that the said equivalent duty is levied on all articles on their importation from all foreign countries.

In the event of the reduction or suppression of excise taxes—that is to say, inland duties—a corresponding reduction or suppression shall at the same time be made in the equivalent compensatory duty on manufactures of British or Montenegrin origin, as the case may be.

ARTICLE VIII.

Every favor or immunity which has been, or may hereafter be, granted by one of the Contracting Parties to the subjects or commerce of a third Power, shall be granted simultaneously and unconditionally to the other, except as regards such special facilities as have been, or may hereafter be, conceded on the part of Montenegro to the neighboring States with respect to the local traffic between conterminous frontier districts.

ARTICLE IX.

British subjects in Montenegro, and Montenegrin subjects in the United Kingdom of Great Britain and Ireland, shall enjoy the same rights as natives, or as are now granted, or may hereafter be granted, to the subjects of any third Power the most favored in this respect, in everything relating to the property in trade-marks, or trade-labels or tickets, as well as in patterns or designs for manufactures.

It is understood that any person who desires to obtain the aforesaid protection must fulfil the formalities required by the laws of the respective countries.

ARTICLE X.

Each of the contracting parties may appoint Consuls-General, Consuls, Vice-Consuls, Pro-Consuls, and Consular Agents to reside respectively in the towns and ports of the contracting parties where the consular officers of these different classes of the most favored nation have received or may receive authorization to reside. Such Consular officers, however, shall not enter upon their functions until after they shall have been approved and admitted in the usual form by the Government to which they are sent. They shall exercise whatever functions, and enjoy whatever privileges, exemptions, and immunities, are, or may hereafter be, granted there to Consular officers of the most favored nation.

ARTICLE XI.

It is agreed that, as regards freights and all other facilities, British goods conveyed over Montenegrin railways or publicly-constructed high roads, and Montenegrin goods conveyed over British railways, shall be treated in exactly the same manner as the goods of any other nation the most favored in that respect.

ARTICLE XII.

British ships and their cargoes shall in Montenegro, and Montenegrin ships and their cargoes in the United Kingdom of Great Britain and Ireland, from whatever place arriving, and whatever may be the place of origin or destination of their cargoes, shall be treated in every respect as national ships and their cargoes.

The preceding stipulation applies to local treatment, dues, and charges in the ports, basins, docks, roadsteads, harbors, and rivers of the two countries, pilotage, and generally to all matters connected with navigation, without prejudice to the Rules and Regulations of the Maritime and Sanitary Police, and of the Maritime code in force in Montenegro.

Every favor or exemption in these respects, or any other privilege in matters of navigation, which either of the Contracting Parties shall grant to a third Power, shall be extended immediately and unconditionally to the other Party.

All vessels which, according to British law, are to be deemed British vessels, and all vessels which, according to the laws in force in Montenegro, are to be deemed Montenegrin vessels, shall, for the purposes of this Treaty, be respectively deemed British or Montenegrin vessels.

ARTICLE XIII.

The Consuls-General, Consuls, Vice-Consuls, Pro-Consuls, and Consular Agents of each of the Contracting Parties residing in the dominions and possessions of the other shall receive from the local authorities such assistance as can by law be given to them for the recovery of deserters, not being slaves, from the merchant-vessels of their respective countries.

ARTICLE XIV.

The stipulations of the present Treaty shall be applicable to all the Colonies and Foreign Possessions of Her Britannic Majesty, so far as the laws permit, excepting to those hereinafter named, that is to say, except to—

The Dominion of Canada,
The Cape,
New South Wales,
Queensland,
South Australia,
New Zealand.

Newfoundland,
Natal,
Victoria,
Tasmania,
Western Australia,

Provided always, that the stipulations of the present Treaty shall be made applicable to any of the above-named Colonies or foreign Possessions on whose behalf notice to that effect shall have been given by Her Britannic Majesty's Representative at the Court of Montenegro to the Montenegrin Minister for Foreign Affairs, within one year from the date of the exchange of the ratifications of the present Treaty.

ARTICLE XV.

The present Treaty shall be ratified, and the ratifications exchanged at Cetinje, as soon as possible after its signature. It shall come into force immediately after the exchange of ratifications, and shall remain in force for ten years from that date. In case neither of the two Contracting Parties shall have given notice, twelve months before the expiration of the said period of ten years, of their intention of terminating the present Treaty, it shall remain in force until the expiration of one year from the day on which either of the Contracting Parties shall have given such notice.

In witness whereof, the respective Plenipotentiaries have signed it, and affixed to it the seal of their office.

Done at Cetinje, the twenty-first day of January, one thousand eight hundred and eighty-two.

[L.S.]
[L.S.]

W. KIRBY GREEN.
V. S. RADONICH.

Protocol of the 21st January, 1882.

The Undersigned, Plenipotentiaries of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and His Highness the Prince of Montenegro, having met in conference, have taken into consideration the following subject:—

They have directed their attention to the fact that, although, by Article III. of the Treaty signed this day between Her Britannic Majesty and the Prince of Montenegro, all British produce or manufactured goods shall be imported into Montenegro free of all duties or charges, with the exception only of such dues as shall be levied for Custom-house portorage, public weighing, and for the maintenance and improvement of quays and custom-house buildings, yet that British goods and manufactures are actually subjected to a tax of four per cent., through the levying of the existing interior duty to this amount on all sales of foreign goods. They have consequently resolved to declare that, whenever the Montenegrin Government puts in force its reserved right, contained in paragraph 3 of Article III. of the Treaty, of levying an

import duty not exceeding eight per cent. *ad valorem* on British produce and manufactures, the above-mentioned interior tax of four per cent. on sales effected in the Principality shall at once cease to be leviable.

They further declare that the said existing interior tax on sales of foreign goods and manufactures shall not be raised above four per cent., and that any reduction in this tax granted to the goods and manufactures of any third Power shall at once and unconditionally be extended to British produce or manufactures.

The other provisions of Article III remain in force, as they have been agreed upon in the Treaty.

This Protocol shall be regarded and acted upon as forming part of the Treaty in question, and shall be ratified with it at one and the same time.

In witness whereof, the undersigned have drawn up the present Protocol to which they have affixed the seals of their office.

Done at Cettinje, the twenty-first day of the month of January, one thousand eight hundred and eighty two.

[L.S.]
[L.S.]

W. KIRBY GREEN.
V. S. RADONICH.

Earl of Derby; to the Marquis of Lorne.

DOWNING STREET, 8th February, 1883.

MY LORD,—I have the honor to remind Your Lordship that no answer has yet been received from you to my predecessor's circular despatch of the 14th of June, 1882, transmitting a copy of a Treaty of Commerce and Navigation between Her Majesty and the Prince of Montenegro, and desiring to be informed whether your Government wishes to come within its operation.

I presume that I am right in concluding that your Government has no desire to be included in this arrangement.

I have, &c.,

DERBY.

Governor General Right Hon. Marquis of LOBNE, K.T., G.C.M.G.

The Marquis of Lorne to the Earl of Derby.

OTTAWA, 3rd March, 1883.

MY LORD,—With reference to Your Lordship's despatch of the 8th ultimo, marked "general," requesting an answer to your predecessor's circular despatch of the 14th of June last, on the subject of a Treaty of Friendship, Commerce and Navigation between Her Majesty and the Prince of Montenegro, I have the honor to forward herewith a copy of an approved Report of a Committee of the Privy Council, from which Your Lordship will learn that it is not the desire of the Dominion of Canada to be included in the Treaty with Montenegro.

I have, &c.,

LORNE.

The Right Hon. the Earl of DERBY.

CERTIFIED COPY of Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 1st March, 1883.

On a Report, dated 28th February, 1883, from the Minister of Finance, stating that he has had under consideration a despatch, dated 8th February, 1883, from Her Majesty's Principal Secretary of State for the Colonies, requesting an answer to his predecessor's circular despatch of the 14th June, 1882, transmitting for publication, a copy of a Treaty of Friendship, Commerce and Navigation between Her Majesty and the Prince of Montenegro; signed on the 21st of January, 1882;

The Minister recommends that Her Majesty's Principal Secretary of State for the Colonies be advised that the Dominion of Canada is not desirous to be included in the Treaty with Montenegro.

The Committee concur in the foregoing recommendation of the Minister of Finance, and submit the same for Your Excellency's approval.

JOHN J. MCGEE.

VIII.—JAMAICA.

The Earl of Kimberley to the Marquis of Lorne.

DOWNING STREET, 29th July, 1882.

MY LORD,—I have received from the Governor of Jamaica a despatch in which he states that he has learned from unofficial, but trustworthy sources, that the Government of Canada desires to enter into special commercial arrangements with that colony, and the British West Indies generally, in the direction of reciprocal concessions in reduction of import duties.

The Governor of Jamaica further understands that the duties which the Canadian Government are willing to reduce are those on rum, sugar and fruit, in return for which Jamaica would make adequate reductions, particularly on flour, fish and lumber.

I need scarcely say that Sir A. Musgrave is entirely right in his assumption that Her Majesty's Government could not sanction any arrangements which would involve the creation of differential duties in favor of Canada.

Before I can express any opinion upon the suggested arrangement, I should wish to learn the view of your Ministers upon the subject, and the nature of any proposals which the Canadian Government may desire to make.

I have, &c., KIMBERLEY.

Governor General Right Honorable Marquis of LORNE,

Sir W. J. Ritchie to the Earl of Kimberley.

OTTAWA, 28th October, 1882.

MY LORD,—In reply to Your Lordship's despatch of the 29th July last, relative to special commercial arrangements with Jamaica and the British West Indies generally, in the direction of reciprocal concessions in reduction of import duties, I have the honor to forward herewith, for Your Lordship's information, a copy of an approved Report of a Committee of the Privy Council, embodying a report by the Minister of Finance on the subject.

I have, &c., W. J. RITCHIE.

The Earl of KIMBERLEY, &c., &c.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on 26th October, 1882.

The Committee have had under consideration a Colonial Office despatch, dated 29th July, 1882 (confidential), on the subject of special commercial arrangements with Jamaica and the British West Indies generally, in the direction of reciprocal concessions in reduction of import duties.

The Minister of Finance to whom the confidential despatch was referred, reports that certain unofficial communications have been received from parties in Jamaica expressive of the desire that special commercial engagements should be entered into for increasing the trade between the two Colonies, but that nothing in the nature of negotiation has taken place, nor is the Minister prepared to submit any basis for discussion at present.

That the despatch states that the Governor of Jamaica understands that the Canadian Government are willing to reduce the duties on rum, sugar and fruit, in return for which Jamaica would make adequate reduction, particularly on flour, fish, and lumber. Upon this the Minister desires to remark that the duties on rum are so intimately connected with the Excise system of the Dominion that any interference with them would be attended with great difficulty. As regards sugar and fruit, they might certainly form the subject of future negotiations, if it were desired. But it is understood to be doubtful whether the finances of Jamaica would permit any material reduction of duties upon flour, fish, and lumber, thereby rendering it absolutely

necessary that the form of compensation to Canada should be through an augmentation of duty upon these articles when imported into Jamaica from the United States or other foreign countries.

This view seems to have been present to the mind of Sir A. Musgrave, and his assumption that Her Majesty's Government could not sanction any arrangements which would involve the creation of differential duties in favor of Canada, is stated by Lord Kimberley to be entirely right.

The Minister observes that although the Canadian Government are not at present prepared to propose any plan for a Commercial Convention with Jamaica or the West Indies generally, they feel it necessary to record their dissent from the principle hereby laid down, that as between portions of the said Empire no duties discriminating in favor of British as against foreign industry can be sanctioned by Her Majesty's Government.

The Minister further observes that this principle formed the subject of a protracted discussion with Her Majesty's Government in 1860-61, upon the proposal made by Canada, prior to Confederation, to have free interchange of products with the Maritime Provinces of Nova Scotia and New Brunswick, maintaining duties on the same articles against the rest of the world. A reference to this correspondence will show that the point was finally conceded by Her Majesty's Government, and the policy desired by Canada acquiesced in.

That in accordance with this precedent the Canadian Government claim that it is competent for any of the Colonies possessing representative and responsible Governments to enter into mutual agreements for either partial or absolute free trade with the Mother Country or with each other, or with both, discriminating against other countries.

The same principle should also apply in the Crown Colonies—but as their action must be through Her Majesty's Government, it is evident that their wishes cannot be carried into effect without the sanction of the Imperial Executive. Negotiations with such Colonies does not seem to promise any beneficial results until this principle be conceded—that trade should be rendered as free as practicable, between the various portions of the Empire, having regard solely to their own interests, and unfettered by any obligations to treat others with equal favor.

The Committee concur in the foregoing Report of the Minister of Finance, and they recommend that a copy of this minute, when approved, be transmitted to Her Majesty's Principal Secretary of State for the Colonies.

JOHN J. MCGEE.

The Earl of Kimberley to the Deputy Governor of Canada.

DOWNING STREET, 7th December, 1882.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 28th of October, transmitting a copy of an approved Report of a Committee of the Privy Council, embodying a Report by the Minister of Finance relating to the question of the expediency of making special commercial arrangements with Jamaica and the British West Indies.

I have &c.,

KIMBERLEY.

The Deputy Governor of Canada.

RETURN

(90)

To an ORDER of the HOUSE OF COMMONS, dated 9th April, 1883 ;—For Copies of all Correspondence between the Government and the Lake St. John Railway Company, in relation to the Subsidy granted to the said Company, and a Statement of all sums paid to the said Company on account the said subsidy, up to this date.

By Command,

HECTOR L. LANGEVIN,

*Acting Secretary of State.*Department of the Secretary of State,
24th April, 1883.

RETURN

(91)

To an ORDER of the HOUSE OF COMMONS, dated 16th April, 1883 ;—For a Return of the Names and respective Amounts of Customs duties refunded at the Port of Toronto, for the last fiscal year, and the articles or commodities upon which the duties were collected and refunded.

By Command,

HECTOR L. LANGEVIN,

*Acting Secretary of State.*Department of the Secretary of State,
25th April, 1883.

[In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.]

RETURN

(92)

To an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1883 ;—For a Return showing the Imports and Exports from the 1st July, 1882, to January 1st, 1883, giving quantities and descriptions similar to that usually published in the *Gazette* (monthly imports), and the Countries from which imported, and to which exported.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
25th April, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.]

RETURN

(93)

To an ADDRESS of the HOUSE OF COMMONS, dated 23rd April, 1883;—For Copies of all Correspondence of recent date between the Government of the Dominion, and the Government of British Columbia, and all Orders in Council on the subject of Immigration into that Province.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
26th April, 1883.

Acting Secretary of State.

GOVERNMENT HOUSE, VICTORIA, 10th March, 1883.

SIR,—I have the honor to enclose herewith a copy of a Report of my Executive Council approved by me on the 9th day of March, 1883, upon the subject of the necessity which exists of attempting to attract a desirable class of white labor into this Province, and further seeking the co-operation and assistance of the Dominion Government to carry out a comprehensive scheme of immigration. The Report goes somewhat fully into the subject, setting out the causes which have hitherto tended to interfere with the immigration of a desirable laboring class to this Province, the consequent introduction of numbers of Chinese to perform indispensable work—the consequent detrimental effect upon the Province of the presence of so large a number of Chinese; and that the true interests of the Province and Dominion alike demand an attempt to ensure the carrying out of the large public works now in hand by means of free white labor so that the vast expenditure thereon may be retained in the country and utilized for its further development.

The subject is one of so great importance to British Columbia, that I earnestly express the hope that it may receive immediate consideration by the Dominion Government, and that the assistance asked for being granted us, we may shortly see a scheme of immigration inaugurated which shall meet the requirements of so pressing a necessity.

I have the honor to be, Sir, your obedient servant,

CLEMENT F. CORNWALL, *Lieutenant Governor.*

Hon. Secretary of State.

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Honor the Lieutenant Governor, the 9th day of March, 1883.

The Committee of Council, having had under consideration the subject of bringing a desirable class of white labor into the Province, and the question of obtaining assistance from the Dominion Government to carry out a comprehensive scheme of immigration, report:—

1. That British Columbia has, during all the years since Confederation, contributed towards the Federal revenue much more largely, in proportion to population, than the other Provinces, and yet has never participated in any of the appropriations made from time to time by the Dominion Parliament for the promotion of immigration.

2. That owing to remoteness from centres of emigration, paucity of population, and inadequacy of revenue available for the purpose of carrying out an immigration

scheme, this Province stands more in need of, and has a stronger claim upon the Dominion for aid than any of the other Provinces.

3. That the prosecution of large public works has created a demand for labor for which no adequate supply existed in the country, and the consequence has been the influx of hordes of Chinese to supply the want.

4. That the presence of this semi-slave labor is most prejudicial to the best interests of the country, and constitutional disability alone prevents the Legislature applying stringent remedies.

5. That it is in the true interests alike of the Province and the Dominion that the extensive public works should be carried on by means of free white labor, in order that the vast expenditures thereon may, as far as possible, be retained in the country, and utilized for the purpose of promoting the development of its varied natural resources and industries, and building up prosperous and happy communities within its borders.

6. That in order that these objects may be attained, and the Chinese evil remedied, it is of the utmost importance that a comprehensive and well digested scheme of immigration be inaugurated with all practicable dispatch.

7. That inasmuch as it would be altogether beyond the capacity of this Province to carry out such a scheme, it is necessary to seek that substantial Federal assistance, which, for the foregoing reasons, British Columbia is entitled to expect at the hands of the Dominion Parliament.

8. That it is, therefore recommended that application be made to the Dominion Government to grant fifty thousand dollars (\$50,000), this Province contributing a like sum, towards organizing and carrying out a comprehensive and vigorous scheme of immigration.

The Committee advise that this minute be approved, and a copy forwarded to the Honorable the Secretary of State for Canada.

Certified,

JNO. ROBSON, *Provincial Secretary and Clerk Ex. Council.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General, on the 9th April, 1883.

The Committee of the Privy Council have had under consideration a despatch dated 10th March, 1883, from the Lieutenant-Governor of British Columbia, transmitting a Minute of his Executive Council, dated 9th March, 1883, setting forth the necessity which exists of attempting to attract a desirable class of white labor into that Province, and further seeking the co-operation and assistance of the Dominion Government to carry out a comprehensive scheme of Immigration.

The Minister of Agriculture, to whom the despatch and enclosures were referred, reports as follows:—

1st. The report of the Executive Council sets forth that the Province of British Columbia, during all the years since Confederation, has contributed to the Federal revenues much more largely in proportion to population, than the other Provinces, and yet has never participated in any of the appropriations made from time to time by the Dominion Parliament for the promotion of Immigration.

The Minister thinks it is well to point out that there is an apparent inaccuracy of fact in this statement. The Dominion Parliament did, during the Sessions of 1872 and 1873, vote a grant of \$70,000 in aid of the Provinces for the encouragement of Immigration, as requested by delegates from the Provinces at an Immigration conference held in the fall of 1871 in the Department of Agriculture. Out of this appropriation a grant of \$5,000 in each of the years named, was apportioned and paid to the Province of British Columbia. That apportionment was at the time considered to be fairly liberal to British Columbia, in view of the then populations of the respective Provinces and their respective claims upon an immigration vote of this nature.

The object had in view in asking Parliament to pass such vote was to encourage and assist the several Provinces to put into effect a practical and effective immigration policy, and, in point of fact, Ontario, Quebec and New Brunswick, did make considerable appropriations from their own revenues to promote immigration.

The Minister, without enquiring into the efforts in this respect, which British Columbia has made in the past on its own behalf, recognises that the considerable exertions which it now proposes to make, calls for special consideration of the particular circumstances of its position at the present time.

The Dominion vote in aid was not again recommended to Parliament by the Administration in 1874, nor subsequently, notwithstanding urgent representations from some of the Provinces at that time.

The Minister further thinks it proper to point out that in all the general information which has been published by the Department of Agriculture, or diffused by agents or lecturers, as full and particular prominence has been given to British Columbia as to any other single Province of the Dominion.

2nd. The report of the Executive Council also sets forth that owing to remoteness from centres of emigration, paucity of population and inadequacy of revenue available for the purpose of carrying out an immigration scheme, the Province of British Columbia stands more in need of, and has a stronger claim upon the Dominion for aid than any of the other Provinces, and further, that the prosecution of large public works has created a demand for labor for which no adequate supply has existed in the country, the consequence having been an influx of hordes of Chinese.

The Minister, while admitting the particular claims of that Province for consideration, desires to point out that the measures which have been taken by the Dominion Government, and which have received the support of the Parliament of Canada—measures involving a very large expenditure of capital—have not only been of a character to lead up to a large immigration of white (as distinguished from Chinese) settlers, but, in fact, absolutely necessary as a preliminary to any considerable movement of this nature, for the reason that British Columbia has required a direct means of communication by railway in order to facilitate and cheapen intercourse between the "emigration centres" referred to, and the admittedly vast resources of that Province awaiting both industrial and commercial development.

3rd. The report of the Executive Council further states that the pressure of the "semi-slave labor" which has flowed in to meet the wants for the construction of public works is most prejudicial to the best interests of the country.

On this the Minister remarks that the most effective possible way to meet the evil referred to, if evil it really be, will be found in the completion of the public works in question, by opening up easy communication with the "emigration centres."

4th. The report of the Executive Council sets forth, that the extensive public works in progress should be carried on by means of free white labor in order that the large expenditure thereon may be retained as far as possible in the country and utilized for the purpose of promoting the development of its various industries and resources.

On this point the Minister finds, in view of the fact of the contracts for such public works having been already let, that the Government would be called upon to assume a most serious responsibility if it attempted to supply the contractors with any particular kind of labor, and especially considering the further fact that the estimates for the contracts were made upon a calculation of the then existing condition of the labor market.

5th. The report of the Executive Council also sets forth that a well digested scheme of immigration should be inaugurated with all practicable dispatch to remedy the evil referred to, and offers, in the event of the Dominion Government contributing a sum of \$50,000 for such purpose, that the Province of British Columbia will contribute a like sum.

Instead of accepting this precise form of proposition, the Minister is of opinion, in view of the early completion of the railway works in progress, that it is in the interest of the whole Dominion to adopt a particular and energetic policy to promote

immigration to the Province of British Columbia, and that the advantages and resources of that Province as a field for immigration and the investment of capital should be fully and particularly set forth in a carefully prepared and authoritative pamphlet, which should be very widely circulated in the United Kingdom and on the Continent of Europe (it being translated into the languages of those countries which are the chief "centres of emigration.") He, the Minister, has in fact taken the necessary steps to have such pamphlet prepared in his Department, and advises that for one year, in order to establish a nucleus of settlement, a sum of \$10 (as a bonus) should be allowed to each adult immigrant of sixteen years of age and over, either male or female, from the United Kingdom or the continent of Europe, upon settlement in British Columbia, in view of the particular and exceptionally difficult circumstances of that Province in relation to immigration, a system of selection and checks should be put into effect through the European agency of the Department of Agriculture to secure the proper carrying out of the intention of giving the bonus of \$10 as above stated.

6th. The Minister recommends that the agreement arrived at by the Immigration Conference of 1871, to establish an Immigration Office at Victoria, B.C., should be put into effect, and that a vote be submitted to Parliament during the present Session for that purpose. The duties pertaining to such office would be the care of immigrants arriving in British Columbia, and in this relation the Minister suggests that if the Government of that Province would, at this point, come to assist in the common object of the placing of immigrants, after arriving, a duty which is essentially provincial, as well in view of the terms of the "Union Act" as agreements at conferences between the Dominion Government and the Governments of the Provinces, an important facility would be provided, which would tend greatly to increase the stream of immigration. The Agent to be appointed by the Dominion Government might, in this connection, in the same way as in the other Provinces, act as the Agent of the Provincial Government in affording those facilities to immigrants which belong to the Provincial Governments.

The Committee concur in the foregoing report of the Minister of Agriculture, and recommend that a despatch based upon this Minute, when approved, be transmitted to His Honor the Lieutenant-Governor of British Columbia in answer to his despatch above cited, and as setting forth the immigration policy to be adopted in the particular circumstances of that Province.

JOHN J. MCGEE, *Clerk Privy Council.*

DEPARTMENT SECRETARY OF STATE, 16th April, 1883.

SIR,—I have the honor to acquaint you, for the information of your Government, that His Excellency the Governor General has had under consideration in Council your despatch dated 10th of March, 1883, transmitting a Minute of your Executive Council, dated the 9th of that month, setting forth the necessity which exists of attempting to attract a desirable class of white labor into the Province of British Columbia, and further seeking the co-operation and assistance of the Dominion Government to carry out a comprehensive scheme of immigration.

I have now to state, that His Excellency is advised as follows:—

1st. The Report of your Executive Council sets forth that the Province of British Columbia, during all the years since Confederation, has contributed to the Federal revenues much more largely in proportion to population than the other Provinces, and yet has never participated in any of the appropriations made, from time to time, by the Dominion Parliament for the promotion of immigration.

It is considered well to point out that there is an apparent inaccuracy of fact in this statement.

The Dominion Parliament did, during the Sessions of 1872 and 1873, vote a grant of \$70,000 in aid of the Provinces for the encouragement of immigration, as requested

by delegates from the Provinces, at an immigration conference held in the fall of 1871, in the Department of Agriculture.

Out of this appropriation a grant of \$5,000 in each of the years named was apportioned and paid to the Province of British Columbia.

That apportionment was at the time considered to be fairly liberal to British Columbia, in view of the then populations of the respective Provinces and their respective claims upon an immigration vote of this nature.

The object had in view in asking Parliament to pass such vote was to encourage and assist the several Provinces to put into effect a practical and effective immigration policy, and, in point of fact, Ontario, Quebec and New Brunswick did make considerable appropriations from their own revenues to promote immigration.

Without enquiring into the efforts in this respect which British Columbia has made in the past in its own behalf, it is recognized that the considerable exertions which it now proposes to make call for special consideration of the particular circumstances of its position at the present time.

The Dominion vote in aid was not again recommended to Parliament by the Administration in 1874, nor subsequently, notwithstanding urgent representations from some of the Provinces at that time. It is further thought proper to point out that in all the general information which has been published by the Department of Agriculture, or diffused by agents or lecturers, as full and particular prominence has been given to British Columbia as to any other single Province of the Dominion.

2nd. The report of your Executive Council sets forth that owing to the remoteness from "centres of immigration" paucity of population and inadequacy of revenue available for the purpose of carrying out an immigration scheme, the Province of British Columbia stands more in need of, and has a stronger claim upon the Dominion for aid than any of the other Provinces; and further, that the prosecution of large public works has created a demand for labor for which no adequate supply has existed in the country, the consequence having been an influx of hordes of Chinese.

While admitting the particular claim of that Province for consideration, it is to be pointed out that the measures which have been taken by the Dominion Government, and which have received the support of the Parliament of Canada, measures involving a very large expenditure of capital, have not only been of a character to lead up to a large immigration of white (as distinguished from Chinese) settlers, but in fact absolutely necessary as a preliminary to any considerable movement, of this nature for the reason that British Columbia has required a direct means of communication by railway in order to facilitate and cheapen intercourse between the "immigration centres" referred to, and the admittedly vast resources of that Province awaiting both industrial and commercial developments.

3. The Report of your Executive Council further states the pressure of the "semi-slaves' labor," which has flowed in to meet the wants for the construction of public works, is most prejudicial to the best interests of the country.

On this it is to be remarked that the most effective possible way to meet the evil referred to, if evil it really be, will be found in the completion of the public works in question by opening up a communication with the "immigration centres."

4. The Report of your Executive Council sets forth that the extensive public works in progress should be carried on by means of free white labor, in order that the large expenditure thereon may be retained, as far as possible, in the country, and utilized for the purpose of promoting the development of its various industries and resources.

On this point it is found, in view of the fact of the contracts for such public works having been already let, that the Government would be called upon to assume a most serious responsibility if it attempted to supply the contractors with any particular kind of labor, and especially considering the further fact that the estimates for the contract were made upon a calculation of the then existing conditions of the labor market.

5. The Report of your Executive Council also sets forth, that a well digested scheme of immigration should be inaugurated with all practicable despatch to

remedy the evils referred to, and offers, in the event of the Dominion Government contributing a sum of \$50,000 for such purpose, that the Province of British Columbia will contribute a like sum.

Instead of accepting this precise form of proposition, His Excellency is advised in view of the early completion of the railway works in progress, that it is in the interest of the whole Dominion to adopt a particular and energetic policy to promote immigration to the Province of British Columbia, and that the advantages and resources of that Province as a field for immigration and the investment of capital, should be fully and particularly set forth in a carefully prepared and authoritative pamphlet, which should be very widely circulated in the United Kingdom and on the Continent of Europe (it being translated into the languages of those countries which are the chief centres of immigration).

The necessary steps have, in fact, been taken to have such a pamphlet prepared in the Department of Agriculture, and His Excellency is advised that for one year, in order to establish a nucleus of settlement, a sum of ten dollars as a bonus should be allowed to each adult immigrant of sixteen years of age and over, either male or female, from the United Kingdom or the continent of Europe.

Upon settlement in British Columbia, in view of the particular and exceptionally difficult circumstances of that Province in relation to immigration, a system of selections and checks should be put into effect through the European agency of the Department of Agriculture to secure the proper carrying out of the intention of giving the bonus of ten dollars as above stated.

6. His Excellency is advised that the agreement arrived at by the Immigration Conference of 1871 to establish an Immigration Office at Victoria, British Columbia, should be put into effect, and that a vote be submitted to Parliament during the present Session for that purpose.

The duties pertaining to such office would be the care of immigrants arriving in British Columbia; and in this relation it is suggested that if the Government of that Province would, at this point, come to assist in the common object of placing immigrants, after arriving, a duty which is essentially provincial, as well as in view of the terms of the Union Act, as agreements at Conferences between the Dominion Government and the Governments of the Provinces, an important facility would be provided, which would tend greatly to increase the stream of immigration.

The Agent to be appointed by the Dominion Government might in this connection, in the same way as in the other Provinces, act as the Agent of the Provincial Government in affording those facilities to immigrants, which belong to Provincial Government.

I have the honor to be, Sir, your obedient servant,

HECTOR L. LANGEVIN, *Acting Secretary of State.*

Hon. Lieutenant-Governor, British Columbia, Victoria.

RETURN

(93a.)

To an ADDRESS of the HOUSE OF COMMONS, dated 23rd February, 1883 ;—
For all Correspondence between the Government of British Columbia
and the Dominion Government, respecting Immigration to British
Columbia ; also all Correspondence on the question of Chinese Immi-
gration.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
30th April, 1883.

Acting Secretary of State.

By Telegraph from Victoria, B.C., 24th April, 1880.

Legislature unanimously requests your Government to pass an Act this Session,
similar in principle to the Chinese Immigrants Regulation Act, 1877. Mr. De
Cosmos has the Act referred to.

J. C. AIKINS, Secretary of State.

F. K. WILLIAMS, *Speaker.*

GOVERNMENT HOUSE, VICTORIA, 17th May, 1880.

SIR,—I have the honor to enclose you herewith a copy of a Minute of my Execu-
tive Council, dated the 12th instant, requesting that the views of the Legislative
Assembly of this Province expressed in certain resolutions, recited in said Minute,
passed on the 21st and 22nd ultimos, relative to the restriction of the Chinese immi-
gration and the imposition of taxes upon them, be carried out to the fullest extent
possible.

I have also the honor to enclose nine printed copies of an Act of the Queensland
Legislature, entitled: "An Act to regulate the Immigration of Chinese and to make
provision against their becoming a charge upon the Colony."

I have the honor to be, Sir, your obedient servant,

Secretary of State.

A. W. RICHARDS, *Lieutenant Governor.*

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by His
Excellency the Lieutenant Governor, on 12th day of May, 1880.*

The Committee of Council advise that the following Resolutions passed by the
Legislative Assembly respectively, on the 21st and 22nd days of April, 1880, relative
to the restriction of Chinese Immigration, and the imposition of taxes upon them,
viz. :—

"Whereas the Legislative Assembly of Queensland, Australia, passed an Act in-
titled: 'The Chinese Immigrants Regulation Act of 1877,' which has received the
assent of the Imperial Government, the principles of which if made law by the Parlia-
ment of Canada, would beneficially regulate the immigration of Chinese into this
Province.

Be it therefore resolved, that the Government of the Dominion of Canada be
be respectfully requested by this Legislative Assembly by telegram from the Honora-
ble the Speaker, to cause an Act similar in principle to the 'Chinese Immigrants

Regulation Act, 1877,' of Queensland, Australia, to become law during the present Session of the Parliament of Canada."

Whereas the payment of taxes and licenses is evaded by the Chinese population, and whereas an Act has been passed in Queensland, Australia, and assented to by the Imperial Government to the effect hereinafter mentioned.

Be it therefore resolved, that the Government of the Dominion of Canada be requested by this House to cause a Bill to be passed empowering the Province of British Columbia to pass an Act to the following effect:—

1. The sum payable by Chinese for a free miner's certificate shall be fifteen dollars, and for a business license shall be double the rates levied under the various Licenses, Ordinances and Acts of the Provinces for each year during which the same is to be in force.

And no free miner's certificate or business license shall hereafter be issued to any such Chinese except on payment of such sums as aforesaid respectively.

2. Any Chinese who shall be found mining or carrying on business on any gold field, not having in his possession a free miners certificate or business license lawfully issued to him;

Any person who shall, on any gold field, employ in mining any Chinese who has not in his possession a free miner's certificate lawfully issued to him;

Shall on conviction thereof, forfeit and pay a sum not exceeding twenty-five dollars, and in default of immediate payment the amount of such penalty shall be levied by distress and sale of the goods and chattels of the offender, and in default of such distress, or if sufficient distress be not found, the offender shall be liable to be imprisoned, with or without hard labor, for any period not exceeding three months.

3. In any prosecution for any offence against the provisions of this Act, the averment in the information that any persons named therein had not in his possession at the time of the alleged offence a free miner's certificate or business license lawfully issued to him, shall be sufficient proof that such person had not such free miner's certificate or business license, unless the defendant shall prove the contrary.

4. Any information for any offence against this Act, may be heard and determined by any two Justices of the Peace, and any such Justices may hear and determine the same, in a summary manner at any place where any offender shall be found within the limits of any gold field.

5. No Chinese shall be entitled to be naturalized.

6. This Act shall be styled and may be cited as the "Chinese Tax Act," be forwarded to the Dominion Government, with a respectful request that the views of the Assembly be carried out to the fullest extent possible.

Certified,

THOS. BASIL HUMPHREY, *Clerk Executive Council.*

QUEENSLAND.



ANNO QUADRAGESIMO PRIMO

VICTORIÆ REGINÆ.

No. 8.

An Act to regulate the Immigration of Chinese and to make provision against their becoming a charge upon the Colony.

[ASSENTED TO 20TH AUGUST, 1877.]

WHEREAS it is expedient to regulate the immigration of Chinese into the Colony of Queensland and to obtain security for the payment of any expenses that may be incurred in respect of such immigrants and of any fines or penalties imposed upon them: Be it therefore enacted by the Queen's Most Excellent Majesty by and with the advice and consent of the Legislative Council and Legislative Assembly of Queensland, in Parliament assembled, and by the authority of the same, as follows:—

Preamble.

1. For the purposes of this Act the following words in inverted commas, shall, unless the context otherwise indicate, bear the meanings set against them respectively—

Interpretation.

“Chinese”—Any native of the Chinese Empire or its dependencies, not born of British parents.

“Vessel”—Any ship or other sea-going vessel of whatsoever kind or description.

“Master”—The person other than a pilot, for the time being in actual command of any such vessel.

2. The master of every vessel having Chinese on board, shall immediately on his arrival from beyond the colony in any port of the colony, and before making any entry at the Customs, deliver to the Collector or other Principal Officer of Customs, a list of such Chinese, specifying the name, the place of birth, the apparent age, the ordinary place of residence, the place and date of shipment, and the calling or occupation of each such Chinese; and for each default herein, such master shall be liable to a penalty not exceeding two hundred pounds.

Master on arrival to give list of Chinese aboard.

3. If any vessel shall arrive in any port in Queensland, having on board a greater number of Chinese passengers than in the proportion of one to every ten tons of the tonnage of such vessel, according to the registry thereof, if British, and if not, then according to the measurement defined by “*The Merchant Shipping Act, 1854*,” the owner, charterer or master of such vessel, shall be liable on conviction, to a penalty not exceeding ten pounds for each Chinese passenger so carried in excess.

Number of Chinese ships may carry. Penalty.

4. Before any Chinese arriving from beyond the colony shall be permitted to land from any vessel, and before making any entry at the Customs, the master of the vessel shall pay to such collector or other principal officer, the sum of ten pounds for every such Chinese,

£10 to be paid for each Chinese arriving by vessel.

to be applied in manner hereinafter provided, and no entry shall be deemed to have been legally made or to have any legal effect, until such payment shall have been made.

Penalty.

And if any master shall neglect to pay any such sum, or shall land or permit to land, any Chinese at any place in the colony, before such sum shall have been paid for or by him, or before such list shall have been delivered, such master shall be liable for every such offence to a penalty not exceeding twenty pounds for each Chinese so landed, or permitted to land, in addition to the amount of such sum.

Vessel forfeited.

And in every such case, in addition to any such penalty, the vessel shall be forfeited, and may be seized, condemned and disposed of, in like manner as ships forfeited for a breach of any law relating to the Customs.

Like sum for Chinese arriving otherwise.

5. Every Chinese arriving in the colony after the passing of this Act, otherwise than by any vessel, shall pay or have paid for him, to some officer whom the Governor in Council may appoint at any places on or near the borders of the colony, or otherwise conveniently situate for that purpose, a like sum of ten pounds.

Certificate of sum paid to be given to Chinese and to be evidence.

6. The Collector or other officer receiving such sum from or for any Chinese, shall without demand, forthwith give him a certificate in writing, under his hand, of the payment of such sum, which certificate shall be in a form to be prescribed by the Governor in Council, and such certificate, whensoever and wheresoever produced by such Chinese, shall be conclusive evidence on behalf of himself and of any other person who may have paid such sum for him, that such sum has been duly paid.

Mode of application of payments.

7. All sums so paid by or on behalf of any Chinese, shall be paid over to the Colonial Treasurer, and be by him applied in manner following, that is to say—

If at any time within three years from the date of the landing or arrival of any Chinese in respect of whom such sums shall have been paid, such Chinese shall depart from the colony to parts beyond the seas, and shall before his departure prove to the satisfaction of the Colonial Treasurer, that during his residence in the colony, he has not been confined in any gaol or lock-up after conviction of any offence, and that he has paid all fines and penalties imposed upon him under the provisions of any Act in force in the colony, and that he has paid all expenses incurred in respect of his confinement or medical treatment, in any public hospital, benevolent asylum, lunatic asylum, or other place for the care, treatment or cure of the sick, poor or insane, and that no expense or charge has fallen upon the revenue for his support; then upon production to the Collector or other principal officer of Customs at the port of embarkation of the certificate given to such Chinese on his arrival, the amount so paid in respect of such Chinese, shall be repaid to him on board of the ship by which he shall so depart; but if he shall fail to make such proof within the period aforesaid, the amount shall be paid into the Consolidated Revenue.

Penalty on not paying or having had paid fee for entrance to the Colony.

8. If any Chinese shall enter or attempt to enter the colony without paying or having paid for him the sum of ten pounds aforesaid, he shall, besides such sum, be liable to a penalty not exceeding ten pounds, and may be apprehended and taken before any Justice of the Peace, who may take sufficient bail for his appearance at the next court of Petty Sessions, or remand him to such court as to such Justice shall seem fit, unless and until such Chinese shall produce a certificate of payment as aforesaid.

9. At the hearing of any prosecution under this Act, the Justices may decide upon their own view and judgment, whether any person charged or produced before them is a Chinese within the meaning of this Act. Evidence of person being a Chinese.

10. It shall be lawful for the Colonial Treasurer or any person authorized by him, upon the application of any Chinese, and upon being satisfied that such Chinese was at the time of the passing of this Act, a *bona fide* resident of the colony, and that he desires to be absent therefrom for a temporary purpose, only to grant to such Chinese a certificate that he is exempt from the provisions of this Act, for a time to be specified in such certificate. And during the time so specified, the holder of such certificate shall be exempt from all payments under this Act. Certificate of exemption may be granted in certain cases.

11. The sum of ten pounds aforesaid, shall not be payable by or in respect of any Chinese who is one of the crew of any vessel, unless he shall land from such vessel. A act not to apply to crew.

12. All penalties and forfeitures imposed by this Act shall be sued for, prosecuted and recovered in the name of some officer of Customs, or other person thereunto authorized by the Governor in Council. Penalties how recovered.

13. This Act shall be styled and may be cited as "*The Chinese Immigrants Regulation Act of 1877.*" Short Title.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 18th May, 1881.

The Committee of Council have had under consideration the joint memorandum, dated 16th May, 1881, from the Honorable the Minister of Railways and Canals and the Honorable the Minister of Agriculture and Statistics, reporting that the Legislature of British Columbia having appealed to the Imperial Government in reference to the question of immediate construction of the railway from Nanaimo to Esquimalt, it is desirable that the Right Honorable Sir John A. Macdonald should place himself as early as possible in personal communication with the Colonial Minister, in order that the efforts of Canada to meet the interests of British Columbia, in regard to the construction of the Canadian Pacific Railway, may be fully understood; also, that the very important proposals suggested by the High Commissioner, Sir A. T. Galt, in relation to the promotion of emigration to the North-West, can be best dealt with by the leader of the Government, in conjunction with the High Commissioner, communicating personally with Her Majesty's Government and the capitalists who propose to embark in this undertaking,—that they, the Ministers, therefore, consider it in the public interest that Sir John A. Macdonald should be authorized by His Excellency the Governor-General to proceed to England without delay for the purpose stated.

The Committee concur in the foregoing memorandum, and submit the same for Your Excellency's approval.

Certified.

Hon. Minister of Agriculture.

J. O. COTÉ, Clerk P.C.

BRITISH COLUMBIA CO-OPERATIVE COMPANY, VICTORIA, B. C., 24th June, 1881.

DEAR SIR,—British Columbia is much in want of a class of beings much too numerous in England, that is boys and girls, say from ten or eight to fifteen years old for help on the farms and in the cities. What I desire is to have a lot of these children sent out from England from among disease, filth and immorality, to good, healthy frugal homes in this beautiful climate. A large number of them have been brought to Ontario by Miss Rye and others, and much to the benefit of the children

and Ontario. We have a better climate than Ontario. The wages are higher, and consequently there will no trouble in getting places for a large number to grow up and become a benefit to this Province.

Will the Dominion Government on behalf of emigration to our shores, allow any advance *per capita* on the importation?

A reply will extremely oblige,

ROWLAND HILL.

DEPARTMENT OF AGRICULTURE, OTTAWA, 15th July, 1881.

SIR,—I have an instruction from the Minister of Agriculture, to inform you, in reply to your letter of the 24th ultimo, on the subject of the immigration of girls and boys, of the class of those brought to this country by Miss Rye, to British Columbia, that there will be no objection to afford every facility to procure such immigrants; and they would have the advantage of the assisted ocean passage.

As respects the overland passage, however, to British Columbia, which is very expensive, there is no vote nor any provision to defray it. It would, therefore, not be within the power of the Department to forward such immigrants from the eastern sea-board to British Columbia.

Arrangement, however, might be made within your Province, under the machinery of the Acts already on the Statute Books, by which advances made to such immigrants might be made a charge on their wages. Whatever is done, if assistance is afforded, it must come from the Province.

I have the honor to be, Sir, your obedient servant,

JOHN LOWE, *Secretary Department Agriculture.*

ROWLAND HILL, Esq., Co-operative Co., Victoria, B.C.

PROVINCE OF BRITISH COLUMBIA,
GOVERNMENT HOUSE, VICTORIA, 16th March, 1882.

SIR,—I have the honor to enclose a copy of a minute of my Executive Council, dated the 9th inst., embodying certain resolutions passed by the House of Assembly, with reference to the advisability of assisting emigration and inducing the railway contractor to employ white, rather than Chinese labor, on the Canadian Pacific Railway in this Province.

I have the honor to be, Sir, your obedient servant,

CLEMENT T. CORNWALL, *Lieutenant Governor.*

Hon. Secretary of State, Ottawa.

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant Governor, on the 9th day of March, 1882.

On a Memorandum from the Hon. the Provincial Secretary, dated 8th March, 1882, reporting that the following resolution has passed the Legislative Assembly, viz.:—

“That taking into consideration the various advantages to accrue to all classes of the community by having railway and other works carried on by means of a better class of labor than Chinese labor, be it resolved, that the Government of British Columbia be respectfully requested to move the Government of the Dominion, to take such steps as may be considered necessary to induce the contractors on the Canadian Pacific Railway to import and employ white labor on their works instead of Chinese; and also to take into consideration the advisability and expediency of devising proper means of assisting immigration, with the view of carrying out the system of employing white labor on railway construction throughout the Dominion.”

And recommending that His Honor the Lieutenant Governor will be pleased to approve of the same, and to forward it to the Dominion Government.

The Committee advise that the recommendation be approved.

Certified.

T. B. HUMPHREYS, *Clerk Executive Council.*

Memorandum to Council.

DEPARTMENT OF AGRICULTURE, OTTAWA, 4th May, 1882.

The undersigned has the honor to report:—

1st. That he has no means at his disposal to induce the contractors on the Canadian Pacific Railway to import and employ the labor of white immigrants on their works instead of Chinese.

2nd. If, however, the contractor desired to prepay the passages of white laborers from the United Kingdom, the utmost facilities of assisted ocean passages, and such services as could be rendered by the agents of the Department of Agriculture, would be afforded.

3rd. Transportation across the Continent is, however, at present, both difficult and expensive, and the Minister of Agriculture has not at his disposal any means to assist such movement of immigrants.

4th. The advantages offered by British Columbia as a field for settlement of immigrants, have been fully set forth in publications by the Department to promote immigration to British Columbia, which will, however, be difficult, until the trans-continental railway through Canadian territory is completed.

The whole respectfully submitted,

J. H. POPE, *Minister of Agriculture.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 23rd May, 1882.

The Committee of Council have had under consideration a despatch dated 16th March, 1882, from Lieutenant Governor Cornwall, of British Columbia, transmitting a Minute of His Executive Council, dated 9th March, 1882, embodying certain resolutions passed by the House of Assembly, with reference to the advisability of assisting emigration and inducing the railway contractor to employ white rather than Chinese labor on the Canadian Pacific Railway in that Province.

The Minister of Agriculture to whom said despatch and enclosures were referred reports *seriatim* as follows:—

1. That he has no means at his disposal to induce the contractors on the Canadian Pacific Railway to import and employ the labor of white immigrants on their works instead of Chinese.

2. That if, however, the contractor desired to prepay the passage of white laborers from the United Kingdom, the utmost facilities of assisted ocean passages, and such services as can be rendered by the agents of his Department, will be freely afforded.

3. That transportation across the continent is, however, at present both difficult and expensive, and the Government have not at their disposal any means to assist such movement of immigrants.

4. That the advantages offered by British Columbia as a field for settlement of immigrants, have been fully set forth in authentic publications disseminated by his Department to promote immigration to British Columbia, which will, however, be difficult until the trans-continental railway, through Canadian Territory, is completed.

The Committee concur in the views set forth by the Minister of Agriculture, and advise that a despatch formed upon this minute, when approved, be transmitted to Lieutenant Governor of British Columbia, for the information of his Government.

Hon. Minister of Agriculture.

JOHN MCGEE.

GOVERNMENT HOUSE, VICTORIA, 25th July, 1882.

SIR,—I have the honor to transmit herewith "the humble petition of the inhabitants of the City of Victoria, British Columbia, in public meeting assembled," addressed to His Excellency the Governor General on the subject of the unprecedented

influx of Chinese into this Province, and to beg that you will lay the same before His Excellency.

I have the honor to be, Sir, your obedient servant,
Hon. Secretary of State. CLEMENT F. CORNWALL, *Lieutenant Governor.*

DEPARTMENT OF SECRETARY OF STATE, 7th August, 1882.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 25th ultimo, enclosing a petition from the inhabitants of the City of Victoria, British Columbia, in public meeting assembled, on the subject of the unprecedented influx of Chinese into that Province, with a request that the same might be laid before His Excellency the Governor General's Privy Council.

G. POWELL, *Acting Under Secretary of State.*
Hon. Lieutenant-Governor, British Columbia, Victoria.

To His Excellency the Most Noble the Marquis of Lorne, Governor General of the Dominion of Canada in Council.

The humble petition of the undersigned inhabitants of the City of Victoria, British Columbia, in public meeting assembled—

SHEWETH :

That your petitioners view with dismay the rapid and ever increasing influx of Chinese into this Province. Since the beginning of this year their numbers have more than doubled, and we are informed that upwards of 20,000 more are likely to enter the Province before two years are over.

This class of immigrants are absorbing the greater portion of the minor industries of the Province, and are able to drive the white labor out of the field.

As residents of this Province the Chinese contribute but a very small quota to the revenue, owing to non-possession of property. The taxes cannot be levied, and at the present time not one-fourth of these men pay the ordinary taxes, although unusual exertions are made to collect it.

Their presence in our midst is an unmitigated evil, and prevents the influx of white population.

Unless some immediate and urgent steps are taken to restrict this heathen invasion, the rapid deterioration and ultimate extinction of this Province as a home for the Anglo-Saxon race must ensue.

Your petitioners therefore humbly pray that Your Excellency will be pleased to take this petition into your consideration.

For and on behalf of the citizens of Victoria,

NOAH SHAKESPEARE, *Mayor.*

Victoria, B.C., 22nd July, 1882.

EXTRACT from a Despatch of His Honor the Lieutenant Governor of British Columbia, dated 24th August, 1882, enclosing copies of two minutes of his Executive Council.

"The other dated August 19th, calling the attention of the Dominion to the great influx of Chinese into this Province of late, urges the necessity of legislation to prevent further immigration of Chinese into the Province, and to prevent their employment on public works."

COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant Governor, on the 19th day of August, 1882.

The Committee of Council advise that the attention of the Dominion Government be again called to the immense influx of Chinese into this Province, consequent upon

the railway contractor importing large numbers from Asia; and to the following facts:

That the employment of Chinese as carried on is practically establishing a system of slave labor in the Province;

That at the present time there are about twelve thousand Chinese here, and that more than one-half of that number are employed on the Canadian Pacific Railway;

That Chinese being largely employed, drives white labor from seeking work thereon;

That Chinese as a class are injurious to a young community, as they trade almost exclusively among their own people, send all their earnings to Asia, introduce loathsome diseases and demoralizing habits, put the authorities to constant expense in endeavoring to suppress crime and in granting charitable aid to their sick and infirm. That they manage to evade punishment for crime and payment of their taxes. That they are a non-assimilating alien race, and that the Australian Colonies of Great Britain, and the States and Territories of the United States of America, are protected from their presence;

That British Columbia is the only portion of the American Continent on the North Pacific above Mexico where Chinese now have the unrestricted right to land;

That the Congress of the United States have passed a law which came into effect on the 5th August, 1882, which prohibits all skilled and unskilled Chinese laborers from coming into the United States unless having certificates from the Collector of an American port, that they resided in the United States previous to August, 1882. Government Officials, merchants or privileged classes are permitted to come, provided they are entered on a separate passenger list, but they are not allowed to land until examined by the United States Collector or Deputy. Chinese laborers cannot travel through the United States or touch at any ports thereof on their way back to China unless in case of distress. The penalty for the violation of this law is the absolute forfeiture of the ships. That Queensland, Australia, in 1877, passed a Statute which received the assent of the Imperial Government, which prevents any vessel arriving with a greater number of Chinese than in proportion of one to every ten tons of the tonnage of the vessel, under a penalty of £10 for each Chinese passenger carried in excess;

That the immigrants of all other nationalities are practically excluded from the Province by the knowledge that so large a proportion of the population is Chinese, and the settlement and progress of the Province is very materially retarded;

That a large proportion of the Chinese recognize no laws except the orders of the companies who employ them;

That in pursuance of a resolution of the Legislative Assembly of this Province, dated 31st July, 1878, no Chinese are employed on any Provincial public works or in any way by the Provincial Government, and a stipulation is put in all contracts that in the event of the contractor employing Chinese the Provincial Government will not be responsible for the payment of the work;

The Committee therefore request that the Dominion Government may be urged to promote the necessary legislation for the purpose of preventing immigration of Chinese to this Province, and for the prevention of their employment upon Dominion public works, and further to provide that in the event of any charter being granted for a railway or other public work in British Columbia, a clause may be inserted preventing their employment thereon,

The Committee advise that a copy of this minute be forwarded to the Dominion Government.

Certified,

W. J. ARMSTRONG, *Clerk Executive Council.*

11th September, 1882.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 24th ult., enclosing a copy of a Minute of your Executive Council, requesting that the attention of the Dominion Government may be again called to the immense influx of Chinese into the Province of British Columbia, and to certain facts connected therewith.

EDWARD LANGEVIN, *Under Secretary of State.*

Hon. Lieutenant Governor, British Columbia, Victoria.

RETURN

(936.)

To an ORDER of the HOUSE OF COMMONS, dated 28th February, 1883;—
For a Return giving the number of Immigrant Agents or Persons employed (other than those on the regular and published lists), by the Government, or Department of Agriculture, and sent from Canada to Europe, who received pay from the Government during the Calendar years of 1881 and 1882; the names of Persons so employed; the Instructions given to them; the Terms of engagement; the Time each has been so employed, and the Remuneration paid to each Person so employed.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
9th May, 1883.

Acting Secretary of State.

[*In accordance with the recommendation of the Joint Committee on Printing, only the Instructions to the Agents are printed.*]

DEPARTMENT OF AGRICULTURE, OTTAWA, 5th May, 1882.

SIR,—I have an instruction from the Minister of Agriculture, to inform you that you are appointed a Special Immigration Agent of the Dominion, in France and Switzerland, to act under the instructions hereinafter stated, for a period of one year from date, at a rate of pay of \$100 per month, together with an allowance not to exceed the aggregate of \$4 per day for travelling expenses, of which detailed accounts must be rendered.

I am to request, that on your arrival in England you will report to the High Commissioner in London, * and that you will be generally guided by his instructions.

It will be your duty to give both statistical and practical information respecting the Dominion, so far as lies in your power, upon every fitting opportunity, always taking care in any statement you may make, touching the probable success of intending emigrants to this country, to avoid exaggeration, and not to render yourself liable to the reproach of having misled.

* 10 Victoria Chambers, London, S.W., England.

You will, of course, bear in mind that you are an agent of the whole Dominion, not of any particular Province; and that while you fully set forth the advantages offered by the several Provinces, you must not favor one to the prejudice of another.

You will be careful as to the classes of persons whom you recommend to emigrate to Canada, remembering always that those most in demand are farmers, gardeners, agricultural and other laborers, artizans, and others qualified for common pursuits; and ordinary domestic servants, females particularly.

Professional men, clerks, and persons only fitted for sedentary callings, or for what may be called special pursuits, should not be encouraged to emigrate, unless it be to fill situations engaged beforehand.

You will, of course, not fail to point out the advantages which Canada holds out for the investment, of even small amounts, in real estate, cleared or uncleared, or otherwise.

Persons accustomed to city life in Paris, unless in special circumstances, are not generally adapted for laborers in this country; and great caution must, therefore, be observed in recommending them to emigrate to Canada.

An advance of \$350 will be made to you, for which you will render an account to the High Commissioner, giving details of your expenses, and vouchers when practicable.

Additional to this advance, \$175 will be paid to the Messrs. Allan for ocean passage, for yourself and wife, of which \$100 will be allowed, together with your travelling expenses from Quebec and return, to consult with the Minister.

I have the honor to be, Sir, your obedient servant,

JOHN LOWE, *Sec. Depart. of Agriculture.*

JOSEPH MARMETE, Esq., Quebec, P.Q.

DEPARTMENT OF AGRICULTURE, OTTAWA, 20th May, 1882.

SIR,—I have an instruction from the Minister of Agriculture to inform you that you are appointed a Special Agent of this Department for promoting immigration from the United Kingdom to Canada, for a period of six months, to date from 1st June, instant.

The remuneration to be paid to you for such service will be at the rate of \$100 per month, together with an allowance for travelling expenses, the aggregate of which, in any one month, shall not exceed \$4 per day. I am to point out, moreover, that your travelling expenses can only be paid upon detailed accounts rendered, accompanied by vouchers in as far as possible, the \$4 per day being a limit, and not an allowance.

It will be your duty to give both statistical and practical information respecting the Dominion, as far as lies in your power, upon every fitting opportunity; always taking care, in any statement you may make touching the probable success of intending emigrants to the country, to avoid exaggeration, and not to render yourself liable to the reproach of having misled.

You will, of course, bear in mind that you are an agent of the whole Dominion—not of any particular Province; and that while you fully set forth the advantages offered by the several Provinces, you must not favor one to the prejudice of another.

You will be careful as to the classes of persons whom you recommend to emigrate to Canada, remembering always that those most in demand in Canada are farmers, gardeners, agricultural, and other laborers, artizans, and others qualified for common pursuits; and ordinary domestic servants, females, particularly.

Professional men, clerks, and persons only fitted for sedentary callings, or what may be called special pursuits, should not be encouraged to emigrate, unless it be to fill situations engaged beforehand.

You will, of course, not fail to point out the advantages which Canada holds out for the investment of even small means in real estate, cleared or uncleared, or otherwise.

An advance of \$350 will be made to enable you to enter upon your duties, and you can obtain further payments as you proceed, from the High Commissioner, upon furnishing him an account, accompanied by vouchers, of the expenditure of the amount advanced to you. You will also furnish accounts and vouchers in all cases for the further payments you receive.

Upon arriving in England, you will put yourself in communication with the High Commissioner, under whose instructions you will generally act.

I have the honor to be, Sir, your obedient servant,
JOHN LOWE, *Secretary Department of Agriculture.*

Rev'd. DAVID M. MACLISE, St. John, N.B.

DEPARTMENT OF AGRICULTURE, OTTAWA, 6th October, 1882.

SIR,—I have an instruction from the Minister of Agriculture under the authorization of an Order in Council, to inform you that you are appointed a Special Immigration Agent of the Dominion, in the United Kingdom, more especially in the Counties of Devon and Cornwall, to Act under the instructions hereinafter stated, for a period of three months from 1st December next, at a rate of pay of \$5 per day, together with your actual travelling expenses of which you will render details; the whole not to exceed an aggregate of \$1 per day.

I am to request that on your arrival in England you will report to the High Commissioner in London, and that you will be generally guided by his instructions.

It will be your duty to give both statistical and practical information respecting the Dominion, as far as lies in your power, upon every fitting opportunity, always taking care in any statement you make touching the probable success of intending emigrants to this country to avoid exaggeration, and not to render yourself liable to the reproach of having misled.

You will, of course, bear in mind that you are an agent of the whole Dominion, not of any particular Province, and that while you fully set forth the advantages offered by the several Provinces you must not favor one to the prejudice of another.

You will be careful as to the classes of persons whom you recommend to emigrate to Canada, remembering always that those most in demand are farmers, gardeners, agricultural and other laborers, artisans and others qualified for common pursuits; and ordinary domestic servants, females, particularly.

Professional men, clerks, and persons only fitted for sedentary callings, or for what may be called special pursuits, should not be encouraged to emigrate unless it be to fill situations engaged beforehand.

You will, of course, not fail to point out the advantages which Canada holds out for the investment of even small amounts in real estate, cleared or uncleared, or otherwise.

An advance of \$300 will be made to you, for which you will render an account to the High Commissioner. A ticket will be obtained by this office for your ocean passage.

I have the honor to be, Sir, your obedient servant,
JOHN LOWE, *Secretary Department of Agriculture.*

WM. LUKES, Esq., 549 Church street, Toronto.

RETURN

(93c)

To an ORDER of the HOUSE OF COMMONS, dated 16th April, 1883 ;—For Copies of all Correspondence, Reports, &c., in reference to the Immigration of Jewish Refugees from Russia into any part of Canada, and in reference to the subsequent maintenance and disposal of such Immigrants; with a Statement of Costs, if any, connected with their Immigration and Maintenance.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
12th May, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.]

RETURN

(94)

To an ADDRESS of the HOUSE OF COMMONS, dated 23rd April, 1883;—For a copy of any representation by either of the Houses of the Legislature of Quebec on the subject of an increase of the Provincial Subsidy.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
25th April, 1883.

Acting Secretary of State.

ADDRESS

From the Legislative Assembly of the Province of Quebec to His Excellency the Governor General of the Dominion of Canada, claiming a modification to the effect that the Subsidy to this Province be calculated according to each preceding Census.

To His Excellency the Right Honorable Sir JOHN DOUGLAS SUTHERLAND CAMPBELL, (commonly called the Marquis of Lorne), Knight of the Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor General of Canada, and Vice-Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY :

The loyal subjects of Her Majesty, in the Legislative Assembly of the Province of Quebec assembled, deem it their duty humbly to represent:—

That before Confederation the Provinces had the right to levy the moneys required for the public service by imposing Customs and Excise duties, and by all other modes or systems of taxation;

That by the resolutions adopted by the delegates appointed to consider the scheme of uniting the Provinces under one Government, and upon which the Union Act is founded, the power to levy Customs and Excise duties was taken from the local and conferred upon the General Government;

That the 64th resolution, which granted the Provinces an annual subsidy of eighty cents per head of the population according to the Census of 1861, declared that such subsidy was granted in consideration of the transfer to the Federal Parliament of this power of taxation;

That Sir Alexander Galt, then Minister of Finance, when explaining, on behalf of the Government, the financial part of the Union Act, declared that these eighty cents per head were destined, with certain local revenues, to meet the expenses of the Local Governments, including especially the administration of justice and the support of hospitals and charitable institutions; and that in transferring all the large sources of revenue to the General Government it became evident that some portion of the resources so placed at its disposal had to be applied, in some form or other, to supply the *hiatus* that would otherwise take place between the sources of local revenue and the demands of local expenditure;

That although it is true that by the 64th resolution and by section 118 of the Union Act, it is declared that the Provinces should claim nothing more thereafter

from the General Government; yet, such declaration was made, first, because the subsidy was deemed sufficient to meet the expenditure, and also because it was hoped that this provision would oblige the Local Governments to control their expenses, as shown by the following remarks of the then Minister of Finance:—"It is hoped that being in itself fixed and permanent in its character, the Local Governments will see the importance—I may say necessity—of exercising a vigilant and proper control over the expenditure;"

That, as a matter of fact, amongst the expenses specially imposed upon the Local Governments there are some which are not susceptible of control, and which necessarily increase in the same ratio as the population, such as the cost of the administration of justice and the maintenance of lunatic asylums;

That the administration of justice and maintenance of lunatic asylums in the Province of Quebec for the fiscal years 1868, 1871 and 1881, cost the following sums:—

Years.	Justice.	Asylums.	Totals.
1868... ..	\$322,236 24	\$97,946 53	\$420,182 77
1871.....	349,024 89	132,223 09	481,247 98
1881.....	437,490 51	213,828 20	651,318 76

Giving an increase in expenditure in 1871 of \$61,065.21, and, in 1881, of \$231,135.99;

That if the subsidy were calculated upon the basis of each Census, the subsidy to the Province of Quebec, for the three decades of 1861, 1871 and 1881, would be as follows:—

Years.	Population.	Subsidy.
1861.....	1,111,566	\$889,252 80
1871.....	1,191,516	953,212 80
1881.....	1,359,027	1,087,221 60

Being an increase for the decade of 1871 of \$63,900, and for that of 1881 of \$197,968.80;

That a comparison of such decennial increase of the subsidy with the increase in the expenditure for the maintenance of justice and the support of asylums, shows how this expenditure has followed the movement of the population:—

Years.	Increase in Subsidy.	Increase in Expenditure.
1871.....	\$63,960 00	\$61,065 21
1881.....	107,968 80	231,135 99

That the subsidy was specially given to meet, amongst other expenditures, those for administration of the justice and the support of lunatic asylums, and the above figures establish that, in calculating this subsidy upon the basis of the Census for 1861, the end in view was not attained, inasmuch as the expenditure in question increases almost in proportion to the population, and to meet it the subsidy should increase in the same ratio; and while the Government of this Province cannot, by any supervision, control this expenditure, the Federal Government, by its legislation respecting crimes and criminals, and the great public works it undertakes, contributes to increase it;

That in order to carry out the intention of the founders of the Confederation, it would consequently be necessary that the annual subsidy, instead of being limited according to the Census of 1861, should be calculated for each decade, upon the basis of the last Census;

That if the subsidy were so calculated there would not be an increase, but a decrease, in the share given to the Provinces out of the revenues transferred to the Federal Government;

That in 1868, the revenues arising from Customs and Excise duties amounted to \$11,580,968.25, giving \$3.75 per head of the population of the Dominion; in 1871, these revenues amounted to \$16,137,049.28, giving \$4.63 per head; and, in 1881, they reached \$23,749,114.22, giving \$5.49 per head; therefore, if the Federal Government paid to the Provinces 80 cents per head according to the Census of 1881, it would only give 14½ per cent. of the receipts arising from these sources of revenue, whilst in 1868 it paid 21½ per cent., as appears by the following figures:—

Years.	Revenue.	Population.	Amount per head.	Percentage.
1868.				
Customs.....	\$8,578,380 09			
Excise.....	3,002,588 16			
	\$11,580,968 25	3,090,561	\$3 75	21½
1871.				
Customs.....	\$11,841,104 56			
Excise.....	4,295,944 72			
	\$16,137,049 28	3,485,761	\$4 63	17½
1881.				
Customs.....	\$18,406,092 13			
Excise.. ..	5,343,022 09			
	\$23,749,114 22	4,324,810	\$5 49	14½

That consequently the Legislative Assembly of Quebec begs to approach your Excellency, and prays that you will be pleased to submit to Her Majesty's Privy Council for Canada the following humble petition, to wit: That the Honorable Privy Council will be pleased to recommend that the provisions of the British North America Act, 1867, be amended, so that the annual subsidy paid to this Province by the Dominion Government be calculated for each decade according to the new Census.

[L.S.]

(Signed)

L. O. TAILLON, *Speaker.*

QUEBEC, 29th March, 1883.

RETURN

(94a)

To an ADDRESS of the SENATE, dated 8th May, 1883;—For all Letters, Correspondence, Addresses, &c., &c., which the Federal Authorities may have received from the Government of Quebec, or from the Legislature of that Province, asking for "Better Terms," or an Increase of the Dominion Subsidy.

By Command.

HECTOR L. LANGEVIN,

Department of the Secretary of State,
12th May, 1883.

Acting Secretary of State.

DOCUMENTS RELATING TO THE DEMAND OF THE PROVINCE OF QUEBEC FOR A READJUSTMENT OF THE SUBSIDY.

EXTRACTS FROM THE BUDGET SPEECH OF THE PROVINCIAL TREASURER OF QUEBEC, DELIVERED ON THE 16TH FEBRUARY, 1883.

PRESENT FINANCIAL POSITION.

The receipts of the Province from the 1st July, 1867, to the 30th June, 1882, have been \$3,594,297.40, and the expenditure during the same period, \$33,968,413.06, giving an excess of \$374,115.66 in the expenditure over the receipts.

But during these fifteen years very considerable sums have been paid out of the ordinary receipts for services which do not strictly relate to ordinary expenditure.

For instance, there have been paid, amongst others, the following sums:—

Colonization.....	\$1,408,782 32
Immigration	387,806 12
Cadastrés.....	619,229 11
Construction of Public Buildings.....	823,071 69
Construction of Court Houses and Gaols.....	440,174 41
Total	<u>\$3,679,063 65</u>

The amount paid for these services exceeds the deficit by \$3,304,947.99.

During the past eight fiscal years, that is to say, since the 1st of July, 1874, the Province has also paid out of ordinary receipts the sum of \$4,328,995.73 for interest and sinking fund.

There has been paid, up to the 30th June last, for railway subsidies, \$2,410,441.54, and for the construction of the Government railway, \$12,534,830.44, making in all, \$14,945,271.92. The four loans effected up to the latter date, with \$43,221.94, arising from insurances and the sale of materials, have given as net proceeds, the sum of \$14,572,892.07. Thus the Consolidated Railway Fund shows an excess in expenditure of \$372,379.85.

By adding to this expenditure for railways the interest and sinking fund which we have paid during the same period, say \$4,328,995.73, we have a total expenditure for this object of \$19,274,267.65. This is a very heavy sum, but even if it be so, the development of the country, which is due to the construction of our railways, has been of such great advantage to the inhabitants of the Province that no one can regret the expenditure.

* * * * *

The deficit in the Consolidated Railway Fund was, on the 30th June last, as I have already stated, \$372,379.85. In order to ascertain the actual deficit we must add to this amount the disbursements made since the latter date for the construction of the Government railway and for railway subsidies, the sum due Mr. McGreevy under the arbitrators' award made some months ago, the amount remaining unpaid for the lands purchased for the railway, certain unsettled claims for construction expenses, and, finally, the balance of the railway subsidies which have been voted.

The following table shows, in detail, how the deficit is made up:—

1. Deficit on 30th June, 1882.....	\$372,379 85
2. Disbursements for railway construction, from 1st July to 31st December, 1882, after deduction of \$56,146.20, paid by the Canadian Pacific Railway Co., &c.....	492,878 96

3. Railway subsidies paid during the same period....	31,840 00
4. Arbitrators' award in favor of Mr. McGreevy, after deducting one half the cost of arbitration.	139,952 42
5. Balance of the price of the lands purchased for the railway.....	199,625 50
6. Claims for construction, estimated at.....	45,000 00
7. Balance of railway subsidies.....	1,725,757 45
	\$3,007,434 27

* * * * *

The floating debt of the Province is made up of the deficit which existed on the 30th June last in the Consolidated Revenue Fund, of the deficit I have just mentioned in the Consolidated Railway Fund, and the estimated cost of the construction of the Parliament Buildings, as follows:—

1. Deficit on 30th June, 1880, in Consolidated Revenue Fund.....	\$374,115 66
2. Deficit in Consolidated Railway Fund.....	3,007,434 27
3. Estimated cost of Parliament Buildings.....	300,000 00
	\$3,681,549 93

This amount represents the liabilities of the Government outside of the first four loans of the Consolidated Debt, for the settlement of which the loan authorized last year is intended.

* * * * *

CONSOLIDATED DEBT.

The Consolidated Debt of the Province amounted, on the 31st December, 1882, to a sum of \$15,964,876.67, made up as follows:—

1. Loan of 1874—Balance.....	\$3,625,666 67
2. do 1876 do	4,059,773 33
3. do 1878	3,000,000 00
4. do 1880—Balance.....	4,168,786 67
	Balance of the first four loans..... \$14,854,226 67
5. Loan of 1882—Amount paid in.....	1,110,650 00
	\$15,964,876 67

Against this debt we have the net proceeds of the sale of the railway, say \$7,600,000, leaving a balance of \$8,364,876.67.

When we add to this balance the sum of \$3,425, paid since 31st December, 1882, on the loan of 1882, the portion not paid in and the unissued half of the same loan, making \$1,889,350, and also the proposed addition of \$500,000, the balance of the Consolidated Debt will amount to \$10,754,226.67.

* * * * *

LIABILITIES OF THE PROVINCE.

The liabilities of the Province on the 31st December, 1883, were made up of the following items:—

1. Balance of the Consolidated Debt.....	\$8,364,876 67
2. Temporary loan	600,000 00
3. Balance of Quebec Central deposit.....	429,515 14
4. Price of land purchased for railway	199,625 59
5. Balance of award in favor of Mr. McGreevy....	139,952 42
6. Claims for work on railway.....	45,000 00
7. Balance of railway subsidies.....	1,725,757 45
8. Balance of estimated cost of Parliament Building	296,517 77

\$11,801,245 04

Deducting—

1. Proceeds of loan on hand on 31st Dec., 1882.....	\$459,069 44
2. Portion of loan temporarily used..	67,858 59
3. Balance in bank on 1st July, 1882— \$379,172.78, less unpaid war- rants—\$40,632.37.....	338,540 41

865,468 44

\$10,935,776 60

By taking the balance of the first four loans, after deducting the net proceeds of the sale of the railway, and adding thereto the amount of the floating debt as shown, we get the same result.

1. Balance of the first four loans.....	\$14,854,226 67
2. Less net proceeds of sale of railway.....	7,600,000 00

Balance

\$7,254,226 67

3. Amount of the floating debt.....	3,681,549 93
-------------------------------------	--------------

\$10,935,776 60

* * * * *

STATEMENT FOR 1883-84.

We have now to examine the proposed expenditure for next year. I estimate the probable expenditure as follows:—

I.—ORDINARY EXPENDITURE.

PUBLIC DEBT.

Interest.....	\$840,365 52
Sinking Fund.....	81,090 83
Management	6,426 96
	<u>\$927,883 31</u>

LEGISLATION.

Legislative Council:

Sessional allowances and travelling expenses	\$12,665 00
Salaries and contingencies.....	16,073 00

Legislative Assembly :

Sessional allowances and travelling expenses	34,500 00	
Salaries and contingencies.....	65,017 00	
Library.....	3,000 00	
Elections.....	3,000 00	
Publication of the Debates of the Legislature	2,500 00	
Clerk of the Crown in Chancery	800 00	
Publication of the Statutes.....	4,500 00	
Law Clerk.....	3,700 00	
	<hr/>	\$145,755 00

CIVIL GOVERNMENT.

Salaries.....	\$169,305 00	
Contingencies	47,600 00	
	<hr/>	\$216,905 00

ADMINISTRATION OF JUSTICE.

Salaries and contingencies.....	\$387,052 00	
Police offices.....	16,200 00	
Reformatory prisons.....	47,500 00	
Inspection of public offices.....	11,000 00	
	<hr/>	\$461,752 00

PUBLIC INSTRUCTION.

Superior education.....	\$78,410 00	
Common schools.....	160,000 00	
Schools in poor municipalities.....	6,000 00	
Normal schools.....	42,000 00	
Inspection	29,670 00	
Pensions to teachers.....	8,000 00	
Books for prizes.....	4,500 00	
Schools for the deaf and dumb.....	13,200 00	
Council of public instruction.....	1,500 00	
Commercial College of Varennes	500 00	
Commercial Academy of St. Geneviève.....	250 00	
Journals of public instruction.....	1,250 00	
Aid towards rebuilding the College of Rimouski	2,000 00	
Aid towards rebuilding the College of Ste. Thérèse.....	2,000 00	
Aid towards rebuilding the College of St. Francis.....	1,000 00	
	<hr/>	\$350,280 00

LITERARY AND SCIENTIFIC INSTITUTIONS.

Four Faculties of Medicine at Montreal.	\$3,000 00	
Societies at Montreal.....	2,350 00	
Societies at Quebec.....	3,350 00	
Publishing Law Reports	3,000 00	
"Le Naturaliste Canadien".....	400 00	
Transcribing Archives.....	5,000 00	
Preservation of Notarial Deeds and Public Documents at Sorel.....	500 00	
Institution for the production of Animal Vaccine at Montreal	300 00	
	<hr/>	\$17,900 00

ARTS AND MANUFACTURES.

Board of Arts and Manufactures.....	\$10,000 00
-------------------------------------	-------------

AGRICULTURE.

Agricultural Societies.....	\$50,000 00
Council of Agriculture	4,000 00
Agricultural Journals.....	6,000 00
Aid to "La Gazette des Campagnes"...	500 00
Agricultural schools.....	2,400 00
Agricultural school at Varennes....	2,400 00
Veterinary schools.....	2,800 00
Horticulture and Pomology.....	1,250 00
Butter and Cheese Factories	4,200 00
Beet Sugar Factories.....	10,500 00
Miscellaneous.....	2,500 00
	<hr/>
	\$86,550 00

IMMIGRATION AND REPATRIATION.

Salaries and expenses.....	\$12,000 00
----------------------------	-------------

COLONIZATION.

Colonization roads.....	\$70,000 00
Colonization societies.....	5,000 00
Bridge at Lacolle.....	2,000 00
Bridge at St. Nicholas.....	2,000 00
Bridge at Bryson.....	2,000 00
Bridge at Ste. Anne.....	1,200 00
	<hr/>
	\$82,200 00

PUBLIC WORKS AND BUILDINGS.

Rents, repairs, &c.....	\$58,315 00
Inspection.....	3,000 00
Spencerwood, stables, &c.....	5,000 00
Vaults for court houses.....	4,000 00
Repairs to Jacques Cartier Normal Schools.....	2,000 00
Repairs to court houses and gaols.....	23,175 00
Rents of court houses	1,407 00
Insurance on court houses.....	400 00
	<hr/>
	\$98,297 00

CHARITABLE INSTITUTIONS.

Lunatic asylums.....	\$232,625 00
Sundry institutions	52,180 00
Reformatory schools.	6,500 00
Industrial schools.....	11,500 00
	<hr/>
	\$302,905 00

MISCELLANEOUS EXPENDITURE.

Miscellaneous generally.....	\$20,000 00
Mining Engineer	2,500 00
Agent in France.....	2,500 00
Commissioner of the Municipal Loan Fund	3,500 00

Pensions	11,000 00	
Protection of forests against fire.....	5,000 00	
Exp oration and inspection of mines....	3,000 00	
Preservation and rewooding of forests.	600 00	
Contribution to the Game Protection Society for sowing wild rice	250 00	
	<u>51,350 00</u>	\$51,350 00

CHARGES ON REVENUE.

Cadastral service.....	\$36,000 00	
Surveys.....	40,000 00	
General expenditure for Crown Lands..	77,450 00	
Quebec Official Gazette.....	12,900 00	
Revenue police.	3,000 00	
Stamps, licenses, &c.....	15,000 00	
Municipalities' Fund	3,000 00	
	<u>187,350 00</u>	\$187,350 00

Total ordinary expenditure.....\$2,951,127 31

II.—EXTRAORDINARY EXPENDITURE.

BUILDINGS.

Parliament Buildings.....	\$150,000 00	
Court House at Quebec	150,000 00	
	<u>300,000 00</u>	

RAILWAYS.

Gauranteed interest for the Quebec Central.....	\$115,240 32	
Railway construction claims	45,000 00	
Purchase of lands.....	199,625 59	
Works at Quebec	220,000 00	
Subsidies.....	250,000 00	
	<u>829,865 91</u>	

Total extraordinary expenditure.....\$1,129,865 91

Grand total.....\$4,080,993 22

* * * * *

The building of the Quebec Court House will be provided for by the special loan authorized last year, and the works in connection with the North Shore Railway at Quebec will be paid with the debentures which the corporation of the City of Quebec has undertaken to deliver to the Government in settlement of its subscription. The other items of the extraordinary expenditure will be paid with a portion of the moneys arising from the loan authorized last year.

The estimated ordinary expenditure, according to the figures I have just given, amounts to the sum of \$2,951,127.31.

I will now show the House what are the estimated receipts, by means of which I expect to meet it.

I estimate the receipts of the coming fiscal year as follows:—

I.—ORDINARY RECEIPTS.

SUBSIDIES AND TRUSTS.

Subsidy.....	\$889,252 80	
Specific grant	70,000 00	
Interest on Common School Fund.....	34,843 61	
Interest on Superior Education Fund...	20,615 71	
		<u>\$1,014,712 12</u>

COMMON SCHOOL LANDS.

Interest payable by Ontario.....	\$25,000 00
----------------------------------	-------------

CROWN DOMAIN.

Sale of lands, timber licenses, &c.....	\$750,000 00
---	--------------

LICENSES.

Taverns, shops, &c.....	\$260,000 00
-------------------------	--------------

JUSTICE.

Law stamps.....	\$170,000 00	
Registration stamps.....	18,000 00	
Fees.....	10,000 00	
Building and Jury Fund.....	16,000 00	
Contribution for maintenance of prisoners	8,000 00	
Montreal Reformatory School	5,000 00	
Gaol guards.....	2,400 00	
Fines.....	1,000 00	
Montreal Court House.....	9,000 00	
		<u>\$239,400 00</u>

PUBLIC OFFICERS.

Percentage on their fees.....	\$5,000 00	
Percentage on renewals.....	1,000 00	
		<u>\$6,000 00</u>

LEGISLATION.

Fees on Private Bills, &c.....	\$5,000 00
--------------------------------	------------

OFFICIAL GAZETTE.

Advertisements, notices, &c.....	\$20,000 00
----------------------------------	-------------

LUNATIC ASYLUMS.

Contribution from municipalities.....	\$15,000 00	
Payments by patients.....	1,000 00	
		<u>\$16,000 00</u>

PUBLIC BUILDINGS.

Rents, &c.....	\$1,000 00
----------------	------------

CASUAL REVENUE.

Commissions, copies, &c.....	\$2,000 00
------------------------------	------------

CONTRIBUTIONS FOR PENSIONS.

Contributions of the Civil Service employees.....	\$5,500 00
---	------------

INTEREST.

Judicial and other deposits.....	\$15,000 00
----------------------------------	-------------

DIRECT TAXES.

Commercial corporations.....	\$125,000 00
------------------------------	--------------

QUEBEC, MONTREAL, OTTAWA AND OCCIDENTAL.

North Shore Railway Company.....	\$175,000 00
Canadian Pacific Railway.....	180,000 00
Interest upon the investment of the \$500,000 paid by the North Shore Railway Company.....	25,000 00
	<u>\$380,000 00</u>

Total ordinary receipts	\$2,864,612 12
-------------------------------	----------------

II.—EXTRAORDINARY RECEIPTS.

QUEBEC FIRE LOAN.

Payments	\$1,000 00
----------------	------------

REFUNDS.

Beauport Asylum.....	\$8,000 00
St. Jean de Dieu Asylum.....	6,000 00
	<u>\$14,000 00</u>

MUNICIPAL LOAN FUND.

Collections	\$75,000 00
-------------------	-------------

Total extraordinary receipts.....	\$90,000 00
-----------------------------------	-------------

Grand total of the estimated receipts....	<u><u>\$2,954,612 12</u></u>
---	------------------------------

* * * * * * *

The information I have gathered has confirmed the estimate I had made of the sum to be realized by the direct taxes upon commercial corporations; I place the receipts from this source, in the revision I have made of the estimates, at \$125,000 instead of \$123,800.

The collection of these taxes has been vigorously contested, and the companies that have been taxed have combined to resist it. The banks and insurance companies asked me to consent to submit the legality of the tax on a single test case, offering, at the same time, to deposit the amount of the tax in a bank to be chosen by them. I thought that it was not fitting for the Treasurer of the Province, who is responsible to the House for his acts, to enter into any agreement by which he would seem to throw a doubt upon the powers of the Legislature. I, therefore, proposed that these corporations should pay the taxes under protest, with the exception of one in each class. Against these, actions could have been taken in the ordinary course and without a written agreement, the decisions in which would necessarily regulate the pretensions of the corporations who had paid under protest. The corporations in question refused to pay—even under protest—into the hands of the Government, giving as a reason that they feared that they would not be reimbursed, and that they had no confidence in our governmental institutions. I felt this slur upon the good faith and honor of the Legislature, and I declined to continue the negotiations, to which I had at first consented with the view of saving them from the unpleasantness of judicial proceedings. The requirements of the service for the year necessitated the

immediate collection of these taxes, and that steps be taken for that purpose. As it would not have been proper to make selections in instituting these proceedings, I consequently gave instructions to sue, without distinction, all who, after notice, persisted in their refusal to pay. The first case was heard in the beginning of this month, and the judgment will most probably be rendered in the course of the month of March.

Of these taxes there has been collected before the 1st January last, the sum of \$11,845.73, and since that date, \$4,185, in all \$16,030.73.

I have no doubt as to the legality of the Act imposing these taxes, and I am convinced that they will be collected. The opposition that I have met with in the collection will, however, delay their payment. To meet, in the meantime, the requirements of the present and of the next fiscal year, owing to the failure of this revenue, upon which I had a right to count, recourse, probably, may have to be had, under section 27 of the Treasury Department Act, to temporary loans to the amount of these uncollected taxes. As these taxes bear interest from the 1st of July last, recourse to these loans will not occasion any additional charge upon the revenue.

* * * * *

INCREASE OF REVENUE.

The estimated revenue for the coming year amounts to \$2,954,612.12, and the estimated ordinary expenditure to \$2,951,127.31, which leaves a small surplus of \$3,484.81.

The situation is becoming critical.

In this state of things the slightest decrease in the revenue, arising from any unforeseen causes, or the slightest increase in the expenditure, would cause a deficit. The Bill which the House passed the other day, defining the position and increasing the powers of the Provincial Auditor, secures us against any increase other than that which might result from an urgent contingency unforeseen by the Legislature. But even a small expenditure of this kind would destroy the equilibrium.

The amount of the railway subsidies payable to the railways, which will be earned, will also increase by degrees, and in the near future the annual interest upon the public debt. The gradual increase in the expenditure for the administration of justice and for the support of lunatic asylums will every year become an additional burthen upon the revenue.

Under these circumstances, it, therefore, becomes necessary to increase the revenue of the Province, and as soon as possible to take the necessary steps for that purpose.

I think the Provinces can, in all justice, and according to the spirit of the covenant upon which the Confederation is based, ask that their annual subsidy be increased.

Before Confederation the Provinces had the right to levy the moneys required for the public service by imposing Customs and Excise duties, and by all other modes or systems of taxation.

By the resolutions adopted by the delegates appointed to consider the scheme for uniting the Provinces under one Government, and upon which the Union Act is founded, the power to levy Customs and Excise duties was taken from the Local and conferred upon the General Government.

This mode of levying was almost exclusively used for providing for administrative requirements, and the 64th resolution, which granted the Provinces of Ontario and Quebec an annual subsidy of 80 cents per head of the population according to the Census of 1861, declared that such subsidy was granted in consideration of the transfer to the Federal Parliament of this power of taxation.

Sir Alexander Galt, then Minister of Finance, when explaining, on behalf of the Government, the financial part of the Union Act, declared that these 80 cents per head were destined, with certain local revenues, to meet the expenses of the Local Governments, including especially the administration of justice and the support of

hospitals and charitable institutions. He added that in transferring all the large sources of revenue to the General Government it became evident that some portion of the resources so placed at its disposal had to be applied, in some form or other, to supply the *hiatus* that would otherwise inevitably take place between the sources of local revenue and the demands of local expenditure.

It is true that by resolution 64 and also by section 118 of the Union Act it is declared that the Provinces should claim nothing more thereafter from the General Government; yet such declaration was made, first, because the subsidy was deemed sufficient to meet the expenditure, and also because it was hoped that this provision would oblige the Local Governments to control their expenses.

Sir Alexander Galt said: "It is hoped that being in itself fixed and permanent in its character, the Local Governments will see the importance—I may say the necessity—of exercising a vigilant and proper control over the expenditure."

Now, as a matter of fact, amongst the expenses specially imposed upon the Local Governments there are some which, as I have already stated, are not susceptible of control, and which necessarily increase in the same ratio as the population, such as the cost of the administration of justice and of the maintenance of lunatic asylums.

The administration of justice and the maintenance of lunatic asylums in the Province of Quebec, for the years 1868, 1871 and 1881, cost the following sums:—

Years.	Justice.	Asylums.	Totals.
1868.....	\$322,236 24	\$97,946 53	\$420,182 77
1871.....	349,024 89	132,223 09	481,247 98
1881.....	437,490 56	213,828 20	651,318 76

This gives an increase in 1871 of \$61,065.21, and in 1881 of \$231,135.99.

If the subsidy were calculated upon the basis of each Census, the subsidy to the Province of Quebec for the three decades of 1861, 1871 and 1881, would be as follows:—

Years.	Population.	Subsidy.
1861	1,111,566	\$889,252 80
1871	1,191,516	953,212 80
1881	1,359,027	1,087,221 60

This would have given us an increase for the decade of 1871 of \$63,960, and for that of 1881 of \$197,968.80.

A comparison of such decennial increase of the subsidy with the increase in the expenditure for the administration of justice and the support of asylums shows how this expenditure has followed the movement of the population. Here are the figures:—

Years.	Increase in Subsidy.	Increase in Expenditure.
1871.....	\$63,960 00	\$61,065 21
1881.....	197,968 80	231,135 99

The subsidy was specially given to meet, amongst other expenditures, those for the administration of justice and the support of lunatic asylums, and the figures I have just given establish that in calculating the subsidy upon the basis of the Census for 1861 the end in view was not attained. In fact, the expenditure in question increases almost in proportion to the population; and to meet it the subsidy should increase in the same proportion. While the Local Government cannot, by any supervision, control this expenditure, the Federal Government, by its legislation respecting crimes and criminals and the great public works it undertakes, contributes to increase it.

To carry out the intention of the founders of the Confederation, it would consequently be necessary that the annual subsidy, instead of being limited according to

the Census of 1861, should be calculated for each decade upon the basis of the last Census.

If the subsidy were so calculated there would not be an increase, but a decrease in the share given to the Provinces of the revenues transferred to the Federal Government.

In 1868, the revenue arising from Customs and Excise duties amounted to \$11,580,968.25, giving 3.75 per head of the population of the Dominion; in 1871, these revenues amounted to \$16,137,049.28, giving \$4.63 per head; and in 1881, they reached \$23,749,114.22, giving \$5.49 per head. If, therefore, the Federal Government paid to the Local Government 80 cents per head according to the Census of 1881 it would only give 14½ per cent. of the receipts arising from these sources of revenue, whilst in 1868 it paid 21½ per cent. I beg to submit a table showing these figures:—

Years.	Revenue.	Population.	Amount per head.	Percentage.
1868—Customs	\$ 8,578,380 09			
Excise.....	3,002,588 16			
	\$11,580,968 25	3,090,561	\$3 75	21½
1871—Customs	\$11,841,104 56			
Excise.....	4,295,944 72			
	\$16,137,049 28	3,485,761	\$4 63	17½
1881—Customs	\$18,406,092 13			
Excise.....	5,343,022 09			
	23,749,114 22	4,324,810	\$5 49	14½

For all these reasons the Government is of opinion that the Legislature of Quebec should ask that the annual subsidy be calculated for each decade according to the new Census, and that it should urge this upon the Federal Government.

The Government will, therefore, ask the House to vote an humble address to His Excellency the Governor General, submitting our claim and praying him to lay it before Her Majesty's Privy Council for Canada.

The reasons in favor of our pretensions are such that we ought to succeed in our request, and all the more so that the large surplus of the Dominion Government removes all reason for their refusing it.

I do not here ask for better terms for the Province of Quebec than for the other Provinces. The same reasons exist on their behalf, and that which I ask should be given to all and not to our Province alone.

This increased subsidy would give annually to the Provincial Treasury an additional sum of about \$200,000, and would ensure the equilibrium of our finances.

(Confidential.)

MEMORANDUM RESPECTING THE CLAIM OF QUEBEC.

The estimated ordinary receipts of the Province of Quebec amount to \$2,864,612, and the receipts from the Quebec Fire Loan, reimbursement of loans to the Beauport and Longue Pointe Asylums, and the Municipal Loan Fund, being extraordinary receipts, are estimated for next year at \$90,000, making together \$2,954,612.

The ordinary expenditure, including the cost of criminal justice, amounts to \$2,951,127.

This gives a small surplus of \$3,485 for the ensuing fiscal year, but if the extraordinary receipts, amounting, as above mentioned, to \$90,000, are not taken into account there is a deficit of \$86,515.

No economy can be effected in the expenditure for the public debt. It would be impolitic to retrench on the expenditure for public instruction, arts and manufactures, agriculture and colonization. Some reduction in the expenditure can be effected for legislation, civil government, literary, scientific and benevolent institutions, and charges on revenue; but, on the other hand, the expenditure for the administration of justice, reformatory institutions and lunatic asylums, will gradually increase from year to year.

As the companies now constructing railways become entitled to their subsidies, new issues of debentures will have to be made, which will increase the charge for interest. Within the next five or six years the charge for interest will be thus increased by at least \$75,000 a year.

It is true that the receipts from municipal contributions towards the support of lunatic asylums and prisoners will gradually increase; but such increase in the revenue will not keep pace with the increase in the expenditure.

The Treasurer expects that the receipts, ordinary and extraordinary, will more than balance the expenditure for the next fiscal year; but the ordinary revenue is actually insufficient to meet the wants of the Provincial Government.

It, therefore, becomes necessary to increase the revenue of the Province.

When the Confederation of the Provinces was established the right to levy Customs and Excise duties was transferred to the Dominion Government, but at the same time a certain proportion of these duties were allowed to the Provinces to enable them to meet the expenses of local government, and particularly the cost of the administration of justice and the maintenance of asylums and hospitals. This proportion was 80 cents per head of the population, being, in 1868, 21½ per cent. of the receipts from those sources.

In the Province of Quebec, justice and asylums cost, in 1868, \$420,181; in 1871, \$481,247; and, in 1881, \$651,318, being an increase in 1871, of \$61,065, and, in 1881 of \$231,136.

In the Province of Ontario the expenditure for the administration of justice was \$192,621 in 1871, and \$251,119 in 1881; and the expenditure for the maintenance of public institutions, including asylums for lunatics and for the deaf and dumb, and reformatory institutions, was \$171,423 in 1871, and \$551,663 in 1881.

The fact is that the expenditure under these two heads is uncontrollable, and follows closely the increase of the population.

The British North America Act declares that the subsidy of 80 cents per head, payable to Ontario and Quebec, is to be calculated according to the Census of 1861; but it stipulates that the subsidy of Nova Scotia and New Brunswick shall be calculated according to each subsequent decennial Census until the population of each of these two Provinces shall have attained 400,000 souls. The subsidy payable to Manitoba, Prince Edward Island and British Columbia is also calculated on each subsequent decennial Census until their population respectively shall have attained 400,000 souls.

As the expenditure of the Provinces of Quebec and Ontario for justice and asylums increases with the population, the subsidy of 80 cents per head should be calculated, as in the case of the other Provinces, according to each subsequent decennial Census.

If this were done the increase in the case of the Province of Quebec would be \$63,960 for the decade commencing in 1871, and \$137,963 for that commencing in 1881. The increase in each case follows approximately the increased expenditure for justice and asylums.

The percentage of the subsidy for all the Provinces, if calculated on the basis of the last Census, would be 14½ per cent. of the revenue derived from Customs and Excise, being 7 per cent. less than the percentage of 1868.

The Province of Quebec has expended, since Confederation, the sum of \$14,945,271.92 for railways. Its funded debt has been created solely to meet this expenditure; and \$1,725,751.45 of the loan recently authorized is to provide for the payment of subsidies to railways now in course of construction.

The interest for the next fiscal year on the funded debt amounts to \$820,312.50, from which, however, is to be deducted the sum of \$380,000, representing the interest on the price of the sale of the Government railway, leaving a balance of \$440,312.50.

When, in a short time, all the subsidies have been earned, the annual charge on the Provincial Budget for interest on the funded debt will amount to over \$500,000.

It will be observed from the foregoing statement that the financial difficulties of Quebec result largely from the determination of that Province to aid in the development of enterprises, not only of a local character, but of others of a nature calculated to increase the importance and utility of some of our national undertakings. Another large source of annual expenditure arises from the administration of criminal justice. The legislation regarding this subject is determined by the Parliament of Canada, and it does seem but fair and right that some measure of relief should be afforded to the Province in the payment of these expenses.

In the Budget of the fiscal year commencing the 1st of July next, the following sums are included for services connected with the administration of criminal justice, viz :—

1st. Salaries and offices of the Judges of the Sessions of the Peace and Police Magistrates at Quebec and Montreal	\$16,200
2nd. Reformatory prisons at Montreal and Sherbrooke...	47,500
3rd. Reformatory and Industrial Schools.....	18,000
4th. Crown Prosecutors.....	10,000
5th. Payments through Sheriffs for cost of criminal justice	175,000
6th. Coroners	9,100
7th. District Magistrates.	12,600
	\$288,400

While acknowledging that the great expenditure made by the Dominion for railways has contributed largely to the advancement and prosperity of the whole country, nevertheless I feel constrained to assert that the Province of Quebec has derived less material advantages from this expenditure than any of the other Provinces.

I feel less hesitation and more assurance in urging upon your attention the claims of the Province of Quebec from the fact that our Province has, from the early days of Confederation, and invariably when the occasion required it, supported the Federal authorities in whatever concession it was deemed desirable to make to satisfy the other Provinces of the Confederation, and thus, while maintaining the local institutions of each Province, to ensure, for all time to come, on a sure and certain basis, the preservation of the Federal principle.

The people of Quebec, by their representatives in Parliament, cordially and heartily gave their assent and united support to the propositions which were made to enable several of the Provinces to maintain their respective Local Governments; and in this the press of Quebec, reflecting public opinion there, endorsed the action so taken.

The time has now arrived in Quebec's history when an appeal for aid, in such form as the Federal Executive may, in its wisdom, determine, has to be made; and I doubt not that the representatives of the other Provinces in the Federal Council will lend a willing ear to the appeal now being made on behalf of the Province of Quebec for the maintenance of her local institutions.

J. A. MOUSSEAU.

QUEBEC, 24th April, 1883.

Statement showing the estimated cost of criminal justice for fiscal year 1883-84, and the amount of expenditure for same for fiscal year 1881-82:—

	Estimates for 1883-84.	Expenditure for 1881-82.
Salaries of Police Magistrates, Montreal and Quebec.....	\$7,200 00	\$7,200 00
Reformatories.....	47,500 00	44,047 03
Reformatory Schools.....	6,500 00	5,611 51
Crown prosecution.....	10,000 00	7,925 50
Coroners.....	9,100 00	7,222 83
Sheriffs' contingencies, viz. :—		
Maintenance of prisoners....	\$31,434 20	
Arrests and conveyances of prisoners	18,354 60	
Summoning of Jurors.....	3,751 53	
Board of Jurors.....	1,616 95	
Constables during criminal term.....	669 50	
Interpreters before Grand Jury and Court of Queen's Bench.....	1,458 24	
Payment of Witnesses.....	10,305 00	
	<hr/>	
District Magistrates.....	67,590 02	67,590 02
	12,600 00	9,821 11.
	<hr/>	
	\$160,490 02	\$149,418 00

Certified correct,

N. ARTHUR GIARD, *Assistant Auditor, Province of Quebec.*

RETURN

(95.)

To an ADDRESS of the HOUSE OF COMMONS, dated 11th April, 1883;—For copies of all correspondence between the Secretary of State and the Lieutenant-Governor of the Province of Ontario, in relation to the Award respecting the Northern and North-Western Boundaries of that Province, not already communicated to this House.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
17th April, 1883.

Acting Secretary of State.

DEPARTMENT OF SECRETARY OF STATE, OTTAWA, 2nd September, 1882.

SIR,—I am commanded by His Excellency the Governor General to inform you that, on the 4th day of April last, during the late Session of the Parliament of Canada, the following resolution was adopted:—

Resolved, That in the opinion of the House, it is expedient that the western and northern boundaries of the Province of Ontario should be finally settled by a reference to an authoritative decision, by either the Supreme Court of Canada or the Judicial Committee of the Privy Council in Great Britain, or by the Supreme Court in the first place, subject to a final submission to the Judicial Committee as the Province of Ontario may choose; that such decision should be obtained either on appeal in a friendly action brought for the purpose, or by reference to the said Courts, or either, or both of them, by Her Majesty, under the powers conferred upon her by the Imperial and Canadian Parliaments, as the Government of Ontario may prefer; and that the said reference should be based on the evidence collected and printed, with any additional documentary evidence—if such there is—and that pending the reference, the administration of the lands shall be entrusted to a joint commission appointed by the Governments of Canada and Ontario.

This resolution was passed by a large majority of the Members of the House, the yeas being one hundred and sixteen, and the nays forty-four.

His Excellency desires me to invite the attention of your Government to this unmistakable expression of opinion of the representatives of the people of the Dominion, and further to state that his Ministers are not only prepared, but anxious to make all necessary arrangements, in conjunction with the Government of Ontario, for giving effect to such resolution with all convenient speed.

I have the honor to be, Sir, your obedient servant,

HECTOR L. LANGEVIN, *for Secretary of State.*

Hon. Lieutenant-Governor of Ontario, or the Officer administering the affairs of the said Province.

DEPARTMENT OF SECRETARY OF STATE, OTTAWA, 2nd September, 1882.

SIR,—I am commanded by His Excellency the Governor-General to inform you that he has caused the despatch, of which a copy is hereunto annexed, to be addressed to the Lieutenant-Governor of Ontario, or the officer administering the affairs of that Province.

I am also commanded by His Excellency to call the attention of your Government to the said despatch, and to invite such co-operation and joint action on the part of your Government as may be necessary to carry into effect the resolution set forth in the same.

I have the honor to be, Sir, your obedient servant,

HECTOR L. LANGEVIN, *for Secretary of State.*

Hon. Lieutenant-Governor, Manitoba.

GOVERNMENT HOUSE, TORONTO, 5th September, 1882.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 2nd instant, forwarding a copy of a Resolution adopted at the recent Session of the Parliament of Canada, respecting the Western and Northern Boundaries of the Province of Ontario.

I have the honor to be, Sir, your obedient servant,

J. G. SPRAGGE, *Administrator of Ontario.*

Hon. Secretary of State.

GOVERNMENT HOUSE, WINNIPEG, 9th September, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of 2nd instant, enclosing copy of despatch addressed to the Lieutenant-Governor of Ontario, and to inform you, that I shall submit it to my Government, as requested.

I have the honor to be, Sir, your obedient servant,

JOSEPH CAUCHON.

Hon. Secretary of State.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the 19th January, 1883.

On a Report, dated 15th January, 1883, from the Minister of Justice, submitting that under an Order in Council, approved by Your Excellency's predecessor, on the 3rd June, 1874, on the 26th day of that month, the Government of the Dominion being represented by Mr. Laird, Minister of the Interior, and the Government of Ontario by Mr. Pardee, Commissioner of Crown Lands, an arrangement was entered into between the Dominion of Canada and the Province of Ontario, under which a conventional boundary of the Province of Ontario on the west and north-west was agreed to and described, and was to be recognized by both Governments until "the true west and north boundaries should be definitely adjusted," which arrangement was ratified by an Order in Council approved by Your Excellency's predecessor on the 8th July, 1874, and in Ontario by an Order in Council, approved by the Lieutenant-Governor, on the 9th of the same month.

The Minister further submits that in a despatch from the Lieutenant-Governor of that Province to the Secretary of State, dated the 31st of December, 1881, he, the Minister, finds the following language used:—"On the 26th of June, 1874, a provisional arrangement was made for the sale of lands in the disputed territory, which arrangement was in force from its date until the 3rd of August, 1878, when the award was made" (meaning the award of Mr. Chief Justice Harrison and his associates).

The Minister of Justice states that he has also learned that active steps towards assuming the possession and government of the country west and north of the conventional line, have since been taken by the Government of Ontario.

That, under these circumstances, the Minister recommends that the action of the Government of Ontario in abrogating the conventional boundary be acquiesced in.

The Committee concur in the report of the Minister of Justice, and the recommendation therein set forth, and they advise that a despatch, based upon this Minute, when approved, be forwarded to the Lieutenant-Governor of that Province for the information of his Government.

JOHN J. MCGEE.

Hon. Secretary of State.

DEPARTMENT SECRETARY OF STATE, OTTAWA, 29th January, 1883.

SIR,—I have the honor to acquaint you, for the information of your Government, that His Excellency the Administrator of the Government has had under his consideration in Council the subject of the conventional boundary of the Province of Ontario on the west and north-west.

His Excellency is advised that, under an Order in Council dated the 3rd June, 1874, on the 26th day of that month the Government of the Dominion, being represented by Mr. Laird, Minister of the Interior, and the Government of Ontario by Mr. Pardee, Commissioner of Crown Lands, an arrangement was entered into between the Dominion of Canada and the Province of Ontario, under which a conventional boundary of the Province of Ontario on the west and north-west was agreed to and described, and was to be recognized by both Governments until "the true west and north-west boundaries should be definitely adjusted," which arrangement, by an Order in Council dated the 8th July, 1874, and in Ontario by an Order in Council, dated the 9th of the same month.

His Excellency is also advised that in a despatch addressed by you to the Secretary of State, dated the 31st December, 1881, the following language is used :—

"On the 26th June, 1874, a provisional arrangement was made for the sale of lands in the disputed territory, which arrangement was in force from its date until the 3rd August, 1878, when the award was made" (meaning the award of Mr. Chief Justice Harrison and his associates).

His Excellency is further advised, that it has been stated that active steps towards assuming the possession and government of the country west and north-west of the conventional line have since been taken by the Government of Ontario.

Under these circumstances, the action of the Government of Ontario in abrogating the conventional boundary, is acquiesced in by the Government of Canada.

I have the honor to be, Sir, your obedient servant,

L. S. TILLEY, *Acting Secretary of State.*

Hon. Lieutenant-Governor Ontario, Toronto.

GOVERNMENT HOUSE, Toronto, 31st January, 1883.

SIR,—I have the honor to acknowledge the receipt of your despatch of 29th instant, referring to the subject of the Conventional Boundary of the Province of Ontario on the west and north-west.

I have the honor to be, Sir, your obedient servant,

J. B. ROBINSON, *Lieutenant-Governor Ontario.*

Hon. Secretary of State.

RETURN

(96)

To an ADDRESS of the HOUSE OF COMMONS, dated 19th March, 1883;—For Copies of all Correspondence between the Canadian Government and the Department of Marine and Fisheries, either with the British Government or the Admiralty Department of that Government, in reference to the transfer of Portage Island, at the entrance of the Miramichi River, to the Government of Canada; together with all Reports and Orders in Council in reference to that subject, and all Correspondence bearing thereupon.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
28th April, 1883.

Acting Secretary of State.

Schedule of Correspondence in reference to the transfer of Portage Island to the Government of Canada.

Colonial Office to Governor General, 7th November, 1872.
 Governor General to Colonial Office, 21st February, 1873.
 Vice-Admiral Fanshawe to Governor General, 22nd May, 1873.
 Vice-Admiral Wellesley to Governor General, 11th July, 1874.
 Minister of Marine to Governor General's Secretary, 24th July, 1874.
 Governor General to Vice Admiral Wellesley, 10th August, 1874.
 Minister of Marine to Governor General's Secretary, 22nd March, 1876.
 Vice-Admiral Key to Governor General, 12th July, 1875.
 Governor General to Vice-Admiral Cooper Key, 24th July, 1876.
 Vernon Lushington to the Under Secretary Colonial Office.
 Kimberley to Governor General Lord Lisgar, K.C.B., K.C.M.G.
 Copy of a Report to Council, dated 7th February, 1873.
 Copy of an Order in Council, dated 14th July, 1873.
 W. F. Whitcher to H. Bernard, Esq., Deputy Minister of Justice.
 W. H. Tuck to W. F. Whitcher, Esq.

The Earl of Kimberley to the Earl of Dufferin.

DOWNING STREET, 7th November, 1872.

MY LORD,—I am directed by the Earl of Kimberley to transmit to you the enclosed copy of a letter from the Board of Admiralty offering to transfer to the Government of Canada, on certain conditions, Portage Island, New Brunswick. I request that you will submit this letter for the consideration of your Ministers, and that you will inform me of their wishes in the matter.

I am, &c.,

KIMBERLEY.

Governor General Right Hon. Earl of DUFFERIN, K.T., K.C.B.

Mr. Shaw Lefevre to the Under Secretary for the Colonies.

ADMIRALTY, 25th October, 1872.

SIR,—I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Secretary of State for the Colonies, that they have received from the Commander in Chief of the North American and West Indian station, an intimation that it is no longer desirable to retain Portage Island, New Brunswick, for naval purposes for which it was reserved by the Imperial Government in the year 1771, the Colonial Administration subsequently confirming the reservation.

2. The Island has been let out in lots to different persons and has produced a yearly rental of about one hundred and six pounds; but my Lords are willing to transfer it to the Dominion Government of Canada, on condition that it be retained by that Government as a public reserve, and that the present tenants be undisturbed in the occupation of their holdings.

I am, &c.,

G. SHAW LEFEVRE.

The Under Secretary of State for the Colonies.

The Earl of Dufferin to the Earl of Kimberley.

OTTAWA, 21st February, 1873.

MY LORD,—With reference to your Lordship's despatch of the 7th November, 1872, I have the honor to enclose a copy of an approved Report of a Committee of the Privy Council accepting the offer of the Board of Admiralty to transfer Portage Island, New Brunswick, to the Government of Canada on certain conditions.

EARL OF KIMBERLEY, &c.,

I have, &c.,

DUFFERIN.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Governor General in Council, on the 13th February, 1873.

The Committee have had under consideration a despatch dated 7th November, 1872 from the Right Honorable the Secretary of State for the Colonies, stating that the Lords Commissioners of the Admiralty have received a communication from the Admiral on the North American Station that it is no longer desirable to retain Portage Island, in New Brunswick, for naval purposes; and that the Imperial Government are authorized to transfer it to the Dominion of Canada on conditions that it be retained by that Government as a public reserve, and that the present tenants be undisturbed in the occupation of their holdings on the said Island.

The Honorable the Minister of Marine and Fisheries to whom this despatch has been referred, recommends that the offer of the Island be accepted, and that it be retained as a public reserve, the tenants to retain all their existing legal rights.

The Committee concur in the above recommendation, and submit the same for Your Excellency's approval.

JOHN J. MCGEE.

Vice-Admiral Fanshawe to the Earl of Dufferin.

"ROYAL ALFRED," HALIFAX, 22nd May, 1873.

MY LORD—Having received instructions from the Lords Commissioners of the Admiralty transfer Portage Island, New Brunswick (now held as a naval reserve) to the Dominion Government upon condition that it is to be held as a public reserve, and that the present tenants are not disturbed in the occupation of their holdings thereon, I have the honor to request that Your Excellency will be pleased to inform me to whom I shall give directions for the transfer to be made with the view to the necessary deeds being drawn.

I have &c.,

E. G. FANSHAWE, *Vice-Admiral.*

His Excellency Right Hon. Earl of DUFFERIN, K.T., K.C.B.

Vice Admiral Wellesley to the Governor General.

“ BELLEROPHON ” HALIFAX, 11th July, 1874.

MY LORD,—I have the honor to forward to Your Excellency, the accompanying letter, with enclosure, from the Naval Storekeeper at Halifax yard relative to the collection of rents from the several tenants on the naval reserve at Portage Island, and to request Your Excellency will be pleased to give instructions for the necessary steps to be taken for the conclusion of the transfer of that Island to the Dominion Government, observing that I have given directions for the Imperial Government Agent at Miramichi, to continue to collect the rents until such time as Portage Island has been finally taken over from the Imperial by the Dominion Government.

I have, &c.

GEORGE G. WELLESLEY.

His Excellency Right Hon. Earl of DUFFERIN.

Mr. Stokes to Vice-Admiral Wellesley, C. B.

NAVAL RESERVE, PORTAGE ISLAND, N. B., COLLECTION OF RENTS,
HALIFAX YARD, 6th June, 1874.

SIR,—I have the honor to inform you that on the 14th August last, pursuant to instructions from the Vice-Admiral Commander in Chief, I addressed a letter to the Honorable Peter Mitchell, then Minister of Marine and Fisheries, informing him that the Lords Commissioners of the Admiralty had by letter of 22nd March, 1873, ceded Portage Island, N. B., to the Canadian Dominion Government, on condition that it is to be retained as a public reserve, and submitting at the same time that a draft of a deed of transfer be furnished for the consideration and approval of the Commander in Chief, in order that we should finally possess some documentary evidence relative to the transaction.

2. No reply (other than in conversation with the Honorable Peter Mitchell whom I met afterwards, and who promised to give his attention to the matter) having been received, I took the liberty on the 6th March last, whilst treating of Jerseyman's Island, of drawing the attention of the Minister of Marine and Fisheries to the subject, in order that the transfer should be settled before the expiration of the year ending 30th April, 1874, but in his reply of 7th April (which I enclosed to you in my letter of the 25th of that month) he makes no reference to the matter.

3. The question which now arises out of this apparent delay, is whether Mr. McDougall, the Imperial Government Agent at Miramichi, is still empowered to collect the rents for 1874-75, and thence forward until the whole matter shall have been definitely arranged. It would appear, however, by Mr. McDougall's letter of 27th instant, enclosed, that he entertains some difficulty in doing so in the present unsettled state of the question.

I have, &c.,

B. STOKES, *Naval Storekeeper.*

Vice-Admiral WELLESLEY, C. B., &c., &c.

Mr. McDougall to Mr. Stokes.

OAK POINT, MIRAMICHI, 27th May, 1874.

SIR,—I beg to inform you that I notified all the parties holding deeds of occupation for “Fishing Lots on Portage Island,” and only two, Messrs. Bremner and Perly, and F. J. Letson, for the estate of George C. Letson, paid. My opinion is that all the other parties are aware that the Island is to be, or is, transferred to the Dominion of Canada, and that they will evade payment of the rent, at least for this year.

All the rent for meadow lots is paid by the respective lessees, except those who hold deeds for fishing and meadow lots.

Amount in my hands:—

	£	s.	d.
Fishing lots.....	31	10	0
Meadow lots.....	4	6	9
In all.....	35	16	9

Will you please inform me if I shall forward the above amount, or how, otherwise?

Your obedient servant,

A. K. McDOUGALL,

B. STOKES, Esq., Naval Storekeeper, Halifax, N.S.,

Minister Marine and Fisheries to Governor General's Secretary.

OTTAWA, 24th July, 1874.

SIR,—I have the honor to acknowledge the reference to the Minister of Marine and Fisheries, of a despatch to His Excellency the Governor General, from Vice-Admiral Wellesley, dated 11th instant, relative to the impending transfer of Portage Island, N.B., from the Imperial Government to Canada, and referring to the collection of rents under existing leases for the current year.

The correspondence which has hitherto taken place on the subject of this transfer, led to the adoption of an Order in Council on the accepting of the proposed transfer on the conditions named, and leaving the execution of deed as the only act required to complete the same. This deed is at present in course of preparation by the Deputy of the Minister of Justice, on behalf of the Dominion Government, and will be shortly executed.

As the chief condition attached to the relinquishment of the property by Her Majesty's Government relates to the recognition of actual titles by the Canadian Government, I presume there would be no objection to the rents which may accrue since the Order in Council, and pending the formal transfer being paid over by the Imperial Agent, or through Her Majesty's Naval Storekeeper at Halifax, to the Receiver General of Canada.

I have, &c.,

W. F. WHITCHER, for *Minister Marine and Fisheries.*

Lieut.-Col. H. C. FLETCHER, Governor General's Secretary.

The Earl of Dufferin to Vice-Admiral Wellesley.

10th August, 1874.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 11th July, with enclosures (herewith returned as requested), from the Naval Storekeeper at Halifax Yard, respecting the transfer to the Dominion Government of the Naval Reserve on Portage Island, New Brunswick.

2. From the enclosed copy, a report received from the Department of Marine and Fisheries, it will be seen that the "Deed of Transfer" as suggested by Mr. Stokes to the Honorable P. Mitchell, on the 14th of August last, is being prepared by the Deputy Minister of Justice, and is expected to be shortly ready for execution.

I have, &c.,

DUFFERIN.

Vice-Admiral G. G. WELLESLEY, C.B., Commander in Chief.

Mr. Whitcher to Governor General's Secretary.

FISHERIES BRANCH, OTTAWA, 22nd March, 1876.

SIR,—The Minister desires me to mention that a deed transferring Portage Island, in the Province of New Brunswick, from Her Majesty's Government to

Canada, was prepared and forwarded in August last to Vice-Admiral Wellesley for execution; and as it is important to complete the same before the current season's fishing shall commence, so as to substitute fishery licenses from the Canadian Government for those formerly held by tenants of the Imperial authorities on the Island, the Department would be much obliged if His Excellency would be pleased to cause an early communication to be addressed to the Vice-Admiral, requesting him to execute the transfer as soon as convenient.

I have, &c., W. F. WHITCHER, for Minister M. and F.
Col. E. G. P. LITTLETON, Governor General's Secretary.

Vice-Admiral Cooper Key to the Earl of Dufferin.

H.M.S. "BELLEROPHON," HALIFAX, 12th July, 1876.

MY LORD,—I have the honor to inform Your Excellency that the transfer of Portage Island, Miramichi Bay, by the Lords Commissioners of the Admiralty to the Government of the Dominion of Canada has been completed, and that the rents due to the Admiralty have been paid by the lessees of the several fishing and meadow lots on the Island up to the 9th November last (the date of the execution of the deed) with the exception of that due from John Simpson, who occupies lot No. 30, second tract.

2. I beg to enclose an extract from a letter relative to this man's default, and to suggest to Your Excellency the propriety of his being deprived of his holding—he having broken the conditions of his lease—unless he pays the rent due to the Crown without delay.

I am, &c., A. COOPER KEY, *Vice-Admiral.*
His Excellency Right Hon. Earl of DUFFERIN.

Extract from a Letter dated 24th June, 1876.

"John Simpson, who is a defaulter to the extent of about £2 10s. for the occupation of lot No. 30 second tract, I have, this day, handed over to H. W. Johnston, Esq., Agent Marine and Fisheries Department, the deed of transfer.

"This man Simpson has given great trouble, and as he has failed to comply with the conditions of his agreement with the Lords Commissioners of the Admiralty, I would submit that, until he shall have paid up all arrears, it is in accordance with one of the conditions under which the cession was made, he should not be allowed to remain in possession of lot No. 30, or be permitted to have or retain an interest in any other lots.

"Acting upon counsel's opinion I served John Simpson with a notice on the 5th January last, to quit the premises; to which he has paid no heed whatever."

Earl of Dufferin to Vice Admiral Key.

OTTAWA, 24th July, 1876.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 12th inst., informing me that the transfer of Portage Island to this Government has been completed, and enclosing an extract from a letter relating to the default of John Simpson to pay to the Admiralty the amount due for rent of a lot of land in his occupation.

I have, &c., DUFFERIN.
Vice-Admiral Sir A. COOPER KEY, K.C.B., F.R.S., *Bellerophon*, Halifax.

Mr. Lushington to the Under Secretary of State, Colonial Office.

ADMIRALTY, 30th May, 1872.

SIR,—In reply to your letter of the 30th ultimo, and with reference to former correspondence on the subject of the withdrawal of the Admiralty grant, derived

from the rents of the fisheries of Portage Island, in the Bay of Miramichi, New Brunswick, from the schools, &c., of that Island, I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Secretary of State for the Colonies, that my Lords regret that they cannot comply with the request contained in the petition referred to, Parliament having made regulations in consequence of which Public Departments are compelled to pay into the Exchequer all rents and extra receipts.

I am further to inform you that My Lords see no reason for taking a charge upon Naval Votes for the support of the schools and minister of the Island.

I am, &c.,

VERNON LUSHINGTON.

Under Secretary Colonial Office.

The Secretary of State for the Colonies to the Governor General.

DOWNING'S STREET, 6th June, 1872:

MY LORD,—I referred for the consideration of the Lords Commissioners of the Admiralty, your despatch of the 28th March, 1871, enclosing two petitions having reference to the withdrawal of the Admiralty grant, derived from the rents of the fisheries of Portage Island, and praying that the matter might be brought under the notice of their Lordships, in the hope that they might be induced to restore the grant.

I enclose a copy of the reply received from the Admiralty, and I have to request that you will communicate to the petitioners their Lordships decision in this matter.

I have, &c.,

KIMBERLEY.

Gov. General Right Hon. Lord LISGAR, K.C.B., K.C.M.G.

DEPARTMENT MARINE AND FISHERIES,

FISHERIES BRANCH, OTTAWA, 7th February, 1873

The undersigned has the honor to report to Council on a despatch referred to this Department for that purpose, addressed by the Earl of Kimberley to the Earl of Dufferin, that the Lords Commissioners of the Admiralty have received a communication from the Admiral on the North American Station, that it is no longer desirable to retain Portage Island, in New Brunswick, for naval purposes. His Lordship further observes, that it was reserved by the Imperial Government in 1771, and that the Colonial Government subsequently confirmed the reservation, and that the Island has been let out into lots to different persons, and that the Imperial Government are authorized to transfer it to the Dominion of Canada, on condition that it be retained by that Government as a public reserve, and that the present tenants be undisturbed in the occupation of their holdings on the said Island.

The undersigned has the honor to recommend that the offer of the transfer of the said Island be accepted, subject to the existing legal rights of the tenants thereon.

The whole respectfully submitted.

P. MITCHELL, *Minister Marine and Fisheries.*

CERTIFIED COPY of a Report of a Committee of the Hon. the Privy Council, approved by His Excellency the Governor General in Council, 14th July, 1873.

On a despatch from Vice-Admiral Fanshawe of the 22nd May last, stating that he had received instructions from the Lords Commissioners of the Admiralty to transfer Portage Island, New Brunswick, to the Dominion Government upon certain conditions, and requesting that he might be informed as to whom he should give directions for the transfer to be made to, with a view to the necessary deeds being drawn.

On the recommendation of the Hon. the Minister of Marine and Fisheries, the Committee advise that Vice-Admiral Fanshawe be informed that the transfer of the Island referred to, may be made to Her Majesty the Queen, as represented by the Minister of Marine and Fisheries; and that he, the Minister of Marine and Fisheries be authorized, if necessary, to employ the services of the agent of the Minister of Justice in New Brunswick in having the transfer effected.

Hon. Minister Marine and Fisheries.

JOHN J. MCGEE.

DEPARTMENT MARINE AND FISHERIES,
FISHERIES BRANCH, OTTAWA, 11th May, 1874.

SIR,—The Minister desires me to bring under the notice of the Department of Justice the Order in Council of 14th July, 1873, relating to the transfer of Portage Island, New Brunswick, from the Imperial authorities to the Dominion Government. In pursuance of this order the papers were forwarded to the late agent of your Department at St. John, with a request that he would take the necessary steps to complete the transfer. Mr. Tuck has since returned the papers without having effected such purpose.

I enclose a copy of the said Order in Council, also copies of despatches from the Colonial Secretary and the Admiralty, specifying the conditions on which the reserve is to be ceded to Canada, in order that the intended transfer may now be completed.

I have the honor to be, Sir, your obedient servant,

W. F. WHITCHER, for *Minister Marine and Fisheries*.

H. BERNARD, Esq., Department of Justice.

St. JOHN, N.B., 23rd March, 1874.

SIR,—I beg to acknowledge the receipt of your letter of the 19th inst., and to say that nothing has been accomplished relative to the transfer of Portage Island to the Dominion Government. I went to Halifax in November last with the hope of settling upon the terms of a deed with Mr. Ottis, the Naval Accountant, but failed to find him.

I return the deeds as requested in your letter. Will you please let me know if I will be required to do anything further in this matter, or am I to take your letter of the 19th inst. as evidence that my services are no longer required.

I have &c.

W. H. TUCK.

W. F. WHITCHER, Esq., Commissioner.

RETURN

(97)

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1883;—For a Return of the advertisement for the contract of the building of a steamer to replace the *Glendon*, the several tenders therefor, to whom the contract was awarded, and the amount of such contract.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
30th April, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.]

RETURN

(98)

To an ORDER of the HOUSE OF COMMONS, dated 23rd April, 1883 ;—For a Copy of the Petition relative to the Trade between Canada and the West Indies and Brazil, signed by the principal Fish Merchants of the Coast of Gaspé and Bay des Chaleurs, and addressed to the Honorable the Minister of Finance, and a copy of the Letter accompanying the said Petition.

By command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
30th April, 1883.

HOUSE OF COMMONS, OTTAWA, 10th April, 1883.

P. Fortin, Esq., to the Minister of Finance :

SIR,—I have the honor to lay before you the enclosed petition of the principal fish merchants and outfitters of the Coast of Gaspé and Baie des Chaleurs.

This document sets forth the expediency—I should say the necessity—of concluding some arrangements with the Empire of Brazil and the different Governments of the West Indies, with a view to secure an abatement of the Customs duties which are levied on the goods we export to those countries, principally codfish, and the Government of this country would, in return, diminish the duties on the principal articles we import, principally on sugar and molasses. This arrangement would have a two-fold result. It would secure a better market for the exports of Canada, above cited, and it would be the means of procuring an important article of food for all classes, at a cheap rate.

Allow me, Honorable Sir, to assure you that there is a great necessity for an improvement in our fish trade, which is not so prosperous as formerly, on account of the keen competition of rivals in the trade, principally the Norwegians.

I beseech you, Honorable Sir, to recommend the Privy Council of Canada to adopt some means of attaining the end which every man in the Dominion desires, viz., the prosperity of our trade with the West Indies and Brazil. And one of the most effective measures would be for the Government to be authorized by an Act of Parliament to make any arrangement with the counties above cited by which a reciprocal trade could be fostered on the basis of low Customs duties. Both sides would gain by the system.

I have, &c.,

P. FORTIN.

PETITION FROM MERCHANTS, &c., OF GASPEZIA.

To the Honorable SIR LEONARD TILLEY, K.C.M.G., Minister of Finance.

The petition of the undersigned merchants and others interested in the trade of Gaspesia, in the Province of Quebec respectfully sheweth :

That the Peninsula of Gaspé, comprising the counties of Gaspé and Bonaventure, does a large trade in fish, especially dry cod fish ; and that most of its exportations are done with Brazil and the West Indies.

That the Empire of Brazil levies heavy duties on the fish imported in to that country from Canada ;

That the return freights brought from Brazil to Canada are composed mostly of raw sugars ;

That these duties on fish imposed by the Brazil Government are a heavy tax on the trade of Gaspesia and of the other parts of Canada, viz. : the Maritime Provinces, who also export fish to that country ;

That the reduction of duties on raw sugar would be a great boon for the growing and very important industry of refining the said sugar, and of reducing the prices of sugar for consumption ;

That the under-signed have reason to believe that if the said duties on raw sugar were diminished by the Canadian Government, the Brazilian Government would also reduce the duties imposed by them on the Canadian fish imported into Brazil ;

Wherefore your Petitioners humbly pray you to use your influence in recommending the Canadian Government the reduction or abolition of duties on raw sugar imported into Canada from Brazil, provided that the Brazilian Government would make an equal reduction on the duties imposed on the fish exported from Canada to Brazil.

And your humble petitioners as in duty bound will ever pray.

Signed by—

Charles Robin & Co.,
Henry de Veuille (Paspebiac)
de Boutillier Brothers,
Ed. Hue,
F. X. Lavoie,
James T. Tuzo,
Valpey & Le Bas,
John Le Grand,
Wm. Bisson,
Le Jallais & Miller,
D. Bisson,
John Clement,
Chas. De Gruchy,
James Baker,
J. P. Skelton,
James W. Ramon,

John and Elias Collas,
John Fauvel & Co.,
James Alexander,
John Le Boutillier & Co.,
John and Elias Collas,
James J. Howndes,
Joseph Eden & Son,
H. S. Veit,
Frank Veit,
Wm. Hyman & Sons,
Wm. Truing & Co.,
Valpey, Le Bas & Le Sueur,
D. Dumoisly & Co.,
Charles Robin & Co.,
Philip Ahern,
Charles Robin & Co.

RETURN

(99)

To an ORDER of the HOUSE OF COMMONS, dated 16th April, 1883 ;—For a Return showing the cost of the Cartridge Factory at Quebec since its first establishment, and the names and salaries of all the officers and employés, with the value and quantity of the ammunition manufactured.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
2nd May, 1883.

Acting Secretary of State.

*[In accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.]*

RETURN

100)

To an ORDER of the HOUSE OF COMMONS, dated 23rd April, 1883;—For a Statement showing: 1st The amount of duties collected, between the 15th March, 1879, and the 1st January, 1883, on the Cereals comprised under the head of "Grain and products of Grain," in the Trade and Navigation Returns of Canada; the total quantities of grain and products of grain imported; and 2nd. The quantity of grain and products of grain imported and entered for consumption in Canada during the years 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881 and 1882. Also Statement of quantity of grain and products of grain exported during same years.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
2nd May, 1883.

Acting Secretary of State.

STATEMENT showing the Amount of Duties collected on Grain and Products of Grain Entered for Consumption in the Dominion of Canada, between the 15th March, 1879, and the 1st January, 1883.

Articles.	AMOUNT OF DUTIES COLLECTED.					Grand Total.
	From 15th March, 1879, to 30th June, 1879.	Fiscal Year ending 30th June, 1880.	Fiscal Year ending 30th June, 1881.	Fiscal Year ending 30th June, 1882.	Six Months ending 1st January, 1883.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Grain and Products of, vis. :—						
Barley	639 77	2,101 66	2,540 13	1,423 66	1,765 89	
Beans	355 52	930 55	894 09	1,912 38	2,201 90	
Buckwheat, &c.....	2 80	6 12	9 10	10 50	5 65	
Indian Corn.....	18,314 10	125,808 64	153,251 21	126,942 75	49,786 52	
Oats.....	4,584 44	7,287 07	7,235 91	7,455 01	20,184 31	
Pease.....	90 78	297 95	328 51	364 35	98 00	
Rye.....	5 60	599 30	22 58	144 70	3 10	
Wheat.....	210 18	1,621 32	11,498 31	51,886 66	4,729 97	
Flour of Wheat and Rye.....	10,198 10	50,965 30	98,838 71	86,328 78	83,029 22	
Meal of all kinds.....	19,907 32	70,081 09	72,263 58	54,631 89	24,359 31	
Straw, Mill Feed, &c....	1,200 19	3,992 04	4,825 06	6,544 31	3,756 13	
Grain, Flour, &c., damaged by water.....			3,687 60	1,641 60	679 00	
Totals.....	55,458 76	263,581 61	355,394 79	348,286 59	190,597 00	1,913,318 14

J. JOHNSON, Commissioner of Customs.

CUSTOMS DEPARTMENT, OTTAWA, 2nd May, 1883.

STATEMENT showing the Quantity of Grain and Products of Grain Imported into and Entered for Consumption in the Dominion of Canada; also, the total quantities of the same Exported therefrom, during each Fiscal Year from 1874 to 1882, inclusive, respectively.

Articles.	Imported.	Entered for Consumption.	Exported.
1874.			
Grain and Products of, viz. :-			
Wheat..... Bush.	8,390,443	2,960,601	12,011,059
Indian Corn..... "	5,331,307	2,886,603	2,680,568
Barley and Rye..... "			3,748,270
Oats..... "			998,100
Beans..... "	643,982	643,965	90,113
Pease..... "			1,717,112
Total Grain.....	14,365,732	6,491,169	21,245,222
Flour of Wheat and Rye..... Brls.	288,156	274,132	554,341
Meal of all kinds..... "	232,263	230,554	54,881
Total products of Grain.....	520,419	504,676	609,222
1875,			
Grain and Products of, viz. :-			
Wheat..... Bush.	5,105,158	2,434,636	7,053,544
Indian Corn..... "	3,679,746	1,628,055	2,080,090
Barley and Rye..... "			5,419,054
Oats..... "			2,989,839
Beans..... "	294,623	263,000	111,450
Pease..... "			2,866,404
Total Grain.....	9,079,527	4,330,691	20,520,381
Flour of Wheat and Rye..... Brls.	467,786	461,588	381,981
Meal of all kinds..... "	156,998	156,998	30,726
Total products of Grain.....	624,784	618,586	339,707
1876.			
Grain and Products of, viz. :-			
Wheat..... Bush.	5,938,156	2,660,159	9,248,390
Indian Corn..... "	3,635,528	1,597,787	2,047,040
Barley and Rye..... "	34,099	34,099	10,168,176
Oats..... "	628,205	628,205	2,644,233
Beans..... "			75,454
Pease..... "	52,634	21,685	2,399,608
Total Grain.....	10,188,622	4,941,935	26,582,901
Flour of Wheat and Rye..... Brls.	376,114	371,682	419,936
Meal of all kinds..... "	153,690	152,895	64,756
Total products of Grain.....	529,804	524,577	584,692
1877.			
Grain and Products of, viz. :-			
Barley..... Bush.	369,801	128,318	6,587,180
Oats..... "	1,697,968	672,096	3,996,156
Pease and Beans..... "	8,669	1,147	1,873,539
Rye..... "	65,414	65,414	95,065
Indian Corn..... "	260,079	4,178,417	4,083,174
Wheat..... "	4,589,051	3,421,111	3,559,095
Other Grain..... "	635	635	3,928
Total Grain.....	14,991,617	8,467,138	20,198,137

STATEMENT showing the Quantity of Grain and Products of Grain, &c.—Continued.

Articles.	Imported.	Entered for Consumption.	Exported.
1877.			
Flour of Wheat and Rye..... Brls.	551,032	543,198	276,439
Meal of all kinds..... "	302,614	302,313	35,509
Total products of Grain.....	853,646	845,511	311,948
1878.			
Grain and Products of, viz :—			
Barley..... Bush.	302,147	26,204	7,543,342
Oats..... "	2,162,292	2,071,513	2,430,841
Peas and Beans..... "	9,589	9,447	2,491,348
Rye..... "	146,823	110,228	452,420
Indian Corn..... "	7,387,507	3,400,562	3,987,600
Wheat..... "	5,635,411	1,519,703	8,509,243
Other Grain..... "	730	703	5,920
Total Grain.....	15,644,499	7,138,360	25,420,714
Flour of Wheat and Rye..... Brls.	316,403	313,589	479,245
Meal of all kinds..... "	231,470	231,192	177,003
Total products of Grain.....	547,873	544,781	646,248
1879.			
Grain and Products of, viz :—			
Barley..... Bush.	43,233	33,943	5,393,212
Beans..... "	7,187	7,163	59,175
Indian Corn..... "	7,617,421	2,189,891	5,429,359
Oats..... "	2,070,535	1,929,227	2,514,598
Pease..... "	2,343	2,086	2,715,252
Rye..... "	74,238	73,468	641,694
Wheat..... "	4,768,733	1,611,902	9,767,555
Other Grain..... "	37	37	5,439
Total Grain.....	14,583,727	5,847,717	26,526,284
Flour of Wheat..... Brls.	315,633	309,804	580,776
Meal of all kinds..... "	228,033	225,588	104,979
Total products of Grain.....	543,666	535,392	685,755
1880.			
Grain and Products of, viz :—			
Barley..... Bush.	15,635	14,009	7,241,379
Beans..... "	6,466	6,034	75,214
Indian Corn..... "	6,377,387	1,677,445	4,547,942
Oats..... "	176,926	72,867	4,742,028
Pease..... "	2,979	2,979	3,819,412
Rye..... "	18,636	5,993	970,463
Wheat..... "	7,521,594	10,176	12,169,493
Other Grain..... "	61	61	15,488
Total Grain.....	14,119,684	1,789,564	33,581,419
Flour of Wheat..... Brls.	113,165	101,929	561,484
Meal of all kinds..... "	173,901	173,303	114,602
Total products of Grain.....	287,066	275,232	676,086

STATEMENT showing the Quantity of Grain and Products of Grain, &c.—*Concluded.*

Articles.	Imported.	Entered for Consumption.	Exported.
1881.			
Grain and Products of, viz. :-			
Barley	Bush. 16,933	16,933	8,811,278
Beans	" 6,504	5,956	108,997
Indian Corn.....	" 7,454,892	2,043,309	5,257,604
Oats	" 84,934	72,359	2,926,532
Pease.....	" 3,787	3,283	4,245,590
Rye	" 225	225	870,296
Wheat	" 7,339,689	76,652	9,092,279
Other Grain.....	" 91	91	2,887
Total Grain.....	14,907,055	2,218,808	31,315,463
Flour of Wheat.....	Brls. 236,527	197,675	501,555
Meal of all kinds.....	" 179,393	179,108	56,541
Total Products of Grain	415,920	376,783	558,096
1882.			
Grain and Products of, viz. :-			
Barley	Bush. 9,491	9,491	11,588,446
Beans.....	" 12,709	12,748	95,643
Indian Corn.....	" 3,918,031	1,812,552	2,229,900
Oats.....	" 73,022	74,548	4,148,865
Pease	" 3,641	3,639	3,521,496
Rye	" 1,447	1,447	1,281,678
Wheat	" 2,931,220	345,909	6,433,533
Other Grain.....	" 105	105	187,760
Total Grain.....	6,949,666	2,260,439	29,487,321
Flour of Wheat.....	Brls. 200,858	172,659	508,120
Meal of all kinds.....	" 134,490	135,297	54,520
Total Products of Grain.....	335,348	307,956	562,640

NOTE.—There being no duty on grain or flour from 1874 to 1879, the consumption has been ascertained by deducting the total quantities of foreign productions exported from the quantities imported. For the following years (1880 to 1883) the same result is obtained from the consumption entries.

J. JOHNSON.

RECAPITULATION.

Year.	Imported.		Entered for Consumption.		Exported.	
	Grain of all kinds.	Products of Grain.	Grain of all kinds.	Products of Grain.	Grain of all kinds.	Products of Grain.
	Bush.	Brls.	Bush.	Brls.	Bush.	Brls.
1874.....	14,365,732	520,419	6,491,169	504,676	21,245,222	609,222
1875.....	9,079,527	624,784	4,330,691	618,586	20,520,381	899,707
1876.....	10,188,622	529,804	4,941,935	524,577	26,582,901	484,692
1877.....	14,991,617	853,646	8,467,138	845,511	20,198,127	811,948
1878.....	15,644,499	647,873	7,138,360	544,761	25,430,714	656,248
1879.....	14,583,727	543,666	5,847,717	535,392	26,526,284	685,755
1880.....	14,119,684	287,066	1,789,564	275,232	33,581,419	676,086
1881.....	14,907,055	415,920	2,218,808	376,783	31,816,463	558,096
1882.....	6,949,666	335,348	2,260,439	307,956	29,487,321	562,640
Total for 9 years.	114,830,129	4,658,526	43,485,821	4,583,494	284,877,942	4,884,394

J. JOHNSON, *Commissioner of Customs.*

CUSTOMS DEPARTMENT, OTTAWA, 2nd May, 1883.

RETURN

(101)

To an ORDER of the HOUSE OF COMMONS, dated 28th March, 1883 ;—For Copies of all Correspondence between the Minister of Marine and Fisheries, or his Deputy, and any person or persons concerned in the employment of the Government steamer *Newfield*, in aiding the wrecked steamer *Moravian* ;—Also a Statement of the number of days during which the said *Newfield* was employed, the remuneration agreed upon, and the amount received by the Government for the said services.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
2nd May, 1883.

MINING REGULATIONS

(102)

To govern the disposal of Mineral Lands other than Coal Lands.

[In accordance with the recommendation of the Joint Committee on Printing,
the above Return and Mining Regulations are not printed.]

RETURN

(103)

To an ORDER of the HOUSE OF COMMONS, dated 9th April, 1883;—For a Statement in Trade and Navigation Table form of the Importation into Manitoba and the North-West, of Agricultural Implements; also, of Waggons, Sleighs and Carriages, from the 30th June, until 31st December last.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
7th May, 1883.

Acting Secretary of State.

STATEMENT of Carriages, Sleighs, Waggon, &c., and Agricultural Implements Imported and Entered for Consumption in the Province of Manitoba and the North-West Territories; also, the duty collected thereon from the 1st July to the 31st December, 1882, inclusive.

Articles.	Countries whence Imported.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
			Quantity.	Value.	Quantity.	Value.	
				\$		\$	\$ cts.
Carriages and parts of carriages.....	Unit. States.	Manitoba		6,223		6,223	1,866 90
Sleighs, Waggon, Wheelbarrows, and such like articles.....	Unit. States.	Manitoba		22,018		22,018	6,605 70
		N. W. T'ritories		7,164		7,164	2,149 20
				29,182		29,182	8,754 90
Agricultural Implements, Cultivators and Ploughs	Gt. Britain.	Manitoba		117		117	29 25
do do	Unit. States.	Manitoba		20,660		20,660	5,165 09
		N. W. T'ritories		354		354	88 50
				21,014		21,014	5,253 50
Total.....		Manitoba		20,777		20,777	5,194 25
		N. W. T'ritories		354		354	88 50
				21,131		21,131	5,282 75

STATEMENT of Carriages, Sleighs, Waggons, &c., and Agricultural Implements Imported and Entered for Consumption, &c.—Continued.

Articles.	Countries whence Imported.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
			Quantity.	Value.	Quantity.	Value.	
Mowing and Reaping Machines.....	Unit. States.	Manitoba.....	No. 23	\$ 3,767	No. 23	\$ 3,767	\$ 941 75
		N. W. Territories	22	1,668	22	1,668	417 00
			45	5,435	45	5,435	1,358 75
Shovels, Spades, Hoes, Forks and Rakes.....	Unit. States.	Manitoba.....		517		517	158 40
		N. W. Territories		3		3	0 85
				520		520	159 25
Scythes	Gt. Britain..	Manitoba.....		23		23	6 90
	Unit. States.	do		398		398	116 60
				421		421	123 50
All other Agricultural Implements, not elsewhere specified	Gt. Britain..	Manitoba.....		137		137	34 25
do do	Unit. States.	Manitoba.....		54,282		54,282	13,570 75
		N. W. Territories		47		47	11 75
				54,329		54,329	13,582 50
Total.....		Manitoba.....		54,419		54,419	13,605 00
		N. W. Territories		47		47	11 75
				54,466		54,466	13,616 75

RECAPITULATION.

Total Carriages and parts of, Sleighs, Waggons, &c.....	Unit. States.	Manitoba.....		28,241		28,241	8,472 60
		N. W. Territories		7,164		7,164	2,149 20
				35,405		35,405	10,621 80
Total Agricultural Implements.....	Gt. Britain..	Manitoba.....		117		117	29 25
	Unit. States.	do		79,624		79,624	19,952 50
		N. W. Territories		2,072		2,072	518 10
				81,813		81,813	20,499 85

J. JOHNSON, *Commissioner of Customs.*

CUSTOMS DEPARTMENT, Ottawa, 20th April, 1883.

RETURN.

(103a.)

To an ORDER of the HOUSE OF COMMONS, dated 9th April 1883 ;—For a Statement in the same form, as near as may be, of the Trade and Navigation Tables of all Agricultural Implements, Carriages, Waggon, and Sleighs shipped in Bond to Manitoba from other Provinces of the Dominion, from 1st July to 31st December last.

By Command,

HECTOR L. LANGEVIN.

Department of the Secretary of State,
7th May, 1883.

Acting Secretary of State.

STATEMENT of Agricultural Implements, Carriages, Waggon and Sleighs shipped in bond to Manitoba from other Provinces of the Dominion, from the 1st July to the 31st December, 1882.

Port.	Articles.	Value.	Total.
Winnipeg.....	Carriages	\$ 17,517	\$ 311,704
	Sleighs	123,858	
	Waggon	54,222	
	Agricultural implements.....	92,389	
	Cultivators and ploughs.....	9,151	
	Mowing and reaping machines.....	13,877	
	Scythes.....	75	
Emerson.....	Shovels, hoes, forks, rakes, &c.....	617	98,689
	Agricultural implements.....	72,323	
	Waggon, carriages and sleighs	26,376	
	Total		410,403

J. JOHNSON, *Commissioner of Customs.*
CUSTOMS DEPARTMENT, OTTAWA, 4th May, 1883.

RETURN.

(103b.)

To an ORDER of the HOUSE OF COMMONS, dated 9th April 1883;—For a statement, in the form as near as may be, of the Trade and Navigation Tables, of all Agricultural Implements, Carriages, Waggons and Sleighs, shipped in Bond to Manitoba, from other Provinces of the Dominion, during the fiscal year ending the 30th June last.

By Command,

HECTOR L. LANGEVIN,
Acting Secretary of State.

Department of the Secretary of State.
7th May, 1883.

STATEMENT of Agricultural Implements, Carriages, Waggons and Sleighs shipped in bond to Manitoba from other provinces of the Dominion during the Fiscal Year ending 30th June, 1883.

Port.	Articles.	Value.	Total.
Winnipeg.....	Carriages.....	\$ 64,671	\$ 673,407
	Sleighs.....	49,224	
	Waggon.....	169,116	
	Agricultural implements.....	291,960	
	Cultivators and ploughs.....	28,642	
	Mowing and reaping machines.....	62,491	
	Horse rakes.....	595	
	Scythes.....	788	
	Shovels, hoes, forks and rakes.....	5,920	
Emerson.....	Agricultural implements.....	97,862	112,478
	Waggon, carriage and sleighs.....	14,616	
Total.....			785,885

J. JOHNSON, *Commissioner of Customs.*

CUSTOMS DEPARTMENT, Ottawa, 4th May, 1883.

ERRATA.

Page 2, end of first paragraph, omit the words, "probably washed on shore from some vessel."

Page 2, 19th line from the top, for "asbestoes," *read* asbestus.

Page 2, 7th line from the bottom, for "Gillains," *read* Gillam's.

Page 3, 10th line from the bottom, for $58^{\circ} 44' 88'' \cdot 04$, *read* $58^{\circ} 44' 43'' \cdot 04$.

Page 6, 8th line from the top, for "side of on the, &c.," *read* side on the, &c.

Page 6, 4th line from the bottom, for "periods of ten years," *read* periods of two years.

Page 9, to the end of the 5th line from the top, add (Captain Spicer maintains a trading post belonging to himself, near the Upper Savage Islands.)

Page 13, 2nd line from the top, for "Dopps," *read* Dobbs.

Throughout the Return, for Hudson Bay Company, *read* Hudson's Bay Company.

RETURN

(104)

To an ORDER of the HOUSE OF COMMONS, dated 21st February, 1883;—For a Return of all Information obtained through Reports from Officers of the Government, Correspondence with the Imperial Authorities or otherwise, in reference to the Duration of the Season of Navigation at Hudson Bay, showing, in so far as has been ascertained, the dates at which the Straits are sufficiently open to admit of the passage of Steamers or Sailing Vessels, the Soundings, so far as taken, and the extent to which the Bay freezes over, whether wholly, or only to the distance of a few miles from the shores.

Also, of all Reports and Documents bearing on the Probable Resources of Hudson Bay, showing approximately the numbers and value of Whales, Seals, Walrusses and Porpoises annually captured in its waters, whether the rumors as to the abundance of Codfish in various parts of the Bay have been authenticated, and what Rivers on its Eastern Coast are the best adapted for the industry of Salmon Fishing.

Also, of all Reports on the Mineral Resources of the regions about Hudson Bay, and the Islands therein, showing where Coal has been found, and in what Sections the Ores of Iron, Copper and Lead, as well as of the Precious Metals, are known to occur.

Also, a Map of Hudson Bay and Straits, with all the latest Surveys set down thereon.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of Secretary of State,
7th May, 1883.

RETURN COMPILED BY ROBERT BELL, M.D., &c., OF THE GEOLOGICAL SURVEY, UNDER INSTRUCTIONS FROM THE DIRECTOR, DR. ALFRED R. C. SELWYN, 1883.

HUDSON BAY.

Since the publication of the Report of Evidence in regard to Hudson Bay by the Department of the Interior in 1878, the following Reports and Papers have been issued, and a short summary of their contents is herewith submitted:

1. In 1879, by Dr. R. Bell, of the Geological Survey—"Report on an Exploration of the East Coast of Hudson Bay in 1877," with map and illustrations—(Report of Progress of the Geological Survey for 1877-1878). Dr. Bell having made

an examination in 1875 of the head of James Bay as far as the north shore of Rupert's Bay, the work of the present expedition began where this had ceased. The party coasted northward in a schooner's jolly-boat as far as Cape Dufferin, the extremity of the Portland promontory, in latitude $58^{\circ} 45'$. In following the coast line, for the purpose of examining it geologically, the distance travelled amounted to about 800 miles. A track survey was made from Cape Jones, where James Bay opens out into Hudson Bay to Cape Dufferin, a distance of nearly 300 miles, and a map of the greater part of this coast accompanies the report. The party left Moose Factory on the 7th July, and commenced the return journey on the 24th of August, arriving at Moose Factory on the 22nd of September. The report gives an account of the geology of the coast, showing that from Rupert's Bay to Cape Jones the rocks are of Laurentian age, with some bands of Huronian strata. From Cape Jones northward they consist both on the mainland and adjacent islands principally of strata, like those around Lake Nipigon, with the exception of an interval between the Nastapoke and Hopewell chains of islands, where Laurentian rocks again prevail. Economic minerals, of which the following is a list, were found in different places: lead, copper, gold, silver, zinc, iron, manganese molybdenum, iron-pyrites, ornamental stones, dolomite for calcining, hydraulic cement-stone, building stones, brick clays, asbestos, soapstone, flagstones, anthracite probably washed on shore from some vessel.

The weather proved fine on the outward journey, but less so in returning. The temperature of the sea along the coast was taken in twenty-four instances between the 11th of July and the 21st of September, and its average found to be 53° Fah. The sea water was sufficiently warm to admit of bathing in it by members of the party.

From a few observations the average temperature of five of the rivers of the east coast was found to be 61° Fah. during the above period.

The fishes observed on the coast were whitefish, like that of Lake Superior, in both the salt and fresh waters, speckled trout, sea trout, a species of salmon attaining a weight of about ten pounds, rock-cod, sculpin and capeling. The oil-bearing mammals of the Bay consist of some of the large whales, white porpoises, two or three species of seals, the walrus, the narwhal and the polar bear.

Facts are mentioned in the Report showing that the water of the Bay is probably receding.

While the above exploration was being made, Mr. A. S. Cochrane was sent to explore the Abittibi River topographically and geologically, and a description of this stream is incorporated in the Report which has just been summarized.

2. In 1879—"Report by Dr. R. Bell on the country between Lake Winnipeg and Hudson Bay" with illustrations—(Report of progress of the Geological Survey for 1877-78.

This Report deals principally with surveys made in 1878 of the following waters:—The Nelson River for a distance of about 180 miles down from the outlet of Lake Winnipeg the same river for about ninety miles from the sea upward; the Travelled Boat Route from Norway House to York Factory by way of Oxford and Knee Lakes; a more detailed survey of Hayes River in the vicinity of York Factory. A survey was also made of the eastern, and of part of the western shore of Lake Winnipeg. Descriptions are given of the geographical and other features along each of the above lines of survey with details as to features which may be of importance in the opening of railway or other means of communication through them. In regard to the lower part of the Nelson River a description is given of the estuary, with an account of the tides, depth of water, &c. The shallowest part of the river was found to be at Gillains and Seal Islands, or where the influence of the tide ceases to be felt, and the channel of the river proper begins. Here the water was only ten feet deep, but above this shallow part the depth was found to average twenty feet, and some of the soundings showed over thirty feet of water as far as the first rapid. The velocity of the current varied from two to six miles an hour, and might average from two and a-half to three miles. The average width of this part of the river is about three-quarters of a mile.

This report concludes with an account of the surface geology of the region described, evidence in regard to the subsidence of the water* of Hudson Bay, the origin of the lake basins, the timber, climate, and some observations on experiments in farming and gardening in the regions to which it refers.

3. In 1879, Part III of the Report of the Minister of the Interior for 1878 "Provisional Report on the country between Lake Winnipeg and Hudson Bay with reference to the proposed opening of communication between York Factory and the North-West Territory," by Dr. R. Bell.

At the time this Report was written it was considered desirable to ascertain how far the Nelson River or other water stretches between Lake Winnipeg and Hudson Bay could be utilized for navigation, so as to diminish as much as possible the length of land carriage. With this object in view the rapids of the Nelson River and the intervening stretches are described, and two plans are suggested for extending the length of the waters navigable by large vessels from Lake Winnipeg northeastward towards the sea. A statement is given of the different distances which would require to be traversed by railway between various points already accessible or which might be rendered so from Lake Winnipeg to the navigable waters of the lower part of the Nelson and Hayes Rivers and to the seaboard.

The possibility of constructing canals past the obstructions to navigation in the Nelson River, or along the boat route by Oxford House having been mooted, the difficulties in the way of such a scheme are pointed out, and the advantages of a through line of railway instead of attempting to improve one of the above water routes is shown.

4. In 1880—"Report on explorations on the Churchill and Nelson Rivers and around God's and Island Lakes" by Dr. R. Bell, with illustrations—(Report of progress of the Geological Surveys for 1878-79).

A survey having been made in 1878 of the upper and the lower parts of the Nelson River, in 1879 the central section of the stream was surveyed so that a complete map of the whole river could be made. During the latter year he also surveyed the Grass River, a large branch of the Nelson from the west and the numerous lakes upon its course were surveyed. The same year a survey was made of the Great Churchill River from the mouth to a point about twenty miles above the junction of the Little Churchill, and of the latter stream to its source in Was-kai-ow-a-ka Lake.

The elevation of the Churchill River, where it is joined by the Little Churchill, was found by the aneroid barometer to be 705 feet above the sea, which would give an average descent of rather more than seven feet per mile to the head of tide, eight miles from the mouth. This descent being pretty uniformly spread throughout the course of the river, renders it, in connection with the rocky character of its bed, unfit for the navigation of large vessels.

The ruins of Fort Prince of Wales, on the western side of the mouth of the river, are still in a good state of preservation, although it is now more than 100 years since this stronghold was captured and its woodwork burnt by the French Admiral, La Perouse. The present post of the Hudson Bay Company, called Fort Churchill, stands on the western side of the river about four miles from its mouth. Its position was found to be in latitude $58^{\circ} 41' 88''.04$. Here the inhabitants raise potatoes and turnips, breed cattle and make excellent butter.

These species of salmon, *sa'mo hearni*, which has been referred to as inhabiting the waters of the east coast of the bay, to the northward of Cape Jones, is taken with nets in considerable numbers about the mouth of the river. Spruce timber extends to the coast of the Churchill and Seal Rivers. From the mouth of the latter, the northern limit of this tree runs to the mouth of the Mackenzie River.

The Churchill differs from rivers entering the Hudson Bay, to the southward of it, in having a rocky mouth. It is of such a form as to constitute an excellent harbour, which can be easily entered by shipping at all stages of the tide. To the

* Rising of the land is the cause of this recession of the water.—A. B. C. S.

westward, however, the shore becomes flat. At low tide the flats are dry for a long distance out, and are much encumbered with boulders.

This Report also contains a description of the geography and geology of God's Lake and Island Lake, surveyed during the season by Mr. A. S. Cochrane. The northern or rather the north-eastern limits of the various timber trees of the region westward of Hudson Bay are traced. In regard to the preservation of the forests from fires carelessly left by Indians, it is shown that these people will take care to prevent their destruction, when they are informed that it is the desire of the Government that they should do so.

In the Appendix to this Report are lists of fossils, plants, insects and birds of the regions explored, and also of the variation of the Compass in a considerable number of places.

5. In 1880—"Recent Explorations around Hudson Bay," with a map. By Dr. R. Bell.—(Transactions of the Geographical Society of Quebec, Vol. 1, No. 1.)

In this article the writer gives the various dimensions and geographical relations and peculiarities of Hudson Bay—common errors, especially with reference to climatic conditions in this region are refuted. The general geological relations of the Bay are pointed out. The numerous rivers which flow into it are classified, and the characteristics of some of the principal ones described. Then follows a description of the shores of the Bay, so far as examined on both sides, and of the remarkable chain of islands lying near the east coast. A short account is given of Richmond Gulf, a singular sheet of salt water on the east side, twenty-five miles long, surrounded by high hills, and connected with the outer sea by a channel only a few chains wide, through which the tides rush with great force. The climatic conditions of the region of Hudson Bay are noticed and accounted for. The characters of the various kinds of timber in the surrounding country are referred to, and the limits of the species given.

6. In 1881—"On the Commercial Importance of Hudson Bay," with a map.—(Proceedings of the Royal Geographical Society, October Number, 1881.)

The map accompanying this paper shows the surroundings of the Bay and Straits, together with all the latest surveys and explorations, both on their shores and in the surrounding country. The paper points out the nature of the Bay in relation to its navigation, the uniformity of the depth of water, the freedom from shoals, reefs, and islands near the principal ship-tracks, the character of the bottom, &c.; harbours, tides, river navigation, and the various resources of the Bay and surrounding country are noticed at greater or less length. Those who have at various times, advocated the opening of an outlet from the North-West Territories by way of Hudson Bay are credited with the suggestions they have made, including the opinion of General Sir J. H. Lefroy, who has visited Hudson Bay and lived in the North-West. The author shows the immense importance of this route in increasing the value of the whole of the vast tracts of fine agricultural lands now lying dormant in these territories. If these lands can be brought within easy reach of a seaport, and that port not further from European markets than is Montreal or New York, the saving in freight will enable higher prices to be paid for the produce, and, consequently, for the land itself. Some of the cheaper kinds of produce, which would not bear a long land journey at all, may be profitably exported by a shorter route. For the transport of grain, fresh meat, dairy produce, &c., the cool northern outlet would have great advantages over the warmer southern routes. For importing or exporting live stock, it would often possess an immunity from contagious or infectious diseases which might be prevalent in the United States or the older Provinces of Canada. For emigrants from Europe bound for the North-West, the route by Hudson Bay possesses special advantages from a Canadian point of view, since it would allow of their reaching their destination without being beset on every part of their journey by emigration agents from the United States, endeavoring to divert them from their original intention. The author then points out the incorrectness of the notion which has obtained currency in some quarters, that Hudson Bay freezes over in the winter. Not so much is known of the condition of the Strait in winter, but there is no good

evidence that it is ever frozen across any more than the Bay. On the contrary, although it may sometimes be more or less covered with floating ice, its great width, depth, and the strength of the tides would probably keep it open all winter. From all the evidence that can be collected on this subject, from the days of the Danish captain, John Monck, who wintered at Churchill in 1619-20, up to the present time, the author is induced to believe that Hudson Strait and Bay can be navigated by steamers, and the harbours entered during an average of four and a-half months of the year. Annual records of the opening and closing of the Albany, Hayes and Nelson Rivers, extending over periods of fifty years and upwards, show that these streams are open for an average of at least six months each year.

7. In 1881—Report on Hudson Bay and some of the lakes and rivers lying to the west of it, "with illustrations, by Dr. R. Bell—(Report of Progress of the Geological Survey for 1879-80.)

In the spring of 1880, Dr. Bell proceeded to Norway House, which is situated on the Nelson River, twenty miles below or northward of the outlet of Lake Winnipeg. After placing his assistants in the field with instructions for carrying on certain surveys and explorations, he travelled by way of Oxford House to York Factory, with the intention of proceeding to England by the Hudson Bay Company's ship. The vessel which was a barque of about 320 tons (the *Ocean Nymph*) arrived on the 4th of September, after having spent a number of days at Churchill, and sailed for London on the 13th of the same month. On arriving from sea, she first anchored in York Roads or the channel of the "North River" or Nelson, about twenty miles from York Factory until a pilot was sent out. Having secured a fair wind she then sailed into Hayes River at high tide and anchored in the middle of the stream directly in front of the Factory where the water is ten or twelve feet deep at low tide, and upwards of twenty feet at the top of high water. Vessels drawing more than twelve feet cannot ascend to York Factory, so that the larger ships which formerly brought the Company's goods were obliged to anchor in the Five Fathom Hole in the mouth of the river, about seven miles below the Factory.

The Report 1879-80, contains Dr. Bell's "log" of the voyage, which proved to be unprecedentedly long and stormy. The voyage is usually made in four weeks from York Factory to Lands End, or about five weeks to London; but on this occasion it extended to nearly ten weeks, the detention being due principally to calms in the straits and contrary gales on the Atlantic. As a general rule, little or no ice is seen in the Straits on the homeward voyage, but on the present occasion there was some field ice in one part which, however, caused little or no delay, as it was open enough to sail through. Icebergs never enter Hudson Bay, but small ones come down Fox's Channel and pass out to Davis Strait, along the northern side of the eastern part of Hudson Strait. The log referred to, shows that the Straits were entered on the 19th September and cleared on the evening of the 8th of October. The weather was fine during most of the time occupied in passing from the Bay to the Atlantic, so much so, that the Bishop of Moosonee, who was one of the passengers, held divine service on the open deck on each of the three successive Sundays while the ship was in the Straits. None of the field ice referred to, would have hindered a steamer in the slightest degree, and the captain remarked, when about half way through the Straits, that if he had had a steamer he would have then been in London.

The field ice seen was old, rotten and discolored from dust, which had drifted upon it when it had been fixed near some shore-gravel, and the dung of seals were also occasionally observed upon it.

During the voyage, in conversing about the fishes of Hudson Bay, it was said that the common salmon is reported to run in the smaller rivers of Hudson Straits as well as in the rivers flowing into Ungava Bay, where it is well known to be extremely abundant. In coming out on this voyage, the captain saw a dead haddock floating in the Straits. The Bishop has heard of a few "real" cod having been caught near Whale River, and the writer has seen plenty of rock-cod taken at various places on the east coast of James Bay. There appears to be no reason why the common cod should not be found in Hudson Bay. The conditions as to temperature, depth of water, &c.,

are favorable, and its food, especially the capelin, is abundant. The latitudes of the prolific fishing grounds of the Atlantic coast of Labrador are the same as those of Hudson Bay. The question, whether or not cod fishing-grounds are to be found in this great Bay is so important that it deserves a thorough investigation. Seals, white porpoises, water-fowl and small fishes, were frequently seen while the ship was in the Straits. Near the eastern extremity of this great channel, where the breadth is only about 45 miles, numerous rock-ptarmigan were flying from the north to the south side of on the 6th and 7th of October, and many of them, which had settled on the ship's rigging, were captured by the sailors.

This part of the log is illustrated by six outline sketches of the appearance of the land on either side of the Straits. The shores are from one to two thousand feet high and destitute of timber. The tops of the bluffs and hills or mountains, which are formed of Laurentian rocks, are somewhat rounded. As a general rule, the rocks rise more precipitously from the water on the southern than on the northern side.

According to the imperfect outline-chart, the depth of water in the Straits varies from 80 to 340 fathoms, being generally upwards of 150 fathoms. Only two soundings were taken in the Straits on the present voyage, when the lead failed to reach the bottom at 150 fathoms.

In endeavoring to get through Hudson Straits with a vessel of such poor sailing qualities as the *Ocean Nymph*, the chief problem is often how to prevent her from being carried by the tides upon the rocks owing to calms or changes in the wind, and thus much time is lost, and the ship may be still further delayed by becoming involved in drifting ice, which would be entirely avoided by a steamer.

From such considerations as those, it is evident that although we have a long and remarkably successful experience of sailing vessels to refer to (no loss having ever occurred in the Straits), still this evidence cannot be of much service in predicting what may be accomplished by using properly equipped steamers, which would revolutionize the whole matter. The most experienced and intelligent of the American whaling masters who have navigated the Straits say that during the summer and autumn months, at any rate, should drift ice occur in these parts, open water suitable for the passage of steamers can always be found between it and bold shores.

It should be remembered that no survey has yet been made of the shores of the Straits, and that ships have been guided entirely by what can be seen from their decks. Nor should we lose sight of what may be done to facilitate the navigation of this great passage by the aid of telegraphs, lighthouses and beacons, for the operation of which the high bold shores of the Straits offer every facility.

In entering Hudson Straits, sailing ships are obliged to keep the fairway, which, in the spring is sometimes encumbered by the drifting ice, whereas steamers could enter either by the channel behind Resolution Island on the north side, or by one of those between the Atlantic and Ungava Bay on the south side. A narrow channel, unsuitable for sailing ships, but which might prove invaluable for steamers, has long been supposed to run between the Bay of Hope's Advance, on the west side of the Ungava Bay, and one of the arms of Mosquito Bay about 100 miles south of the west end of the Strait. This channel which would be about 200 miles long, is indicated on the old maps, and its absence has not been proved by exploration, while certain circumstances point to its existence.

In the appendix to Dr. Bell's Report, 1879-80, are to be found lists of fossils, plants, insects and mollusks, also analyses of the waters of Hayes and Nelson River, tables of seasonal or periodic events at York and Moose Factory, dates of the opening and closing of Hayes Rivers at York Factory from 1828 to 1880, dates of the arrival of the Hudson Bay Company's ships at York Factory and of their sailings for ninety-three years, corresponding dates for Moose Factory for 147 years, and detailed statistics of the weather at York and Moose Factories for periods of ten years.

8. In 1881—"A New Route from Europe to the Interior of North America, with a description of Hudson Bay and Straits."—(Issued by the Nelson Valley Railway and Transportation Company, Montreal.)

This pamphlet deals with the whole question of the navigation of Hudson Bay and Straits in the light of all information available up to the date of its publication. It also refers to the resources of the Bay and surrounding country in regard to the production of oil, fish, fur, minerals, timber, &c. In the country lying around the head of James Bay, which is in the latitude of the southern parts of England, it points out that there is a vast tract of good land available for agriculture. It also mentions the fact that wheat ripens well along the upper part of the Nelson River.

Referring to the practicability of the navigation of Hudson Straits and Bay for the ordinary purposes of commerce, it is stated that since Hudson's discovery of the Bay in 1609-10, about 730 round voyages, all by sailing ships, had been made into it up to 1881. Out of this large number there had been remarkable few losses, and none at all in the Straits. It must be admitted that this is a remarkably favorable record, especially when we consider that the coasts were unsurveyed, and that navigators had not the advantages of beacons, lighthouses, sailing instructions, pilots, &c., to say nothing of charts. In 1864, two ships belonging to the Hudson Bay Company were run ashore at the same time in daylight on the northern part of Mansfield Island, and one of them was eventually lost. This circumstance, however, cannot be attributed to any difficulty or danger in the navigation of the Straits, as it was owing entirely to gross carelessness, the sea having been smooth and the vessels running with their studding sails set at the moment of their grounding. Some common errors in regard to the Bay are corrected; for example, it is stated that the whole region is by no means of such an Arctic character as is popularly supposed, that Moose Factory is south of London, and that, therefore, a great part of the Bay lies within the latitudes of the British Isles. It is far removed from the cold ocean current of the east coast of America, while the western part of the Bay begins to receive the benefit of the conditions which give to our North-West Territories so favorable a climate for their latitudes. The pamphlet quotes the statement of Messrs. Job Brothers and Company, of St. John's, Newfoundland, that there is no doubt of the practicability of navigating the Straits and Bay with proper steamers during the five months from June to October inclusive. This, with the time necessary for making the first outward ocean passage in the spring and the last homeward passage in the autumn, would represent nearly six months of navigation. The Hudson Bay route will thus bear comparison with that of the St. Lawrence, which is, perhaps, equally troubled with ice in the spring and fall.

The reason why Churchill Harbor, although in the centre of the continent is nearer than Montreal or New York to Liverpool, arises from the fact that the widths of the degrees of longitude diminish so rapidly in going northward. The distance from Churchill Harbor to Liverpool *via* Hudson Straits, is given at about 2,926 miles; from Montreal *via* Cape Race, is 2,990, and from New York, *via* Cape Clear, 3,040 miles, showing sixty-four miles in favor of Churchill as compared with Montreal, and 114 miles as compared with New York. The importance of the existence of a seaport in the very heart of the continent, more than 1,500 miles nearer than Quebec to the centre of the North-West Territories, can scarcely be over estimated. This harbor is only 400 miles from the edge of the great wheat-field of the North-West, or not so far as from Quebec to Toronto. Starting from a point in the centre of this region, the distance to Churchill Harbor is almost the same as to the City of Winnipeg. The sea voyage from this harbor to Liverpool, being rather shorter than from Montreal to the latter, it follows that by adopting the Hudson Bay route, the whole distance from Winnipeg to Montreal is saved.

The question as to whether the grain crops of the North-West could be exported the same year as gathered, has yet to be solved. The harvesting of these crops occupies the latter half of August and part of the month of September. The season of steam navigation by Hudson Straits may prove long enough to enable as much as may be desired of this crop to be exported. Churchill Harbor does not freeze up until November, and the testimony of American whalers goes to show that the Straits may be navigated by steamers until well on in this month. Indeed

it has not been proved that the Straits freeze across at any season of the year. An independent route from the sea into our territories, far removed from the United States border, may some day prove valuable for military purposes. British troops have already been sent to the Red River settlement on two or three occasions, by way of York Factory, traversing in safety the intervening wilderness. By the aid of a railway from Churchill, a whole army and its supplies might be sent inland easily and expeditiously.

General Sir J. H. Lefroy, who has visited Churchill and the North-West Territories, says: "Churchill will undoubtedly be the future shipping port for the agricultural products of the vast North-West Territory, and the route by which immigrants will enter the country."

NAVIGATION OF HUDSON BAY AND STRAITS.

9. *Opinions of Masters of American Whaling Vessels.*

Mr. Erastus Wiman, of New York City, on 1st June, 1882, instructed Captain J. L. Briggs, of Brooklyn, Long Island, to visit New Bedford, Massachusetts, and New London, Connecticut, with the view of obtaining definite information as to the length of the season of navigation in Hudson Bay and Straits.

Whaling vessels have been, for many years, sent out from the above ports. Captain Briggs was instructed to obtain copies of log-books where possible, and to get dates in all cases. Armed with important letters of introduction, and having numerous local acquaintances, he has gleaned the following, which is furnished by Mr. Wiman as a contribution to the information possessed on this subject, which is of such vast importance to the development of the North-West regions of Canada.

Remarks of Captain Jacob Tabor, of New Bedford, who made two voyages to Hudson Bay in 1862 and 1863:

"The entrance to the Bay can be made from the 1st to the 15th of July. Steamers would have great advantages over sailing vessels, as they could steam inside of all obstructions from ice, water being bold close in shore, tides strong, say six to seven miles, but quite regular. No trouble about coming out up to November 1st, and some seasons later. Nearly all the danger from ice at that time would be outside Resolution Island. The ice comes down from the north, and sometimes grounds to the south, and there piles up to the north until it closes in the mouth of the Straits. Hudson Bay is open all winter, and what little ice makes on the shore, breaks up with every gale of wind. About 30 feet rise and fall of the tide (in the Straits and northern part of the bay), and the currents are swift."

Remarks by Captain St Clair, ship *A. Horton* of New Bedford:—

"June 13th, 1877, entered into the Bay. Came out September 15th to 25th, 1878. Captain St. Clair had lost all his memoranda and log books, but was of the opinion that a steamer could go in by July 1st and come out as late as in 1878, in which year the ice did not make its appearance until November 12th."

Remarks of Captain Elnathan B. Fisher, who made eight voyages to Hudson Bay, covering some sixteen years:—

"A steamship can enter and go through the Straits some ten days sooner than a sailing vessel, say by 1st July and might some seasons sooner. Whalers never had any trouble in coming out, as they leave as soon as the summer whaling is over and are always out by November 1st. Ships do come from Cumberland Inlet later than that, and it is somewhat further north. The only trouble is in Hudson Strait, and that is caused by the ice coming down from Fox Channel and lodging among the Islands in the Straits, blocking up the narrowest part, which is about midway of its length."

"A steamer could 'crawl' out by keeping close to the rocks inside of the ice, as there is always open water more or less between the rocks and the great body of ice. The tide runs six or seven miles an hour, and at every turn of the same, more or less breaking up occurs, and a steamer could take advantage of all such chances, where a sailing vessel would be at a standstill if the wind was ahead and blew any way fresh-

The Bay is open all winter except a little ice that makes near the shore, and that breaks up in every gale of wind. It was never very cold where they wintered, in a small harbour to the north-west.

Remarks of Captain Spicer, of New London, Conn., who made three voyages into Hudson Bay, and is now (1882) whaling these by-stations:—

"On one voyage struck the ice outside and did not get inside of Charles Island till July 14th. Never came out of the bay later than 23rd September. He says that a steamer (Scotch) burnt 100 tons of coal in June and July trying to get in and then had to put back. Captain Spicer says that you cannot depend upon coming out of the bay with any degree of certainty after the 1st day of October. Some years, he is positive, there would not be more than two months of open water navigation in the Straits and perhaps not even that. He does not know where any of the log-books are, and I cannot get any definite information from C. A. Williams & Co., of New London."

Remarks of Captain E. White of New London, who made two voyages into Hudson Bay and one to Cumberland Inlet, and I should say was a very intelligent man on ice navigation:—

"On first voyage, entered the Bay on August 1st, 1882, and put away for home about September 10th. Found so much ice that the captain was frightened and put back and wintered. Captain White thinks there is no doubt but that they could have come out if they had been conversant with the Bay and Straits.

"On second voyage, July 4th, 1864, sighted Resolution Island. August 1st the ship was inside, but became somewhat damaged by the ice. A sailing ship has got a poor chance going in or out. With a good, strong steamer one could enter the bay sure every year from July 1st to 10th; and he thinks she could count on three months sure of such navigation, that she could pass in and out."

10. EXTRACTS from the Log-books of New Bedford Whaling Ships making voyages into Hudson Bay.

Many of the following extracts are not pertinent to the question of the navigability of Hudson Bay and Straits. They are, however, given as noted down by Captain Briggs, since they may prove of general interest or convey some information on other points. It will be observed that while many incidents connected with the ice are recorded, the periods of open water are not referred to:—

EXTRACTS from the log-book of the ship *Northern Light*, Captain J. Tabor:—

"June 28th, 1862.—Latitude 59° 45'; longitude 59° 46'; plenty of field ice.

July 1st.—Sails all taken in and ship fast in the ice.

July 14th.—Sighted Resolution Island and ship working to west in the ice.

July 19th.—All hands engaged in towing the ship clear of the rocks.

July 22nd.—Sighted Savage Island.

July 28th.—Sighted Charles Island.

July 30th.—Salisbury Island in sight, and the ice very much packed. Got a lead and sailed some fifty miles in the same; there we found heavy ice and took in sail.

July 31st.—Saw and chased our first whale in Hudson Bay.

September 10th.—A thick snow storm and freezing cold. Steering to the south and bound out of the bay.

September 15th.—Sighted Savage Island and passed plenty of icebergs.

September 18.—Resolution Island, bearing north-by-east and the ship outside. Some icebergs in sight."

There appears to have been plenty of ice this year by the above extracts.

EXTRACTS from the log-book of the ship *Northern Light*, Captain J. Tabor. Sailed from New Bedford April 29th, 1863:—

July 8th.—Entered Hudson Straits.

July 21st.—Up to Charles Island.

July 22nd.—The Island about eight miles distant. Tide strong to the south and heavy ice.

July 24th.—All hands at work warping ship through the ice.

July 26th.—Ship fast in the ice.

July 28th.—Nothing to be seen but thick heavy ice.

July 30th.—A gale of wind and closed in by the ice.

August 2nd.—Ship fast in the ice. Took in all sail and lay by.

August 10th.—Charles Island about 20 miles distant to the north-west by compass.

August 15th.—Got into Hudson Bay and stood to the north-west.

September 25th.—Began to prepare for winter quarters.

May 15th, 1864.—Getting ready for whaling. Plenty of ice, but we began to cut and saw ourselves out of the harbor.

September 19th.—Sighted Resolution Island.

September 20th.—Sighted Button Islands and ship outside."

EXTRACTS from Log-book of the bark *Andrews*, sailing from New Bedford, May 1st, 1863 :—

" June 15th to 25th.—Working in and through the ice.

June 25th.—Sighted Resolution Island, distant about 30 miles.

July 10th.—Resolution and Savage Islands in sight.

July 20th.—Ship fast in the ice.

July 21st.—Sighted Charles Island.

July 24th.—Found our rudder somewhat damaged by ice.

July 25th.—Working ships through ice.

July 28th.—Ships made fast to a large cake of ice.

July 31st.—Made fast to the ice again; ship at the time in latitude $63^{\circ} 18'$ and longitude $72^{\circ} 06'$.

August 3rd.—Ship completely 'embarged' by the ice and going where the tide and ice take her.

August 5th.—Sighted Salisbury Island, distant 25 miles.

August 11th.—Ship between the main land and Nottingham Island.

August 24th.—Saw our first whale.

September 15th.—Went into winter quarters."

EXTRACTS from the log-book of the ship *Ansel Gibbs*, 1864 :—

" June 24th.—Sighted Resolution Islands.

June 27th.—Above Islands in sight, distant about 20 miles.

July 6th.—A bark in company with us lost her rudder in the ice.

July 20th.—Drifting out of the Straits, and sighted Resolution Islands again, bearing east-by-south, distant about 20 miles.

July 26th.—Sighted Charles Island, bearing south-west, 25 miles distant.

July 28th.—Worked the ships through into clear water.

April 10th, 1865.—Thermometer 8 degrees below zero and 8 degrees above.

April 20th.—Thermometer 12 degrees below zero and 12 degrees above.

May 1st.—Thermometer 6 degrees below zero and 16 above.

September 7th.—Sighted Charles Island, bound out of the Bay.

September 10th.—Ship clear of Hudson Straits. Some ice in sight but no trouble."

EXTRACTS from the log-book of the ship "*Ansel Gibbs*" 1866 :—

" June 21st.—Sighted Resolution Island and no ice in sight.

June 22nd.—Worked into the Strait; plenty of ice, but very open.

June 26th.—Resolution Island bearing north-by-east, distant about 12 miles and ship fast in the ice; but little water in sight.

July 1st.—Beating through the Strait. Plenty of ice and plenty of water.

July 5th.—Ice seems open, but weather too thick to run.

July 10th.—Sighted Salisbury Island and a heavy body of ice to the north, but more in sight to the south of us.

EXTRACTS from the log-book of the ship "Ansel Gibbs," sailing from New Bedford, June 3rd, 1868:—

"July 28th.—Sighted Resolution Island.

July 30th.—Ship working through the Straits; little or no ice.

August 5th.—Sighted Charles Island, and proceeded up the Hudson Bay.

September 25th.—Went into winter quarters.

December 26th.—Thermometer 7 degrees below zero.

September 3rd, 1869.—Sighted Charles Island and went through the Straits without trouble from ice.

EXTRACTS from the log-book of the "Abbie Bradford," Left New Bedford May 8th 1878:—

"June 23rd.—Sighted Resolution Island.

June 24th.—Fast in the ice; too much of it to run.

June 31st.—Working through the Straits. No ice of any consequence in sight.

July 1st.—Working to the west along the land and passed mouth of Hudson Bay.

July 3rd.—Working up the Straits in clear water.

July 6th.—Good deal of ice and made fast to the same.

July 8th.—Salisbury Island in sight.

July 11th.—Working along in clear water; ice very open; a snow storm.

July 16th.—Between Salisbury Island and Mill Island.

July 20th.—Spoke with bark *Nile* of New London, boiling out their third whale this season. Ship in the Bay and began whaling.

September 18th.—Went into winter quarters and began making preparations for wintering.

August 10th, 1879.—Sighted Charles Island and proceeded through the Straits."

No mention of ice in going out of the Bay this voyage.

EXTRACTS from the log-book of the bark "George and Mary," sailing from New Bedford June 23rd, 1879.

"July 15th.—Sighted Resolution Island.

July 19th.—Fine weather but very little ice in sight. Ship off Savage Island.

From this date the ship continued to work over to the north-west or whaling ground.

September 15th.—At anchor in the inner harbor, and all hands getting ready for wintering.

EXTRACTS from the log-book of the "Abbie Bradford," leaving New Bedford, May 6th, 1880:—

"June 5th.—Sighted the shores of Greenland, and steering along the southern edge of the ice.

July 1st.—Sighted Resolution Island, making but little headway through the ice.

July 4th.—A calm, and closed in by ice.

July 5th.—Worked up to Savage Island, Straits packed with ice. Ran back and anchored under west end of Resolution Island in ten fathoms of water; ice going off shore.

July 8th.—A calm. Made fast to the ice.

July 10th.—Fast to the ice, and have been for the last twenty-four hours. A large body of water in sight to the north-west of us.

July 14th.—Working along the land in clear water.

July 17th.—Came to anchor in ten fathoms of water.

July 19th.—All hands employed getting bone to the ship, bought of the natives.

July 23rd.—Took up anchor and worked along the land in clear water. Latitude $66^{\circ} 33'$, longitude $73^{\circ} 12'$.

August 1st and 2nd.—Off south side of Mill Island, working through the ice. Latitude $64^{\circ} 08'$, longitude $74^{\circ} 55'$.

11. EXTRACTS from old Works referring to Hudson Bay.

“An account of six years' residence in Hudson Bay, from 1733 to 1736, and 1744 to 1747,” by Joseph Robson, London, 1752.

This work gives an account of the building of Fort Prince of Wales, at the mouth of the Churchill River. It contains a plan of the Fort and of Fort York. In an appendix are given details of the cost of Fort Prince of Wales.

At page 58 the following remarks occur in reference to the navigation of Hudson Strait: “I shall next endeavor to show the probability of entering Hudson Bay much earlier than is done annually by the Company's ships. The ice from the north part of the Bay drives through Hudson Strait into the ocean; and the Company's ships generally enter the Straits in the beginning of July. At York Fort and Churchill River, I have observed that the ice did not break off close to the shore, but gradually, the first field leaving the shore ice two or three miles broad, the second less, and so on, till it was cleared away. These several fields of ice drive through the Straits; but as they go off at intervals, one field may be driven through before the next enters from the bay; consequently the Strait is sometimes pretty clear of ice.

“As the Straits there are never frozen over, nor always unnavigable even when there is much ice in the Bay, I imagine that a safe passage may be often found in the beginning of June; for, as the ice enters the Straits at intervals, according as it breaks off, and as the wind and current drive it out of the Bay, so the winds may keep the ice back at this season as well as at any other. Besides, the ice at the bottom of the Bay, and the north and west ice, will not have had time to reach the Strait; but after June all the bay ice commonly reaches it. The beginning of June, therefore, seems to be the likeliest time in which to expect a free passage.”

In speaking of the vegetation at Churchill, the author says: “The marshes and low grounds are full of good grass; and there is a patch of ground near the fort on Eskimaux Point while, though exposed to the north and north-east winds, produces good radishes, coleworts, turnips, small carrots, lettuces and other salading.”

At page 65 are given particulars of the quantities of whale-bone and oil obtained for some years in Hudson Strait and at Whale Cove, on the west coast of the Bay.

The appendices also give an account of the discovery of Hudson Bay, soundings of Nelson River, and the winds and tides at Churchill in 1746-47, &c.

“A brief narrative of an unsuccessful attempt to reach Repulse Bay in the year 1824,” by Captain G. F. Lyon, R.N., with a chart and engravings, London, 1825.

In passing up Hudson Straits the ship, when off North Bluff, was visited by a considerable number of Eskimo. Among other articles which they brought was “a piece of very pure plumbago” and “a broad plate of black mica” (page 38). One of the natives informed Captain Lyon “that musk, oxen, deer and the usual sea animals abounded there (North Bluff), as well as fish, which, from the description, I should suppose to be salmon.” He also ascertained the existence of the red fox near the same locality.

On landing on the south-east side of the Southampton Islands he found that “that portion of the shore which was now uncovered was of limestone rock, running out to seaward in flat steps or ledges, and amongst the stones the boat's crew caught two small species of rock fish.”

In various places along this shore he found quantities of salmon in the possession of the Eskimo, and observed their method of capturing them, which was by spearing, as the fish attempted to ascend the clear streams.

“An account of the countries adjoining to Hudson Bay, in the North-west Part of America,” by Arthur Dopps, London, 1844.

The principal object of this book is to show the probability of the existence of a North-west passage. Regarding the navigation of Hudson Straits, the author says (p. 69): “It is of great advantage to them (the captains of the Hudson Bay ships), that there is no night at that season; they enter the Bay when the quantity of ice is greatest, and when they return in September, or even in October, all the ice is in a manner dissolved or passed out of the Strait into the ocean, and none seen that can obstruct their passage.

“It is probable that during the whole winter, from October to March, there is no ice in the Strait to obstruct their passage into or out of the Bay; for a ship which chanced to be closed up with ice in an inlet, by the breaking of the ice got out and came through the Straits at Christmas, without finding any ice in the Straits to prevent her passage. For the ice which is formed in bays and rivers in winter does not break up and get into the channel or Straits until it begins to thaw upon the shores, in March and April, at which time it is carried by the winds and tide into the Straits, and obstructs the passage in May and part of June until it is dissolved. Yet even then good pilots know how to avoid it, and get into the eddy tide out of the current, where the ice is more open, and not drove together by the winds and current, as it is in the channel; but these difficulties would lessen every day, if the trade were opened and the voyages were more frequent by the greater number of ships, which would make many more experienced pilots. And as there is now a more accurate chart published of the Straits and Bay by Captain Middleton, with the islands, soundings, tides, and variation, the navigation will become less dangerous daily, and coves and places of shelter for ships will be found out by the number of ships which would then pass and be trading in these seas, which are now unknown. I, therefore, apprehend that the danger from the ice is more in imagination than reality when care and judgment are employed. * * *

“Since, therefore, the greatest danger from the ice is in passing the Strait, and so few accidents have happened in so many years, the navigation, I think, cannot be called dangerous, though it has been generally so apprehended.”

“The Geography of Hudson Bay, being the remarks of Captain W. Coates in many voyages to that locality, between the years 1727 and 1751,” edited by John Barrow, F.R.S., London. Printed for the Hakluyt Society, 1852.

As to the fisheries of the east main coast, Captain Coates remarks (p. 62): “All the bays and rivers, and lakes and creeks abound with salmon, trout, titimyg, jack and perch, &c., and deer and fowl, and partridge, more plentiful than anywhere else.” On page 63, he says: “and Saquina River abounds with sturgeon, white whales, and all the other species of fish.”

Referring to the Mishshegattee, or the Great River, in Latitude 54° 10', he states that: “'Tis said here is to be had izing glass (mica?), christial and lead ore, which when one considers what a track't of land this noble capacious river runs through, is less to be wondered att.” Speaking of the Great White Whale River, he says (p. 64), “Upon the shores of this river is to be had the finest island christial I ever saw, grows solitary in multangular forms, of an exceeding fine water; lead ore and izingglass in many places.”

On Mansfield Island, he says (p. 67), “There is such swarms of fowl here upon this island, that it seems incapable to contain them; which are met at sea, many leagues off, before we see the island.”

After giving a graphic description of Richmond Gulf, he states (p. 87) that “The bottom is covered with fine mussels and sea-eggs, and clams, and spoats, and scallops, and other shell-fish, which allures those shoals you see come through the sound every day, as well as those salmon, titimyg and lake fish, which abounds in every place within the Gulph. The seels in the Gulph are innumerable, and the fish-fowl covers the waters upon the influx, but rest and retire upon the ebb. The

hunting grounds all show how well they are stock't at proper seasons; partridge and ducks always thus furnished for the subsistence and recreation of fish, of fowl, of beasts, and men. We had some reason to expect to meet with the footsteps and traces of many tribes of Indians, which we did every where in our progress round that sea (Richmond Gulf); and deer in herds, not only in those numberless declivities, but on all the islands we touched at. In short, such is the beautiful situation of Lady Lake's Grave, the awfull grandure of Mount Eden, the delightfull groves of Grove Sound, the towring grotto and inchanting vine-yard, and elegant situation of Richmond Fort, and the inimitable borders of Winters Mort Lake, as is not to be parrelled in Hudson Bay, if in the whole world."

OTTAWA. 5th May, 1883.

SIR,—I have the honor to inform you, in reply to your order of reference on an Address from the House of Commons, herewith returned, that there is no record in this office of any correspondence in reference to the duration of the season of navigation at Hudson Bay, its resources, &c., &c.

I have the honor to be, Sir, your most obedient servant,

F. DEWINTON, *Lt. Col., R.A., Gov. Gen'l's. Secretary.*

Hon. Secretary of State.

RETURN

(105)

To an ORDER of the HOUSE OF COMMONS, dated 30th April 1883;—For a Copy of the award of the Arbitrator on claim for damages put in by the Contractor for the Grenville and Carillon Canal, under contract in force in 1871-72, with Statement of sums paid thereunder.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
9th May, 1883.

Acting Secretary of State.

—

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 7th September, 1874.

On a Memorandum, dated 29th August, 1874, from the Honorable the Minister of Public Works, reporting that Mr. James Goodwin has preferred a claim for alleged losses, extra works and disbursements, in connection with his contract for the enlargement of the Grenville Canal, and signified his willingness to have the same referred to the sole arbitrament and award of John Page, Esq., Chief Engineer of the Department;

That he, the Minister, sees no objection to such reference being granted, and requests authority to have the necessary documents prepared and executed accordingly.

The Committee recommend that the authority requested be granted.

Hon. Minister Railways and Canals.

JOHN J. MCGEE.

DEPARTMENT OF PUBLIC WORKS.

Whereas, James Goodwin, of the City of Ottawa, in the Province of Ontario, contractor, hath entered into a certain contract with the Minister of Public Works of Canada, on the twenty-fifth day of October, A.D., one thousand eight hundred and seventy, for the works required in and for the enlargement of the channel of the Grenville Canal from Lock number eight to the upper entrance of the said Canal, and for the construction of Locks numbers nine, ten and eleven thereof;

And whereas, on the sixteenth day of August, A.D., eighteen hundred and seventy-one, another contract was entered into by and between the parties above named, for certain additional works of masonry and excavation required to increase the height and length of the said Locks numbers nine, ten, and eleven, and to give an additional depth of three feet in the Lock pits of the said Canal, as ordered by Parliament at its then last Session, and the completion thereof within certain dates therein specified;

And whereas, on the nineteenth day of February, A.D., eighteen hundred and seventy-three, in view of certain great public advantages to be derived therefrom, if the works could be carried on in summer and located so as not to interrupt the free navigation of the Canal, a third contract to change the location of the said locks, so as to leave a certain space between the north side of the contemplated Locks and

the south side of the old or existing Locks, was entered into by and between the parties above named ;

And whereas, on the twenty-fifth day of October, A.D., eighteen hundred and seventy-three, the said James Goodwin hath preferred certain claims against Her Majesty's Government of Canada, for work done, losses sustained, and disbursements in connection with the works above mentioned ;

And, whereas, on the thirty-first day of October, 1873, the Minister of Public Works, was authorized by an Order of His Excellency the Governor General in Council, to refer the claim preferred to the said James Goodwin, to John Page, Esquire, Chief Engineer of the Department of Public Works, for his valuation and report ;

And whereas, the Minister of Public Works, deeming it expedient to have all claims and matters connected with the contracts aforementioned fully settled and closed, recommended that the whole matter be referred to the sole valuation and arbitrament and award of the said Mr. Page ;

And whereas, under the provisions of the Act of Parliament, intituled " An Act respecting the Public Works of Canada " (31st Vict. ch. 12), the Minister of Public Works is authorized " to refer any claim to one or any greater number of arbitrators as he may see fit ; "

And whereas, an Order of His Excellency the Governor-General in Council, bearing date the seventh day of September instant, authorizes the reference of the said claim to the sole valuation, arbitration and award of John Page, Esquire, Chief Engineer of the Department of Public Works of Canada ;

The Hon. Alexander Mackenzie, the Minister of Public Works of Canada, acting on behalf of Her Majesty Queen Victoria, as such Minister, hereby refers to the sole valuation, arbitration, and award of the said John Page, all claims made, stated, and alleged by the said James Goodwin against Her Majesty the Queen, for matters arising out of the above mentioned contracts, and all matters arising thereunder and in respect of such claims, whether made on the part of the claimant or of Her said Majesty :

And the said Minister of Public Works, under the authority aforesaid, appoints the said John Page to be the said sole arbitrator, and agrees that the valuation, arbitration and award of the said John Page be accepted as final, conclusive, and without appeal.

Dated at Ottawa, this 10th day of September. A. D. 1874.

A. MACKENZIE, *Minister Public Works.*

Countersigned, F. BRAUN, *Secretary.*

I, the undersigned, James Goodwin, of the City of Ottawa, the contractor and claimant on the preceding pages named, do hereby declare that I do assent to the reference of my claim arising out of my contracts with Her Majesty the Queen, for the Grenville Canal works, or connected therewith, as on the preceding pages stated, to the sole valuation, arbitration and award of John Page, Esquire, Chief Engineer of the Department of Public Works of Canada, and that I accept the appointment of the said John Page as sole arbitrator on the part of Her Majesty the Queen ; and I do also hereby appoint the said John Page as sole arbitrator on my part ; and I do hereby promise and bind myself to accept the decision, valuation, arbitration and award of the said sole arbitrator as final, conclusive, and without appeal, and to abide by the same.

Signed at Ottawa, this twelfth day of September, A. D. eighteen hundred and seventy-four.

In the presence of H. A. FISSIAULT.

JAMES GOODWIN, *Claimant.*

OTTAWA, 28th March, 1883.

SIR,—I have the honor to enclose herewith, my award in the arbitration case of James Goodwin vs. Her Majesty the Queen, or Department of Railways and Canals,

on claims preferred by Mr. Goodwin in connection with the execution of the works under contracts Nos. 3,346, 3,419 and 4,100 on sections Nos. 1, 2 and 3 of the enlargement of the Grenville Canal, Ottawa River.

The reference was made in September, 1874, but for various reasons unnecessary to relate, final action has not been taken on it until the present time.

In this award is included the unpaid balance due to the claimant for all the work done by him under or connected with the three contracts for the three sections above mentioned.

The evidence in this case was heard in Ottawa, in August last, 1882; both the claimant and the Government were represented by Counsel.

I have the honor to be, Sir, your obedient servant,

JOHN PAGE.

Hon. Sir CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

To all to whom these presents shall come:—

I, John Page, of the City of Ottawa, in the County of Carleton and Province of Ontario, the Chief Engineer of Canals of the Dominion of Canada,—

SEND GREETING:—

Whereas by an instrument in writing under the hand of the Honorable Alexander Mackenzie, the then Minister of Public Works of Canada, acting on behalf of Her Majesty Queen Victoria, as such Minister, and under seal of the Department of Public Works of Canada, bearing date the tenth day of September, A.D., eighteen hundred and seventy-four, after reciting: "Whereas James Goodwin, of the City of Ottawa, in the Province of Ontario, Contractor, had entered into a certain contract with the Minister of Public Works of Canada, on the twenty-fifth day of October, A.D., one thousand eight hundred and seventy, for the works required in and for the enlargement of the channel of the Grenville Canal from lock number eight to the upper entrance of the said canal, and for the construction of locks numbers nine, ten and eleven thereof. "And whereas, on the sixteenth day of August, A.D., eighteen hundred and seventy-one, another contract was entered into by and between the parties above named for certain additional works of masonry and excavation required to increase the height and length of the said locks numbers nine, ten and eleven, and to give an additional depth of three feet in the lock pits of the said canal, as ordered by Parliament at its then last Session, and the completion thereof within certain dates therein specified. "And whereas, on the nineteenth day of February, A.D., eighteen hundred and seventy-three, in view of certain great public advantages to be derived therefrom, if the works could be carried on in summer and located so as not to interrupt the free navigation of the canal, a third contract to change the location of the said locks so as to leave a certain space between the north side of the contemplated locks and the south side of the old or existing locks was entered into by and between the parties above named." And after reciting that: "Whereas on the twenty-fifth day of October, A.D., eighteen hundred and seventy-three, the same James Goodwin had preferred certain claims against Her Majesty's Government of Canada for work done, losses sustained and disbursements in connection with the works above mentioned."

And further after reciting that "Whereas on the thirty-first day of October, eighteen hundred and seventy-three, the Minister of Public Works (then the Honorable Hector L. Langevin) had been authorized by an Order of His Excellency the Governor General in Council to refer the claim preferred by the said James Goodwin to John Page, Esq., Chief Engineer of the Department of Public Works for his valuation and report." And further after reciting that: "Whereas the Minister of Public Works" (then the Honorable Alexander Mackenzie) deeming it expedient to have all claims and matters connected with the aforementioned contracts fully settled and closed," obtained another "Order of His Excellency the Governor General in Council bearing date the seventh day of September, A.D., eighteen hundred and seventy-four, authorizing the reference of the said claim to the sole valuation, arbitra-

tion and award of the said John Page, Chief Engineer of the Department of Public Works." It is witnessed in the said reference that the Honorable Alexander Mackenzie, the then Minister of Public Works of Canada, acting on behalf of Her Majesty Queen Victoria, as such Minister, thereby referred to the sole valuation, arbitration and award of me, the said John Page, all claims made, stated and alleged by the said James Goodwin against Her Majesty the Queen for matters arising out of the above mentioned contracts and all matters arising thereunder and in respect of such claims, whether made on the part of the claimant or of Her said Majesty; and the said Minister of Public Works, under the authority aforesaid, did thereby appoint me, the said John Page, to be the said sole arbitrator, and did thereby agree that the valuation, arbitration and award of me, the said John Page, should be accepted as final, conclusive, and without appeal.

And whereas the said James Goodwin, the Contractor and claimant as aforesaid, by an instrument in writing bearing date the twelfth day of September, A. D. 1874, under his hand and seal assented to the reference of his claims arising out of his contracts with Her Majesty the Queen for the Grenville Canal Works or connected therewith, as stated in the instrument hereinbefore in part recited, to the sole valuation, arbitration and award of me, the said John Page, and accepted the appointment of me, the said John Page, as sole arbitrator on the part of Her Majesty the Queen, and did also thereby appoint me, the said John Page, as sole arbitrator, on his part, and did further promise and bind himself to accept the decision, valuation, arbitration, and award of me, the said sole arbitrator, as final, conclusive and without appeal, and to abide by the same.

Now know ye that I, the said John Page, having taken upon myself the burden of the said arbitration, and having heard and duly considered all the allegations and evidence of the respective parties of, and concerning the said claims and matters in question so referred to me as aforesaid, and duly examined the papers, accounts and documents connected with the same, do make and publish this, my award in writing, of and concerning the said claims and matters in question so referred as aforesaid, and I do hereby award, order and determine that there is due, from Her said Majesty the Queen, to the said James Goodwin, in respect of the matters so referred to me as aforesaid, for all work done by him under said contracts, and remaining unpaid, extra expenses incurred by him during the progress of his work, corrected estimates, materials supplied and used in the works, materials removed therefrom, including snow, ice, &c., dams, &c., water, &c., extra works, increase in price of labor or otherwise, and of materials, and in full satisfaction of all claims made, stated or alleged by the said Mr. James Goodwin, against Her Majesty the Queen, for matters arising out of the above mentioned contracts or any of them and all matters arising thereunder and in respect of such claims, the sum of sixty-seven thousand two hundred and sixty dollars (\$67,260).

In witness whereof I, the said John Page, have hereunto set my hand and seal in duplicate, this twenty-eighth day of March, in the year of Our Lord, one thousand eight hundred and eighty three.

JOHN PAGE. [L.S.]

Signed, sealed and delivered in presence of—

GEORGE A. MOTHERSILL.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 2nd May, 1883.

Statement of amount paid James Goodwin, Contractor for works on the Grenville Canal, under the award of John Page, arbitrator, dated March 28th, 1883, confirmed by Order in Council dated April 2nd, 1883.

April 3rd, 1883..... \$67,260 00

DOUGLAS STEWART, *Per Accountant.*

GRENVILLE CANAL.

(105a.)

Construction of two Locks and other works at Greece's Point.

CONTENTS.

General Statement. Copy of Contract. Report by Mr. Page, containing a statement of the increase cost of the work.

HENEY, STEWART & Co.

Name of Firm.—John Heney, John Nicholson, John Stewart, and James Strachan.

Date of Contract.—20th July, 1880.

Date of Completion.—1st of May, 1882.

Contract Sum.—Schedule rates valued at \$280,251.

Statement of security taken.—Mortgages, \$14,000.

In whom are the securities at present?—Mortgages still held by Government.

Has work been re-let?—Yes, to Brecken & Co.

Name of new Contractors.—John Brecken and John Nicholson, afterwards Archibald Stewart replaced J. Nicholson.

OTTAWA RIVER.

SPECIFICATION of the works to be done at Greece's Point, for the enlargement of the lower entrance of the Grenville Canal.

This section extends from a line about fifty feet above or west of the present upper set of combined locks, at Greece's Point, downwards to deep water in the Ottawa River, a distance of nearly 2,400 feet.

The contemplated works embrace the excavation of foundations for two locks—the widening and deepening of the reach between them—the formation of approaches at both ends—the removal of the south side, and a part or the whole of the north side, of the present lower set of combined locks—the construction of two new detached locks of dressed stone masonry—building, where directed, side walls of rubble masonry—construction of a wall on landward side of lower entrance, or pier-work, there or elsewhere on section if required, &c.

The bottom part of all the excavation on the section will be rock, and for fully one-third of its length the cutting will be entirely through rock.

The locks are intended to occupy such positions that, by adopting proper precautions, they can be built during the season of navigation.

The lower quoins of the upper lock are to be nearly opposite the lower quoins of the upper set of combined locks, and at that place the centre lines through the old and new locks will be about 64 feet apart, the distance increasing westward at a rate that opposite the upper quoins of the new lock the respective centre lines will be about 75 feet apart.

The lower new lock is to be above the upper end of the lower set of combined locks, and in such a position that the centre line through it will be about 70 feet south of a line continued through the centre of the old locks, or at such other distance south as will best admit a concrete wall to be formed, with a protection of timber for it to be built along the south side of the present channel, and such other arrangements made as will enable the pit to be unwatered when the water in the present canal is at its usual height.

The locks are to be 200 feet long between the gates, and 45 feet wide at bottom, between the side walls, and the mitre sills are to be laid so as to have a depth of 9 feet water on them at the ordinary level of the canal and lowest stages of the river. The reaches are to be sunk to a depth of 10 feet below the respective surface water lines.

In order to form a suitable place, of sufficient extent, for vessels between the lower new lock and the eddy in the river, the south side, and part, or it may be the

whole, of the north side of the lower set of the old locks must be removed, and the stones, when sound and large enough, piled in such positions that they can be advantageously used to build side walls at the places required. The lower entrance is also to be widened on the south or river side to about the line shown in red upon the plan, and the whole sunk to the full depth of 10 feet below low water line.

The respective structures will, for the most part, be placed as shown on the plan exhibited; but the Department of Railways and Canals reserves to itself the right of changing the whole or any part of the line as much as 100 feet, either to the right or left of that represented, and of altering the position of any or all of the structures as much as 100 feet, either upward or downward of that indicated on the plan. These changes, it is to be clearly and distinctly understood, may be made either before the works are commenced or during their progress, without giving cause for any increase or diminution in the prices tendered for the respective items of work. In rock cutting, the side slopes are generally to be made *one-fourth* horizontal to one vertical, and in earth, or where vertical walls are to be built, the sides are to be made with as little slope as circumstances will admit. At other places the side slopes may vary from one-half horizontal to one vertical, or be made to an angle of forty-five degrees, or to such other slope as may be directed.

All angular and projecting points of rock, on the sides of cuttings, must be broken off; and the side slopes in both earth and rock excavation must be trimmed off to fair and uniform lines, corresponding to those marked out by the Officer in Charge.

When proceeding with the excavation, all the good earth or clay, or at least a sufficient quantity of either, that may be suitable for puddle or embankment behind the lockwalls, or for such places where water-tight banks are required, must be saved and piled at a place convenient to where it can be used for the purposes mentioned. Part of the materials excavated must be hauled and used to fill in between the wall and the shore, on the landward side of the lower entrance, after level benches have been formed for its reception; a considerable quantity will also be required to make up the present channel opposite the new lower lock when built, and elsewhere, for embankment. The balance of the material taken from the prism of the canal, lock-pits and entrances can all be placed along the margin of the river within a distance of from 600 to 900 feet from the place where it has been excavated.

It should, however, be distinctly understood that the "spoiled material" must be put on in such widths that the outer side shall present a nearly regular line, and be protected with the largest blocks of stone from the excavation, so as to guard, if possible, against the attacks of floating masses of ice.

The Contractor, during the progress of the works, must invariably be guided by the levels given, and the lines marked out by the Engineer or Officer in Charge.

None of the stone found in the excavation will be allowed to be used for building purposes, in connection with any of the permanent structures.

The seat of the embankments in rear of the lock walls must be fully cleared of all loose stones, or other objectionable materials, and be prepared in the manner required by the Engineer or Foreman of Works, whose approval must be had and obtained before an embankment is commenced. The material must then be hauled on to the respective banks, in carts or waggons, and laid on in layers, not exceeding nine inches in depth at one time; and if the work be done at a dry season of the year, water must be thrown over the banks, to assist in consolidating them.

There are to be only two classes or denominations of excavation recognized, namely: "earth" and "rock," the former to embrace all kinds of material found in widening and deepening the channel or prism of the canal, forming lock-pits, widening or deepening lower entrance, &c.; except absolutely connected "quarry rock," and boulder stone containing one third of a cubic yard and upwards.

The prices tendered for these items to cover the entire cost of removal, hauling and placing the materials in spoil banks or otherwise, in the manner herein described, grading towing path and berme bank, forming embankments in rear of locks, and doing everything connected with the excavation and banks on the section in a work-

manlike and satisfactory manner, agreeably to the design contemplated in this specification.

But as the price per cubic yard for each class of work will be an average of the whole of that class, payments will only be made according to the comparative value of the work done with reference to the prices tendered, which *pro rata* rates shall be assigned and apportioned in such a manner that when the whole work shall have been executed and completed, the aggregate amount shall be the same as when the respective total quantities are extended at the prices stated in the contract.

Locks.—The locks are to be at the places and in the positions previously stated, unless a change of line or of the actual site of either or both of them is found desirable for the benefit of the undertaking.

They are, as above stated, to be made 200 feet long between the gates, 45 feet in width between the side walls at bottom, and arranged so that there will be 9 feet water on the mitre sills of the lower lock at the lowest stage of the river, and a like depth on the sills of the upper lock when the reach below it is at the proper height.

The whole to be constructed of dressed stone masonry, laid in hydraulic cement mortar, and arranged upon a foundation prepared as herein described.

The pits excavated for them are to be made of suitable dimensions to admit the side and wing walls, and correspond with such lines as will be marked out by the Officer in Charge. The sides of the cuts in rock are to be made, as nearly as possible, perpendicular, and a space of one foot left in rear of the walls for concrete. In all cases the bottom must be trimmed smooth and level, at the proper height, to give a fair and uniform bearing to the foundation timbers, or to the base of the wall.

The material excavated from the lock pits must be hauled and placed as before stated.

If solid and suitable rock, in thick layers, is found at the proper level, at the place where a lock is to be built, the chamber and wing walls will be commenced upon it; but if the rock be unsound, the fissures in it numerous, or the strata be thin or irregular, a floor of pine timber, covered with three-inch pine plank, will be laid, at a height to form a bearing surface for the walls.

In the latter case the foundation timbers are to be of pine, 12 inches square, of the full length to reach across the chamber, and space to be occupied by the walls on both sides; but occasionally two timbers may be used to make up this distance, one of which must, however, extend from the rear line of one wall and across the chamber to 18 inches under the front edge of the wall on the opposite side.

They are to be laid 9 inches apart through the chamber, 6 inches apart above the mitre sills and at the lower end of the lock; they must be scribed to the rock and placed on a bed of mortar or concrete, as circumstances may require. The spaces between them must, immediately after they are satisfactorily laid, be filled with concrete, well rammed, and their tops must be dubbed to an uniform surface, to afford a fair bearing for the plank.

MITRE-SILL PLATFORMS.—to be 14 feet in width, made up of timbers 12 inches square, and of a length to reach from rear to rear of the walls, all of which must be counter hewn and jointed with a plane, so as to make water-tight joints for their entire length and depth. They are to be secured to each other by five wrought iron screw-bolts (1½ inches diameter), passing horizontally through the platform; both ends of each bolt must have double nuts and washers, in order to form a connection with shackle bolts, to be let into the rock underneath. The whole of the timbers (except one on each side) must be laid in a good bed of mortar, and secured to the rock by fox-wedged bolts, at such places as may be directed.

The joints throughout must be well caulked, with at least two threads of oakum, and every precaution adopted to render the whole water-tight.

STOP-WATERS.—Where the rock underneath is sound, instead of sheet piles at the upper and lower sides of the mitre-sill platform, checks are to be cut in the rock, 6 inches or more in depth and 12 inches wide, extending across the whole width of the foundation, into each of which must be fitted a timber 12 inches wide, and of sufficient height to form a close joint with the outer timbers of the platform.

Before a stop-water is placed in its berth, a piece of duck or canvas, well saturated with white lead, must be laid for the full length and width of the check; the upper timber must also be imbedded in white lead, and the whole secured to the rock with fox and key-bolts, $1\frac{1}{4}$ inches diameter, placed not more than 10 feet apart.

Stop-waters, similar to those above described, are to be placed at the upper sides of the recesses.

In other parts of the recesses than those occupied by the platforms, there are to be timbers 12 inches square, laid 6 inches apart, also for a distance of 12 feet below the lower side of the platform, and to the upper end of the wing walls, at the head of the lock. These timbers are to be laid level, scribed to the rock underneath, or laid on a bed of fine concrete, as the case may require, and each one of them fastened by means of two fox-wedged bolts, $1\frac{1}{4}$ inches diameter, passing at least 12 inches into the rock. The spaces between them are afterwards to be filled with concrete, and their upper sides dubbed to a fair surface for the planking.

FLOORING,—to consist of two courses of pine plank; the first, three inches in thickness, is to extend over the whole area of the foundation, or where timbers are laid; and the second course, two inches thick, is to be laid between the side walls, where required. They are all to be jointed with a plane, and, when being laid, must be driven up with wedges to water-tight joints; every three feet in width of planking, in both courses, must break joints at least four feet, and the upper course must, in all cases, break joints both lengthwise and transversely with the one underneath.

The lower course to be fastened with white oak treenails, nine inches long and one and one-half inches diameter, two in each end of a plank, and one on alternate sides at every crossing of a timber; it must be dubbed to a uniform surface before the second course is laid—the latter to be fastened with pressed spikes, two at each end of a plank and one at each crossing of a timber, on alternate sides of the plank.

SEGMENT PLATES,—of cast iron, of the pattern and dimensions to be hereafter given, are to be furnished and laid on the first course of planking, and secured, in the manner directed, with rag-bolts, one inch in diameter.

MITRE SILLS,—to be of the best description of white oak timber, properly squared, and dressed with a plane. They are to be framed, mortised, tenoned and secured in the manner shown on a detailed plan to be furnished.

The main sills are to be 49 feet long, let two feet into the wall at each end; they, as well as the braces, must be of a size to stand 19x17 inches when dressed. The mitre sills are to be 19x20 inches—checked three inches into the platform timbers, and are to be tenoned into each other at the mitre, and at the toe tenoned and boxed into the main sill. A check, three inches deep, is to be cut in the lower edge of the mitre sills, to receive the ends of the first course of planking.

Before they are put together, all the mortises, tenons, and joints must be well coated with white lead; and when about to be placed in their berths, a strip of canvas, well saturated in boiling tar, is to be placed in the check formed in the platform, into which the mitre sills are to be embedded.

The mitre and main sills are to be connected by straps of wrought iron $3\frac{1}{2}$ inches wide, and five-eighths ($\frac{5}{8}$) of an inch thick, let in flush, fastened with bolts, and arranged as shown on plan. The holes through them must be punched so as to retain the full strength of the iron; they are to be secured alternately to the timbers of the platform and the rock by means of rag-bolts and fox-wedged bolts $1\frac{1}{4}$ inch diameter. In addition to the bolts through the straps, there are to be three fox-wedged bolts on each side of the mitre sills passing at least 15 inches down into the rock.

MASONRY.—The locks are each to have a lift, at periods of low water, of about 16 feet, and the side walls are to be carried up to 2 feet over the surface water level of the upper reach, with which they are connected.

The chamber walls are to be 10 feet in width at bottom with counterforts in rear, 6 feet long in line of wall and 3 feet projection, and placed not more than 12

feet apart, the recesses to be 2 feet 8 inches deep at top, and the walls of them 10½ feet wide at bottom.

The face of the chamber and wings is throughout to have a batter of *one in twenty-four*; but the recess walls are to be carried up plumb on both front and rear, except for a distance of about 28 feet in the centre, where a frost batter will be formed.

The back of the chamber and wing walls will be carried up plumb to within 5 feet of the top; thence batter to the rear line of the coping; and the counterforts will terminate to within 5 feet of the top of the coping.

All the masonry of the locks must be of approved, sound and durable stone; those forming the face work must be of the best class of *gray limestone*, free from dries, seams, or other defects, and must be, in every respect, of an approved class.

The face stones must be of an uniform texture and color, and laid in regular courses; the ashlar work may vary from 12 to 30 inches in height—the thickest course invariably to be placed at the bottom, and diminish upwards in regular succession to the course under the coping; but when a course of cut stone exceeds 18 inches in height the face of the chamber may be made up of two courses of stone of equal height.

From the lower end of a lock to 6 feet above the recess quoins, and from the head to 12 feet below the hollow quoins, the face work is to be of cut stone, dressed and laid so that the beds and end joints shall not exceed three sixteenths of an inch.

When a course exceeds 24 inches in height, the stretchers must have a depth of bed equal to at least 1½ times their height, and the headers 2½ times their height; and in all cases the tail of a header must have a width of ⅔ the length of its face.

HOLLOW QUOINS—to be alternately headers and stretchers, the former to have at least 4½ feet face and 5½ feet depth of bed, the latter 5½ feet face and 4½ feet depth of bed in the top courses, increasing in dimensions downwards at a rate corresponding to the batter of the wall. The headers to be checked so as to bond at least one foot over the face of the stones of the recess. The nose of the quoins to be rounded to a radius of 5 inches at the top, gradually increasing downwards at a rate corresponding to the batter of the wall, the hollow to be dressed out true and smooth to a radius of 8 inches, from which the heel is to run obliquely to the line of the wall. Patterns for the hollow quoins will be furnished by the Engineer in charge, after the Contractor has given the height of the courses he intends to use.

RECESS QUOINS—to be also 5 x 6 feet and 6 x 5 feet, laid alternately out-bond and in-bond, bevelled as shown in plan, the headers to be checked so as to make return bond with the ashlar of the recess.

The chamber walls, between the points above-mentioned, are to be faced with a good description of coursed, boucharded work (coping excepted), laid so that the beds and end joints shall not exceed three-eighths of an inch.

CUT STONES—to be neatly dressed and bush-hammered, made square, bevelled or otherwise suited to the position they are to occupy in the work. The arrises must be kept good, their upper and lower beds made parallel, and the end joints, in all cases, cut full for at least two-thirds the depth of the bed. The back of the stones must be hammered, or picked off to such lines that the backing stones, when laid, may form with them joints not exceeding one inch in width.

The face stones to consist of headers and stretchers, the latter to be at least 3 feet long in line of wall, and not less than 2 and 3 feet depth of bed in the alternate courses. In each course must be headers of at least 2 feet length of face and 4½ feet depth of bed, placed not more than 10 feet apart from centre to centre. The headers in one course are to be arranged, as nearly as possible, midway between those of the course above and below. No two vertical joints, in different courses, are to approach each other nearer than 12 inches, and care must be taken that the bond in rear of the wall, as well as the face, is properly formed throughout.

CHAIN WELLS AND MAN-HOLES.—There are to be eight chain-wells in the positions indicated in the plan; each well will be 2 feet square inside; and the man-holes from them to the front of the lock walls are to be made to the angles and of

widths, necessary to permit the play of the chains, and of such height as the engineer may direct.

The sills and lintels to be of stone, sufficiently large to reach across the opening and one foot on each side; the bottom to slope towards the inside of the lock, so as to prevent the chain, when slack, lodging in the man-holes; sheaves, for the drag-chains, are to be inserted and secured near the upper inner angles of the man-holes. The face stones of the wells and man-holes are to be of like dimensions and cut in like manner as the face walls of the recesses, and are to be properly bonded over and with each other at the angles.

CHECKS.—For the reception of stop-water timbers, two checks are to be formed in the face of the wing walls at both ends of the lock; they are to be 3 feet apart, 12 inches wide and 6 inches deep at the top, and made plumb in the rear.

COURSED WORK—for the face of the chamber walls, may be 9 inches high and upwards, but a course once commenced must be continued the same throughout, and in no case will more than two courses be allowed to make up the height of one course of cut stone. The stones must be at least 20 and 30 inches depth of bed in the alternate courses, and have not less than 2 feet length of face in line of wall. In every course there are to be headers of at least 20 inches length of face and 4 feet depth of bed, placed not more than 12 feet from centre to centre.

In all cases the rear part of both headers and stretchers must be at least two-thirds the length of their face.

The face of the stones must be dressed to the batter of the wall, boucharded, and the arrises kept good. The upper and lower beds must be made parallel for their entire depth, and the end joints kept full for at least 9 inches back from the face. The whole to be dressed so that the horizontal and vertical joints of the stones, when in place, shall not exceed $\frac{3}{8}$ of an inch.

BACKING—to consist, generally, of large, well-shaped stones, not less than six inches in thickness, and four feet area of bed, laid level in full mortar beds, and properly bonded throughout the wall; where the depth of the face stone equals or exceeds 12 inches, two thicknesses of backing may be used, provided their joint depth does not exceed that of the face work.

The lower beds, if necessary, must be picked off, so as to insure an uniform and equal bearing on the course below; no pinning will be permitted.

The edges of all thin, wedged-shaped stone must be broken off, so as to be at least six inches thick; but if the bevelled part still exceeds one-fourth the area of the stone, it must be still further reduced. After this has been done, the stone laid, and the vertical joints properly grouted up, the oblique portion may be brought to a level for the next course.

The backing stones, must, in all cases, be laid on their broadest beds, and the stone against a face header must occasionally extend to the rear line of the wall.

COPING STONES, of the chamber, recesses and wing walls, are to be four feet wide on top, increasing in width downwards to the frost batter in the rear, and to the face batter of the walls, except in the recesses, where the face will be plumb. They are to be at least 15 inches in height of course, and not less than four feet long in line of wall.

Coping of a like height, but for the most part in larger pieces, will extend over the buttresses for the chain wells; for the arrangement of which, as well as for the quoins, a detailed plan will be furnished.

The hollow quoin coping must, however, be at least $6\frac{1}{2}$ feet square on top and 2 feet depth of bed.

The lower bed and joints of each stone must be kept full, the upper bed and face neatly dressed, and the inner top arris neatly rounded off to a radius of three inches. The whole to be laid so that the horizontal and vertical joints shall not exceed three-sixteenths of an inch.

A dowel, four inches long, $1\frac{1}{2}$ -inch iron, to be inserted in every joint, 15 inches back from the face and 6 inches from the top.

CHECKS.—At about 12 feet below the lower gate quoins of the lower lock, two checks are to be formed in the face of each of the walls directly opposite each other; they are to be 3 feet apart, 12 inches wide, and 18 inches deep at bottom, and carried up plumb in the rear, so that their respective depths at the top will be about 4 inches.

BREAST WALL,—to be carried up to within 6 inches of the bottom of the adjoining upper reach, unconnected with the side walls of the lock; it will be 7 feet wide at bottom, 3 feet at top, built of coursed masonry and covered with suitable coping.

MORTAR.—The whole masonry of the locks must be laid in mortar, made of the best Canadian hydraulic cement, mixed with clean, large-grained, sharp sand, generally in the proportion of two of sand to one of cement, or of such other proportions as may be directed.

The cement must be of approved quality, fresh from the manufactory, and until used must be protected from the influence of the weather, in suitable buildings provided by the Contractor. Mortar to be made only in such quantities as required for immediate use; and it must be prepared under the direction, and to the satisfaction of the Officer in Charge.

Grout to be made either by adding a sufficient quantity of water to well tempered, rich mortar, or by using about one and a-half of clean, sharp sand to one of cement, and adding as much water as may be required to make the whole run freely when properly mixed.

CONCRETE, where used, must consist of an approved quality of stone, broken to cubes of $1\frac{1}{2}$ inches, thoroughly mixed with fresh Canadian hydraulic cement and clean, sharp sand, in such proportions as may be required.

The sand to be used for mortar or otherwise, if considered necessary, must be washed.

When the works are in progress, the walls must be kept free from all improper materials, and both the face stones and backing must be well washed, if clay or other soil adheres to them; and in warm weather the beds and joints of the stones must be moistened with water before they are laid.

In case the walls or any portion of them are allowed to remain in an unfinished state over winter, the Contractor must cover them in such a manner as will thoroughly protect them from the action of frost.

ORDER OF BUILDING.—The walls are to be carried up in such a manner as not to have more than two unfinished courses at one time, and so that one wall shall not be carried up more than one course higher than the other.

The stones must be prepared for the respective places they are to occupy in the work, before they are brought on to the walls; and all the vertical joints of one course are to be properly grouted up before another course is commenced.

Suitable derricks or other approved machinery, for handling and laying the stone, must be provided by the Contractor, and every precaution adopted to guard against disturbing the stones after they are laid.

PUDDLE BED.—In rear of the lock walls over the surface of the rock, a puddle bed 3 feet in width is to be carried up to within 18 inches of the top of the bank. It must be of the best description of material that can be obtained within one mile of the place, laid on in layers not exceeding 8 inches in thickness, each of which must be watered, and everything done to render the whole impervious to water.

Puddle trenches, where necessary, to be formed at the mitre sill platforms, lower ends of the locks, or wherever puddle beds are required at other places, are to be made up in a similar way and of a like class of material as above described, and of such dimensions as may be directed.

In order to be able to build the lower lock in summer, and at the same time place it as near to the line of the present canal as possible, a cut is to be formed for the full length and depth of the new structure, and on a line immediately north of it.

In this cut a concrete wall, from 4 to 5 feet in thickness, is to be carried up to 15 inches over the present surface water line of the reach between the two sets of combined locks.

If the rock is found to be of a solid and compact nature, it may not be necessary to sink to the full depth above stated for the foundation of the concrete wall; still every effort must be made to do whatever is necessary to insure the unwatering of the new lock pit being fully and satisfactorily carried out, when required.

On the north side of this concrete wall material from the excavation may be put in to such an extent as not to interfere with the passing of vessels, and of such a width at top as the position of the bank will admit; and it is further to be protected on that side by a strong "two" or "three ply" boom; size to be determined according to the fastenings that can be obtained for it.

On the south side of this concrete wall, 3 inch plank are to be put up vertically to such a height and width as may be subsequently determined; on the south side of which horizontal timbers are to be secured and kept properly shored up at all times as the works proceed, in a manner to enable the wall to resist the pressure of the head of water, etc.

The expenses connected with the bracing, making of booms, &c., to be covered by the prices tendered for timber and plank in these and other parts of the works.

RUBBLE WALLS,—forming the extension of the wings at the head and foot of the locks must be formed of a large class of sound, well-shaped durable stones, properly bonded over and with each other, and laid in cement mortar for such a distance from the rock as may be directed.

These walls are to be built to such lines as will form a suitable connection between the lock and retaining walls, or the slope walls, as the case may be; and the faces of the stones are to be hammered or scabbled to such batters or lines as may be required to suit them for the positions they are to occupy in the work.

The banks of both sides of the reach between the locks, from the surface of the rock upward, are to be protected by walls of dry masonry, built of boulders, if a suitable kind of stone for that purpose cannot be obtained from the excavation.

These walls are to be 2 feet wide on top, increasing downward on the face at the rate of 2 inches to the foot, and on the back they are to increase at a like rate for the first 4 feet from the top, thence to their foundation they are to be plumb—the coping stones to be of the full width of the wall (2 feet) and when in place are to be 1 foot below the top of the bank. All the stones must be well bonded over and with each other, and the face of the wall made to range with the general line of the canal, at the place where it is situated. In rear of these walls (if so directed) a space of 12 inches in width is to be made up for such a height as may be required, with small stones or quarry waste well rammed.

LOWER ENTRANCE.—To enable the south wall of the old locks to be removed, the entrance to be enlarged and deepened, it will be necessary to construct a dam obliquely across the channel outside the line of where deepening has to be done. The building of this dam, together with the maintenance of it during the time it is required, and the complete removal of the whole on or before the 1st day of May following the time of its construction, must all be included in the bulk sum tendered for unwatering the section. It may here be stated, for information of contractors, that it is probable a double line of rough crib work, with a puddle chamber between the ranges of cribs, will be required to form this dam, or such other course may be adopted as found best suited to the circumstances, the risk, in all cases, devolving on the Contractor.

Parties tendering should also bear in mind that after a dam has been made and that part of the work unwatered, there is still the risk of snow floods, heavy rains, &c., to be guarded against, unless a dam is constructed above the upper set of combined rocks, and accumulations of water turned through the By-wash near that place.

The bottom of the lower entrance is to be sunk to the depth of 5 feet below the top of the present outlet lock, and the sides of the cut, which will be chiefly in rock, are to have a slope of one quarter to one.

The south side of the lower lock is not to be taken down; every precaution must, therefore, be taken to guard against it being disturbed by blasting operations.

To be certain that this will be attended to, the Contractor must, in the first instance, form a face or cutting to the full depth parallel to the centre line of the channel, and must continue to have such a cut at least 50 feet in advance of the sides, before blasting at any time is done within a distance of 15 feet of the old wall, or of the line of the wall to be built on the landward side of the entrance.

When the work is in this shape, the space between the side of the cut and the old wall and line of new one may be gradually diminished by means of light blasts, until the face of the rock at the top is within 1 foot of the respective lines above mentioned; it is then to be made as nearly as possible to the slope of 3 inches to the foot, care being taken that all sharp angular points are broken off, and the sides trimmed to a moderately fair surface.

On the projection of the rock, beyond the face of the wall, a range of oblique timbers 13 inches in width and depth, or of such other dimensions as may be required is to be fitted and fastened with bolts of the size made and arranged as directed at the time the work is in progress.

RETAINING WALL.—At the lower entrance, to be of dry masonry, commenced on the rock and carried up to a like height as the present outlet lock. It is to be $2\frac{1}{2}$ feet wide on top, and have a batter of 2 inches or more to the foot rise on the front side; and on the rear side increase at the rate of 3 inches to the foot for the first 5 feet from the top; thence downwards it is to be plumb.

The wall must be built of sound, durable, flat and well-shaped stones, not less than 6 inches thick and 2 feet or more in length, with at least 3 feet area of bed, laid so as to form proper bond over and with each other in both front and rear.

The faces of the stones must be hammered, or scabbled, to lines corresponding to the position they are to occupy in the work.

Headers not more than 7 feet apart, and at least 3 feet depth of bed, are to be placed in each course; and the coping stones must be $2\frac{1}{2}$ feet wide, in pieces at least 9 inches thick, and not less than 3 feet long.

The space between the retaining wall and the bank of the river to be filled in with material taken from the excavation, and put in place as the masonry is carried up, care being taken that level benches are made for the seat of the bank at every 3 feet in height; it is to be made the full height of the wall, and of such width as circumstances may require.

In case it is found to be necessary to build pier or crib-work at the lower end, or elsewhere on the section, it is to be constructed of pine timber, sides and ends 12 inches square, cross-ties not less than 10 inches thick. The side and end timbers are to be arranged 2 inches apart,—at the angles they are to be dovetailed into each other, and the ties are to be dovetailed into and between two side pieces—the whole to be secured by means of vertical binders and bolts, of the dimensions, and in the manner usually done in this class of work.

Contractors should bear in mind the fact that the respective bulk sums for unwatering the different parts of the works, must embrace the construction of all dams, the providing and fitting up all pumps and machinery that may be required for that purpose, also their full maintenance and removal when directed, as well as the replacing of them as often as it may be found necessary to fully carry out and complete all the work herein described, or connected with the enlargement of the Canal, as contemplated in this specification. It should also be distinctly understood that the removal of all snow and ice, and every expense directly or indirectly connected with unwatering all the different parts of the work, and the foundations of all structures on the section, must be embraced in the respective bulk sums stated in the Tender.

In all matters connected with the formation of dams, the prosecution of the works, or in the transportation, delivery, storage, or preparation of materials of any kind required for them, as well as in the course of carrying on the operations of forming and deepening the channel, or in the disposal of the rock or other material excavated, or in proceeding with any part whatever of the operations connected with the undertaking, the Contractor must be governed by the regulations of the naviga-

tion, and the interpretation put on them by the officer entrusted with that duty; he must further use every precaution to guard against interrupting, impeding, or in any way interfering with the passage of vessels, as he will be held strictly and legally liable for any damage, loss or detention, that any vessel, when passing through the present locks or approaches to them, may sustain from any of his acts, whether such result from a desire to prosecute the works, inattention, or any other cause.

The different works herein described or enumerated, are to be proceeded with at the time and in the order required by the Department of Railways and Canals, and must be executed agreeably to the plan contemplated in this specification; although all that may be required to complete the design may not have been particularly described.

DETAILED PLANS.—The plans exhibited are only intended to show the contemplated arrangements and general mode of construction; but detailed drawings, arranged, modified and adapted to the circumstances and the locality, for all such parts of the structures as may be considered necessary for the full understanding of the design, will be furnished as the works proceed.

If any alterations be rendered necessary by any cause, or for the benefit of the works, the Contractor, if directed, must carry them out in like manner, as if they formed a part of the original design, and at a rate or price fixed by an authorized officer, for the additional or reduced expense that may be caused by the alterations.

MATERIALS, SERVICE GROUND, &c.—The Contractor must provide, at his own cost and expense, all necessary borrowing pits or ground to obtain embankment, puddle, &c., and for such service ground that may be required for the placing or preparing of materials, or for the erection of sheds, storehouses or any other buildings, or for temporary roads, or for any other purpose whatsoever, connected with the works.

He must also provide and deliver, at his own cost, all necessary materials; furnish all plant, tools, vessels, machinery, equipment labor and everything necessary for the satisfactory execution and completion of the different works contemplated in the foregoing specification.

All materials must be of the best class of their respective kinds; and the prices tendered for the several items of work must cover the entire cost of their purchase, delivery, workmanship, and every contingency connected with the due prosecution of the work as herein described, and the instructions of the Officer in Charge.

Tenders will not be considered unless made strictly in accordance with the printed forms, and—in case of firms—except there are attached the actual signatures, the nature of the occupation, and place of residence of each member of the same.

For the fulfilment of the contract satisfactorily, security will be required, by deposit of money, to the amount of *five per cent.* on the bulk sum of the contract.

Ninety per cent. only of the progress estimates will be paid until the completion of the work.

To each tender must be attached the signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the carrying out of these conditions, as well as for the due performance of the works embraced in the contract.

The works are to be commenced immediately after the person or persons whose "Tender" has been accepted shall have entered into contract, and must be proceeded with in such a manner as to fully satisfy the Department of Railways and Canals that the whole of the works embraced in the contract can be fully completed on or before the first day of May, 1882.

JOHN PAGE, *Chief Engineer of Canada.*

OTTAWA, 19th December, 1879.

THIS INDENTURE made the twentieth day of July, one thousand eight hundred and eighty, between John Heney, John Nicholson, John Stewart and James Strachan, all four residing in the City of Ottawa, Province of Ontario, carrying on together the business of Contractors as partners, under the name, style and firm of "Heney, Stewart & Co.," hereafter called "the Contractors" of the first part, and Her Majesty Queen Victoria represented herein by the Minister of Railways and Canals of Canada, of the second part, WITNESSETH, that in consideration of the covenants and agreements on the part of Her Majesty hereinafter contained, the Contractors covenant and agree with Her Majesty as follows:

1. In this contract the word "work" or "works" shall, unless the context require a different meaning, mean the whole of the work and materials, matters and things required to be done, furnished and performed by the Contractor under this contract. The word "Engineer," shall mean the Chief Engineer for the time being, having control over the work, and shall extend to and include any of his assistants acting under his instructions, and all instructions or directions, or certificates given, or decisions made by any one acting for the Chief Engineer, shall be subject to his approval, and may be cancelled, altered, modified and changed, as to him may seem fit.

2. All covenants and agreements herein contained shall be binding on and extend to the executors and administrators of the Contractors, and shall extend to and be binding upon the successors of Her Majesty, and wherever in this contract Her Majesty is referred to, such reference shall include her successors, and wherever the Contractors are referred to, such reference shall include their executors and administrators.

3. That the Contractors will at their own expense, provide all and every kind of labor, machinery and other plant, materials, articles, and things whatsoever necessary for the due execution and completion of all and every the works set out or referred to in the specifications hereunto annexed, and set out or referred to in the plans and drawings prepared and to be prepared for the purposes of the work, and will execute and fully complete the respective portions of such works, and deliver the same complete to Her Majesty at the times following, namely: On or before the first day of May, in the year of Our Lord eighteen hundred and eighty-two. The said works to be constructed of the best materials of their several kinds, and finished in the best and most workman-like manner, in the manner required by and in strict conformity with the said specifications and the drawings relating thereto, and the working or detail drawings which may from time to time be furnished (which said specifications and drawings are hereby declared to be part of this contract); and to the complete satisfaction of the Chief Engineer for the time being having control over the work.

4. That the several parts of this contract shall be taken together, to explain each other, and to make the whole consistent; and if it be found that anything has been omitted or mis-stated, which is necessary for the proper performance and completion of any part of the work contemplated, the Contractors will at their own expense, execute the same as though it had been properly described, and the decision of the Engineer shall be final as to any such error or omission, and the correction of any such error or omission shall not be deemed to be an addition to or deviation from the works hereby contracted for.

5. The Engineer shall be at liberty at any time to, either before the commencement or during the construction of the works or any portion thereof, to order any extra work to be done, and to make any changes which he may deem expedient in the dimensions, character, nature, location or position of the works, or any part or parts thereof, or in any other thing connected with the works, whether, or not, such changes increase or diminish the work to be done, or the cost of doing the same, and the Contractors shall immediately comply with all written requisitions of the Engineer in that behalf, but the Contractors shall not make any change in or addition to,

or omission, or deviation from the works, and shall not be entitled to any payment for any change, addition, deviation or any extra work, unless such change, addition, omission, deviation or extra work shall have been first directed in writing by the Engineer, and notified to the Contractors in writing, nor unless the price to be paid for any addition or extra work shall have been previously fixed by the Engineer in writing, and the decision of the Engineer as to whether any such change or deviation, increases or diminishes the cost of the work, and as to the amount to be paid or deducted as the case may be in respect thereof, shall be final, and the obtaining of his decision in writing as to such amount shall be a condition precedent to the right of the Contractors to be paid therefor. If any such change or alteration constitutes in the opinion of the said Engineer, a deduction from the works, his decision as to the amount to be deducted on account thereof shall be final and binding.

6. That all the clauses of this Contract shall apply to any changes, additions, deviations, or extra work, in like manner, and to the same extent as to the works contracted for, and no changes, additions, deviations or extra work shall annul or invalidate this contract.

7. That if any change or deviation in or omission from the works be made by which the amount of work to be done shall be decreased, no compensation shall be claimable by the contractors for any loss of anticipated profits in respect thereof.

8. That the Engineer shall be the sole judge of work and material in respect of both quantity and quality, and his decision on all questions in dispute with regard to work or material, or as to the meaning or intention of this Contract and the plans, specifications and drawings shall be final, and no works or extra or additional works or changes shall be deemed to have been executed, nor shall the Contractors be entitled to payment for the same, unless the same shall have been executed to the satisfaction of the Engineer, as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the Contractors to be paid therefor.

9. It is hereby distinctly understood and agreed, that the respective portions of the works set out or referred to in the list or Schedule of Prices to be paid for the different kinds of work, include not merely the particular kind of work or materials mentioned in the said list or Schedule, but also all and every kind of work, labor, tools, and plant, materials, articles and things whatsoever necessary for the full execution and completing ready for use of the respective portions of the works to the satisfaction of the Engineer. And in case of dispute as to what work, labor, materials, tools, and plant are or are not so included, the decision of the Engineer shall be final and conclusive.

10. A competent foreman is to be kept on the ground by the Contractors during all the working hours, to receive the orders of the Engineer, and should the person so appointed be deemed by the Engineer incompetent, or conduct himself improperly, he may be discharged by the Engineer, and another shall at once be appointed in his stead; such foreman shall be considered as the lawful representative of the Contractors, and shall have full power to carry out all requisitions and instructions of the said Engineer.

11. In case any material, or other things in the opinion of the Engineer not in accordance with the said several parts of this Contract, or not sufficiently sound or otherwise unsuitable for the respective works, be used for or brought to the intended works, or any part thereof, or in case any work be improperly executed, the Engineer may require the Contractors to remove the same, and to provide proper material or other things, or properly re-execute the work, as the case may be, and thereupon the Contractors shall and will immediately comply with the said requisition, and if twenty-four hours shall elapse and such requisition shall not have been complied with the Engineer may cause such material, or other things, or such work, to be removed; and in any such case the Contractors shall pay to Her Majesty all such damages and expense as shall be incurred in the removal of such material, materials, or other

things, or of such work, or Her Majesty may, in her discretion, retain and deduct such damages and expenses from any amounts payable to the Contractors.

12. All machinery and other plant, materials and things whatsoever, provided, by the Contractors for the works hereby contracted for, and not rejected under the provisions of the last preceding clause, shall from the time of their being so provided become, and until the final completion of the said works, shall be the property of Her Majesty for the purposes of the said works, and the same shall on no account be taken away, or used or disposed of except for the purposes of the said works, without the consent in writing of the Engineer, and Her Majesty shall not be answerable for any loss or damage whatsoever which may happen to such machinery or other plant, material or things: Provided always, that upon the completion of the works and upon payment by the Contractors of all such moneys, if any, as shall be due from them to Her Majesty, such of the said machinery and other plant, material and things as shall not have been used and converted in the works, and shall remain undisposed of, shall, upon demand, be delivered up to the Contractor.

13. If the Engineer shall at any time consider the number of workmen, horses, or quantity of machinery or other plant, or the quantity of proper materials, respectively employed or provided by the Contractors on or for the said works, to be insufficient for the advancement thereof towards completion within the limited times, or that the works are, or some part thereof is not being carried on with due diligence, then in every such case the said Engineer may, by written notice to the Contractors, require them to employ or provide such additional workmen, horses, machinery or other plant, or materials, as the Engineer may think necessary, and in case the Contractors shall not thereupon within three days, or such other longer period as may be fixed by any such notice, in all respects comply therewith, then the Engineer may, either on behalf of Her Majesty, or if he sees fit, may, as the agent of and on account of the Contractors, but in either case at the expense of the Contractors, provide and employ such additional workmen, horses, machinery, and other plant, or any thereof, or such additional workmen and materials respectively as he may think proper, and may pay such additional workmen such wages, and for such additional horses, machinery or other plant, and materials respectively, such prices as he may think proper, and all such wages and prices respectively shall thereupon at once be repaid by the Contractors, or the same may be retained and deducted out of any moneys at any time payable to the Contractors; and Her Majesty may use, in the execution or advancement of the said works, not only the horses, machinery, and other plant, and materials so in any case provided by any one in Her behalf, but also all such as may have been or may be provided by or on behalf of the said Contractors.

14. In case the Contractors shall make default or delay in diligently continuing to execute or advance the works to the satisfaction of the Engineer, and such default or delay shall continue for six days after notice in writing shall have been given by the Engineer to the contractors requiring them to put an end to such default or delay, or in case the Contractors shall become insolvent, or make an assignment for the benefit of creditors, or neglect either personally or by a skillful and competent agent to superintend the works, then in any of such cases Her Majesty may take the work out of the Contractors' hands and employ such means as she may see fit to complete the work, and in such cases the Contractors shall have no claim for any further payment in respect of the works performed, but shall nevertheless remain liable for all loss and damage which may be suffered by Her Majesty by reason of the non-completion by the Contractors of the works; and all materials and things whatsoever, and all horses, machinery and other plant provided by them for the purposes of the works, shall remain and be considered as the property of Her Majesty for the purposes and according to the provisions and conditions contained in the twelfth clause thereof.

15. The Contractors shall be at the risk of, and shall bear all loss or damage whatsoever, from whatsoever cause arising, which may occur to the works, or any of them, until the same be fully and finally completed and delivered up to and accepted

by the said Minister of Railways and Canals for the time being; and if any such loss or damage occur before such final completion, delivery and acceptance, the Contractors shall immediately at their own expense, repair, restore and re-execute the work so damaged, so that the whole works, or the respective part thereof, may be completed within the time hereby limited.

16. The Contractors shall not have or make any claim or demand, or bring any action or suit or petition against Her Majesty for any damage which they may sustain by reason of any delay in the progress of the work, arising from the acts of any of Her Majesty's agents; and it is agreed that in the event of any such delay, the Contractors shall have further time for the completion of the works, as may be fixed in that behalf by the Minister of Railways and Canals for the time being.

17. The Contractors shall not make any assignment of this contract, or any sub-contract, for the execution of any of the works hereby contracted for; and in any event, no such assignment or sub-contract, even though consented to, shall exonerate the Contractors from liability under this contract, for the due performance of all the works hereby contracted for. In the event of any such assignment or sub-contract being made, then the Contractors shall not have or make any claim or demand upon Her Majesty for any future payments under this contract for any further or greater sum or sums than the sum or sums respectively at which the work or works so assigned or sub-contracted for shall have been undertaken to be executed by the assignee or sub-contractor; and in the event of any such assignment or sub-contract being made without such consent, Her Majesty may take the work out of the Contractors' hands, and employ such means as she may see fit to complete the same; and in such case the Contractors shall have no claim for any further payment in respect of the works performed, but shall, nevertheless, remain liable for all loss and damage which may be suffered by Her Majesty by reason of the non-completion by the Contractors of the works; and all materials and things whatsoever, and all horses, machinery, and other plant provided by them for the purposes of the works, shall remain and be considered as the property of Her Majesty for the purposes and according to the provisions and conditions contained in the twelfth clause hereof.

18. Time shall be deemed to be of the essence of this Contract, and if the Contractors make default in the full and proper completion of the works respectively within the times mentioned herein, or in the said specification, they shall forfeit all right to the money deposited by them to credit of the Receiver-General, amounting to fourteen thousand dollars, as security for the due performance of the works hereby contracted for, and also all sums of money which may have then become due to them for works already done or materials furnished by them, or for percentage retained under this contract; and moreover, the powers reserved in the 13th and 14th clauses of this contract, will be strictly enforced against the said Contractors.

19. It is distinctly understood and agreed that the liability of the Contractors for the liquidated damages above provided for shall not cease or be affected by reason of any delay caused to the Contractors in the completion of the work by extra work, or by changes or additions to the work contracted for or by any other cause whatsoever, arising from the acts of any of Her Majesty's agents. Whenever the Contractors claim or contend that any delay has been caused, the Minister for the time being shall decide on such claim or contention, and if in his opinion any delay has been so caused, he shall fix the length of time or times to be allowed the Contractors on account thereof, and his decision on such claim or contention and as to such time, shall be final, and the Contractors shall be liable for the said liquidated damages from and after the expiration of such additional length of time or times.

20. The Contractors shall be responsible for all damages claimable by any person or corporation whatsoever in respect of any injury to persons or to lands, buildings, ships or other property, or in respect of any infringement of any right whatsoever, occasioned by the performance of the said works, or by any neglect or misfeasance or non-misfeasance on their part, and shall and will at their own expense, make such temporary provisions as may be necessary for the protection of persons, or of lands,

buildings, ships or other property, or for the uninterrupted enjoyment of all rights of persons or corporations, in and during the performance of the said works.

21. If the Contractors fail at any time in paying the salaries or wages of any person employed by them upon or in respect of the said works or any of them, and any part of such salary be one month in arrear, or if there be due to any such person one month's wages or salary, the Engineer may notify the Contractors to pay such salary or wages, and if two days elapse and the same be not paid in full up to the date of payment or to such other date as may be in accordance with the terms of employment of such person, then Her Majesty may pay to such person salary or wages from any date to any date and to any amount which may be payable, and may charge the same to the Contractors, and the Contractors covenant with Her Majesty to repay at once any and every sum so paid.

22. The Contractors will protect, and will not remove or destroy, or permit to be removed or destroyed, the stakes, buoys and other marks placed on or about the said works by the Engineers of the works, and shall furnish the necessary assistance to correct or replace any stake or mark which through any cause may have been removed or destroyed.

23. Any notice or other communication mentioned in this contract to be notified or given to the Contractors shall be deemed to be well and sufficiently notified or given, if the same be left at the Contractors' office, or mailed in any Post Office, to the Contractors or foreman, addressed to the address mentioned in this contract, or to the Contractors' last known place of business.

24. And Her Majesty, in consideration of the premises, hereby covenants with the Contractors that they will be paid for and in respect of the works hereby contracted for, and in the manner set out in the next clause hereof the several prices or sums following, viz. :

		\$	cts.
1	Earth excavation, in widening and deepening prism of canal, at the upper or western end of section, between the locks, and at lower entrance or down stream side of the lower lock, embracing earth, clay, quarry refuse, and all kinds of materials found in old spoil bank down to the surface of the rock (except detached stone or boulders containing 9 cubic feet and upwards), including the grading of towing path and berme bank, cutting side ditches and drains, trimming slopes to the required angle, forming embankments in rear of lock walls, hauling to spoil banks and to make up bank on landward side of lower entrance, &c., &c., as specified	per cubic yard .	0 20
2	Rock excavation, in widening and deepening the prism of the canal at the upper or western end of the section, between the locks, and at lower entrance or down stream side of the lower lock (embracing such detached stone and boulders found in other parts of the excavation as contain one-third of a cubic yard and upwards), handling, hauling and placing the material on the landward side of the lower entrance, on the north side of the lower lock, or on spoil ground along the bank of the river, on the south side of the new work, as may be required, including the trimming of the bottom and sides of channels, as specified	per cubic yard .	0 71
3	Earth excavation in lock pits for the full width, and a length of 300 feet for each pit, embracing all kinds of material (except boulders measuring nine cubic feet, and connected quarry rock), hauling and placing the same in spoil banks, or otherwise, as specified.....	per cubic yard .	0 25
4	Rock excavation in lock pits, including trimming the sides and bottom, cutting stop-water checks, hauling and placing the material, as specified	per cubic yard .	0 80
5	Removing masonry of south wall of lower set of combined locks, and whatever part of the north side and bottom as may be required, hauling and placing waste materials on spoil ground or elsewhere, as specified, or may be directed	per cubic yard .	0 50

6	Puddle, in sheet pile trenches, rear of walls, in foundation, or wherever required, including the procuring and preparing of materials, as specified	per cubic yard .	\$ cts. 0 50
7	Pine timbers, 12 inches square, in foundation of locks, complete, as specified	per cubic foot...	0 35
8	Pine plank, in foundation of locks, laid as specified, including treenails.	per M. ft. B. M..	17 50
9	Pine plank, in sheet piles.....	per M. ft. B. M.	14 00
10	White oak timber in mitre sills of locks, dressed, framed and laid complete, as specified.....	per M. ft. B. M..	140 00
11	Pressed spike in second course of flooring, and where required.	per lb.	0 06
12	Wrought iron, in mitre sill straps, rag, screw and shackle bolts, dowels, &c., where required, including drilling in rock, and otherwise boring holes for their insertion	per lb.	0 09
13	Cast iron, in segment plates, chain rollers, or where required.....	per lb.	0 05
14	Masonry, in walls of locks, laid throughout in best Canadian hydraulic cement mortar, including furnishing and dressing of stone, and everything complete, as described in specification	per cubic yard .	6 75
15	Concrete, made with best Canadian hydraulic cement, as specified, in foundations, rear of walls, or where required	per cubic yard .	4 00
16	Retaining wall masonry, laid dry, on north side of lower entrance, as specified	per cubic yard .	1 25
17	Rubble masonry, at ends of locks, laid in cement mortar	per cubic yard .	4 00
18	Rubble masonry, laid dry, at end of locks, and side walls in reaches, and where required	per cubic yard .	2 00
19	Oblique timbers on top of lock, at foot of old lock walls, retaining walls, and where required, fitted and laid complete, as specified.....	per lineal foot .	0 20
20	Pine timber in crib-work and in superstructure, 12 inches square, where required	per cubic foot ..	0 20
21	Pine timber in ties, flatted of a size to square 10 x 12 inches.....	per lineal foot .	0 12
22	Binding pieces in crib-work and superstructure 4 x 10 inches pine plank	per lineal foot .	0 05
23	Stone-filling in cribs and superstructure	per cubic yard .	0 35
24	Unwatering section, including the formation of dam at lower entrance, and guard dam at upper end of section, providing efficient pumps and steam-power to remove all the water below the lower lock, and whatever may rise from springs, surface-drainage, or otherwise accumulate on any part of the section. This item to include the removal of all ice and snow, hand-pumping, baling and everything connected with thoroughly unwatering the work. The dams to be made and removed as often, and the pumping continued as long as it may be necessary between the 8th December one year, and the 1st of May the following year, to enable all the works connected with the section to be fully and satisfactorily completed, as specified.....	bulk sum.....	5,000 00
25	Unwatering lower lock-pit from the commencement of the work until the lock is fully and satisfactorily completed, as specified.....	bulk sum.....	1,500 00
26	Unwatering upper lock-pit from the commencement of the work until the lock is fully and satisfactorily completed.....	bulk sum.....	1,000 00

Contractors should bear in mind that tenders for this work will not be considered unless accompanied by an accepted bank cheque for the sum of one thousand (\$1,000) dollars, subject to the conditions stated.

N.B.—All materials to be measured in the work.

25. Cash payments equal to about ninety per cent. of the value of the work done, approximately made up from returns of progress measurements and computed at the prices agreed upon or determined under the provisions of this contract, will be made to the Contractors monthly on the written certificate of the Engineer that the work for, or on account of which the certificate is granted, has been duly executed to his satisfaction, and stating the value of such work computed as above mentioned—and upon approval of such certificate by the Minister of Railways and Canals, for the time being for the Dominion of Canada, and the said certificate and such approval thereof shall be a condition precedent to the right of the Contractors to be paid the said ninety per cent. or any part thereof. The remaining ten per cent. shall be retained till the final completion of the whole work to the satisfaction of the Chief Engineer for the time being, having control over the work, and within two months after such completion the remaining ten per cent. will be paid. And it is hereby declared that the written certificate of the said Engineer certifying to the final completion of said work to his satisfaction shall be a condition precedent to the right of the Contractors to receive or be paid the said remaining ten per cent. or any part thereof.

26. It is intended that every allowance to which the Contractors are fairly entitled, will be embraced in the Engineer's monthly certificates; but should the Contractors at any time have claims of any description which they consider are not included in the progress certificates, it will be necessary for them to make and repeat such claims in writing to the Engineer within fourteen days after the date of each and every certificate in which they allege such claims to have been omitted.

27. The Contractors in presenting claims of the kind referred to in the last clause must accompany them with satisfactory evidence of their accuracy, and the reason why they think they should be allowed. Unless such claims are thus made during the progress of the work, within fourteen days as in the preceding clause, and repeated, in writing, every month, until finally adjusted or rejected, it must be clearly understood that they shall be forever shut out, and the Contractors shall have no claim on Her Majesty in respect thereof.

28. The progress measurement and progress certificates shall not in any respect be taken as an acceptance of the work or release of the Contractors from responsibility in respect thereof, but they shall at the conclusion of the work deliver over to the same in good order, according to the true intent and meaning of this Contract.

29. Her Majesty shall have the right to suspend operations from time to time at any particular point or points, or upon the whole of the works, and in the event of such right being exercised so as to cause any delay to the Contractors, then an extension of time equal to such delay or detension, to be fixed by the Minister of Railways and Canals as above provided for, shall be allowed them to complete the contract; but no such delay shall vitiate or avoid this Contract or any part thereof or the obligation hereby imposed or any concurrent or other bond or security for the performance of this contract, nor shall the Contractors be entitled to any claim for damages by reason of any such suspension of operations. And at any time after operations have been suspended either in whole or part—such operations may again be resumed and suspended and resumed as Her Majesty may think proper. And upon the Contractors receiving written notice on behalf of Her Majesty that the suspended operations are to be resumed, the Contractors shall at once resume the operations and diligently carry on the same.

30. Should the amount now voted by Parliament and applicable towards payment for the work hereby contracted for be at any time expended previous to the completion of the works, the Minister of Railways and Canals, for the time being, may give the Contractors written notice to that effect. And upon receiving such notice the Contractors may, if they think fit, stop the work—but in any case shall not be entitled to any payment for work done beyond the amount voted and applicable as aforesaid—unless and until the necessary funds shall have been voted by Parliament in that behalf. And in no event shall the Contractors have or make any claim upon

Her Majesty for any damages or compensation by reason of the said suspension of payment, or by reason of any delay or loss caused by the stoppage of work.

31. The Contractors shall not permit, allow, or encourage the sale of any spirituous liquors on or near the works.

32. No work whatever shall at any time or place be carried on during Sunday, and the Contractors shall take all necessary steps for preventing any foreman or agent or men from working or employing others on that day.

33. It is hereby agreed, that all matters of difference arising between the parties hereto upon any matter connected with or arising out of this contract, the decision whereof is not hereby especially given to the Engineer,—shall be referred to the award and arbitration of the Chief Engineer for the time being, having control over the works, and the award of such Engineer shall be final and conclusive; and it is hereby declared that such award shall be a condition precedent to the right of the Contractors to receive or be paid any sum or sums on account, or by reason of such matters in difference.

34. It is distinctly declared that no implied contract of any kind whatsoever, by or on behalf of Her Majesty, shall arise or be implied from anything in this contract contained, or from any position or situation of the parties at any time, being clearly understood and agreed that the express contracts, covenants and agreements herein contained and made by Her Majesty, are and shall be the only contracts, covenants and agreements upon which any rights against Her are to be founded.

IN WITNESS whereof, the Contractors have hereto set their hands and seals and these presents have been signed and sealed by the said Minister and countersigned by the Secretary of the Department of Railways and Canals of Canada, on behalf of Her Majesty.

Signed, sealed and delivered by the Contractors, in presence of H. A. FISSAULT.	}	JOHN HENEY, [L.S.]
		JOHN NICHOLSON, [L.S.]
		JOHN STEWART, [L.S.]
		JAMES STRACHAN, [L.S.]

Signed, sealed and delivered by the Minister and Secretary of Railways and Canals, in the presence of H. A. FISSAULT.	}	HECTOR L. LANGEVIN,
		<i>Acting Minister of Railways and Canals.</i>
		A. P. BRADLEY,
		<i>Acting Secretary,</i> (L.S.)

OTTAWA, 27th January, 1882.

SIR,—As requested, I have examined the tenders sent in for the Greece's Point Works, Grenville Canal, the extension of the three lowest of which I have checked carefully, and find them to be correct, viz. :—

Tender B, in the aggregate amounting to.....	\$251,014
Tender K, in the aggregate amounting to.....	267,115
Tender H, in the aggregate amounting to.....	267,835

The lowest, or tender B, is from Brecken & Nicholson, and amounts to about 25 per cent. more than the old contract rates when applied to the quantities used in extending the new tenders. The old prices were, however, for the most part wholly inadequate, but those in tender B, although still low, are believed to be such as the work can be done for, and with good management leave a small margin of profit.

Mr. Brecken is said to be a thoroughly practical person, who, I believe, had undertaken to do the masonry for the firm of Heney, Stewart & Co., and, from all I can learn, would be likely to complete the work if allotted to him, I am not, however, aware that Mr. Nicholson has much, if any, practical knowledge in the way of executing such works.

It may further be said that Mr. Brecken, under his agreement with the late Contractors, quarried and prepared the stone provided for the masonry, consequently it might be more easily arranging these matters with him, than with a person unfamiliar with the present condition of affairs.

I, therefore, advise that as the tender of Mr. Brecken is the lowest that the work be awarded to him, if he is prepared to show that he can make satisfactory arrangements to carry out the undertaking.

I have the honor to be, Sir, your obedient servant,

Secretary Railways and Canals.

JOHN PAGE, *Chief Engineer.*

AWARD.

(105b.)

AWARD OF JOHN PAGE, ESQ., C.E., ON THE CLAIM OF MESSRS. HENEY, STEWART & CO., CONTRACTORS FOR WORK AT GREECE'S POINT.—AMOUNT OF AWARD, \$17,370.

To all to whom these presents shall come:

I, John Page, of the City of Ottawa, in the County of Carleton, and Province of Ontario, Esquire, the Chief Engineer of Canals of the Dominion of Canada,

SEND GREETING.

Whereas, by an Instrument in writing under the hand of the Honorable Sir Charles Tupper, the Minister of Railways and Canals for the Dominion of Canada, acting on behalf of Her Majesty Queen Victoria, as such Minister, and under the Seal of the Department of Railways and Canals, bearing date the twentieth day of July, A.D., eighteen hundred and eighty-two, after reciting:

“Whereas, John Heney, John Nicholson, John Stewart and James Strachan, all four of the City of Ottawa, in the Province of Ontario, carrying on together the business of contractors as partners under the name, style and firm of ‘Heney, Stewart & Co.’ had entered into a certain contract with Her Majesty Queen Victoria, represented by the Minister of Railways and Canals of Canada, on the twentieth day of July, A.D., eighteen hundred and eighty, for the execution of certain works at Greece's Point, for the enlargement of the lower entrance of the Grenville Canal, in the Province of Quebec, such contract to be fulfilled by the first day of May, A.D. 1882.” And further reciting, that “Whereas, in consequence of the inability of the Contractors, by reason of the low rates at which the contract had been taken, and unforeseen difficulties encountered, to continue operations, the said works were, under an Order in Council of the first day of November, A.D. 1881, setting forth such reasons, taken out of their hands by the Government;” and, that “Whereas, by letters respectively dated the tenth day of February and twelfth day of May, A.D. 1882, the contractors had asked that payment be made to them of the balance of the value of the work done by their firm, as set down in their applications, and that the determination of the several matters involved in the settlement which they desire to obtain, may be left to me, John Page, the Chief Engineer of Canals of Canada, to be inquired into and awarded upon, and they have agreed to accept and abide by my decision; and they have also requested that certain mortgages held by the Government as security for the due fulfilment of their contract may be discharged.” Another Order in Council was passed on the thirteenth day of June, A.D. 1882, “authorizing the reference of the said claim, including the settlement of the matters above mentioned and the return of the security held by the Government under this contract, to the sole valuation, arbitrament and award of me, the said John Page, the Chief Engineer of Canals.” It is witnessed that Sir Charles Tupper, the Minister of Railways and Canals, acting on behalf of Her Majesty Queen Victoria, as such Minister, thereby, “referred to the sole valuation, arbitrament and award of me, the said John Page, all claims made, stated and alleged by the said ‘Heney, Stewart &

Co.,' against Her Majesty the Queen, for matters arising out of the above mentioned contract, and all matters arising thereunder, and in respect of such claims, whether made on the part of the claimants or of Her said Majesty, including the settlement of all such matters and the question of the return of the security held by the Government under this contract; and the said Minister of Railways and Canals, under the authority aforesaid, did thereby appoint me, the said John Page, to be the said sole arbitrator. and did thereby agree that the valuation, arbitrament and award of me, the said John Page, should be accepted as final, conclusive and without appeal."

And whereas the said John Heney, John Nicholson, John Stewart and James Strachan, by an instrument in writing bearing date the twenty-ninth day of May, A.D., eighteen hundred and eighty-two, under their respective hands and seals, assented to the reference of their claim arising out of their contract with Her Majesty the Queen, for the works required at Greece's Point for the enlargement of the lower entrance of the Grenville Canal as aforesaid, or connected therewith as stated in the instrument hereinbefore in part recited, to the sole valuation, arbitrament and award of me, the said John Page, Chief Engineer as aforesaid, and accepted the appointment of me, the said John Page, as sole arbitrator on the part of Her Majesty the Queen; and did also thereby jointly and severally appoint me, the said John Page, sole arbitrator on their part, and did further promise and bind themselves to accept the decision, valuation, arbitrament and award of me, the said sole arbitrator, as final, conclusive and without appeal, and to abide by the same.

Now know ye that I, the said John Page, having taken upon myself the burden of the said arbitration, and having heard and duly considered all the allegations and evidence of the respective parties of, and concerning the said claims and matters in question so referred to me as aforesaid, and duly examined the papers, accounts and documents connected with the same, do make and publish this, my award in writing, of and concerning the said claims and matters in question so referred as aforesaid; and I do hereby award, order and determine that there is due from Her said Majesty the Queen, to the said Heney, Stewart & Co., in respect of the matter so referred to me as aforesaid, for all work done by them under said contract, and for all materials supplied by them for use on said work, whether the same be already used in and upon the said work or not, and whether the same be now upon or near the site of said work or at the quarry of the said "Heney, Stewart & Co.," and in full satisfaction of all claims made, stated or alleged by the said "Heney, Stewart & Co.," against Her Majesty the Queen, for matters arising out of the above mentioned contract, and all matters arising thereunder and in respect of such claims, the sum of seventeen thousand three hundred and seventy dollars.

In regard to the payment of this sum, and the question of releasing the security given by the claimants and held by the Government, provision being made for these matters in the contract for the execution of the works, I, under the circumstances, do not feel warranted in dealing with these questions.

And I do further order, determine and award that Her Majesty the Queen, and the said "Heney, Stewart & Co.," do respectively pay their own expenses and costs of the said submission, arbitrament, reference and award.

In witness whereof, I, the said John Page, have hereunto set my hand and seal, in duplicate, this fifth day of September, in the year of Our Lord one thousand eight hundred and eighty-two.

JOHN PAGE. [L.S.]

Signed, sealed and delivered in the presence of—

GEORGE A. MOTHERSILL.

RAPIDE PLAT CANAL.

(105c.)

1. Report of Chief Engineer, J. Page, December, 1880.
2. Report of Chief Engineer, J. Page, July, 1882.

Suggesting that the appropriation of \$40,000 should be applied to the construction of a lock which would be serviceable as part of the general scheme for enlargement—in place of a weir which would eventually have been done away with. Also, submitting that the cost of the new lock and channels would be completed for \$200,000.

3. Recommending approval of Chief Engineer's propositions.*

COPY of a Report from the Chief Engineer of proposed new works on Williamsburg Canal, dated 24th December, 1880.

Increasing the capacity of the Inlet at the guard lock would no doubt be of service to the canal as well as benefit the existing water power in use upon it; but, unless the sectional area of the whole prism is increased by both widening and deepening the channel, it is to be feared that there can be little or no increase of water-power upon the canal if the interests of navigation are to be considered, which is presumed to be the main object in having a canal at all.

It should be borne in mind that whatever the width of the opening at the guard lock may be the water at that place will be the same height as that of the River St. Lawrence, and that the supply has to pass down fully three and a half miles through a comparatively narrow channel. The level of the river is often below the line of nine feet on the sills of the guard lock, and at intervals it has been so for an entire season, and when below that line there is, strictly speaking, no water to spare for mill power.

JOHN PAGE.

OTTAWA, 26th July, 1882.

SIR,—On looking into the question of building a weir at the upper end of Rapide Plat Canal, I find, as previously stated, that it must occupy the place where a lock would have to be built in case of the canal being enlarged. It would, therefore, be well to consider whether the appropriation should not be applied towards making a lock that could, under all the circumstances, be serviceable—that is to say, it could be used for a regulating weir until such times as actually required for lockage, whereas, if a weir be built, it must be removed before a lock could be constructed.

A lock and such channels to and from it as would serve for weir purposes could be formed for \$200,000. The \$40,000 now appropriated would keep the work going until another appropriation could be obtained at the next Session of Parliament.

I therefore beg respectfully to recommend that authority be granted to proceed with the construction of a lock instead of a weir.

I have the honor to be, Sir, your obedient servant,

JOHN PAGE, C.E.C.

Honorable Sir CHARLES TUPPER, Minister Railways and Canals.

OTTAWA, 14th November, 1882.

Memorandum.

The undersigned has the honor to represent that at the last Session of Parliament the sum of \$40,000 was voted to cover the cost of constructing a supply weir at the upper entrance of the Rapide Plat Canal, one of the St. Lawrence series, and a waste or regulating weir at the lower or lift lock.

That the object had in view in obtaining this appropriation was the affording a partial remedy, pending works of permanent enlargement, for the difficulties experienced on this canal owing to insufficient water supply, such supply being at periods of low water much less than that of the other canals of the series, as is instanced by figures given in a Report made by the Chief Engineer in 1880, showing that at a time

*No Order in Council received on above Report.

when at the guard lock of the Rapide Plat there was a depth of only 6 feet 7 inches, and at its lower entrance 7 feet, the depth at the

Galops Guard Lock was.....	8 feet	1 inch
Iroquois (lower entrance)	9 feet	3 inches
Farran's Point.....	7 "	9 "
Cornwall Guard Lock.....	8 "	3 "
" lower entrance.....	9 "	0 "
Beauharnois	10 "	10 "
" lower entrance.....	9 "	3 "
Lachine Guard Lock.....	9 "	4 "

That a Report dated the 26th of July last has been received from the Chief Engineer, who therein states that the proposed weir at the upper entrance must, it is found, occupy the site where a lock will have to be built in the event of the canal being enlarged, and that it would consequently have to be removed before the lock could be constructed. He advises, therefore, in place of a weir, the construction of the permanent enlarged lock, the cost of which he sets down at \$200,000.

The undersigned, concurring in this view, recommends that the work of weir construction contemplated by the said appropriation of \$40,000 be not commenced, and that the sum of \$200,000, the estimated cost of the lock proposed in substitution therefor, be placed in the Estimates to be laid before Parliament at its next Session.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

RETURN

(106)

To an ADDRESS of the SENATE, dated 15th March, 1883;—For Copies of all Correspondence between the Dominion and Imperial Governments, and between the Dominion Government and the Government of British Columbia, on the subject of having one or more of Her Majesty's Ships of War stationed, continuously, on the Coast of British Columbia.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
19th March, 1883.

RETURN

(107)

To an ADDRESS of the SENATE, dated 6th April, 1883;—For Copies of all Correspondence between the Department of Crown Lands, at Winnipeg, or the Department of the Interior, and parties claiming Lot No. 133. of the Government Survey, or any right thereto, situated in the Parish of Ste. Agathe in the County of Provencher, in the Province of Manitoba; Also, Copies of all Orders in Council, or of the Department of the Interior, relating to the said Lot, or to those who may have claims upon the said Lot.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
9th May, 1883.

[In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.]

RETURN

(108)

To an Address of the House of Commons, dated 9th April, 1883;—For Copies of all Correspondence and Orders in Council since the commencement of last Session, in reference to Subsidies or Grants for the Province of Manitoba.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
19th April, 1883.

Acting Secretary of State.

MEMORANDUM of the Delegates of the Executive Council of the Province of Manitoba, appointed to confer with the Privy Council of Canada, in reference to the following subjects:—

1st.—Increase of Subsidy.

In urging upon the Privy Council a re-arrangement of the subsidy allowed by Canada to the Province of Manitoba, the Delegates would respectfully submit the following:—In 1870, when Manitoba was created a Province of the Dominion, and invested with all the responsibilities incident to Constitutional Government, she was allowed by Canada a subsidy of \$67,204.50, made up in the following manner:—

Specific grant for support of Government and legislation.	\$30,000 00
80c. per head on an assumed population of 17,000 souls.	13,600 00
5 per cent. interest on a debt capital of \$472,090, which represents a debt of \$27.77 on above population, being the basis on which the other Provinces were assumed by the Dominion on their entering Confederation	23,604 50

\$67,204 50

By the re-adjustment of the debts of the older Provinces, under 36 Vic., cap. 30, old Canada was relieved of a debt of \$10,506,089.84, and the same assumed by the Dominion.

Nova Scotia was allowed an increase to her debt capital of	\$1,344,780 00
New Brunswick " " " "	1,176,680 00
British Columbia " " " "	280,084 00
Manitoba " " " "	79,457 00

Which, at 5 per cent. interest, increased the subsidy of the Province to \$71,172.26. It was, however, soon demonstrated that, even with the increase referred to, the revenue of the Province was insufficient to meet the necessary expenditure, and, year after year, the Legislative appropriations were unavoidably exceeded; so that, in 1875 the sum of \$158,386.11 had been withdrawn from the capital at the credit of the Province, and the yearly revenue reduced by the interest on that sum at 5 per cent., amounting to \$7,919.31, leaving the Province, from Dominion sources, an available subsidy of \$63,253.04. To supplement the inadequacy of the revenue of the

Province, Parliament was asked to authorize a temporary grant, under 39 Vic., cap. 3, of \$26,746.96, thus raising the revenue to \$90,000.00, the operation of the Act to cease on the 31st December, 1881.

By an arrangement between the Provincial authorities and the Government of Canada, an advance, under 41 Vic, cap 13, was authorized in aid of the Public Schools of Manitoba, of \$10,000 per annum for three years, ending 30th June, 1881, which sum, with 5 per cent. interest, is to be charged against the first sales of School Lands, but of which the Government of Manitoba have only received \$20,000.

Notwithstanding the addition to the annual subsidy thus made from time to time, it was found utterly impossible to inaugurate any system of public improvements as the revenue, with the most rigid economy, was still inadequate to meet more than the absolutely necessary expenses of Government; and this state of affairs was largely brought about by the rapid increase of settlement and corresponding requirements incident thereto.

Under 42 Vic., ch. 2, a further temporary grant of \$15,653.04 was made to the Province, thus bringing the subsidy up to \$105,653.04, the operation of which Act ceased on the 31st December last.

In the efforts of the local authorities to meet, as far as lay within their power, the demands made upon them by immigrants and settlers for the improvement of the leading highways through the Province, the Government spent, out of the slender means at their disposal, the sum of \$137,769.43, and, in addition to this, during the years 1880 and 1881, they expended a further sum of over \$100,000 in prosecuting a system of drainage which has been of incalculable benefit to the Province, and have thereby reclaimed a vast area of submerged lands which would otherwise have been totally useless, and an insurmountable obstacle to settlement. In order to effect the above, inroads were made into our capital account, from time to time, by which the amount to our credit has been reduced from \$551,447.00 to \$243,060.89.

Under the existing arrangements providing for the revenue of the Province, the total of our available revenue from the Dominion is as follows:—

Interest on \$243,060.88 at 5 per cent.....	\$12,153 04
Specific grant.....	30,000 00
80 cents per head on a population of 64,814.....	51,861 20
	\$94,004 24

In addition, a sum amounting to about \$18,000 is derived from Provincial sources, so that the total revenue of the Province may be estimated at about \$112,000.

The necessary expenditure of the Province, owing to increased settlement and enlarged area, has become out of all proportion to the available revenue.

It is impossible at the present juncture to estimate with any degree of accuracy the expenditure that will be necessary to carry out the public business of the Province, owing to the unsettled question of the eastern boundary, by which Manitoba may, or may not, have to assume control over a large area of thinly settled country, the expense of governing which will be out of all proportion to the population residing therein.

It is reasonable to suppose that with the increased facilities afforded by the Canadian Pacific and other railways now under construction, the yearly increase to the population will be much larger and more rapid than it has been during the last decade, and with it correspondingly increased expenditure will be the inevitable result.

The undersigned would, therefore, respectfully suggest that such a financial arrangement be now made as will obviate the necessity of delegations from the Province, such as have taken place annually since the year 1872. The undersigned would further respectfully suggest as a basis of subsidy, that the Province be allowed for its Government and legislation, the sum of \$60,000; also 5 per cent. interest on \$3,243,000, being at the rate of \$32.43 per head, on a population of 100,000 souls, less amount already withdrawn by the Province, and 80 cents a-head on 100,000 souls,

\$80,000, making in all \$286,730.70. In support of this assumed population, the undersigned would respectfully submit the following:—That the census returns show a population in Manitoba of 64,814 souls, which did not include the immigrants of last year, which may be estimated at 25,000, making in all 89,814. The attention that Manitoba is now attracting may fairly justify the belief that before the close of the year 1882, the population will have far exceeded the 100,000.

2nd.—The Public and School Lands.

It would seem to have been a recognized principle that one of the Cases of Confederation should be that each Province then forming part of the Union should have the management and sale of the Public Lands and of the wood and timber thereon, as provided for in clause 92 of the British North America Act, the revenue desirable therefrom to be administered by the Provincial authorities in the interest of the different Provinces respectively; and we find the same principles recognized in the principles by which the Provinces of British Columbia and Prince Edward Island were admitted into the Union, subsequent to the creation of Manitoba as a Province of Canada. The policy of Canada to Manitoba stands out in marked contrast to that pursued towards the last mentioned Provinces by the Dominion, for while we find British Columbia enjoying all the privileges conferred on the other Provinces in reference to the management and sale of its public lands, and Prince Edward Island, which had no public domain, when entering Confederation, receiving an annual allowance to enable her to acquire the same. Clause 30 of the Manitoba Act provides that all ungranted or waste lands in the Province shall be vested in the Crown and administered by the Government of Canada for the purposes of the Dominion.

The undersigned would respectfully submit that while the generous and liberal land policy of the Dominion in the settlement of titles and in the inducements held out to immigrants, has contributed largely to the development of the country and has thereby aided materially in increasing the Customs and Excise revenue, the necessary expenditure of the Province has been augmented without any corresponding revenue, except such temporary grants as has been referred to already in this memorandum. A large proportion of the unoccupied lands within the limits of the Province has been, or is about to be, set apart as we understand, for the promotion of railway enterprise, and there, therefore, now remains no large area of ungranted lands, such as could be utilized by the Dominion for any comprehensive colonization scheme, but sufficient remains to enable the Province, if invested with the managements thereof, to secure such an addition to its revenue as would obviate the necessity of any further demands upon the Dominion.

School Lands.

In reference to the lands set apart for educational purposes, the delegates would respectfully submit that the advantages of local knowledge possessed by the Provincial authorities of the relative value of the sections, would enable them to realize the highest possible return that could be secured from the management and sale thereof. The requirements of the Province, in respect of education, are increasing so rapidly that the legislative appropriations therefor will, of necessity, have to be much more liberal than they have been in the past. Nor do they deem it inappropriate or unreasonable that the Provincial authorities should be invested with the administration of the school lands, as the object for which they are set apart is purely of a local character and subject to local legislation.

3rd.—Half-breed Grant in Added Territory.

On the creation of Manitoba in 1870, provision was made for the extinguishment of the Indian title to the lands in the Province, by setting apart 1,400,000 acres to the children of half-breed heads of families then residing in the Province, and by a subsequent provision script representing 160 acres of Dominion lands was issued to the heads of families of that class of settlers. There were at that time resident on the confines of the Province, as then territorially defined, a number of half-breed

settlers who were not included amongst those entitled to participate in such grant, but who are now residing within the present limits of the Province of Manitoba as extended. The delegates would respectfully submit that the Government of Canada would extend to them the same liberal treatment as characterized their action to those resident in the Province at the time of its creation.

4th.—Appointment of Judges.

The business of the Courts of the Province has increased so rapidly that the energies of the present judiciary are taxed to the fullest extent. The undersigned would therefore respectfully suggest, that an addition of two County Judges be made to the Judiciary of Manitoba, in accordance with the suggestion made by the Right Honorable Sir John A. Macdonald, in an interview held on the 22nd January, 1881, with Justice Miller and Norquay, of Manitoba. They would further submit that legislation dividing the Province into judicial districts has already been enacted by the Legislature of Manitoba.

5th.—The Boundary Question.

The delegates would respectfully urge an early determination of the eastern boundary of the Province of Manitoba, as provided for by 44 Vic., chap. 14, and would call the attention of the Privy Council to the following clause of a memorandum of the Legislature of the Province on the subject:

“That it is desirable that the boundaries of the Province should be extended eastward to correspond with the line marked as the west boundary of Ontario, near the 89th meridian of west longitude. That the requirement of the prairie portions of the Province could be supplied with the timber of the eastern portion, and a part on Lake Superior could thereby be secured to the Province.”

6th.—Representation of the Province as Enlarged.

By the Manitoba Act the Province was allowed a representation of two members in the Senate and four in the Commons of Canada. Provision was also made, by which an increase of one member in the Senate should take place when the population reached 50,000. In support of increased representation in the Commons, the undersigned would respectfully submit that the Province of Manitoba, prior to enlargement, was entitled by its Constitution to a representation of four members in the Commons. By 44 Vic., ch. 14, of the Statutes of Canada, a large portion of the adjoining territory to the east, to the west, and to the north, was added to the Province and became a portion thereof. The delegates would therefore submit that it would only be fair that the added territory should be represented in the Commons of Canada, without interfering with the representation that Manitoba proper was entitled to before the enlargement took place.

7th.—Prosecution of Work on Public Buildings, &c.

The delegates would respectfully urge upon the Privy Council the energetic prosecution of the work on the Parliamentary Buildings and Government House in the City of Winnipeg, and also of the erection of a lunatic asylum on the confines of the Province, as promised in the answer to the memorandum of Messrs. Norquay and Girard a year ago.

The delegates will be ready at any time to discuss the serious matters referred to in the above memorandum, and furnish all necessary information that may be required.

Respectfully submitted,

J. NORQUAY, *Provincial Treasurer.*

A. A. C. LARIVIÈRE, *Provincial Secretary.*

Ottawa, February 7th, 1882.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, 7th March, 1882.

The Committee of the Privy Council have had under consideration the memorandum dated 7th of February last from Messrs. Norquay and Larivière, delegates of the Executive Council of the Province of Manitoba, appointed to confer with the Privy Council of Canada in reference to the several subjects set forth in the memorandum hereto annexed, and they have the honor to report to Your Excellency in Council as follows:—

1.—Increase of Subsidy.

The Committee of the Privy Council have carefully considered the application in this respect of the delegates from Manitoba.

The allowance for Government and legislation in Prince Edward Island, upon a population of 120,000, was only \$30,000; that of British Columbia, upon a population of 60,000, was \$35,000.

The Committee of Council were obliged to bear in mind such analogies in dealing with the request of the delegates, but they are prepared to recommend an increase in this head to Manitoba of \$20,000, making the allowance to that Province for legislation and Government, \$50,000.

The present population of Manitoba is estimated by the delegates to be nearly 90,000, upon a basis of 25,000 emigrants having entered the country since the Census returns, these returns showing an actual population of 64,814; there is, moreover, a large monthly addition of intending settlers arriving, and with many indications that the stream of immigration will continue and increase.

The Committee of the Privy Council are willing to recommend that the population be reckoned for the purpose of adjusting the same *per capita* to be allowed to the Province at \$150,000, and at eighty (80) cents a head, to allow \$20,000 thereon; and they are also willing to allow to Manitoba the same sum that was allowed to Prince Edwards Island in lieu of lands, namely \$45,000.

These sums, with the interest due to Manitoba on the undrawn allowance for debt, would make the income of that Province from Dominion sources \$227,153.04.

2.—Public Lands.

The Committee of the Privy Council are not prepared to recommend any change in respect to the Dominion Lands lying in Manitoba. The analogy which the delegates see between the Public Lands in other Provinces and those in Manitoba does not seem to the Committee of Council to be well drawn, inasmuch as the other Provinces owned their lands before Confederation, and brought them into the Union with them as their own property; whereas the whole of Manitoba was acquired by the Dominion by purchase from the Hudson's Bay Company, and thus became the property of the Dominion, and stands really, as it seems to the Committee of Council, in the same position as lands in the territories of the United States, which are not given to new States as these new States are created, but remain the property of the United States.

Considering, however, the peculiar position of the Province, the Committee of Council have indicated in the previous paragraph their willingness to allow Manitoba at the rate of \$45,000 a year, as is done in Prince Edward Island, in lieu of lands.

School Lands.

These lands which were set apart for educational purposes were vested as a high trust in the Government of the Dominion, and the future necessities of the Province of Manitoba, will, it is thought by the Committee of Council, be best consulted by retaining the administration of the trust as contemplated by the laws of the Dominion, the annual interests, less the expense of administration, being paid over to the Province for educational purposes.

3rd.—Half Breed Grant in the added Territory.

The grants to half breeds in the original Province of Manitoba, were made on account of the peculiar circumstances of the time and the position of these half breeds, but the result was, as regards them, not encouraging, and to make additional grants to the children of half breeds in the added territory would be, it is thought, simply to furnish additional opportunities for speculators, without really benefitting the half-breeds.

4th.—Appointment of Judges.

The Committee of the Privy Council recommend the appointment of two County Judges, and that Parliament be asked to furnish salaries for them, the Legislature of Manitoba having by Chapter 28 of 44th Victoria, passed the necessary provisions in that behalf.

5th.—The Boundary Question.

The Committee of the Privy Council recommend that the Government of Manitoba be informed that the Dominion Government is doing, and will continue to do all in its power to arrive at a settlement of the disputed boundary between Manitoba and Ontario, and will gladly second any efforts which the Government of Manitoba may make in the same direction.

6th.—Representation of the Province as enlarged.

The position taken by the delegates as regards the right of the Province to an additional member in the Senate, is admitted to be correct, and the Committee of Council recommend that the Government of Manitoba be informed that an appointment accordingly to that body will shortly be made.

As regards representation in the Commons (which is based upon population) the Province is not entitled to an additional member in that House. The question of what might be called the territorial claim to an additional member, it is difficult to deal with, but the Committee of Council advise that the Government of Manitoba be informed that the Dominion Government will give it careful consideration, with a desire to meet, if possible, the wishes expressed on behalf of Manitoba by its delegates.

7th.—Prosecution of Work on Public Buildings.

The Committee of the Privy Council recommend that the Government of Manitoba be informed that energetic steps will be taken to prosecute the work on the Parliament House and the Government Buildings at Winnipeg, and that a vote will be taken for the erection of a Lunatic Asylum, if not on the confines of Manitoba, at all events within reach of that Province, and that provision will be made for receiving lunatics from Manitoba on reasonable terms.

The Committee submit the above recommendations to Your Excellency's favorable consideration.

Certified, J. O. COTÉ, Clerk P. C.

Hon. Secretary of State.

DEPARTMENT OF SECRETARY OF STATE, OTTAWA, 20th March, 1882.

SIR,—I have the honor to inform you that His Excellency the Governor General has had under his consideration in Council, a memorandum dated the 7th of February last, from Messrs. Norquay and Larivière, delegates to the Executive Council of the Province of Manitoba, appointed to confer with the Privy Council of Canada in reference to the several subjects set forth in their memorandum, and which are as follows:—

1. Increase of subsidy.
2. Public lands.
3. Half-breed grants in the added territory.

4. Appointments of Judges.
5. The Boundary question.
6. Representation of the Province as enlarged; and,
7. Prosecution of work on the Public Buildings.

I have now to state, for the information of your Government, that as regards the first item—Increase of subsidy—His Excellency in Council has carefully considered the application in this respect of the delegates.

The allowance for Government and legislation in Prince Edward Island upon a population of 120,000, was only \$30,000; that of British Columbia, upon a population of 60,000, was \$35,000.

His Excellency in Council has been obliged to bear in mind such analogies in dealing with the request of the delegates, but has been pleased to order an increase on this head to Manitoba, of \$20,000, making the allowance to that Province for legislation and Government, \$50,000.

The present population of Manitoba is estimated by the delegates to be nearly 90,000, upon a basis of 25,000 immigrants having entered the country since the Census returns, these returns showing an actual population of 64,814. There is, moreover, a large monthly addition of intending settlers arriving, and with many indications that the stream of immigration will continue and increase.

His Excellency in Council has reckoned the population for the purpose of adjusting the sum *per capita* to be allowed to the Province at 150,000, and, at 80 cents a head has allowed \$120,000 thereon; and His Excellency has also allowed to Manitoba the same sum that was allowed to Prince Edward Island in lieu of lands, namely, \$45,000.

These sums with the interest due to Manitoba on the undrawn allowance for debt, would make the income of that Province from Dominion sources, \$227,153.04.

With respect to the second item—Public Lands—I have to inform you that His Excellency in Council is not prepared to allow any change in respect to the Dominion lands lying in Manitoba. The analogy which the delegates see between the Public Lands in other Provinces and those in Manitoba does not seem to His Excellency in Council to be well drawn, inasmuch as the other Provinces owned their lands before Confederation and brought them into the Union with them as their own property, whereas the whole of Manitoba was acquired by the Dominion by purchase from the Hudson Bay Company, and thus became the property of the Dominion, and stands really, as it seems to His Excellency in Council, in the same position as lands in the territories of the United States which are not given to new States as these new States are created, but remain the property of the United States.

Considering, however, the peculiar position of the Province, His Excellency in Council has been pleased, as intimated to you in a previous paragraph, to allow Manitoba at the rate of \$45,000 a year, as is done in Prince Edward Island, in lieu of lands.

As to the School Lands, these lands, which were set apart for educational purposes, were vested as a high trust in the Government of the Dominion, and the future necessities of the Province of Manitoba will, it is considered, be best consulted by retaining the administration of the trust as contemplated by the laws of the Dominion—the annual interest, less the expense of administration, being paid over to the Province for educational purposes.

With regard to the third item—Half-breed grants in the added territory—I have to inform you the grants to the half-breeds in the original Province of Manitoba were made on account of the peculiar circumstances of the time and the position of these half-breeds, but the result was, as regards them, not encouraging, and to make additional grants to the children of half-breeds in the added territory would be, it is thought, simply to furnish additional opportunities for speculators without really benefitting the half-breeds.

As to the fourth item—appointment of Judges—it is the intention of His Excellency to appoint two County Judges, and Parliament will be asked to provide salaries

for them, the Legislature of Manitoba having by Cap. 28 of 44 Victoria passed the necessary provisions in that behalf.

With reference to the fifth item—the Boundary question—I have to inform you that the Dominion Government is doing, and will continue to do, all in its power to arrive at a settlement of the disputed boundary between Manitoba and Ontario, and will gladly second any efforts which the Government of Manitoba may make in the same direction.

As respects the sixth item—Representation of the Province as enlarged—I have to state that the position taken by the delegates as regards the right of the Province to an additional member in the Senate, is admitted to be correct, and that an appointment accordingly to that body will shortly be made.

With regard to representation in the Commons, (which is based upon population) the Province is not entitled to an additional member in that House. The question of what might be called “territorial” claim, to an additional member, it is difficult to deal with; but I have to inform you that the Dominion Government will give it careful consideration, with a desire to meet, if possible, the wishes expressed on behalf of Manitoba by its delegates.

Finally, as regards the seventh item—Prosecution of work on the Public Buildings I have to state that energetic steps will be taken to prosecute the work on the Parliament House and the Government buildings at Winnipeg, and that a vote will be taken for the erection of a Lunatic Asylum, if not on the confines of Manitoba, at all events within reach of that Province, and that provision will be made for receiving lunatics from Manitoba on reasonable terms.

I have to request that this letter may be substituted for the communication which I had the honor to address to you upon the above subject, on the 7th instant, and that that communication may be considered as cancelled.

I have the honor to be, Sir, your most obedient servant,

J. A. MOUSSEAU, *Secretary of State.*

His Honor Lieutenant Governor of Manitoba, Winnipeg.

GOVERNMENT HOUSE, WINNIPEG, 2nd May, 1882.

SIR,—You will find enclosed a Report of a Committee of the Executive Council of the Province of Manitoba relative to the increase of subsidy to this Province.

I have the honor to be, Sir, your obedient servant,
HONORABLE SECRETARY OF STATE. JOSEPH CAUCHON.

Copy of a Report of a Committee of the Executive Council, approved by His Honor the Lieutenant Governor, on the 1st May, 1882.

The Honorable the Provincial Secretary submits to Council, copy of a Report of a Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General, on the 7th day of March, 1882, the same having been transmitted by the Honorable the Secretary of State, to His Honor the Lieutenant Governor, in answer to the memorandum of the Honorable Messrs. Norquay and Larivière, delegates appointed by the Executive Council to discuss with the Privy Council certain matters affecting the public interest of the Province.

The Honorable the Provincial Treasurer reports to Council, that he is personally aware, from interviews with prominent members of the Government, that the present increase to the subsidy is given with a view to meet present emergencies, and that the Government, in view of the rapidly changing circumstances of the Province, feels that any arrangement now made will have of necessity to be modified from time to time as circumstances warrant.

Committee advise:—

On the recommendation of the Honorable the Provincial Treasurer, that the increase to the subsidy mentioned in despatch, under the heading “Increase in Subsidy” be accepted as a temporary arrangement ~~the relieve to~~ Province from present financial embarrassment.

That while the Committee of Council concur in the recommendation of the Honorable the Provincial Treasurer they reserve to the Province the right of again urging upon the Dominion a favorable consideration of the suggestions contained in the memorandum of the delegates, referring to subsidy and the administration of the Public and School Lands within the Province.

Respectfully submitted,

Certified, RICE M. HOWARD, C.E.C.

J. NORQUAY, *Chairman.*

DEPARTMENT OF SECRETARY OF STATE, Ottawa, 12th May, 1882.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 2nd instant, enclosing a copy of a Minute of your Executive Council, dated the 1st instant, relative to the increase of the subsidy of the Province of Manitoba.

I have, &c.

His Honor Lieut.-Governor Manitoba, Winnipeg.

WINNIPEG, 18th March, 1883.

SIR,—I have the honor to transmit to you a copy of a Report of my Executive Council, on the subject of increased aid to this Province, with the request that it may be brought under the notice of His Excellency the Governor General in Council, for such action as its importance deserves.

I have the honor to be, Sir, your obedient servant,

Hon. J. A. CHAPLEAU, Secretary of State, Ottawa.

J. C. AIKINS.

Copy of a Report of a Committee of the Executive Council, approved by His Honor Lieutenant Governor, on Thursday, March 8th, 1883.

The Honorable the Provincial Treasurer submits to Council the following report dated the 2nd day of March, 1883:—

The time has arrived when the increasing necessity for a practical recognition of the financial requirements of the Province forces upon the undersigned a repetition of the unpleasant task of drawing your Honor's attention to the anomalous position which Manitoba now occupies as one of the Provinces of the Dominion.

The financial condition of the Province has time and again been placed before the Federal authorities, and its inadequacy to meet the requirements of Government has been admitted by the intermittent increases to her subsidy and by the withdrawal from capital, to meet the exigencies arising from settlement, which, in other Provinces, are attended to by corresponding sources of revenue. The prospect to Manitoba is anything but cheering, unless her sources of revenue are placed upon a more satisfactory basis than the present, and precludes the possibility of her attaining that independent position as a Province which the spirit of Confederation contemplated.

This is not as it should be, and there is beginning to be felt all over the Province among those who are doing their best to develop the resources of the country by private enterprise and the investment of capital, an impatience at being subjected to the same responsibility of Government and impositions of Customs and Excise, as are the citizens of other Provinces, whilst limited in the enjoyment of those sources of revenue allowed other members of Confederation for the prosecution of their own development, and this feeling is intensified by the fact that the population of Manitoba is largely composed of settlers from the older Provinces who have been accustomed to enjoy all the franchises guaranteed Provincial Legislatures by the full application of the British North America Act.

The Public Lands within the Province are administered by the Dominion and the proceeds derived therefrom accrue to the Federal Treasury.

Large appropriations have been made by the Government of Canada from the public lands in Manitoba to aid in the construction of railways, and to promote settlement a liberal land policy has been pursued. The consequence has been that settle-

ment has gone on with unprecedented rapidity, and the energetic prosecution of the Canadian Pacific and other railway enterprises tends to bring about a state of affairs highly gratifying and beneficial to the Dominion, but embarrassing to the Province.

These facts have ere now been laid before the Government at Ottawa, but either through inappreciation of them, or a disbelief in their existence, only such relief as has been given would tide over the difficulty for the time being, and no adequate provision made for the exigencies of Government that arise under the state of affairs just cited.

The provision allowed for our requirements being now so inadequate, the contemplation of our position when a great influx of population will multiply the expense of government, is a far from pleasant prospect, but a fact that must be faced. Indeed, a large addition to the population of the Province would be nothing short of an evil in disguise; the rapid settlement of the territory would prove anything but a blessing; to meet increasing requirements, under present circumstances, would be an impossibility, our revenue being out of all proportion to our necessary expenditure.

Upon the heels of settlement will follow the necessity for schools, roads, bridges and public institutions, such as asylums, reformatories and gaols; for which purpose, the increase to the revenue from the allowance of 80 cents *per capita* on every additional citizen in the Province would not commence to be adequate. The extent, however, to which we can even enjoy this privilege is limited, 400,000 of a population being the maximum upon which the allowance can be made. To make this statement come home with greater force: if Manitoba had a population to-day equal to that of Ontario at the present time, whilst the latter would receive \$1,116,872.80, yearly, our own Province, on the same account, would be in receipt of but \$320,000.

Ontario received as a revenue from her Crown Lands, in the year 1882, \$1,095,152.24; Manitoba, on the contrary, with an area correspondingly large, derives no benefit whatever from the lands, mines, minerals, or timber within her borders. The privilege of administering these for Provincial purposes should be, without doubt, conceded.

Not alone on the grounds of expediency does the undersigned urge the extension to Manitoba of the same privileges enjoyed by the other Provinces, but upon the broader principle that uniformity of treatment with that accorded to the other Provinces, would promote a feeling of loyalty to the Dominion which the present discriminating policy is doing much to undermine, for whilst the same responsibility in the shape of Customs and Excise duties, are exacted from the citizens of Manitoba, as are exacted from the citizens of the other Provinces, she is denied, as has been already stated, the administration of the ungranted lands within her limits for Provincial purposes.

In the case of Prince Edward Island, which has been cited as analogous to the position of Manitoba, in which there were no Public Lands and which only comprised an area of 2,173 square miles, or 1,390,720 acres, and which can never look forward to the maintenance of a population very much in excess of its present one, the Government of Canada allowed the sum of \$45,000 *per annum* in lieu of lands, to supplement the revenue derived from the Dominion under the head of interest on debt, capital and specific grant, thereby acknowledging lands as a revenue-producing factor for the support of Provincial Governments, and making, as far as circumstances would allow, its sources of revenue to correspond with those of the other Provinces of the Dominion. Manitoba, on the other hand, with an area of about equal to that of Ontario, and with a sure prospect of a population correspondingly large at no very distant date, has less liberal provision for her future necessities than has Prince Edward Island, the smallest Province of Confederation.

Referring to the paragraph in the despatch of the Secretary of State to His Honor the Lieutenant Governor, dated Ottawa, twentieth day of March, one thousand eight hundred and eighty-two, which reads as follows:—

“With respect to the second item—Public Lands—I have to inform you that His Excellency in Council is not prepared to allow any change in respect to Dominion

lands lying in Manitoba. The analogy which the delegates see between the Public Lands in other Provinces and those of Manitoba does not seem to His Excellency in Council to be well drawn, inasmuch as the other Provinces owned their lands before Confederation and brought them into the Union with them as their own property, whereas the whole of Manitoba was acquired by the Dominion by purchase from the Hudson Bay Company, and thus became the property of the Dominion, and stands really, as it seems to His Excellency in Council, as lands in the territories of the United States which are not given to new States, as these new States are created but remain the property of the United States."

The undersigned would respectfully submit that during the recent elections which took place in the Province, the question of the acquisition of the Public Lands was fully discussed at the polls. The unanimous opinion of the electors was that the Province should be placed on the same footing with regard to the Public Lands lying within Manitoba as are the other Provinces of Canada in regard to the Public Lands within their respective limits, irrespective of the policy pursued by the United States towards their territories when admitted into the Union.

The undersigned would further draw Your Hono'r's attention to the fact that in addition to the large influx of population which he has every reason to anticipate will arrive in Manitoba to occupy the farming lands in the western part of the Province, there will also be large numbers attracted to the eastern section by the development of the mineral resources which abound there, and which are already engaging the attention of capitalists not only of the Dominion, but of the mining regions of the United States. Experience goes to prove that the maintenance of law and order over a mining class of people entails a much greater expenditure upon the authorities than would be required in a community composed of a farming population.

The undersigned would further submit that the terms upon which Manitoba entered the Union are entirely different from those upon which all the other Provinces became confederated.

In the case of all the Provinces except Manitoba, negotiations were entered into and the terms upon which they entered the Union submitted to and accepted by their respective Legislatures, and thus through their moral volition might be more justly held to a strict adhesion to the original terms upon which they became confederated, which, however, has not been done, for concessions have from time to time been made to them by which their financial position has been materially improved. Manitoba, on the other hand, not having any recognized autonomy, was created a Province by an act of the Parliament of Canada, which imposed upon her all responsibilities incident to Provincial Government, with limited jurisdiction as far as regards local resources available to the other Provinces, while the same concession in the surrender of the right to collect Customs and Excise as was exacted from the other Provinces, was in like manner exacted from the Province of Manitoba for the support of the Central Government.

Legislation has already been enacted by the Province imposing a large proportion of the cost of public institutions upon local municipalities where there was sufficient settlement to justify the organization of the same, which in the case of Manitoba has been adopted at a period of her history much earlier than in that of any other of the Provinces of Canada; it is felt and justly so, that it would neither be wise nor fair to impose any additional burdens upon the municipalities where settlement is still sparse than those already imposed by Statute; and the only recourse would then be a resort to direct taxation for the support of our provincial institutions, which in the other Provinces is obviated by the liberal allowance made them by the Federal Government.

Were any further evidence required of the very rapid settlement of the Province, a reference to the statement of the Customs and Excise returns of the Province of Manitoba, furnished by the Minister of Finance, would be conclusive where it is plainly shown that Manitoba holds no inconsiderable rank as a revenue-contributing Province to the Dominion, having yielded during the last year \$1,058,017, or \$16 a head, her proportion being much in excess per head of that contributed by other

Provinces of Canada, which range from \$13.72 to \$1.82, yet she is put on a par and allowed no greater consideration by the Dominion than the Province which only yields to the General Treasury \$1.82 *per capita*.

The undersigned would also draw Your Honor's attention to the still unsettled state of the Eastern boundary of the Province of Manitoba, and to the desirability of having the matter definitely settled at as early a date as possible. As has already been stated, there is every reason to anticipate a large addition to the present population in that territory, and questions of jurisdiction in the present unsettled state of the Boundary will complicate matters very seriously, and frustrate the ends of justice. The undersigned is of opinion that this delay is unnecessary, and would urge that this question of so much interest to the people of the Province, should be pressed to an immediate settlement by the Federal Government.

I would also again urge the desirability of extending the Province of Manitoba as far west as the 102nd meridian, and northerly to Hudson Bay.

Referring to the observation made by the Finance Minister in his Budget Speech last year to the effect that the increase to the subsidy of the Province was intended to close any negotiations on that subject for the next ten years, the undersigned would respectfully remark that, as the term of ten years was not mentioned, either in the verbal or written negotiations on the subject, neither he or his colleague, Mr. Larivière accepted the increase thus given, on the understanding that the same would be binding for a term of ten years. On the contrary, very frequently, in the course of conversation with the Honorable Mr. Pope, one of the Committee appointed to confer with the Manitoba delegates, the suggestion was made that it would be unwise on the part of Manitoba to press for a definite settlement of her financial relations with the Dominion, as circumstances were changing so rapidly it would be impossible to estimate with any degree of accuracy what would be the exact requirements of the Province. Acting on this suggestion, the delegates did not press for a definite settlement of the financial relations between the Dominion and the Province, and on their return, recommended to His Honor the Lieutenant Governor the acceptance of the increase to the subsidy as a temporary arrangement to relieve the Province from financial embarrassments. The experience of the past year has proved beyond doubt that even had the delegates accepted the increase for a term of ten years, the Province would of necessity have had to resort again to the Privy Council for financial assistance to meet the requirements of Government. That this state of affairs should continue, is neither fair to the Province nor creditable to the Dominion, and as the Federal authorities are responsible for the discriminating limitations and restrictions imposed upon the Province, the undersigned feels it his duty to report these facts to Your Honor for submission to the Privy Council, who, by a timely and favorable consideration of the subject, can avert consequences unpleasant to contemplate.

Respectfully submitted,

J. NORQUAY, *President of the Cabinet.*

Committee advise, on the recommendation of the Hon. the Minister of Public Works, seconded by the Hon. the Attorney-General, that His Honor be requested to forward a copy of the foregoing Report to the Hon. the Secretary of State, at Ottawa, to be laid before His Excellency the Governor General in Council, and to beg that such action be taken by the Privy Council as will relieve the Province of the necessity of making any further appeals for aid in the future.

Respectfully submitted,

J. NORQUAY, *Chairman.*

RICE M. HOWARD, *C. E. C.*

Certified
Executive Council Chamber, March 2, 1883.

GOVERNMENT HOUSE, WINNIPEG, 9th April, 1883.

SIR,—I have the honor to transmit to you a copy of a Report of my Executive Council, suggesting that a sum of \$30,000 be placed at the disposal of the Province

for the purposes of Education. This sum, with that already advanced, to be charged against the first sale of School Lands in this Province, with the request that it may be brought under the notice of His Excellency the Governor-General in Council.

I have the honor to be, Sir, your obedient servant,

J. C. AIKINS.

Hon. J. A. CHAPLEAU, Secretary of State.

Copy of a Report of a Committee of the Executive Council, approved by His Honor the Lieutenant-Governor, on the 4th day of April, 1883.

The Honorable the Provincial Treasurer reports to Council as follows:—

That under 41 Victoria, chapter 13, of the Statutes of Canada, provision was made for granting an advance of \$10,000 a year for three years, in aid of the Public Schools of Manitoba, the grant to cease on the 30th day of June, 1881, which sum was to be charged with 5 per cent. interest against the first sale of School Lands; that of this sum the Province of Manitoba has only received the sum of twenty thousand dollars; that the requirements for Education are increasing so rapidly, it is absolutely necessary that a portion of the School Endowment should be available for the educational necessities of the Province.

The Government anticipating last year that a sale of these lands would have taken place before the end of the year, estimated for the purpose of education the sum of \$40,000; that as yet no sale of these lands has taken place, and although the Government have memorialized the Privy Council on the subject, praying that the School Lands would be handed over to Provincial Administration, their petition on the subject has not been acceded to.

The undersigned, would therefore, in view of this fact, respectfully suggest that your Honor will request His Excellency in Council to direct that a sum of \$80,000 be placed at the disposal of the Province for the purposes of education, this sum with that already advanced to be charged against the first sale of School Lands in the Province.

J. NORQUAY, *Provincial Treasurer.*

Committee advise that the report of the Honorable the Provincial Treasurer be approved of, and that a copy thereof be transmitted to the Honorable the Secretary of State at Ottawa, to be laid before His Excellency the Governor General in Council.

Certified,

RICE M. HOWARD, *C. E. C.*

RETURN

(109)

To an ORDER of the HOUSE OF COMMONS, dated 4th April 1883;—For a Statement showing the amounts charged in the Public Debt account of the Dominion of Canada, which were expended on Railways, Canals, and Navigation Securities in British Columbia, Manitoba, Ontario, Quebec, New Brunswick, Prince Edward Island, Nova Scotia proper, and the Island of Cape Breton, up to the 1st July 1882, and shewing also the area and population of each of these divisions of the Dominion of Canada respectively.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
9th May, 1883.

Name of Work.	Amount in Balance Sheet, Public Accounts, 1881-82.	Province where situate.	Area.	Population.
	\$ cts.			
Machine Canal.....	5,124,371 63	Quebec	} 188,688 sqr. miles. 120,764,651 acres.	} 1,359,027
Lake St. Peter	1,164,235 08	do		
Stamby Canal and River Michellieu.....	436,302 83	do		
Welland Canal.....	19,960,908 56	Ontario	} 101,733 sqr. miles. 65,111,463 acres.	} 1,923,228
Burlington Bay Canal	308,328 32	do		
Murray Canal.....	7,135 63	do		
Improvement of the Trent....	559,067 70	do		
Govt. Buildings, Ottawa	4,100,190 69	do	} 290,421 sqr. miles. 185,876,144 acres.	} 3,282,255
St. Lawrence Canals.....	8,629,726 43	Ontario and Quebec..		
Ottawa Works.....	4,777,530 94	do do	} 232,394 sqr. miles. 148,739,384 acres.	} 2,036,332
Intercolonial Railway	39,560,021 23	Quebec, New Brunswick,* Nova Scotia†		
Pacific Railway	26,046,339 54	Ontario, Prince Arthur's Landing to Winnipeg, Manitoba,† N.W. Territories,** British Columbia.††	} 3,231,490 sqr. miles. 2,068,155,983 acres.	} 2,095,087
P. E. Island Railway.....	3,466,990 60	P. E. Island		
Land and Cable Telegraph Lines.....	208,773 44	Quebec, New Brunswick, Nova Scotia.	} 232,394 sqr. miles. 148,739,384 acres.	} 2,036,332
Lake St. Peter's Canal ††	450,604 23	Cape Breton		
	114,800,527 05		} 4,375 sqr. miles. 2,800,680 acres.	} 84,500
Grand Trunk Debenture Acct.	15,142,633 34	} Ontario and Quebec		
do Interest Account	10,457,458 01			
do Special do ...	7,302 18			
	25,607,393 53			

* The population of New Brunswick is 321,233, its area 27,174 square miles and 17,393,410 acres.

† Excluding Cape Breton, the population of Nova Scotia is 353,072, its area 16,532 square miles and 10,581,323 acres.

‡ Manitoba, population 65,954, square miles 123,200, acres 78,348,040.

** Territories, population 56,446, square miles 2,665,252, acres 1,705,761,280.

†† British Columbia, population 49,453, square miles 341,303, acres 218,435,200.

‡‡ In addition this canal cost in construction before Confederation, and not included in the Balance Sheet, \$156,523.32.

RETURN

(110)

To an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1888 ;—For Copies of all Correspondence relating to the Dismissal of John D. McMillan, from his office of Fishery Overseer, and the Appointment in his place of David Baker ; Also Copies of all Departmental or other Orders respecting such Dismissal and Appointment, together with the cause therefor.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
3rd March, 1883.

*[In accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.]*

RETURN

(111)

To AN ORDER OF THE HOUSE OF COMMONS, dated 14th March, 1883;—For copies of all correspondence and papers between the Government and the Pilotage Authorities of British Columbia, or any other parties in that Province, on the subject of *Pilots* and *Pilotage*.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
9th May, 1883.

Acting Secretary of State.

CONTENTS.

- Letter, May 4th, 1878—Messrs. Thomas R. McInnes, Edgar Dewdney and other British Columbia Members, to Minister of Marine, with enclosures.
 Letter, May 13th, 1878—Deputy Minister to Agent at Victoria, British Columbia.
 Letter, June 11th, 1878—Agent at Victoria, B. C., to Deputy, with enclosures.
 Letter, July 18th, 1878—Deputy to Secretary Pilotage Authority.
 Letter, April 3rd, 1879—A. Bunster, M. P., to Minister of Marine.
 Report, February 17th, 1880—Report to Council by Minister.
 O. C., February 20th, 1880—Order in Council.
 Letter, May 29th, 1879—Messrs. Edgar Dewdney and T. R. McInnes to Deputy.
 Letter, February 21st, 1880—Hon. A. DeCosmos to Minister with enclosure.
 Letter, March 4th, 1880—Deputy Minister to Secretary Pilotage Authority.
 Report, February 27th, 1883—Report to Council by Minister.
 O. C., March 6th, 1883—Order in Council.
 Letter, March 14th, 1883—Deputy to Messrs. Mark Bate and T. E. Peck.

COPIES OF CORRESPONDENCE ON THE SUBJECT OF PILOTS, PILOTAGE, &c., IN BRITISH COLUMBIA.

Messrs. Thomas R. McInnes, Ed. Dewdney, et al. to Department.

OTTAWA, 4th May, 1878.

DEAR SIR,—We have the honor to draw your attention to the unsatisfactory condition of pilotage matters in British Columbia, especially as regards the mainland of British Columbia. The complaints that are made are as follows:—

1st. That the Pilot Board in Victoria is carried on in a very expensive manner, more so than in any other part of the Dominion.

2nd. That the charges are so excessive that they injure our trade, and tend to drive ships to Puget Sound for cargoes of coal or timber to the great detriment of our industries.

3rd. That in case of dispute arising between the Pilots and Captains of ships bound for Burard Inlet or Nanaimo, the Captains are refused a clearance unless the pilotage fees are paid, and as there is no recourse without returning to Victoria; and there await the convenience of the Pilot Board, it is found very inconvenient to Captains and expensive to shipowners.

We therefore request that you may be pleased to authorize the establishment of a Pilot Board at Burrard Inlet.

We have the honor to be, your obedient servants,
 THOS. R. McINNES,
 EDGAR DEWDNEY,
 J. S. THOMPSON,
 A. BUNSTER,
 R. W. McCARRALL.

P. S.—Enclosed is a letter from Captain Raymur who is deeply interested in the shipping of the mainland of British Columbia.

T. R. McINNES.

Hon. Minister Marine and Fisheries.

Messrs. Bunster, McInnes et al. to Department.

OTTAWA, 6th May, 1878.

DEAR SIR,—We have the honor to draw your attention to the unsatisfactory condition of pilotage matters in British Columbia, especially the ports of Nanaimo and Burrard Inlet.

The complaints that are made are as follows:—

1st. That the Pilot Board at Victoria is carried on in a very expensive manner, more so than in any other part of the Dominion.

2nd. That the charges are so excessive that they injure our trade, and tend to drive ships to Puget Sound for cargoes of coal, timber, &c, to the great detriment of our industries.

3rd. That in case of dispute arising between Captains of ships bound for Nanaimo and Burrard Inlet, the Captains are refused a clearance unless the pilotage fees are paid; and as there is no recourse or redress without returning to Victoria, and there await the convenience of the Pilot Board, it is found very inconvenient to Captains and expensive to ship owners. We therefore request that you may be pleased to authorize the establishment of a Pilot Board at Nanaimo.

We have the honor to be, your obedient servants,
 A. BUNSTER,
 T. R. McINNES.
 EDGAR DEWDNEY.
 J. S. THOMPSON.

HASTINGS MILE, 19th November, 1877.

Captain Raymur to Mr. Dewdney.

DEAR MR. DEWDNEY,—I am in receipt of your favor from Nicola Lake, and beg to state why compulsory pilotage is so objectionable to the interests of this Province.

In the first place, we as a rule are dependent upon vessels belonging to San Francisco to carry our lumber and coals (this year from different causes we have had many outside vessels to carry our lumber, but not coals). The captains of these ships are well acquainted with our waters, and do not require pilots, in fact are better pilots than the men whom they have to employ as such. I need hardly tell you the competition we have with our neighbors on Puget Sound, where these ships go in and out free of pilotage, and where the insurance on ship and cargo are less than when they go to Nanaimo and this port. They also go to loading ports on Puget Sound without steamer, or if they take it the rates are less than ours, all of which charges give their saw mills and their coal mines an advantage over us, which we are not in a position to stand. Until this year the pilots were paid half-pilotage by ships they spoke, and who did not accept their services; and you will agree with me that they were well paid for their trouble, especially when you take into consideration the uneducated style of men the pilots are, and who could nowhere

else earn half the money they do in their present position; but the worst of it is, the large sums that are at present collected as pilotage, part of it goes to pay Commissioners and Secretary with an establishment that is quite ridiculous in a young striving colony like this, who have to compete with a strong and vigorous neighbor who have many natural advantages over us in position, price of provisions, and often in the price of labor. You may say that the difference in pilotage cannot affect the trade very much, but I can assure when ships are chartering, every expense ships have to incur is scrutinized, and it was only the other day that a ship was chartered for a load of lumber which the merchant wanted to purchase here, but the ship required \$400 extra to come here, so we lost it. And again, their way of collecting and managing the pilotage is annoying in the extreme. The captain of a ship has a dispute with a pilot, he arrives at Burrard Inlet, he can get no redress, for the Collector of Customs demands his pilotage, which he must pay before he gets a clearance; or, if he is determined to seek redress, for what he considers a fraud, down he must go to Victoria, at considerable expense and loss of time, to have his case tried by Pilot Commissioners, who have a pecuniary interest in the result; and if the captain gains his case, he has to pay all his own expenses, which will probably amount to more than the amount in dispute. Then, again, we, as agents, object to have disputes of our ships settled by men who have no interest in the Province, or represent one, and who naturally think more of their fees than the shipping interest, which do not concern them (I except Mr. Finlayson, who only joined the Pilot Board two months ago). It amounts to this: The colony is not in a position to pay for such an expensive establishment as the Pilot's Board, which, as I have said before, is run by men who have no interest in commerce or ships, and who attend there purely for their wretched fees, which are forced out of ships who do not want their services, and in many instances are better without them, for there are only two pilots out of the lot who are fit to take charge of a ship.

As for the settling of these (the ship disputes), it simply would not stand in any civilized community for one moment; that men, who are depending upon the pilotage for their salaries and fees, should have the trying of cases of pilotage is simply monstrous, to say nothing of the expense captains and ships are put to—to appear before men whom no person who has anything to do with ships has confidence in.

Before you go to Canada, take care and get a copy of the British Columbia Pilotage Laws (not the full Canadian one), and it will give you an idea of it. But even the laws, if they were properly carried out, things might be better, but the only part that is carried out effectually is the collecting of the pilotage, which is done through the Collectors of Customs at the different ports, and who have no power to settle disputes or listen to one. Nothing for it but pay your money, or go to Victoria and wait until the Pilot Board choose to listen to you, who are bound to support the pilots who pay them their salaries and fees.

I must stop, or will get mad over ships' impositions; and, apologizing for thus troubling you, am

Yours very truly,

J. A. RAYMUR.

P.S.—I am told that the pilots are earning \$200 per month. Not bad for men some of whom cannot sign their names.

OTTAWA, 13th May, 1878.

SIR,—I enclose, herewith, copies of letters received from Mr. McInnes, Senator Carvell, and other members of Parliament, respecting British Columbia, drawing attention to the unsatisfactory condition of pilotage matters in that Province, especially as regards the ports of Nanaimo and the mainland, and requesting that a Pilot Board might be established for the port of Nanaimo, and also one for Burrard Inlet; and I have to request you to report fully as to the representations made, and the necessity for the establishment of pilotage authorities at the ports referred to.

A copy of a letter addressed to Mr. Dewdney, M.P., by Captain Raymur, also enclosed.

I am, Sir, your most obedient servant,
WM. SMITH, *Deputy Minister of Marine, &c.*

Captain JAMES COOPER, Marine and Fisheries, Victoria, B. C.

DEPARTMENT OF MARINE AND FISHERIES,
BRITISH COLUMBIA AGENCY, VICTORIA, 11th June, 1878,

SIR,—I have the honor to acknowledge receipt of your letter of the 13th ult., enclosing copies of communications from members of Parliament representing this Province in the Senate and Commons of Canada, under date of 4th and 5th ult., addressed to the Hon. the Minister, and also copy of a letter from Captain Raymur, addressed to Mr. E. Dewdney, M.P., under date November 19, 1877, representing the unsatisfactory condition of the pilotage system of British Columbia and requesting me to report on the same.

I may premise by stating that the divided interests of this Province almost preclude the possibility for the present time of creating a pilotage system that would be satisfactory to all parties.

1. Because the commerce of British Columbia is not of sufficient magnitude to justify the expense necessary in providing proper boats and stations, and maintaining pilots at those stations.

2. That it is, in my opinion, nevertheless, absolutely necessary to maintain a sufficient number of pilots for the common benefit of shipping, inasmuch as a large number of foreign-going vessels, in addition to that class of vessels known as coasters frequently load with coal and lumber, and require the services of a pilot.

3. That the manufacturing and producing interests of the Province would prefer that there were no pilots to maintain, thereby showing an item in favor of their respective ports, leaving the pilotage to be managed by the steamers towing vessels to and from Victoria or Royal Roads.

Having shown where the difficulties present themselves in arranging a system that would be satisfactory, I shall now respectfully offer a few suggestions that would, in my opinion, in a measure meet the difficulties presented in the communications above referred to, viz:—

1. The present Pilot Board should be dissolved, because the pilotage system inaugurated by it does not give satisfaction to the shipping interests.

2. The functions of the new Board should be decentralized by creating a sub-Board at the respective ports of Burrard Inlet and Nanaimo, and a general Board at Victoria, which should be authorized to frame and adopt pilot regulations more in consonance with the general interests of shipping.

3. The present pilotage rules are not unreasonable, being only \$3 per foot from Royal Roads to Burrard Inlet or Nanaimo if in tow of a tug-boat, the pilot receiving under these circumstances, \$10 per day of twenty-four hours while on board in addition to the regular pilotage. When a vessel sails up to either of the above ports the rates are \$4 per foot in addition to the port pilotage of \$3 per foot, making in the aggregate \$7 per foot from Royal Roads to Gulf ports. The lumber and coal trade of Puget Sound is carried on mainly by licensed or coasting vessels, which are exempt in their own waters from pilotage and other dues that a foreign-going vessel would be subject to.

4. Half rates only should be charged when the services of a pilot are declined.

5. Three persons at the Gulf ports would be sufficient to form a local Board, the Collector of Customs at each place (Burrard Inlet and Nanaimo) being *ex officio* a member thereof, and he should be invested with controlling power to decide when cases disputed were necessary to refer to General Board.

6. That as a measure of precautionary justice to the pilots all lawful pilotage fees should be collected by Collectors of Customs.

7. That no paid officer be authorized in connection with the general or sub-boards, beyond casual and extraneous assistance to keep the records and accounts, in order for which a small fee should be collected from the pilots.

8. When disputes arise respecting pilotage, which cannot be decided by the Local Board, they should be referred to the General Board, and the fee retained by the collector of the port until finally settled.

9. That the General Board at Victoria only have the power of qualifying pilots, issuing certificates, and such other duties usually invested in such bodies, and that for ordinary business the Board consist of five persons, three of whom shall form a quorum. The members of the sub-boards, nevertheless, being *ex-officio* members of the General Board, whose sittings should be held quarterly.

On receipt of your letter, I communicated with the Collector of Customs for Puget Sound, with reference to the pilotage rates collected for that district, and the Department will at once see by the enclosed letter from the Secretary to the Pilot Commissioners for Puget Sound, that the fees collected are comparatively very much in favor of British Columbia.

Puget Sound has doubtless some advantages over British Columbia, for example, two of the most extensive lumber manufacturing stations are within fifteen to twenty-five miles of Port Townsend entrance to Puget Sound. There are, however, mills at the head waters of the Sound, at which vessels load ninety miles or more from Port Townsend. The rates for towage vary but little in American or Canadian waters, when the distances towed are about equal. I have no means of ascertaining where, or why, any difference exists in rates of insurance between American or Canadian ports.

I have the honor to be, Sir, &c.,

JAMES COOPER, *Agent*.

OFFICE OF THE BOARD OF PILOT COMMISSIONERS FOR PUGET SOUND,
WASHINGTON TERRITORY, PORT TOWNSEND, 8th June, 1878.

SIR,—Your letter of June 5th, addressed to Honorable H. A. Webster, Collector of Customs for the district of Puget Sound, asking for information in relation to the pilotage regulations of Puget Sound, has been referred by the Collector to this office. In reply I have the honor to enclose a copy of the laws of the Territory of Washington, and regulations governing this service.

The cruising ground of our pilot boats is outside a line from Waadda Island on the American side of the entrance of the Strait of Juan de Fuca, due north to Vancouver Island, and pilots are only allowed to cruise thirty miles north or south of Talcosh Light, unless permission is first obtained from this Board; the object of which order is to keep the pilots near the entrance of the Strait, and prevent their making long cruises outside.

Pilotage fees are not compulsory. If a vessel entitled to take a pilot declines his services, she must pay one-half the regular fees. The rates of pilotage from Cape Elattery to the mills or ports on Puget Sound as established by law are \$8 per foot for vessels under fifteen feet draught, and \$10 per foot for fifteen feet and over.

The Commissioners have fixed the fees from Port Townsend to any of the ports above at one-half the above rates, and the same on vessels coming from British Columbia, which may require the services of a pilot.

When a pilot boards a vessel coming in from sea he is required to take her to her final anchorage wherever the master requires, and the same rates must be paid whether the vessel proceeds to the head waters of Puget Sound, or discharges the pilot in Royal Roads. This office will be ready at all times to furnish such information as may be required, regarding the pilot service in Puget Sound.

Very respectfully your obedient servant,

JAMES G. SWAN, *Secretary*.

Captain JAMES COOPER, Agent Dept. M. & F., Victoria, B.C.

DEPARTMENT OF MARINE AND FISHERIES, BRITISH COLUMBIA AGENCY,
VICTORIA, 12th June, 1878.

SIR,—I have to-day seen Captain Raymur, and I have read to him the enclosed communication of the 11th instant. He cited the case of the British ship *Forward* as a flagrant one, and I informed him that if he would note the facts I would forward them for the information of the Department, which I have the honor to do.

Captain Raymur desired me to mention that the licensed or coasting vessels referred to in paragraph three, of my letter, frequently load at Burrard Inlet, and these are the vessels that complain so loudly of the pilotage rates of British Columbia.

If a British vessel or coaster from this Province were to load on Puget Sound, she would be subjected to all the high rates and charges common to foreign vessels.

I have the honor to be, Sir, your most obedient servant,

JAMES COOPER, *Agent*.

WM. SMITH, Esq., Deputy Minister Marine and Fisheries.

VICTORIA, 12th June, 1878:

DEAR SIR,—I give herewith an outline of the *Forward's* case which will give you an idea of the working of the Pilot Board as now existing.

The British barque *Forward*, from Portland, Oregon, bound to Burrard Inlet, arrived one night off Race Rocks, and not finding a pilot shortened sail and hauled into Royal Roads seeking one. After sailing in some time with all her sails taken in excepting the lower topsails, he saw a light on a small craft which he steered for, and from which he received a pilot to take him to Burrard Inlet. The moment the pilot got on board he told the captain, who had never been here before, that the ship must be anchored and a tug-boat got in the morning; consequently, within five minutes after the pilot came on board the ship was anchored by the pilot's orders (although at the same time a favorable breeze was blowing), and the pilot then went on shore at Victoria where he remained all night. Next day the ship started in tow of the *Beaver*, and on her arrival at the Inlet, the pilot, Ramsey, presented his bill to the captain, who owned the ship, and in it was charged \$3 per foot into Burrard Inlet, and \$10 per day while in charge, and \$3 per foot for anchorage in Royal Roads, which he paid after being assured by the pilot it was correct. On my return to the Inlet the captain remonstrated with me about the heavy pilotage, and declared he was deceived in the rate by charterers, and would not have come had he known the many times he would be charged for the same work. On his production of the receipt I saw the fraud at once and made him write the particulars to the Pilot Board. Now comes the hardship of the case. His ship had to be taken to Victoria, instead of right to sea, to have the case tried. He arrived there on Thursday. They appointed Saturday at 2 p.m., to try it before the Pilot Board, who have an interest in the decision. The captain appeared at the time appointed—no Commissioners there—no person but the Secretary, who said he would try and get them together. The captain saw at once that he might be detained until Monday, thereby losing five times the amount in dispute (\$30), consequently he went on board his ship and proceeded on his voyage to Australia, there to tell ships likely to come here of the legal robbery that awaited them. This ship lost thirty dollars illegally taken from her—expenses of coming to Victoria, and three days' detention in trying to comply with the law, or rather injustice, to which they are compelled to submit. If you can be the means of having simple disputes between the captains and pilots adjusted at the loading ports instead of having to come before an irresponsible body of men in which neither shipmaster nor agent have confidence, you will be conferring a great benefit on the shipping interest.

Your obedient servant,

Captain JAMES COOPER.

J. A. RAYMUR, *Burrard Inlet*.

July, 18th, 1878.

SIR,—I have the honor to enclose herewith copies of communications received from Members of Parliament respecting British Columbia, and also copy of letter of Captain Raymur, addressed to Mr. Dewdney, M. P., in reference to the unsatisfactory condition of the pilotage system of British Columbia, also copy of a letter received from the agent of this Department at Victoria, to whom the above papers were referred for report, and I have to request that these papers may be laid before the Pilotage Authority and their report thereon forwarded for the information of the Minister of Marine.

I am, Sir, &c.,

WM. SMITH, *Deputy Minister*.

E. C. BAKER, Esq., Secretary Pilotage Authority, Victoria, B.C.

HOUSE OF COMMONS, OTTAWA, 3rd April, 1878.

SIR,—I have the honor to recommend the following parties to be appointed Pilotage Commissioners for the Port of Nanaimo, B.C., and other ports in Vancouver District:—

Mark Bate. Sr., John Hirst, Thomas Eric Peck, of Nanaimo.

Knowing them to be suitable persons for the position, I would further recommend that the pilotage be non-compulsory.

Your obedient servant,

A. BUNSTER.

Hon. J. C. POPE, Minister of Marine.

OTTAWA, 17th February, 1880.

The undersigned, with reference to the Order in Council passed April 15th, 1879, rescinding so much of the Order in Council of May 5th, 1875, forming a Pilotage District for the Province of British Columbia as to exclude from the limits of such district:—

1st. The Port of Nanaimo and other ports in the Island of Vancouver, with the exception of Victoria and Esquimalt; and

2nd. All the ports, harbors and rivers within the limits of the Electoral Districts of Yale and New Westminster:

Has the honor to recommend to Council that so much of the Order in Council of the 5th May, 1875, before mentioned, which names and designates the same Pilotage District as the Pilotage District for the Province of British Columbia, be rescinded, and that in future such Pilotage District be known as the Pilotage District of Victoria and Esquimalt.

He further recommends that so much of the said Order in Council of 5th May, 1875, as appoints Messrs. Mark Bate and John Devereux, and that the Order in Council of November 23rd, 1875, which appoints Mr. Coote Chambers as a member of the Pilotage Authority for the said District of the Province of British Columbia, be likewise rescinded.

He further recommends that Messrs. Wm. R. Clarke and Roderick Finlayson, two of the present members of the Pilotage Authority aforesaid, and Mr. R. P. Rithet, of the City of Victoria, B.C., merchant, be constituted the Pilotage Authority for the Pilotage District of Victoria and Esquimalt.

He also recommends that the compulsory payment of pilotage dues shall not be chargeable against vessels while in Royal Roads unless such vessels shall enter either or both of the ports of Victoria and Esquimalt.

J. C. POPE, *Minister of Marine*.

GOVERNMENT HOUSE, OTTAWA, Friday, 20th day of February, 1880.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Hon. the Minister of Marine and Fisheries, and under the provisions of the Act passed in the 36th year of Her Majesty's Reign, and intitled: "An Act respecting Pilotage," His Excellency the Governor General, by and with the advice of the Queen's Privy Council for Canada, has been pleased to order, and it is hereby ordered, that so much of the Order in Council passed on the 5th May, 1875, forming a Pilotage District for the Province of British Columbia (as amended by Order in Council of 15th day of April, 1879), which names and designates the said Pilotage District as "The Pilotage District for the Province of British Columbia" be rescinded, and that in future such Pilotage District be known as the Pilotage District of Victoria and Esquimalt.

His Excellency has been further pleased to order that so much of the said Order in Council of the 5th May, 1875, as appoints Messrs. Mark Bate and John Devereux, and that the Order in Council of the 23rd November, which appoints Mr. Coote Chambers as a member of the Pilotage Authority for the said District of the Province of British Columbia, be and the same are hereby rescinded.

His Excellency has been further pleased to constitute Messrs. William R. Clarke and Roderick Finlayson, two of the present members of the Pilotage Authority aforesaid, and Mr. R. P. Rithet of the City of Victoria, B.C., merchant, the Pilotage authority in and for the said District.

And His Excellency, under the Authority aforesaid, has been further pleased to order that compulsory payment of Pilotage dues shall not be chargeable against vessels while in Royal Roads, unless such vessels shall enter either or both of the Ports of Victoria and Esquimalt.

J. O. COTÈ, *Clerk Privy Council.*

OTTAWA, 29th May, 1879.

DEAR SIR,—Mr. McInnes and myself have perused the papers in reference to pilotage authority, Victoria, B. C., which you kindly sent us, and beg to ask you to submit the following for the consideration of the Honorable the Minister of Marine and Fisheries:—1st. That compulsory pilotage be enforced in the district; the same pilotage to be paid as at present when pilot services are required, and half pilotage paid to them when their services are declined. 2nd. A separate Pilot Board to be established at Burrard Inlet, to act entirely independently of the Victoria Board. This will allow of any difference between captain and pilot being settled without an expensive and inconvenient journey of 100 miles to Victoria, and will be a great boon to the shipping interest of Burrard Inlet and New Westminster. 3rd. That Captain Raymur, McHugh, Nelson, C. J. Major, Esq., compose the Pilot Board, the two former reside at Burrard Inlet, the latter at New Westminster.

We have the honor to be, your obedient servants,

EDGAR DEWDNEY.

WM. SMITH, Esq., Deputy Minister of Marine, &c.

T. R. McINNES.

OTTAWA, 21st February, 1880.

SIR,—I have the honor to lay before you the enclosed letter, addressed to me by Mr. James McIntosh, one of the licensed pilots of Victoria.

From the tenor of this letter, it seems to me the exactions of the Victoria Pilot Board are almost unbearable. That three pilots should be compelled to pay for the rent of an office for the Pilot Board, a salary to the Secretary, and \$20 to the Commissioners for every session of the Board, on pain of losing their licenses, is something wholly unjustifiable, and is evidently deserving of your consideration.

I may add that there are rooms enough in the Custom House for more offices than are now accommodated there; one of which might be given to the Pilot Board for its use, and there are enough independent gentlemen in Victoria to discharge the duties of members of the Board without pay.

I have the honor to be, Sir, your obedient servant,

A. DECOSMOS.

Hon. J. C. POPE, Minister of Marine and Fisheries.

VICTORIA, B.C., 19th January, 1880.

SIR,—I wish to call your attention to the present Board of Pilot Commissioners. There are at present four of them—two of them being Government officials, which should not be. Every time they hold a meeting it costs \$20, which we can ill afford. As you are well aware there is little or no shipping in Victoria outside the mail steamer.

There comes a small office with rent to pay, and a swell secretary's wages to pay for doing nothing. I can assure you that we three pilots are well able to keep and collect our own accounts, and plenty of spare time to do it in. Please endeavor to abolish the present board, office, and secretary; elect two independent men to serve with Captain Clarke, that will hold a meeting once a quarter, which is often enough. The two Government officials are pretty well paid without we pilots having to support them. By making the above change there will be less trouble and grievance, and more satisfaction.

Very faithfully yours,

JAMES MCINTOSH.

The Hon. AMOR DE COSMAS.

OTTAWA, 4th March, 1880.

SIR,—It having been reported to this Department that the Commissioners of British Columbia Pilotage District, have been in the habit of charging \$20 for every session of the Board, I am to refer you to my letter of August 8th, 1877, in which I was directed by the Minister of Marine to state that the office of Commissioner of Pilots was considered an honorary one, and no remuneration for his services is provided by law; and have to request you to inform me if the allegation that they have been making a charge for their services is in accordance with fact.

I am also to request you to inform me as to the salary paid to the Secretary of the British Columbia Pilotage Authority, and what is now paid to the Secretary of the Victoria and Esquimalt Authority now that there are only three pilots.

I am, Sir, your most obedient servant,

WM. SMITH, *Deputy Minister of Marine.*

EDGAR CROW BAKER, Esq., Secretary of Pilotage Authority Victoria and Esquimalt, Victoria.

DEPARTMENT MARINE AND FISHERIES, OTTAWA, 27th February, 1883.

The undersigned has the honor to report to Council that the Pilotage Authority of Nanaimo, British Columbia, has hitherto consisted of a Board of three members, viz., Mr. Mark Bate, who is the representative of one of the two principal coal mining companies at Nanaimo; Mr. Peck, Collector of Customs, who also holds the offices of Secretary to the Pilot Commissioners, and Harbor Master for the port of Nanaimo, and Mr. John Hirst, a merchant of Nanaimo, who recently died there; and as complaints have reached the undersigned as to the administration of pilotage duties at that port, he is of opinion that it would be better, in the public interests, that no representative of either of the coal companies should be a member of the Board, and that it would also be in the interest of the public that the Collector of Customs, whose duty it is to clear vessels when certain

requirements of the pilotage laws have been complied with, should not be a member of the Board; and as it becomes necessary to appoint a member of the Board in place of Mr. Hirst, recently deceased, he considers it advisable that an entirely new Pilotage Board should be organized, free from the influence of either of the two coal companies, or the official influence of the Collector of Customs; and he accordingly recommends that the following gentlemen be appointed the Pilotage Authority for the District of Nanaimo, in the room of the present Commissioners, viz., Angus Rutherford Johnston, John Ellory Jenkins, and Edward Quennell, all of Nanaimo, Vancouver Island.

Respectfully submitted,

A. N. McLELAN, *Minister of Marine and Fisheries.*

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 6th March, 1883.

On a Report, dated 27th February, 1883, from the Minister of Marine and Fisheries, representing that the Pilotage Authority of British Columbia has hitherto consisted of a Board of three members, viz.: Mr. Mark Bate, who is the representative of one of the two principal coal mining companies at Nanaimo; Mr. Peck, Collector of Customs, who also holds the offices of Secretary to the Pilotage Commissioners, and Harbor Master for the Port of Nanaimo, and the late Mr. John Hirst, a merchant of Nanaimo.

The Minister further represents, that complaints having been made against the administration of pilotage duties at that port, he is of opinion that it would be better in the public interests that no representative of either of the coal companies, nor the Collector of Customs, whose duty it is to clear vessels when certain requirements of the pilotage laws have been complied with, should be a member of the Board; and as it becomes necessary to appoint a member of the Board in place of Mr. Hirst, recently deceased, the Minister considers it advisable that an entirely new Pilotage Authority should be organized, free from the influence of either the two coal companies or the official influence of the Collector of Customs.

The Minister accordingly recommends that the following gentlemen be appointed the Pilotage Authority for the District of Nanaimo, in the room of the present Commissioners, viz.: Angus Rutherford Johnston, John Ellory Jenkins and Edward Quennell, all of Nanaimo, Vancouver Island.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister Marine and Fisheries.

14th March, 1883.

GENTLEMEN,—I am directed by the Hon. the Minister of Marine and Fisheries to inform you that he has recently made a report to His Excellency the Governor General in Council, setting forth that the Pilotage Authority of Nanaimo, British Columbia, has hitherto consisted of a Board of three members, viz., Mr. Bate, who is the representative of one of the two principal coal mining companies of Nanaimo; Mr. Peck, Collector of Customs, who also holds the position of Secretary to the Pilotage Commissioners and Harbor Master for the port of Nanaimo; and Mr. John Hirst, a merchant of Nanaimo, who recently died there; and as complaints have reached the Minister of Marine as to the administration of pilotage duties at that port, he was of opinion that it would be better in the public interest that no representative of either of the coal companies should be a member of the Board, and that it would also be in the public interests that the Collector of Customs, whose duty it is to clear vessels, when certain requirements of the pilotage law have been complied with, should not be a member of the Board, as it became necessary to appoint a member of the Board in place of Mr. Hirst, recently deceased, the Minister considered it advisable

that an entirely new Pilotage Board should be organized free from the influence of either of the two coal companies, or the official influence of the Collector of Customs, and he accordingly recommended that the following gentlemen be appointed the Pilotage Authority for the District of Nanaimo, in the room of the present Commissioners, viz.: Angus Rutherford Johnston, John Ellory Jenkins, and Edward Quennell, all of Nanaimo.

I am further directed by the Hon. the Minister of Marine and Fisheries to inform you that his recommendation to His Excellency the Governor-General in Council has been adopted, and that your appointment as the Pilotage Authority at Nanaimo has been cancelled, and I have therefore to request that you will be kind enough to hand over to the new Portage Authority all the books, papers and monies which you hold in your possession, as the late Pilotage Authority of Nanaimo.

I am, Sir, &c.,

WM. SMITH, *Deputy Minister of Marine.*

MARK BATE, Esq., T. E. PECK, Esq., Nanaimo.

RETURN

(112)

To an ORDER of the HOUSE OF COMMONS, dated 6th March, 1883;—For Copies of Correspondence, Petitions, Reports of Surveys, and Reports and Recommendations of Inspectors, and others, relative to the establishment, location, character of apparatus to be used, and mode of management of Life Saving Stations at dangerous points on Coast of Lake Ontario, or other Waters, together with such other Reports upon the construction and operation of Life Saving Stations in other Countries, as may be in the possession of the Government.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
11th May, 1883.

Acting Secretary of State.

RETURN

(118)

To an ADDRESS of the HOUSE OF COMMONS, dated 20th February, 1883;—For Copies of all documents in relation to the granting by the Imperial Government to the Dominion Government, and by the latter to the Provincial Government of various lands, and more particularly of the land on which is located Frontenac Terrace, in the City of Quebec.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
10th May, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing,
the above Returns are not printed.]

PAPERS

(114)

In relation to the construction of *Steamers* for "*Lake of the Woods*," and "*Rainy Lake*."

RETURN

(115)

To an ORDER of the HOUSE OF COMMONS, dated 23rd April, 1883;—For Copies of all Petitions, Reports and Correspondence in reference to the claim of James Dauphinée of Bridgewater, in the County of Lunenburg, for payment of claim for refund of expenses incurred by him in discharge of his duties as a Fishery Warden of that County.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
11th May, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing, the above Papers and Return are not printed.]

RETURN

(116)

To an ORDER of the HOUSE OF COMMONS, dated 21st February, 1883;—For a Copy of Contract, Correspondence, Reports and Statement of payments made in connection with the manufacture of Great Guns for the Government of Canada.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
16th May, 1883.

Acting Secretary of State.

*[In accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.]*

RETURN

(117)

To an ORDER of the HOUSE OF COMMONS, dated 20th Febuary, 1883;—
For a Return giving every form of patent arrangement, or agreement between Companies and the Government in regard to Colonization Grants, the date of issue in each case of such document, the name of the Company entering into the agreement, and the character of the agreement in each case entered into.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
7th May, 1883.

Acting Secretary of State.

SCHEDULE of Colonization Companies, each of which has entered into an agreement with the Government (the form of which is attached hereto*) for the colonization of certain tracts of land in the North-West Territories, enumerated herein.

Name of Company.	Date of Agreement.	Subject of Agreement.
The Dundee Land Investment Co.....	May 16th, 1882.....	Township 21 in range 2, west of the second Meridian.
The Montreal and Western Land Co..	May 16th, 1882.....	Townships 20 and 21 in range 1, and township 22 in range 3, west of the second Meridian.
G. G. Dustan and W. B. Scarth.....	May 25th, 1882.....	Townships 53 and 54 in range 23, and townships 53, 54, 56 and 57 in range 24, all west of the fourth Meridian.
The York Farmers' Colonization Co..	May 25th, 1882.....	Townships 22 and 23 in range 2; townships 26 in ranges 4 and 5; and townships 27 in ranges 2 and 3, all west of the second Meridian.
The Dominion Lands Colonization Co.	June 2nd, 1882.....	Township 21 in range 7; fractional townships 22, 23 and 24 in range 11; townships 23, 24, and 25 in range 12; townships 23, 24, 25 and 26 in range 13; township 26 in range 14; and those parts of townships 22 in ranges 12 and 13, north of the Canadian Pacific Railway Belt, all west of the second Meridian.

*[*In accordance with the recommendation of the Joint Committee on Printing, the Form of Agreement is not printed.]*

SCHEDULE of Colonization Companies, each of which has entered into an agreement with the Government, &c.—*Continued.*

Name of Company.	Date of Agreement.	Subject of Agreement.
Patrick Purcell.....	June 6th, 1882.....	Townships 31, 32 and 34 in range 18, and townships 31, 32, 33 and 34 in range 19, all west of the second Meridian.
The Temperance Colonization Co.....	June 6th, 1882.....	Townships 32, 33, 34, 35 and 36 in ranges 4, 5, and 6; and townships 37 and 38 in ranges 3, 4 and 5, all west of the third Meridian, excepting thereout the Indian Reserve known as "White Cap's Reserve," situate on the east bank of the South Saskatchewan River.
The Scottish, Ontario and Manitoba Land Co.	June 6th, 1882.....	Tp. 20 and fractional Tp. 19 in range 28; the south half of township 16 and the north half of township 15 in range 25, all west of the first Meridian.
The Primitive Methodist Colonization Co.	June 6th, 1882.....	Townships 22 and 23 in ranges 8 and 9; fractional township 22 in range 10, and those parts of townships 21 in ranges 8, 9 and 10, north of the Canadian Pacific Railway Belt as now defined, all west of the second Meridian.
The Shell River Colonization Co.....	June 6th, 1882.....	Townships 23 and 24 in range 28, and township 23 in range 29, all west of the first Meridian.
The Prince Albert Colonization Co.....	June 7th, 1882.....	Township 45 and fractional township 46a in range 26; townships 43, 44 and fractional township 45a in range 27; and fractional townships 43, 44 and 45a in range 28, all west of the second Meridian.
H. W. C. Meyer.....	June 13th 1882.....	Township 24 in range 25, west of the second Meridian.
H. D. Smith.....	September 5th, 1882.	Township 28 in range 24, west of the second Meridian.
The Qu'Appelle Land Co.....	September 1st, 1882..	Townships 22 in ranges 20, 21 and 22; the south halves of townships 23 in ranges 21 and 22; those parts of townships 21, 22 and 23 in range 23, and that part of township 21 in range 22, east of Long Lake; and those parts of townships 21 in ranges 20 and 21, north of the Canadian Pacific Railway Belt, all west of the second Meridian.
The North-West Fertile Belt Colonization Co.	September 11th, 1882	Township 20 in range 2; townships 21 in ranges 4, 5 and 6; those parts of townships 19 in ranges 1 and 2; and those parts of townships 20 in ranges 3, 4, 5 and 6, north of the Canadian Pacific Railway Belt, all west of the second Meridian.
The Saskatchewan Land and Homestead Co.	September 19th, 1882	Townships 25, 26, 27, 28, 29 and 30 in range 1; township 26 in range 2; and townships 23 in ranges 3 and 4, all west of second Meridian. Townships 39 in ranges 10 and 11; townships 40 in ranges 9, 10 and 11, and that part of township 39 in range 9, north of the North Saskatchewan River, all west of the third Meridian. Townships 36, 37 and 38 in range 28; and township 38 in range 27, all west of the fourth Meridian. And townships 37 and 38 in range 1, west of the fifth Meridian. The Government reserving out of those townships, through which the North Saskatchewan River flows, all even numbered sections.

SCHEDULE of Colonization Companies, each of which has entered into an agreement with the Government, &c.—*Continued.*

Name of Company.	Date of Agreement.	Subject of Agreement.
C. F. Ferguson, A. Blackburn, Messrs Bower, Porter and Bower, and Endo. Saunders.	September 19th, 1882	Townships 28 in ranges 21, 22 and 23 west of the second Meridian.
J. C. Morrow, J. W. G. Armytage and John Beattie.	January 29th, 1883...	Township 29 in range 15, west of the second Meridian.
The Touchwood—Qu'Appelle Colonization Co.	February 28th, 1883.	Townships 23, the south halves of townships 24, and those parts of townships 22 north of the Canadian Pacific Railway Belt in ranges 14, 15 and 16, all west of the second Meridian.
The Montreal and Western Land Co..	March 8th, 1883.....	Township 21 in range 3, west of the second Meridian.
The Dundee Land Investment Co.....	March 8th, 1883.....	Township 22 in range 4, west of the second Meridian.

RETURN

(118)

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1883;—
For Copies of all Correspondence, Orders in Council, and Papers not already brought down, relating to the grant of permission to cut Timber or to mine on lands within the territory now in dispute with Ontario; with a Statement of the Grants made and the Names of the Persons to whom they have been made, and the Amounts received from the same up to the present time.

And of all Permits, and Licences and Permits granted to make Timber, Ties, Telegraph Poles and Saw Logs within the District of Rainy Lake and River and Lake of the Woods and tributary streams, said Return to show the Quantities removed and Dues collected on the same, up to the latest date, and the area of Territory granted to each person, and by whom surveyed, with all Correspondence in connection therewith up to the latest date.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
12th May, 1883.

PERMITS granted on Lands within the Territory now in dispute with Ontario, from August, 1878, to 15th March, 1883.

Ref. No.	Name.	Quantity.	Description.	Amounts received up to 15th March, 1883.
323	R. J. Short (P. No. 4).	84,286 ry. ties; 98,830 ft. B.M. piles; 3,558 telegraph poles, 25 ft. long; 82,814 ft. B.M. sqr. timber.	East shore of Whitefish Bay...	\$ cts. 705 50
do	R. J. Short (P. No. 279)	25,000 ties	Pipestone Bay, Lake of the Woods.	189 00
do	Costigan & Short (P. No. 33).	8,000 ry. ties.....	West shore of Whitefish Bay...	275 50
do	R. J. Short (P. No. 5).	41,062 ry. ties; 41,150 B.M. piles; 78,298ft. sqr. timber; 2,490 telegraph poles.	Commencing 1 mile of the C.P.R. and 1 mile E. of Half Breed Reserve, thence 1½ m. E., thence 1 mile S., thence 9 miles E., 7 miles N., thence 12 miles W., thence 6 miles S. to the place of beginning.....	223 50
926	John Lewis	2,000,000 ft.	Whitefish Bay, Lake of the Woods.	1,850 00
2350	H. H. Bailey	1,000,000 ft.	Between Sabaskasing and Sabaskong Bays, on the north shore of Lake of the Woods.	Only 740,000 ft. were cut on this permit. 500 50
3115	H. Bulmer, jun.....	1,000,000 ft.	Township 1 N., Range 25 E., and the islands in Sabaskong Bay contained in that part of Township 2, Range 25 E., south of the north shore of said bay.	A balance of \$2,000 due the Dept., payable 1st May, 1883. 500 50
926	John Lewis	1,000,000 ft.	Islands in Shoal Lake	500 50
323	Canadian Pacific Railway.	.....	Brokenhead River eastwards, 20 miles on each side of r'y.	A balance of \$2,000 due the Dept., payable 1st May, 1883.
.....	Patrick McDonald.....	40 cords of wood.....	Adjoining Hudson Bay Co.'s Reserve at Rat Portage.....	16,456 00
.....	Dougall Carmichael....	60 do	do do	10 50 15 50
.....	Allan B. McDonald....	25 cords of wood.....	Adjoining Hudson Bay Company's Reserve, at Rat Portage.	6 25
.....	James Barton.....	20 do	do	For his own use. 5 50
.....	W. D. Coate.....	25 do	do	For his own use. 6 75
45	Dick & Banning.....	500 do	Ground lying west of Indian Reserve, No. 30, Lake of the Woods.	For his own use. 125 50
.....	Jacob Hose.....	10 do	Adjoining Hudson Bay Reserve, at Rat Portage.	Fuel for their steam-boat. 3 00
.....	Angus McDonald	10 do	do	For his own use. 3 00
323	R. J. Short.....	200 do	Commencing at N.W. angle of Indian Reserve, 1338, thence easterly ¼ mile, thence north 1 mile, thence due west to the water's edge.....	For his own use. 50 50
323	R. J. Short.....	17,000 feet B.M. of timber; 100 knees 8 feet long; 80 knees 6 feet long.	Commencing at the N.E. angle of Hudson Bay Reserve at Rat Portage, thence north 1½ miles, thence due west 1 mile, thence south to the Indian Reserve.	59 40

PERMITS granted on Lands within the Territory now in dispute with Ontario,
from August, 1878, to 15th March, 1883—*Concluded.*

Ref. No.	Name.	Quantity.	Description.	Amounts received up to 15th March, 1883.	
				\$	cts.
.....	Robert Bunting	25 cords of wood	Commencing at N.E. corner of the Hudson Bay Com- pany's Reserve, thence due north $1\frac{1}{2}$ miles, thence due west 1 mile, thence south $\frac{1}{2}$ mile, thence east to the place of beginning.....		6 75
.....	John A. Millar.....	10 do	do		2 50
.....	E. M. Rideout	100 do	do		25 50
.....	John Ward	40 do	do		10 50
.....	J. Henessy	10 cords of dry wood	do		3 00
.....	A. Milligan.....	30 cords of dry wood	Commencing at the N. E. cor- H. B. Co.'s Reserve, thence due north $\frac{1}{2}$ a mile, thence west 1 mile, thence south $\frac{1}{2}$ mile, thence east to the place of beginning.....		8 00
.....	C. Kobold.....	30 cords of wood.....	do		8 00
.....	E. A. Sharp.....	10 do	do		3 00
.....	W. McKinnon.....	50 do	do		13 00
.....	George Myers.....	100 do	do		25 50
.....	George Munroe.....	50 cords dry wood.....	do		13 00
.....	John Short.....	2,560 feet timber, 125 feet 6-inch knees.....	do		51 50
.....	John Culbert.....	20 cords of wood.....	do		5 50
.....	John McLeod.....	28 do	North of and adjoining H. B. Co.'s Reserve at Rat Port- age, from N. E. cor. of Re- serve northerly along their line		7 50
.....	C. W. Chadwick.....	50 do	North of H. B. Co.'s Reserve at Rat Portage.....		13 00
.....	Mrs. McKenne.....	28 do	do		7 50
Total amount received from August, 1878, to 15th March, 1883...					\$21,690 55

No Permits or leases issued for mining.

DEPARTMENT OF THE INTERIOR, OTTAWA, 19th October, 1882.

SIR,—I have the honor to instruct you, that in issuing the permit to Mr. H. Bulmer to make it subject to the lease of the Keewatin Lumbering Company,

I have the honor to be, Sir, your obedient servant,

A. RUSSELL, *For the Surveyor-General.*

Crown Timber Agent, Winnipeg, Manitoba.

CROWN TIMBER OFFICE, WINNIPEG, 5th August, 1882.

SIR,—I have the honor to acknowledge the receipt of your T 3,583, No. 3,254, instructing me to issue a permit to Mr. H. Bulmer, Jun., to cut 1,000,000 ft. B.M. of lumber on Township 1 North, Range 25 East, and the islands in Sabaskong Bay, contained in that part of Township 2, Range 25 East, south of the north shore of said bay, as shown on the tracing which you enclosed.

I have the honor to be, Sir, your obedient servant,

E. T. STEPHENSON, *Crown Timber Agent.*

Surveyor-General, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 1st August, 1882.

SIR,—I have the honor, by direction of the Minister, to instruct you to issue a permit to Mr. H. Bulmer, Jun., of Montreal, to cut 1,000,000 feet, B.M., of lumber on Township 1 North, Range 25 East, and the islands in Sabaskong Bay, contained in that part of Township 2, Range 25 East, south of the north shore of said bay, as shown on the annexed tracing.

I have the honor to be, Sir, your obedient servant,
A. RUSSELL, *For the Surveyor-General.*

Crown Timber Agent, Winnipeg, Man.

DEPARTMENT OF THE INTERIOR, OTTAWA, 2nd August, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 25th ultimo, applying for a permit to cut 1,000,000 feet B.M., on Township 1, Range 25, north of 49th parallel, and on all the islands in Township 2 in the same Range, Lake of the Woods, Keewatin.

I have the honor to be, Sir, your obedient servant,
A. RUSSELL, *For the Surveyor-General.*

H. BULMER, Jun., Esq., Montreal.

MONTREAL, 25th July, 1882.

SIR,—I beg to make application to cut one million feet of lumber and timber on Township 1, Range 25, north of 49th parallel, and on all the islands in Township 2 in same Range, Lake of the Woods, Keewatin.

I have the honor to be, Sir, your obedient servant,
H. BULMER, Jun.

Hon. Minister of the Interior.

DEPARTMENT OF THE INTERIOR, OTTAWA, 31st October, 1882.

SIR,—I am instructed by the Minister to inform you that the permission accorded by Order in Council of the 1st November, 1881, to the Canadian Pacific Railway Company, to cut timber within certain limits described in the order, for the purposes of the construction of that Railway, is renewed by him for the period from the 1st November of the present year to the 1st November, 1883, subject to the terms and conditions set forth in the Order in Council mentioned, authorizing such permission, also subject to any prior grants or reserves made in the same Territory.

I am further directed to state that any party applying in virtue of contract with your Company to supply timber for Railway construction, will require to file with his application a certificate from the Company that there is such contract, or will be, under the terms and conditions governing the issue of all such permits, namely, that twenty per cent. of the dues on the quantity of the timber applied for and specified in the permit be paid in advance, and no permit will be granted to any person or firm that is in arrears in payment of dues on timber cut on Dominion Lands, under any previous permit or otherwise.

I have the honor to be, Sir, your obedient servant,
A. RUSSELL, *For Surveyor-General.*

C. DRINKWATER, Secretary C. P. R., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 13th June, 1882.

SIR,—In October last I had the honor to address a letter to you applying for permission to cut ties, piles, &c., upon the tract of country lying between Broken Head River and the western boundary of the Territory, acquired by the late Govern-

ment of Canada from the Indians, under the Treaty known as the "Robinson Treaty," and on the 1st November last an Order in Council was passed granting the right to cut such timber in the district referred to on certain terms therein named.

There is nothing in the Order in Council to indicate that such right was limited to any particular period, but I am advised that the Crown Timber Agent at Winnipeg is of opinion that the Order expired with the past season's operations, and that a renewal of the same will be necessary. I shall be glad to hear from you on this point at as early a date as possible, and if a renewal is necessary, I am instructed to request that the same may be granted for next season.

In view of the large quantities of ties and timber which will be required for next season's work, it is necessary we should make early arrangements to obtain the same. I am also advised that parties have already put in applications for portions of the limits assigned to this Company, and respectfully request that the same may not be granted to the detriment of the Company.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Right Hon. SIR JOHN A. MACDONALD, Minister of the Interior.

COPY of a Report of the Committee of the Honorable the Privy Council, Approved by His Excellency the Governor-General in Council, on the 1st November, 1881.

On a Report dated 27th October 1881, from the Minister of the Interior, submitting an application by the Canadian Pacific Railway for permission to cut ties and timbers requisite for the construction of the Railway in the territory lying between Brokenhead River and the Western Boundary of the territory acquired by the late Government of Canada from the Indians under the treaty commonly known as the "Robinson Treaty," for a distance throughout of twenty miles in depth on each side of the Canada Pacific Railway line:

The Minister observes that the Company represents it experiences difficulty in obtaining the requisite wood for the great extent of railway which it intends to complete next season.

The Minister therefore recommends that the Company be given permission to cut timber for its purposes of construction of the line on any lands belonging to the Dominion, included within the space above described, subject to the payment of dues by the Company on each class and kind of timber taken at the rates set forth in the following schedule:—

Fence posts $8\frac{1}{2}$ ft. long each.....	1 cent.
Telegraph poles, 22 ft.....	5 "
Each lineal foot over.....	1 "
Railroad ties, 8 ft.....	3 "
Rails, 12 ft.....	\$2 per 1,000
Stakes, 8 ft.....	\$2 " "
Shingles.....	60c. " "
Square timber and saw-logs of oak, elm, ash and maple.....	\$3 per 1,000 ft. B.M.
Pine, spruce, tamarack, cedar, and all other woods, with the exception of poplar.....	\$2.50 " "
Poplar.....	\$2.00 " "
All other products of the forest not enumerated—	10 per cent.
<i>ad valorem.</i>	

The Committee concur in the above Report, and submit the same for Your Excellency's approval.

Certified, J. O. COTÉ, *Clerk, P. C.*

Hon. Minister of the Interior.

By Telegraph from Winnipeg, Manitoba.

OTTAWA, 10th February, 1883.

Please telegraph me at Rat Portage Monday if Short has permission to cut logs on ground lying directly west of and adjoining Mather's limit number six, east side Whitefish Bay; cutting extensively; will I seize?

E. T. STEPHENSON, *Crown Timber Agent.*

To LINDSAY RUSSELL.

Don't seize; get returns what they cut and charge double dues.

L. R., S. G.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE, WINNIPEG, 18th December, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter dated 9th instant, T 4842, Ref. No. 322, instructing me to issue a permit to Mr. R. J. Short to cut on the ground described in his permit of last year, a sufficient quantity of timber to make up the balance not cut of the amount specified therein.

I have the honor to be, Sir, your obedient servant,
E. T. STEPHENSON, *Crown Timber Agent.*

Surveyor-General, Ottawa.

DEPARTMENT OF THE INTERIOR.

SIR,—In answer to recent enquiry made on your behalf and to your own previous application, I am directed by the Minister to say that on the expiry of your present permit to cut timber on Sabaskong and Whitefish Bay on the Lake of the Woods, should the territory then be under control of the Dominion Government, and should it be, at the time, its policy to grant timber permits, you will receive a new permit for the berth on which you are now allowed to cut timber, provided always you have punctually paid all dues on previous timber permits held by you.

R. J. SHORT, Esq., Winnipeg.

LINDSAY RUSSELL.

DEPARTMENT OF THE INTERIOR, OTTAWA, 9th December, 1882.

SIR,—I have the honor, by direction of the Minister, to inform you that the Crown Timber Agent at Winnipeg has been instructed to issue a permit to you to cut on the ground described in your permit of last year a sufficient quantity of timber to make up the balance not cut of the amount specified therein.

Also to procure an affidavit from you stating the amount you have cut on last year's permit, and to collect the dues thereon, also 20 per cent. in advance on the new permit.

I have the honor to be, Sir,
A. RUSSELL, *For the Surveyor-General.*

R. J. SHORT, Esq., Russell House, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 9th December, 1882.

SIR,—I have the honor, by direction of the Minister, to instruct you to issue a permit to Mr. R. J. Short of Winnipeg to cut on the ground described in his permit of last year a sufficient quantity of timber to make up the balance not cut of the amount specified therein.

Before doing this, however, you will procure an affidavit from Mr. Short stating the amount he has cut on last year's permit, and collect the dues thereon, also 20 per cent. in advance on the new permit.

I have the honor to be, Sir, your obedient servant,
A. RUSSELL, *For the Surveyor-General.*

Crown Timber Agent, Winnipeg.

RUSSELL HOUSE, 5th December, 1882.

DEAR SIR,—I beg to apply for a renewal of the permit given me to cut railway building material, logs, &c., on the east side of Whitefish Bay, Lake of the Woods, said permit having run out on May 1st of this year.

My camps are now all built and roads made at large expense. I have my supply depot filled with provisions for the winter's work and men located there.

Mr. Stephenson, your agent at Winnipeg, informed me that it would be necessary to get this renewal from you.

Your early attention will greatly oblige

Your obedient servant,

R. J. SHORT, of Winnipeg, Man.

Right Hon. SIR JOHN A. MACDONALD, Min. of Interior.

WINNIPEG, 6th February, 1882.

RIGHT HON. SIR,—I beg leave to apply for permission to cut forty (40,000) thousand ties and one thousand piles on Sabiskong Bay, Lake of the Woods, beginning on the east side of Indian Reserve, near Turtle Portage, thence east ten miles, with a depth of five miles.

I have the honor to be, Sir, your obedient servant,

Right Hon. SIR JOHN A. MACDONALD, Min. of Interior.

R. J. SHORT.

CROWN TIMBER OFFICE, WINNIPEG, 29th May, 1882.

SIR,—I have the honor to acknowledge the receipt of your T 3061, Ref. No. 322, instructing me to issue a permit to Mr. R. J. Short to cut 1,000,000 feet of lumber, 40,000 ties and 1,000 piles on a berth of fifty square miles, situate north of Sabaskong Bay, Lake of the Woods.

I have the honor to be, Sir, your obedient servant,

Surveyor General, Ottawa.

E. T. STEPHENSON, *Crown Timber Agent.*

HOUSE OF COMMONS, 15th May, 1882.

SIR,—I beg leave to say on behalf of R. J. Short, of Winnipeg, that in addition to the ties and piles he asked liberty to cut on permit applied for, east of Turtle Portage, he wants to cut 4,000,000 feet of logs of dimension timber for the C. P. Railway.

He has already asked for a renewal of the permit he held last year on Whitefish Bay and Pipestone for ties and piles, and for lumber cut on which he has made prompt and regular payments.

I have the honor to be, Sir, your obedient servant.

Honorable Minister of the Interior.

JOHN COSTIGAN.

OTTAWA, 20th May, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to instruct you to issue a permit to Mr. R. J. Short to cut one million feet of lumber, forty thousand ties and one thousand piles on a berth of a fifty square miles, situated north of Sabaskong Bay, Lake of the Woods, beginning on the east side of Indian Reserve, near Turtle Portage; thence easterly ten miles along the north shore of said Bay, by a depth of 5 miles back therefrom.

This is in lieu of permit granted on the 24th of April, 1882.

I have the honor to be your obedient servant,

A. RUSSELL, *For the Surveyor-General.*

Crown Timber Agent, Winnipeg.

OTTAWA, 20th May, 1882.

SIR,—Mr. R. J. Short, of Winnipeg, contractor for the C.P. Railway, applied on the 6th of February, 1882, for a permit to cut forty thousand ties and one thousand piles on a berth of fifty square miles, described as follows:—Ten miles along Sabaskong Bay by a depth of five miles.

On the 24th ultimo a permit was granted for the above application, as the permit did not justify the amount of ground applied for. On learning this, Mr. Costigan, who is acting for Mr. Short, added to the application a permit to cut four million feet, B.M., of dimension timber. What Mr. Costigan now wishes is, that Mr. Short should have a permit to cover the above quantities, and the ground to be described as set forth in Mr. Short's letter of the 6th July.

Respectfully submitted,

G. W. RYLEY, *Clerk of Timber.*

LINDSAY RUSSELL, Esq., Dept. Min. of Interior.

Mr. Macpherson rules that permit for 1,000,000 ft. of lumber be granted, and that if more is required it may be applied for.

G. R.

CROWN TIMBER OFFICE, WINNIPEG, 27th April, 1882.

SIR,—I have the honor to acknowledge the receipt of your telegram dated 24th instant, authorizing me to grant a permit to R. J. Short for railway ties and other construction timber on ground between Whitefish Bay and along north shore of latter eastward, excluding Indian Reserves and limits granted.

I have the honor to be, Sir, your obedient servant,

E. T. STEPHENSON, *Crown Timber Agent.*

Surveyor-General, Ottawa.

Telegram.

If there is no previous permit granted to anyone else, you are authorized to grant permit to R. J. Short for railway ties and other construction timber on ground between Whitefish and Sabaskong Bays, and along north shore of latter eastward, excluding, of course, Indian Reserves and limits granted.

OTTAWA, 24th April, 1882.

G. R.

By Telegraph from Winnipeg, Man., to Right Hon. J. A. Macdonald.

OTTAWA, 7th October, 1881.

John Costigan and R. J. Short have applied for license to cut railway timber on island in Lake of the Woods for Manitoba Sound Western Colonization Railway Company, and need the ties, and I hope you will grant them license.

J. H. HAMMOND, *Secretary and Treasurer.*

WINNIPEG, 22nd December, 1881.

SIR,—I have the honor to enclose a deposit receipt for \$275.50, bearing 20 per cent. dues on permit A. 33, on limit West Shore of Whitefish Bay, issued to Jno. Costigan and R. J. Short.

I have the honor to be, Sir, your obedient servant,

E. T. STEPHENSON, *For Crown Timber Agent.*

Surveyor-General, Ottawa.

OTTAWA, 28th October, 1881.

SIR,—As the Islands in Whitefish Bay of the Lake of the Woods, on which we asked permission to cut railway timber, appeared to be included in a lease to the Kewatin Lumbering Company, we beg leave now to ask permission to cut 50,000

ties on that part of the main shore of the aforesaid Bay, which lies five miles north and five miles south of limits held by the aforesaid Company, on the West Shore of Whitefish Bay, said permit to have a depth of three miles back from the shore.

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

J. COSTIGAN,
R. J. SHORT.

Rt. Hon. Sir JOHN A. MACDONALD, Minister of the Interior.

From Winnipeg, Manitoba, to Right Hon. Sir John A. Macdonald.

OTTAWA, 12th October, 1881.

Have purchased some ties on Lake of the Woods to fill my contract with Manitoba South Western Railway Company for 25,000 ties to be delivered this month, and a like quantity next month. Can I have permission to cut balance of said contract next to Mather's limit at Pipestone, Lake of the Woods? Just heard my men are ordered off grounds by instruction from your Department. Surely I may claim your favorable consideration in this case. Unless you wire me favorable reply I will fail in my contract.

JOHN COSTIGAN.

WINNIPEG, 27th September, 1881.

SIR,—We beg leave to apply for permission to cut railway timber for the South Western Railway Company, on the Islands in the Lake of the Woods, which lie south of Mr. Mather's limit in Whitefish Bay. Parties are cutting for the Canadian Pacific Railway on the main shore of said Bay, and we trust we may be allowed to cut on the Islands of that Bay.

I have the honor to be, Sir, your obedient servant,

JOHN COSTIGAN.
R. J. SHORT.

Rt. Hon. Sir JOHN A. MACDONALD.

CROWN TIMBER OFFICE, WINNIPEG, 10th August, 1882.

SIR,—I have the honor to acknowledge the receipt of your Telegram 3,640, Ref. No. 2,350, instructing me to issue a permit to Mr. H. H. Bailey, to cut timber not to exceed 1,000,000 feet, B.M., on either of the following described pieces of land:

1st. From a point on the eastern shore of Sabaskasing Bay, where it intersects the line between Townships 4 and 5, thence in a south-easterly direction to Sabaskasing Bay to the western limit of J. Lewis' permit.

2nd. A piece of land situate north of Crow Lake, between said Lake and Whitefish Bay, and east of line between Ranges 26 and 27.

I have the honor to be, Sir, your obedient servant,

Surveyor-General, Ottawa. E. T. STEPHENSON, *Crown Timber Agent.*

DEPARTMENT OF THE INTERIOR, OTTAWA, 4th August, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to instruct you to issue a permit to Mr. H. H. Bailey to cut timber, not to exceed 1,000,000 feet, B.M., on either of the following described pieces of land:—

1st. From a point on the eastern shore of Sabaskasing Bay, where it intersects the line between townships four and five, thence in a south-easterly direction to Sabaskasing Bay, to the western limit of J. Lewis' permit.

2nd. A piece of land situate north of Crow Lake, between said Lake and Whitefish Bay, and east of line between Ranges 26 and 27.

The annexed sketch shows the position of these two limits.

You will collect the usual 20 per cent.

I have the honor to be, Sir, your obedient servant,

Crown Timber Agent, Winnipeg. A. RUSSELL, *For Surveyor-General.*

DEPARTMENT OF THE INTERIOR, OTTAWA, 25th April, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 18th instant, applying for a timber license on the eastern shore of Sabaskasing Bay, between Townships 4 and 5, thence in a south-easterly direction to Sabaskasing Bay, to the western limit of J. Lewis'; also a piece of land of about four square miles, situate north of Crow Lake, between said lake and Whitefish Lake, and east of line between Ranges 26 and 27.

I have the honor to be, Sir, your obedient servant,
H. H. BAILEY, Esq., Ottawa. A. RUSSELL, *For Surveyor-General.*

Memorandum for Mr. Ryley.

The Minister orders that Mr. Bailey be given a permit on Lake of the Woods.
L. R., D. M.

DEPARTMENT OF THE INTERIOR, OTTAWA, 25th April, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter, dated the 18th instant, applying for a timber license on the eastern shore of Sabaskasing Bay, between Townships 4 and 5, thence in a south-easterly direction to Sabaskasing Bay, to the western limit of J. Lewis, also a piece of land of about four square miles, situated north of Crow Lake, between said lake and Whitefish Lake, and east of line between Ranges 26 and 27.

I have the honor to be, Sir, your obedient servant,
H. H. BAILEY, Esq., Ottawa. A. RUSSELL, *For Surveyor-General.*

OTTAWA, 18th April, 1882.

SIR,—I beg leave to apply for the privilege, in the form of a timber license or permit, for cutting timber or lumber upon the territory described as follows:—

From a point on the eastern shore of Sabaskasing Bay, where it intersects the line between Townships 4 and 5, thence in a south-easterly direction to Sabaskasing Bay to the western limit of J. Lewis', as shown in a map in the Timber Office of the Department of the Interior.

Also a piece of land of about four square miles, situated north of Crow Lake, between said lake and White Fish Lake, and east of line between Ranges 26 and 27. The whole being comprised within the district of Keewatin. I will erect a mill if this is granted.

I have the honor to be, Sir, your obedient servant,
H. H. BAILEY.

Address Rat Portage, Keewatin.

Right Hon. the Minister of the Interior.

WINNIPEG LUMBER COMPANY, WINNIPEG, Man., 11th October, 1882.

DEAR SIR,—We have been purchasing saw logs from Mr. John Lewis, who had permit from your Department to cut 2,000,000 feet B. M., at Whitefish Bay, Lake of the Woods. The amount we found here, however, was only 740,000 feet, and Lewis has now applied to be allowed to cut the balance on Shoal Lake.

As we have entered into contracts with him, and have made preparations to saw the full amount of logs covered by his permit, we beg to urge upon you the extension of said permit to cover the cutting on Shoal Lake. Mr. Lewis forwards his application to-day, and we ask, on his behalf and our own, the favorable consideration of your Department.

Yours very truly, Winnipeg Lumber Co.,
E. W. JARVIS, *President.*

P.S.—As it will be necessary to get in our supplies before the lakes close, will you kindly make your decision at as early a date as possible. E. W. J.
LINDSAY RUSSELL, Esq.

WINNIPEG, 12th October, 1882.

SIR,—Having complied with the requirements of the Department of the Interior by paying into you, yesterday, the sum of \$850—balance in full for Government dues on the 740,000 feet B. M., logs—I now beg to ask that a permit issue to me to cut the balance of the quantity originally granted to me, and for which I have contracted on the Islands in Shoal Lake, Lake of the Woods. I am prepared to pay the necessary twenty, and to surrender my present permit on the issue of a new one for Shoal Lake.

I remain, Sir, most respectfully yours,

JOHN LEWIS.

E. T. STEPHENSON, Crown Timber Agent, Winnipeg, Man.

DEPARTMENT OF THE INTERIOR, CROWN TIMBER OFFICE,
WINNIPEG, 14th October, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 22nd ultimo—3993, Ref. 1926, re-permit to Mr. J. Lewis, and, in reply, I beg to report that the sum of \$850, balance due on timber cut on the west side of Whitefish Bay, has been deposited by the Winnipeg Lumber Company (for Mr. Lewis) to the credit of the Receiver General.

In reply to my request that the permit be returned, Mr. Lewis' answer was, "I do not intend to surrender my permit until you are instructed to issue me a new one for the balance of the two million feet, on Islands of Shoal Lake." He has been notified by me that the Minister has directed that no further permits will be granted, but as he is of the opinion that the Government are bound to give him timber enough to complete the two million, he has directed to me the enclosed letter.

I have been informed by my Inspector that he has his men on Islands in Shoal Lake near Ash Rapids, building shanties and making preparations to commence cutting at once.

I have the honor to be, Sir, your obedient servant,

E. T. STEPHENSON, *Crown Timber Agent.*

Surveyor-General, Ottawa.

Telegram.

DEPARTMENT OF THE INTERIOR, OTTAWA, 19th Oct., 1882.

Issue permit to J. Lewis for 1,000,000 feet in Islands, Shoal Lake; date from 1st of May, 1882; 20 per cent in advance.

LINDSAY RUSSELL, *per G. R.*

To Crown Timber Agent, Winnipeg.

DEPARTMENT OF THE INTERIOR, OTTAWA, 26th Sept., 1882.

SIR,—I am instructed to advise you that the following telegram was sent to this Department on the 25th, by Mr. Lewis, "To expedite any work, instruct Inspector here to work out sufficient islands on Shoal Lake for balance of my timbers," to which the following answer was sent, "Minister has directed that no further permits be granted."

I have the honor to be, Sir, your obedient servant,

A. RUSSELL.

To Crown Timber Agent, Winnipeg.

The Minister desires that Mr. Lewis may have the quantity which he is to have made up to him by a permit on other ground. The authority in the meantime is for one million feet, that being the limit in other cases.

A. M. BURGESS, *Secretary.*

19th October, 1882.

By Telegraph from Winnipeg, Man., to Lindsay Russell.

OTTAWA, 25th September, 1882.

To expedite my work, instruct Inspector here to work out sufficient islands on Shoal Lake for balance of my lumber. Answer.

JOHN LEWIS..

Memorandum.

DEPARTMENT OF THE INTERIOR, OTTAWA, Sept. 22nd, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 8th inst. (5344) ex-permit to Mr. J. Lewis. I am directed to instruct you to collect the balance of the dues on the amount cut, which I think amounts to \$350, and have the permit issued on the 18th of July, 1882, returned to your office. On this being done Mr. Lewis' application to cut 1,000,000 ft. B.M. on the lands in Shoal Lake will be then submitted to the Minister's favorable consideration.

I have the honor to be, Sir, your obedient servant,

A. RUSSELL, *For the Surveyor-General.*

To Crown Timber Agent, Winnipeg.

DEPARTMENT OF THE INTERIOR, CROWN TIMBER OFFICE,
Winnipeg, 8th September, 1883.

SIR,—I have the honor to acknowledge the receipt of your telegram dated 5th inst., *re* Lewis.

I would again refer you to this matter by reporting that Mr. Lewis has handed me your letter (to him) dated the 7th of August, T. 3,641, Ref. 986, a copy of which I attach. I would infer from this that Mr. Lewis is to be granted permission to cut the balance on other vacant ground. I thought it would be necessary that before granting this privilege that an affidavit that all available timber was taken from the Whitefish Bay limit, and the quantity so cut sworn to. This I have done, as you will find from a copy of the affidavit attached.

I have the honor to be, Sir, your obedient servant,

E. T. STEPHENSON, *Crown Timber Agent.*

A. RUSSELL, Esq., Acting Surveyor-General.

Affidavit.

I, Edward W. Jarvis, of the City of Winnipeg, make oath and say, that to the best of my knowledge and belief, agents have cut cordwood, 740 feet, B.M., of logs off limit granted to John Lewis on south-west side of Whitefish Bay, and this is all that can be secured from this limit: So HELP ME GOD.

E. W. JARVIS.

Sworn before me at Winnipeg, this 8th day of September, 1882, E. T. STEPHENSON, *Crown Timber Agent.*

NOTE: (Form No. 28.) Mr. Jarvis is of the firm of Jarvis & Berridge.

OTTAWA, 7th August, 1882.

SIR,—I have the honor, by direction of the Minister, to acknowledge your letter of the 26th ult., having further reference to your application for a permit, and in reply, to state, that on your reporting that you have cut all the available timber on the location granted without being able to make the quantity your permit gives you, your application to make up the balance by cutting on other vacant ground will be recommended to the Minister's favorable consideration.

I have the honor to be your obedient servant,

A. RUSSELL, *For the Surveyor-General.*

JOHN LEWIS, Esq., Winnipeg, Man.

CROWN TIMBER OFFICE, WINNIPEG, 25th August, 1882

SIR,—I have the honor to enclose herewith our fyle No. 758 containing an application from Mr. John Lewis to cut one million and a quarter feet of timber from the islands in Shoal Lake in order to complete the quantity granted to him on a permit on the south-west shore of Whitefish Bay.

I have the honor to be, Sir, your obedient servant,
Surveyor-General, Ottawa. E. T. STEPHENSON, *Crown Timber Agent.*

WINNIPEG, 23rd August, 1882.

SIR,—I have the honor to report, in compliance with a communication from the Department of the Interior, Ottawa, dated August 7th, 1882, No. 926, T. 3641, that all the logs it was possible to secure, under my permit, on the south-west shore of Whitefish Bay is 750,000 feet, B.M.

I have spent some time in carefully exploring for the remaining 1,250,000 feet, B.M., granted to me by the Government, and find that I can obtain the same on the Islands in Shoal Lake, Lake of the Woods.

I would therefore most respectfully ask that, in accordance with the terms of the letter above mentioned, authority may be sent to me from the Minister to proceed with the cutting of the remaining 1,250,000 feet on Shoal Lake.

I remain, Sir, your obedient servant,

JOHN LEWIS.

Crown Timber Agent, Winnipeg.

DEPARTMENT OF THE INTERIOR, OTTAWA, 7th August, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 26th ultimo, having further reference to your application for a permit, and in reply to state that, on your reporting that you have cut all the available timber on the location granted, without being able to make the quantity your permit gives you, your application to make up the balance by cutting on other vacant ground will be commended to the Minister's favorable consideration.

I have the honor to be, Sir, your obedient servant,

A. RUSSELL, *for the Surveyor-General.*

JOHN LEWIS, Esq., Winnipeg, Manitoba.

OTTAWA, 31st July, 1882.

DEAR SIR,—Major John Lewis, of St. Boniface, Man., who obtained a license to cut 2,000,000 feet of pine from a limit on the west side of Whitefish Bay, now finds that he can only get 1,000,000 feet there, and wishes to obtain the right to cut the other 1,000,000 feet on some of the vacant islands in Shoal Lake.

Will you kindly look into the matter, and, if Mr. Lewis's request can consistently be granted, I would be very glad. I believe he has made his calculation on the 2,000,000, and, I presume, paid in advance the 20 per cent. on stumpage, of which amount, if he cannot get the other 1,000,000 feet, I can easily understand, it will be a great injury to him.

Yours truly,

JOHN COSTIGAN.

A. RUSSELL, Esq., Deputy Minister of the Interior.

G. W. Ryley.

Write Mr. Lewis that, on his reporting to me he has cut all the available timber on the location granted without being able to make the quantity his permit gives him, his application to make up the balance by cutting on other vacant ground will be recommended to the Minister's favorable consideration.

G. R.

OTTAWA, 29th July, 1882.

SIR,—I have, by direction of the Minister of the Interior, the honor to acknowledge the receipt of your letter of the 21st instant, advising this Department that you had deposited to the credit of the Receiver-General the sum of \$1,000.50, received from Mr. John Lewis, on Permit No. A., 128, issued to him to cut 2,000,000 feet, B.M., of timber, and to reply that the deposit receipt for the said sum has been received by this Department.

I have the honor to be your obedient servant,

A. RUSSELL, *for the Surveyor-General.*

Crown Timber Agent, Winnipeg.

CROWN TIMBER OFFICE, WINNIPEG, 21st July, 1882.

SIR,—I have the honor to advise you that I have this day deposited to the credit of the Receiver General the sum of \$1,000.50 received from Mr. John Lewis on permit No. A. 128, issued to him, to cut 2,000,000 feet B.M. of timber on the south-west shore of Whitefish Bay.

I have the honor to be, Sir, your obedient servant,

E. T. STEPHENSON, *Crown Timber Agent.*

Surveyor General, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 17th July, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 3rd instant, applying for a permit to cut 250,000 feet B.M. logs on the Island in Clear Water Bay, Lake of the Woods.

I have the honor to be, Sir, your obedient servant,

A. RUSSELL, *For the Surveyor-General.*

Mr. JOHN LEWIS, Winnipeg, Manitoba.

Telegram.

WINNIPEG, 24th June, 1882.

Have cruised my limit in Whitefish and Sabaskong Bay, only 500,000 of these want authority to locate, balance of 2,000,000 on any Crown land not granted; understand 500,000 on land around Turtle Portage, between eastern boundary of my limit and western boundary starts, limit for which I have already applied. Answer as my explorers are now waiting.

LINDSAY RUSSELL, D.M.I.

J. LEWIS.

Answer. Must be mistake somewhere; you have no limit on Whitefish Bay; you had last season a temporary permit there which expired 13th April last.

G. R.

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,

OTTAWA, 15th May, 1882.

Memorandum.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 10th inst, applying for a permit to cut timber between Sabaskong Bay and Crow Lake.

I have the honor to be, Sir, your obedient servant,

A. RUSSELL, *For the Surveyor-General.*

JOHN LEWIS, Esq., Russell House, Ottawa.

OTTAWA, 10th May, 1882.

RIGHT HON. SIR,—In reference to the application made by me a few days ago, I beg to ask that the following territory may be allotted to me under permit upon

which to cut 2,000,000 feet B. M. pine logs, viz:—Bounded on the north and east by Crown Lake, on the west by the eastern boundary of R. J. Short and Short and Costigan's permit, and on the south by Sabaskong Bay.

I remain, Right Hon. Sir, your obedient servant,
JOHN LEWIS.

Right Hon. SIR JOHN A. MACDONALD, Min. of Interior.

OTTAWA, 1st May, 1882.

RIGHT HON. SIR,—I have a permit to cut (2,000,000) two million feet B.M. pine logs, on the south-west corner of Whitefish Bay, Lake of the Woods, also (25,000) twenty-five thousand railway ties on the same ground.

Owing to my permit being granted so late, it was impossible for me to get out the above timber this season, in consequence of which I applied, some time ago, for an extension of my permit which I understand has been granted.

I now ask that the Government will, as far as they can, assure me that I will be granted further permits on other territory to cut a sufficient amount of pine logs to justify me in the erection of a mill and the manufacture of lumber in the disputed territory, under permit reservable from year to year so long as I comply with the conditions required by the Government, and outside the disputed territory then under license. I need hardly say that territory covered by a permit differs very materially from territory properly located as a timber limit, the former may be large in extent and contain but little timber whereas the latter may be timbered throughout.

I remain, Right Hon. Sir, your obedient servant.
JOHN LEWIS.

Right Hon. SIR JOHN A. MACDONALD, Min. of Interior.

DEPARTMENT OF THE INTERIOR, OTTAWA, 15th April, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of 3rd inst., applying in behalf of Mr. John Lewis for an extension of his permit on the Whitefish Bay.

I have the honor to be, Sir, your obedient servant,
A. RUSSELL, *For the Surveyor-General.*

JOHN COSTIGAN, Esq., M.P., House of Commons, Ottawa.

OTTAWA, 3rd April, 1882.

SIR,—I am requested by John Lewis, of St. Boniface, Man., to ask for an extension or renewal of his permit on the west side of Whitefish Bay, near Turtle Portage, Lake of the Woods.

I have the honor to be, Sir, your obedient servant,
JOHN COSTIGAN.

Hon. Minister of the Interior.

CROWN TIMBER OFFICE, WINNIPEG, 4th March, 1882.

SIR, I have the honor to acknowledge the receipt of your letter dated the 25th ultimo, T. 2,281, instructing me to issue a permit to John Lewis for two million feet of timber on the ground covered by the permit issued to him in November.

I have the honor to be, Sir, your obedient servant,
E. T. STEPHENSON, *For Crown Timber Agent.*

Surveyor-General, Ottawa.

CROWN, DEPARTMENT OF THE INTERIOR, 25th February, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to instruct you to issue a permit to John Lewis to cut two million feet B. M., of timber on the

ground covered by the permit issued to him in November last, on the west shore of Whitefish Bay, Mr. Lewis to pay the usual twenty per cent. of dues in advance.

I have the honor to be, Sir, your obedient servant,

L. A. HAMILTON, *For the Surveyor-General.*

Crown Timber Agent, Winnipeg, Man.

DEPARTMENT OF THE INTERIOR, OTTAWA, 25th February, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to inform you that the Crown Timber Agent at Winnipeg has been instructed to issue you a permit to cut two million feet B. M., of timber on the ground covered by the permit issued to you in November last, on the west shore of the Whitefish Bay, subject to the payment of the usual 20 per cent. of dues in advance.

I have the honor to be, Sir, your obedient servant,

L. A. HAMILTON, *For the Surveyor-General.*

JOHN LEWIS, Esq., Winnipeg, Man.

DEPARTMENT OF THE INTERIOR, 21st February, 1882.

SIR,—I beg leave, on behalf of John Lewis, to ask for an extension of his permit in Whitefish Bay, regarding saw logs. He desires to cut two million feet, and will at once pay the 20 per cent. on the stumpage of the same.

I have the honor to be, Sir, your obedient servant,

JOHN COSTIGAN.

Right Hon. SIR JOHN A. MACDONALD, Min. of Interior.

I have the honor by direction of Minister to instruct you to issue a permit to John Lewis to cut two million feet B. M., of timber on the ground covered by the permit issued to him in November last, on the west shore of Whitefish Bay, Mr. Lewis to pay the usual 20 per cent of dues in advance.

Write Mr. Lewis that Agent has been instructed as above.

RETURN

(119)

To an ADDRESS of the HOUSE OF COMMONS, dated 19th March, 1883—For Copies of Correspondence from 1st July, 1867, to this date, between the Dominion Government and the several Provincial Governments of the Dominion, respecting the claims of each of the said Provincial Governments against the Dominion, for the repayment of sums expended by the Provinces on account of the Dominion for the Administration of Justice in the several Provinces; that is to say, for the arrest, trial, conviction and maintenance of persons guilty of violating the Criminal Law.

2. A Statement in detail of the claims settled, the date of settlement, the sums paid, and the names of the Provinces to which the payments were made.

By Command,

HECTOR L. LANGEVIN,
Acting Secretary of State.

Department of the Secretary of State,
16th May, 1883.

DEPARTMENT OF JUSTICE, OTTAWA, 16th May, 1883.

1. Copies of the correspondence between the Dominion Government and the Government of the Province of New Brunswick, upon the subject of the maintenance of prisoners sentenced for a shorter term than two years.

2. The only payments to any Province were those made to the Province of Prince Edward Island, the details of which will be found in the Return to the Address of the House of Commons, dated the 15th March last, and asking, amongst other things, for all correspondence, Reports, Orders in Council, and all other documents relating to any claim made by the Provincial Government of Prince Edward Island, in connection with the maintenance of short term prisoners in that Province since its admission to the Union.

3. There was a despatch dated 13th December, 1869, received from the Lieutenant Governor of Nova Scotia submitting the opinion of his Attorney General, that the Dominion Government is liable for all expenses of criminal prosecution. No action was taken in respect of this communication. The despatch itself, after a careful search, cannot be found. There is no other correspondence in this Department upon the subject mentioned in the Address.

A. POWER, *for Deputy Minister Justice.*

The Deputy Minister of Justice to the Provincial Secretary of New Brunswick.

OTTAWA, 3rd February, 1880.

SIR,—As you are probably aware, an Order in Council has been passed by this Government, authorizing the Department of Justice to enter into communication with the New Brunswick Government for the purpose of agreeing on a case to be submitted to the Supreme Court, in order that the decision of that Court may be

obtained with reference to the authority of the Parliament of Canada, to legislate respecting the reception of short-term prisoners in the St. John (N.B.) Penitentiary, the action which may be taken to be reported to Council for further order.

As the Supreme Court will hold a sitting, commencing on the 17th instant, and as the removal to Dorchester will take place this spring or early in the summer, it is very desirable that the opinion of the Court should be obtained at its coming sittings.

The case to be submitted for the opinion of the Court would, I presume, consist merely of a reference to the various Statutes relating to the subject passed in the late Province of New Brunswick before Confederation, to the British North America Act, 1867, and to the Statutes of Canada passed since Confederation, and to any other Statutes or laws bearing upon the general question to which the Court or the parties might desire to refer.

The various Statutes are referred to in my Report of December 29th, 1878, which you have, I believe, already seen, and of which for convenient reference I enclose a printed copy. If you agree with me respecting the contents of the case to be submitted to the Supreme Court, I will prepare and send you a draft thereof.

If you have any suggestions to make in the matter I shall be glad to hear from you at an early date.

I have the honor to be, Sir, your obedient servant,

Z. A. LASH, D. M. J.

Hon. Provincial Secretary, Saint John, N.B.

From G. E. King, Counsel for New Brunswick.

MEMORANDUM for the Minister of Justice on the proposed case relating to the care of short term prisoners.

I regret that I have not been able in the interviews I have had with the Minister and with Mr. Lash to obtain concurrence in such proposed alterations in the printed case as would secure a decision of the Court upon questions which are thought by the Government of New Brunswick to be in difference. In a letter I, some time ago, addressed to the Secretary of State, on behalf of the Government of the Province, it was in effect maintained:

1st. That under the Act of Union it is the constitutional duty of Canada to care for all prisoners punishable under the Criminal Law of Canada whether sentenced for two years or under.

2nd. That whatever may be the liability of Canada in the above respect as to the Dominion at large, there is in respect of all prisoners sentenced to imprisonment with hard labor in the Province of New Brunswick, irrespective of the term of sentence, an obligation upon Canada to provide for such prisoners in the penitentiary or Dominion prisons, because at the time of Union the penitentiary, as it then existed in the Province, was in fact, and in law, an Institution where all such prisoners might be confined.

3rd. That Canada is liable to provide for the maintenance in the St. John or other Dominion penitentiary, of all criminal prisoners sentenced in the City and County of Saint John to short terms of imprisonment, because an agreement to that effect formed part of the terms on which the Province originally acquired the penitentiary from the municipal authorities.

These several positions have been denied by the Dominion, and I think that they should all be raised by the case proposed to be submitted to the Court. As bearing upon the third of the above questions I think that the Court should be at liberty to draw inferences of fact from the statements set out in the case.

The alleged contention of New Brunswick, as set out in the printed case at lines 282-287, does not adequately represent what is contended for. This part of the case might properly be amended by adding the words "or at all events that there is an obligation on the Dominion to receive or maintain such class of prisoners." I also

think that the second question in the printed case might well be struck out, and the following substituted, viz.: (2.) Is there any obligation, and if so, of what nature and to what extent, upon the Dominion to make provision for imprisonment in the Penitentiary, or for the maintenance of the class of persons who before the 1st July, 1867, might have been sentenced to the Provincial Penitentiary under the laws then in force?

(3.) Is it the duty of the Dominion to provide for the imprisonment in the Penitentiary, or for the maintenance of that class of prisoners in the city and county of Saint John who before the Union might, under the laws then in force, have been sentenced to any term of imprisonment in the Provincial Penitentiary?

On the 7th instant, when leaving for Ottawa, I learned that the Government of Canada could not accede to the suggestion previously made that these questions should be referred. It seems to me very desirable to cover the whole ground of dispute, and to seek from the Court conclusions which may serve as a guide to legislation or action by the respective authorities in dealing with the subject.

The Parliament of Canada has assumed to define the terms "Penitentiary" and "Prison" as used in the Act of Union in the distribution of the powers of the Parliament and Legislatures.

The question as to the proper meaning of the words "Penitentiary" and "Prison" as so used, might, I think, be well left as one of the questions for the opinion of the Court.

The Parliament of Canada having also provided for the restriction of admission to Dominion prisons or penitentiaries, the question of the obligation or constitutional duty of the Dominion to provide in its own prisons or penitentiaries for criminal prisoners undergoing punishment, might also be left for the opinion of the Court, and this both generally and as affected by the state of the law and facts existing in New Brunswick at the time of the Union as set out in the case.

And the Parliament of Canada having enacted that persons sentenced to imprisonment, with or without hard labor, for a term less than two years, shall be imprisoned in the prisons under Provincial control, the question should be left to the Court whether it is competent to the Parliament to do so, at least without the consent of Provincial authorities, or without thereby making such prison, as to this, a prison under Dominion control; and whether a prisoner committed to a Provincial prison under sentence from a criminal court to imprisonment with hard labor, could be legally retained in prison, or whether in such case the punishment of hard labor could be enforced; and also whether the Provincial Legislature has power to establish, regulate and manage prisons used for such a purpose, or to enforce the execution of such a sentence.

The general question might perhaps also be submitted, whether it is the part of the Dominion or the Province to make provision for the execution of the punishment of the criminal prisoners imprisoned with hard labor, or otherwise, irrespective of the length of term, and what are the respective obligations of the Dominion and the Province in respect thereto under the Constitution. The argument having been postponed yesterday, with a view to a possible agreement upon the terms of the questions, I should hope it may be possible so to alter or add to the case as to secure the opinion of the Court on most or all of the questions referred to.

The Government of the Province are of opinion that the case, as it stands, does not contain a full presentation of their views, and in taking part in the argument I must not be supposed as waiving objections to the case.

G. E. KING, *Counsel for Province of N. B.*

April 13th, 1880.

From J. C. Aikins, Secretary of State for Canada.

OTTAWA, 8th July, 1880.

SIR,—With reference to your predecessor's despatch of the 25th October, 1879, and to the copy of the Minute of Council therein enclosed, upon the subject of the

prisoners in the St. John Penitentiary, sentenced to a term of less than two years, I have the honor to transmit to you, herewith, for the information of your Government, a copy of the opinion of the Supreme Court of Canada in reference to the question.

I have at the same time to request that, as the contemplated removal from St. John to the Penitentiary at Dorchester will take place not later than the 15th instant, your Government will, before that date, make the necessary provisions for the imprisonment and charge of prisoners whose sentences are, or may be, less than two years.

I have the honor to be, Sir, your obedient servant,

J. C. AIKINS, *Secretary of State.*

His Honor Lieutenant Governor of New Brunswick, Fredericton.

(Received at Fredericton 13th July, 1880).

OTTAWA, 21st June, 1880.

Hon. J. J. FRASER, Fredericton :—

Opinion of Court in special case just received; it upholds contention of this Government; we expect to remove to Dorchester first July.

JAS. McDONALD.

OTTAWA, 14th July, 1880.

I am directed by the Minister of Justice to inform you that the Warden of the St. John Penitentiary has been instructed not to receive in that penitentiary prisoners whose sentences are less than two years; to prevent misarrangement of justice, I would suggest your notifying Judges and Magistrates accordingly, in order that they may not sentence prisoners to that penitentiary.

Z. A. LASH, *Deputy Minister Justice.*

Attorney-General, Fredericton.

FREDERICTON, 16th July, 1880.

Think our Government without legislative provision or power in the premises, but will meet you in St. John next week, and discuss the matter. If the Minister of Justice opens the doors of St. John Penitentiary by proclamation or otherwise, the responsibility must be his, he cannot make it that of the Local Government. The Deputy Minister was informed by me, that we had not legislated for reasons stated; would regret premature action and its consequences.

I have the honor to be, Sir, your obedient servant,

JNO. JAS. FRASER.

Hon. S. L. TILLEY, St. Andrews.

From Government of New Brunswick.

OTTAWA, 7th February, 1883.

SIR,—It becomes our duty again, on behalf of the Province of New Brunswick, to bring under your consideration, and through your Department, to the consideration of His Excellency the Governor-General in Council, the unsatisfactory state, from a Provincial stand-point, of the question of maintenance of short-term prisoners so called, or, in other words, those convicted and sentenced to imprisonment under two years, under the Criminal Laws of Canada.

This subject is one that has for some years engaged the attention of both Governments, and the practically serious results of the present position render it most important that the relative duties of the respective Governments should be

fully settled and determined without delay. We submit that the administration in our Province of the criminal laws of the Dominion demands that it shall not longer remain as heretofore, but that every proper means available shall be used to have it determined, in order that if the burthen properly rests upon our Province such provisions may be made by legislation and otherwise as shall secure the maintenance of the prisoners at less cost to the local authorities than at present, and with less risk to the public health, as well as that of the prisoners, than can be secured under existing circumstances and present prison accommodation. It can, we apprehend, be readily perceived that the Provincial Government must hesitate to assume a heavy responsibility and large burthens upon their already limited revenue until that responsibility under the British North America Act is determined. However much we regret the unfortunate condition of offenders in the often overcrowded gaols, and all the resulting risks and expenses to the individual communities now as we believe improperly compelled to bear the burthens, yet it has been, and still is, felt that the responsibility is not rightly put upon us, and to assume and deal with it as if our liability was established would not be just to the Province nor consistent with a proper discharge of duty. When that obligation is legally determined to be ours it will not be shirked, but will be met and dealt with by every means in our power.

While we do not in this contend that it is not the duty of the Provincial Crown officers to prosecute those charged with offences under the criminal laws of Canada, we do submit that it is not our duty to execute the judgment of the Court on those convicted under those laws, and to maintain them in prisons or penitentiaries while undergoing sentence; this hitherto, has, notwithstanding continued protests, been forced upon our local authorities, and to such an extent, that in some counties, and especially the city and county of St. John, the gaols are so crowded that at times from six to eight persons are necessarily confined in one cell; this not only involving great expense to the local authorities, but risk to the local as well as general health, as will appear by memorials from time to time pressed upon the consideration of both Governments.

As an additional reason why the responsibility of the Governments respectively should be legally determined, we submit that, while under the British North America Act it is provided that the Provincial Legislature may make laws in relation to the establishment, "maintenance and management of public and reformatory prisons in and for the Province"; we would contend that this power is simply intended to provide for the punishment of offenders under our local legislation and municipal regulations, as provided by sub-section 15, of section 92 of that Act, and does not apply to offences or offenders under the criminal laws of Canada, but only to such subjects as our Legislature can "exclusively" deal with, and not such as the Dominion Parliament have power to legislate upon, or in respect to. These provisions of that sub-section cannot, we submit, be held to extend our obligations to the complete providing and maintenance of a place of confinement wherein the Parliament of Canada can enact, that convicts for less than two years (and if that power can specify that term, they can as well define five, ten or twenty years as the limit) shall be confined. If Parliament can establish a Provincial prison, erected by the Province for offenders against merely local laws, as a place of imprisonment for offenders under the criminal laws of Canada, and how long prisoners can be kept therein, they certainly can define in what way they shall be kept, and at what, if any employment, and all other the internal regulations for such prisoners; thereby practically negating and ignoring the word "Exclusively" used in section 92, as defining the powers of Provincial legislation, in respect to the subject enumerated in the several sub-sections of that section. If our contention in this respect is correct, and there seem to be other reasons which can be advanced to sustain it, it is at least a very doubtful question whether the Provincial Legislature have any power to enact laws, and thereby establish burthens upon municipalities and local authorities, and make provisions and regulations for the confinement, support and management of persons convicted under the Criminal Laws of Canada, and until the matter is decided by the

proper tribunals, the Legislature would hesitate to attempt it, or to make appropriations towards subjects which in law they have no power to deal with.

It has been the desire of the Government of New Brunswick, since the subject has been under discussion, that the liability as between the Dominion on the one hand, and the Provincial Government and local authorities on the other, for the maintenance of the class of prisoners above referred to as "Short-Term," convicted under the Criminal Laws of Canada, and the maintenance of prisons for their confinement, should be determined by the Supreme Court of Canada, and that a case should be referred to that Court for that purpose, and the contention thereby set at rest. After some negotiations it was agreed that a case should be so referred, but upon the proposed case being submitted to the Provincial Government and their Council it was found and objected that the case proposed would not raise the points actually in issue, and an endeavor was made to have it amended or considered and argued as involving the point, which, however, was objected to by the Deputy Minister of Justice, Mr. Lash, and in that respect not submitted; the result of which necessarily was, that the Court could not, and did not, deal with or determine the real contention between the Governments. This will abundantly appear by reference to the letters and memorandum of Mr. King, acting for New Brunswick, and other, the papers submitted herewith. It is submitted that the question in difference is one of law depending on the construction of the British North America Act, and admitted circumstances and Statutes existing before, and at the time of Confederation. The issues are very important to the Province of New Brunswick, and as we believe, to the administration of the Criminal Law of Canada in that Province, and have been some years in dispute between the Governments. We therefore would again most strenuously urge, that a case be submitted to the Supreme Court that will fairly and fully raise for argument and determination before and by that Court (in the nature of advice to the Crown or otherwise) the important issues involved; that upon its being finally determined such legislation as may be necessary shall be had to carry into effect what may thus be determined to be the obligations of either Government.

In conclusion, it may be advisable, though probably not necessary, to again express our hope that the proposition we now renew will be agreed to; but that should it not, and should the Provincial and local authorities be compelled to incur expenses and meet burthens in this matter, which we contend and believe are not properly upon us, any such expenditure and responsibility must be considered to be compelled under our most earnest protest, and claim to be recouped when the points now in dispute are legally decided, as we believe they must ultimately be.

We have the honor to be your obedient servants,

D. L. HANNINGTON,
P. A. LANDRY,
E. McLEOD.

DEPARTMENT OF JUSTICE, OTTAWA, 21st February, 1883.

SIR,—I have the honor, by direction of the Minister of Justice, to acknowledge the receipt of a communication from yourself, the Provincial Secretary, and the Attorney-General of New Brunswick, regarding the question of the maintenance of short term prisoners.

In reply, I beg to say that the matter shall receive early and full consideration.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *Deputy Minister of Justice.*

Hon. D. L. HANNINGTON, Premier, Dorchester, N.B.

MUNICIPALITY OF THE CITY AND COUNTY OF ST. JOHN,
OFFICE OF THE SECRETARY, ST. JOHN, N.B., 9th February, 1883.

SIR,—By direction of the Council of the municipality of the City and County of St. John, I have the honor to enclose herewith the Joint Memorial of the said

Council and of the Common Council of the City of St. John, to His Excellency the Governor General, on the subject of the imprisonment of "short-term" convicts, in this city and county; also, copy of a Memorial to the Right Honorable the Earl of Dufferin, late Governor General, from the Justices of the City and County, on the same subject; and I am to request you to lay these documents before His Excellency when you have opportunity.

I have the honor to be, Sir, your obedient servant,

H. W. FRITH, *County Secretary.*

Hon. Secretary of State, Ottawa.

From Municipal Council and Common Council of St. John.

To His EXCELLENCY SIR JOHN DOUGLAS SUTHERLAND CAMPBELL, Marquis of Lorne K.T., K.G.C.M.G., Governor General of Canada, &c., &c., &c.

The Joint Memorial of the Council of the Municipality of the City and County of St. John, and of the Common Council of the City of St. John, in the Province of New Brunswick.—Humbly sheweth:

That your Memorialists are desirous of placing before Your Excellency the state of facts connected with the administration of Criminal Justice in the said City and County of St. John, under the laws providing for the punishment of offenders sentenced by the Supreme and County Courts to imprisonment for periods of less than two years, commonly known as "short term prisoners." 1. Your Memorialists beg leave to refer to the Memorial of the Justices of the Peace of the said City and County on the same subject to Your Excellency's predecessor, Lord Dufferin, dated the 18th day of January, A.D., 1875, a copy of which Memorialists beg to submit herewith. The claims made on behalf of the said City and County in that Memorial, have been the subject of frequent negotiations between the representatives of the said City and County and different members of Her Majesty's Privy Council for Canada, have been from time to time favorably entertained, and have never been withdrawn or satisfactorily disposed of.

2. At the date of said Memorial, and subsequently up to the time of the opening of the Dorchester Penitentiary, the claims of this City and County were so far recognized, as that special provision was made by the Parliament of Canada for the reception of such "short term prisoners" into the "St. John Penitentiary," formerly known as the Provincial Penitentiary of New Brunswick.

3. Since the opening of the Dorchester Penitentiary, all such convicts are sent to and confined in the common gaol of the city and county of St. John; the St. John Penitentiary having been entirely dismantled, and there being no other House of Correction or prison available in the said city and county, or in the Province of New Brunswick.

4. The said gaol having been intended and built for the confinement of debtors and persons charged with crime and awaiting trial only, is comparatively small and totally unfit to be used as a place of punishment for convicts; the number of cells or rooms is only fourteen; the average number of inmates before the county was deprived of sending its minor criminals to the penitentiary was 25, while the average is now 60, rising at times to 70 and upwards.

5. It will thus be apparent to Your Excellency that the gaol must be, as in fact it very frequently is, entirely overcrowded; while, as there are no means for putting the inmates to hard labor, they become idle and disorderly, and crime is rather promoted than repressed by their confinement in such a building.

6. This condition of the gaol and of the law relating to "short-term" prisoners has been the subject of numerous presentments of grand juries; and has also been frequently brought before the attention of the Provincial Government and Authorities by your memorialists, and in other ways.

7. As yet, however, nothing has been done either by Your Excellency's Government or the Provincial Government of New Brunswick to remedy the evils to which

this City and County has and is subjected by the extinguishment without compensation of the right, long possessed, to send *all* its convicts to the Provincial Penitentiary.

8. Your memorialists are informed that one cause of the delay in attention being given to so serious a matter is that negotiations have been long pending between Your Excellency's Government and the Provincial Government of New Brunswick, involving also the application of the whole question the Provinces at large.

9. Your memorialists humbly solicit Your Excellency's good office to bring such negotiations to such a termination, or to secure such steps being taken, as will speedily relieve this city and county from a condition of things which has a tendency to detract from the dignity of justice and the terrors of the law, and which seriously affects the morals and threatens the health of the unfortunate class of men, women and children who are now the most frequent occupants of the gaol of this city and county.

In testimony whereof, the Council of the said municipality of the City and County of St. John have caused the corporate seal of the said municipality under the hand of the Warden to be hereunto affixed, and the Common Council of the said City of St. John have caused the common seal of the Mayor, Alderman and Commonalty of the City of St. John, under the hand of the Mayor, to be hereunto affixed, the second day of February, A.D., 1883.

C. A. ROBERTSON, *Warden.*

[L.S.]	}	S. JONES, <i>Mayor.</i>
By order of the County Council, H. W. FRITH, <i>Secretary.</i>		
[L.S.]	}	
By order of the Common Council. B. LESTER PETERS, <i>Common Clerk.</i>		

To His Excellency the Right Honorable The Earl of Dufferin, Viscount and Baron Clandeboye of Clandeboye, K.P., K.C.B., &c., Governor General of Canada, &c., &c.

The Memorial of the Justices of the City and County of St. John, in the Province of New Brunswick, in Sessions, Humbly sheweth :

That in consequence of the City of St. John being a seaport, and the most populous town in the Province of New Brunswick, the said City and County of St. John is much more seriously affected than any other part of the Province by the legislation which has taken place since the Confederation of the said Province with Canada and Nova Scotia in reference to the penitentiary in New Brunswick, and by which it appears to be very shortly to exclude from such penitentiary all convicts sentenced for less than two years;

Your memorialists, therefore, respectfully beg to call Your Excellency's attention to the following facts in regard to the rights which this City and County separately and in common with the other Counties of New Brunswick, has always hitherto had enjoyed in such penitentiary; that is to say :

1st. That the tract of land situate in the Parish of Simonds, in the said city and County of St. John, upon which the prison known as the "St. John Penitentiary" now stands, was, in the year one thousand eight hundred and thirty-eight, purchased by the said Justices for the purpose of erecting thereon a *House of Correction* for the said City and County.

2nd. That between that period and the year one thousand eight hundred and forty-one, a stone building which forms part of the penitentiary as it at present exists, together with a residence for the Keeper, and other subordinate buildings were erected by the said Justices.

3rd. That in the year one thousand eight hundred and forty-one, the Government and Legislature of New Brunswick feeling, as the Act says, the great benefit which,

would arise from extending the advantages of the Institution to the whole Province caused an Act to be passed to authorize its sale and transfer to the Government.

4th. That consequently under and by virtue of the Act of Assembly of New Brunswick, fourth Victoria, chapter forty-four, from the said building so erected by the said Justices with the tract of land and premises aforesaid were surrendered to Her Majesty the Queen, and then became and were used and known as the Provincial House of Correction, and subsequently as the Provincial Penitentiary of New Brunswick.

5th. That part of the terms of transfer made and agreed upon by and between the said Justices and the Province of New Brunswick was the reservation to the said Justices of the right in perpetuity to commit to the said House of Correction or Penitentiary all vagabonds, suspicious and disorderly persons within the said City and County, and the further right in common with all the other counties of the Province, to cause all persons sentenced to imprisonment with hard labor and confined in the County Gaol to be removed therefrom to the said House of Correction or Penitentiary is by reference to the fourteenth and fifteenth sections of the said recited Act, here following will more fully appear, that is to say:—

“14th. And be it further enacted that it shall and may be lawful for the Mayor or Recorder and the Aldermen of the said City or either of them, and Her Majesty's Justices of the Peace for the said City and County for the time being, or either of them, to take up and arrest, or by warrant to order to be taken up and arrested, all and any rogues, vagabonds, stragglers, idle, suspicious or disorderly persons within the said City and County, and to order such rogues, vagabonds, stragglers, idle, suspicious or disorderly persons to be committed to the said House of Correction, there to remain and be kept to hard labor for any time not exceeding forty days.

“15. And be it further enacted that it shall and may be lawful for the Justices of the Peace in and for any County or City and County of this Province in General Sessions, or in any special Sessions to be for that purpose held, to cause all prisoners sentenced to imprisonment with hard labour, and all vagrants, rogues, vagabonds, stragglers, and other idle, suspicious, or disorderly persons at such time in confinement in the Common Gaol or Workhouse of the said County, or City and County, under and by virtue of any conviction, to be removed from such Common Gaol or Workhouse, and to be carried, conveyed and taken to the said House of Correction, and to make such necessary orders and regulations for the carrying and taking, together with the necessary costs and charges of the same, as the said Justices may seem fit; and the keeper of the said House of Correction shall forthwith receive such person or persons into his custody; and the said person or persons when so removed and placed in the said House of Correction shall remain there and be kept to hard labor until the several and respective terms of imprisonment shall expire.”

6th. That up to the time of the Confederation of the said Province the right thus reserved and secured to the said City and County were never questioned; but, on the contrary, were fully recognized and maintained in the year one thousand eight hundred and fifty-four by the Government and Legislature of the Province, as will appear by reference to the Revised Statutes passed in that year, chapter ninety-one, sections 12, 13 and 14.

7th. That under and by virtue of the British North America Act, of the year one thousand eight hundred and sixty-seven, and a subsequent Act of the Dominion Parliament, namely, 21st Victoria, chapter 75, the institution and premises above mentioned passed over to the Dominion of Canada, and inadvertently, as your memorialists conceive, without any reference to the vested rights of the said Justices and of the said City and County of St. John therein.

8th. That in 1869, by 32nd and 33rd Victoria, chapter 29, it was enacted that imprisonment for any term short of two years should be in a Common Gaol or some prison or place other than the penitentiary, but by section 96 of the same chapter the Provinces of Nova Scotia and New Brunswick were exempted from the operation of this Statute.

9th. That in the year 1870, by 33rd Victoria, chapter 30, this exemption was repealed, subject to the provisions, that such repeal should not take effect in the case of one year convicts prior to the 1st day of May, 1873, and in the case of two year convicts prior to the 1st day of May, 1874.

10th. That in the year 1873, by the 36th Victoria, chapter 52, the periods last above named were further extended, that is to say, in the case of one year convicts to the 1st day of May, 1875, and in that of two year convicts, to the 1st day of May, 1876.

11th. That all the above cited Statutes apply equally to the Provinces of Nova Scotia and of New Brunswick, and that in none of them are recognized in any way the clear and inalienable right of the said City and County of St. John reserved as above mentioned by the said Acts of Assembly, and subject to which the said lands and buildings were originally transferred to the Provincial Government.

12th. That as your memorialists conceive, it is a matter of public faith, that the rights reserved to the said City and County should have been specially regarded and maintained by the Dominion Legislature and Government, as they doubtless would have been by the Assembly and Government of New Brunswick, had Confederation not taken place.

13th. That a reference to statistics of the said Penitentiary from its establishment, will show that fully 90 per cent. of all the convicts sent there, are from the city and County of St. John, and that of these, above 95 per cent. are under two year convicts. Your memorialists, therefore, pray that Your Excellency will cause the subject matter of this memorial to be enquired into, and if the statements therein set forth and contained, be found correct and true—and your memorialists believe that they cannot be gainsaid or disputed—direct such steps to be taken as will insure to your memorialists, and the said City and County of St. John, the continuation in perpetuity of the rights so reserved as aforesaid; or that such other provision for dealing with the class of convicts, which, under the existing law, will shortly be shut out from the said Penitentiary, may be made in the premises, as will relieve this City and County from the great loss and detriment to which it would otherwise be subject, and will also prevent the violation of the terms upon which the Institution and premises aforesaid passed out of the said Sessions, and subsequently became the property of the Dominion of Canada.

And, as in duty bound, your memorialists will ever pray. In testimony whereof, the said Justices have caused the seal of the said Sessions to be hereunto affixed, the 18th day of January, 1875.

A. CHIPMAN SMITH, *Mayor*.

[L.S.] Signed,
H. W. FRITH, Clerk of Peace.

RETURN

(120)

To an ORDER of the HOUSE OF COMMONS, dated 7th March, 1883;—For Copies of all Correspondence and Reports relating to the “Charybdis,” not already brought down; a detailed Statement of all Expenditure incurred in connection with said Vessel; also, all Correspondence relating to the Sale by the Government of said Vessel, or the transfer and delivery thereof to the Imperial Government, or to any one representing such Government: also a detailed Statement of the employment of said Vessel since the acceptance thereof by the Dominion Government, and how now employed, or where stationed.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
9th May, 1883.

RETURN

(121)

Papers respecting the granting of Subsidies to certain Railways.

REPORT TO COUNCIL, 14TH MAY, 1883.

Recommending the grant of a subsidy of \$3,200 per mile, for twelve miles, in all \$38,400, towards the construction of a line of Railway between Petitcodiac and Havelock Corner, in the Province of New Brunswick.

Memorandum.

OTTAWA, 14th May, 1883.

The undersigned has the honor to recommend that Parliament be asked to sanction the grant of a subsidy towards the construction of a short line of Railway between Petitcodiac and Havelock Corner, in the Province of New Brunswick, twelve miles in length, this road being regarded in the light of a feeder to the Intercolonial.

He recommends that the subsidy to be granted be \$3,200 a mile, for a distance of twelve miles, or \$38,400.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

THE GREAT AMERICAN AND EUROPEAN SHORT LINE RAILWAY
COMPANY.

OTTAWA, 13th May, 1883.

MY DEAR SIR,—Referring to the petition of this Company of April 16th, 1883, asking for aid in the completion of our Air Line from Montreal to Louisburg, C.B., I beg to advise you that my Company has decided to utilize existing lines from Montreal to Lennoxville, P.Q. I beg, therefore, on behalf of my Company, to withdraw the request for a subsidy over that portion between those points as specified in Section "A" of paragraph 13 of the said Petition.

I have the honor to be, Sir, your obedient servant,

CHARLES L. SNOW, *Chief Engineer and General Manager.*

Sir CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

PROPOSED SUBSIDY,—\$3,200 per mile on eighty miles from Canso to Louisburg or Sydney, not exceeding in all \$256,000.

Enclosures.

Petition from members of the House of Commons from Cape Breton.

Petition from members of the House of Commons from the Provinces of New Brunswick, Nova Scotia and Prince Edward Island.

Petition of the Great American and European Short Line Railway Company.

Petition of members of the House of Commons from Cape Breton, Nova Scotia and New Brunswick.

Report to Council, 11th May, 1883.

OTTAWA, 16th April, 1883.

SIR,—We, the undersigned representatives from the Island of Cape Breton, beg to recommend that the prayers of the Great American and Short Line Railway Company for a subsidy to build a line of railway from the Strait of Canso to Louisburg or Sydney, with a branch north-east in the direction of Whycomagh, Inverness, be granted.

And your Petitioners, as in duty bound, will ever pray.

WM. McDONALD,
H. CAMERON,
C. J. CAMPBELL,
MURRAY DODD.

Hon. Minister Railways and Canals.

Memorandum.

To His Excellency the Governor General in Council:—

We, the undersigned members of the House of Commons of Canada, from the Provinces of New Brunswick, Nova Scotia and Prince Edward Island, humbly request the Petition of the Great European and North American Short Line Railway Company, hereto annexed, asking for a subsidy to the construction of its New Brunswick Division, from a point on the eastern boundary at or near Tidnish, to a connection with the Intercolonial Railway at or near Painsec Junction, a distance not to exceed twenty-five miles; and from a point at or near Salisbury on the said Intercolonial Railway to Fredericton, not to exceed ninety miles, may receive a subsidy as asked for from the Government of Canada at the rate of \$3,200 per mile.

Dated at Ottawa the 17th day of April, 1883.

CHARLES BURPEE,
DAVID IRVINE,
JOHN PICKARD,
G. G. KING,
JOHN WALLACE,
I. BURPEE,

JOSIAH WOOD,
H. CAMERON,
C. J. CAMPBELL,
C. W. WELDON,
WM. McDONALD,
P. MITCHELL.

To His Excellency the Governor General in Council:—

This Petition of the Great American and European Short Line Railway Company,—**HUMBLY SHOWETH:—**

1st. That your Petitioner is a company duly incorporated and organized under an Act of the Dominion Parliament, passed 17th May, 1882.

2nd. That it is also incorporated by an Act of the Parliament of the Colony of Newfoundland.

3rd. That the object of the said Acts is the construction and formation of a National Trunk Air Line, under one management, from the termini of the Canadian systems at Montreal, through the Province of Quebec, across the State of Maine, through the Provinces of New Brunswick, Nova Scotia and Cape Breton, and the Colony of Newfoundland, to a point on its eastern coast above the ice and fog limits, thereby giving the shortest and safest transit to Europe. Drawing the bonds between the Dominion and Newfoundland closer and closer, and making the Maritime Provinces the great highway between the Eastern and Western Continents.

4th. That your Petitioner has not sufficient data in regard to the Cape North and Newfoundland portions of its line, to undertake their construction at once, but proposes to build in the Island of Cape Breton only, its branch to Sydney or Louisburg, thereby forming a continuous air line from Montreal to Louisburg.

5th. That the total length of this air line is about 764 miles, and that at the present time there are, on different portions of it, but owned and controlled by separate companies, some 308 miles in operation and 109 under construction.

6th. That your Petitioner proposes to acquire these portions either by purchase or otherwise, and consolidate them into its own Company.

7th. That the negotiations for the acquisition of the completed portions are so far advanced that your Petitioner is in a position to begin the immediate construction of the links necessary to connect them.

8th. Your Petitioner would call your special attention to the fact that it is now constructing some ninety miles of its railway in Nova Scotia, under a contract made with your Government on July 28th, 1882.

9th. That, by the completion of its line across Maine, it will connect with lines already in operation and become the Royal Mail route to the Maritime Provinces and Europe.

10th. That the completion of the construction and consolidation of lines on the proposed route, as contemplated by this Company (your Petitioner), is of the greatest national importance, second only to that of the Canadian Pacific, and it will be

the natural extension of that road to the winter seaports of the Maritime Provinces, as it also will be of the Intercolonial.

11th. Your Petitioner believes that the completion of its system through Cape Breton will have a greater tendency to draw the Colony of Newfoundland into the Dominion than any other argument that can be used.

12th. Your Petitioner desires most respectfully to call your attention to the difference between the subsidies granted to the Canadian Pacific, and, in fact, to all other railways built in the Dominion, and to the subsidy under which this Company is building and asking for.

13th. Your Petitioner, therefore, prays that you will grant it a cash subsidy to aid in the completion of its lines, proportionate to their relative cost of construction, as follows:—For construction and completion of those portions of its air line between Montreal and Louisburg, not to exceed 295 miles, the sum of \$1,200,000, distributed as follows:—

(1.) In the Province of Quebec, between Marieville and Lennoxville, about fifty-five miles, the sum of \$3,200 per mile, a total of \$176,000.

(2.) In the Province of New Brunswick, between Fredericton and Bay Verte, about 120 miles, the sum of \$3,200 per mile, a total of \$384,000.

(3.) In the Province of Nova Scotia, between Bay Verte and Pugwash, about forty miles, the sum of \$3,200 per mile, a total of \$128,000.

(4.) In the Island of Cape Breton, between the Straits of Canso and Sydney, or Louisburg, about eighty miles, the sum of \$6,400 per mile (as the cost of construction will there be more than double the other portions specified), a total of \$512,000.

14th. Your Petitioner further prays that you will grant it an adequate postal subsidy for the carriage of mails after the completion of its line to Houlton.

15th. Your Petitioner further prays that you will grant it free running powers over the Intercolonial Railway between Salisbury and Painsec Junction, at which points it intersects and joins that railway.

16th. Your Petitioner further prays that you will grant it a cash subsidy for the construction of a line from a point, either at the Straits of Canso or on its line to Louisburg, in the direction of Whycomagh and Cape North, not to exceed thirty miles, a sum of \$6,400 per mile, a total of \$182,000.

And your Petitioner, as in duty bound, will ever pray, &c.

CHARLES L. SNOW,

Chief Eng. and Gen. Man. G.A. & E.S.L. R.R. Co.

OTTAWA, CANADA, April 16th, 1883.

PETITION of Members of the House of Commons of Canada from Cape Breton, Nova Scotia and New Brunswick, to His Excellency the Governor General, asking that subsidies in aid of Railway development in the Island of Cape Breton be granted.

To His Excellency the Governor General in Council:—

The Petition of the undersigned members of the House of Commons of Canada from Cape Breton, Nova Scotia and New Brunswick,—HUMBLY SHOWETH:—

1st. That the Island of Cape Breton, containing four counties, an area of square miles, with a population of 84,504, or twenty per cent. of the entire population of the whole Province of Nova Scotia, since it ceased to be a Crown colony by annexation to Nova Scotia in 1820, it has been contributing largely to the shipping trade and public revenues of Nova Scotia, and since Confederation to the general trade and Exchequer of the Dominion.

2nd. That the aforesaid population of Cape Breton Island for much the greater part, are employed in fishing, seafaring and mining, and being thus importers of all they consume are necessarily liberal contributors to the Customs and other revenues of the country.

3rd. For the fiscal year ended 30th June, 1882, it is seen that the total amount of Customs and other duties collected in the said Province was \$1,788,891. From the

general pursuits of the population, as last above indicated, it is necessarily, a liberal contributor to the revenue, and in addition to this is the additional fact, that of the general supplies purchased for consumption, a large portion is drawn from Montreal where the duties are collected, which are eventually paid by the consumer, it is therefore fair to assume that fully one-third of the amount of Dominion revenues paid from the whole Province of Nova Scotia is paid by the population of Cape Breton Island or a sum equal to \$595,297.

4th. In addition to the payment of revenue to the Dominion, Cape Breton contributes to the Provincial revenue, as subsidy from the Dominion, eighty cents per capita, equal, in amount, to \$67,603 in addition to \$53,000 per annum paid as royalty on the coal productions of the Island, a direct contribution of \$120,603 per annum to the Provincial Revenue.

5th. The commercial importance of Cape Breton is indicated by (a) The amount of shipping tonnage arriving at and departing from her ports, which in the fiscal year named, as shown by the Trade and Navigation Returns, aggregated 620,000 tons. (b) By her coal productions which, for the year 1882, amounted to \$641,151 tons. For the year 1882 the coal mines of Cape Breton employed directly 2,000 men, making an aggregate of 450,565 working days. (c) By her extensive coast and inland fisheries, and (d) by the fact of her unrivalled harbors being the nearest seaports of the Dominion to Europe.

6th. That this commercial development has been attained by Cape Breton not by the construction of expensive public works nor by the aid of railways, but solely through her superior resources in valuable fisheries, inexhaustible and valuable coal mines, and the commanding position of Her unsurpassed harbors, making them ports of call for shipping engaged in North American and European trans-atlantic trade, and by the circumstance of numerous coal mines lying in close contiguity to the seaports.

7th. That Cape Breton, as an integral part of Nova Scotia, and subsequently of the Dominion, has, by the means enumerated, been a contributor to the building of Provincial railways in Nova Scotia, including the Intercolonial, since such railways were first inaugurated.

8th. That for the last past fifteen years Cape Breton has been asking for railway connection between her eastern sea board and the railway system of the Dominion, these ports being a natural eastern terminus for the Intercolonial, but thus far, not a mile of public railway has yet been constructed, or a cash subsidy offered for such within Cape Breton Island.

9th. That notwithstanding the respectable volume of commerce attained, Cape Breton possesses valuable deposits of iron, copper, manganese, salt and gypsum, which, together with some valuable coal seams, cannot be developed without the aid of railways. Also, notwithstanding the very cheap rate at which steam power can there be furnished, and with numerous excellent water-powers scattered over the whole interior, Cape Breton has not a single manufactory of any importance, because of the absence of railway facilities to connect with the railway system of the mainland.

10th. That the known valuable deposits of iron, copper and manganese must remain undeveloped under existing circumstances, and until railway facilities will enable the owners to handle and transport them with profit, and the like remark applies with equal force to the manufactories.

11th. That the principle of aiding by subsidies the development of Provincial railways, has been practically recognized by the Dominion Government and Parliament in many instances, including the transfer of the Truro and Pictou Branch of the Intercolonial as a Dominion subsidy to the construction of a line from New Glasgow to Straits of Canso, together with the cash subsidies of last year to the Oxford and New Glasgow line, and similar subsidies in aid of railway lines in Ontario and Quebec, especially where these are direct feeders to Government railways, as would be the relation of a railway through Cape Breton to the Intercolonial.

For the foregoing important reasons, and strengthened by precedent, your Petitioners humbly crave that your Government may be pleased to grant the following subsidies in aid of railway development within the Island of Cape Breton :—

(1.) A subsidy of \$6,500 per mile to the construction of a line of railway from the Straits of Canso to either of the harbors of Louisburg or Sydney, a distance of about eighty miles.

(2.) A subsidy of \$6,000 per mile for a branch line from said main line northwards to the waters of Whycocomagh Basin, a distance of about miles.

Provided, however, that no subsidy be paid to the said Northern Branch Line until said main line be fully constructed from Canso to either of the said Atlantic seaports of Sydney or Louisburg, or the construction of such main line be fully provided and secured to the satisfaction of the Government of Canada, in which case both lines may be proceeded with simultaneously.

Your Petitioners, as in duty bound, will ever pray, &c.

OTTAWA, 18th April, 1883.

OTTAWA, 11th May, 1883.

Memorandum.

The undersigned has the honor to represent that under date the 16th ultimo the Great American and European Short Line Railway Company have petitioned to the following effect, namely, that they have in view, as an incorporated body under Acts of the Dominion Parliament, and of the Legislature of Newfoundland, the construction of an air line, extending from the termini of the Canadian system at Montreal, through the Provinces of New Brunswick, Nova Scotia and Cape Breton (the Straits of Canso being crossed by a train ferry) and the Island of Newfoundland to a point on the eastern coast of that Island above the limit of fog and ice, thereby affording the shortest and safest transit to Europe.

That the Company do not, they state, propose, at present, to undertake the construction of the Newfoundland line, but to confine their immediate operations to the building or acquisition of an air line between Montreal and Louisburg, C. B.

That the total length of this line they represent to be about 764 miles, of which owned and controlled by separate companies, some 308 miles are in operation, and 109 miles under construction; further, that favorable progress has been made in the way of negotiation for the acquisition and consolidation of these several portions by the Company.

That the petition put forward by the Company contemplates the grant of aid towards the construction of railway for a distance not exceeding 295 miles the sum asked for \$1,200,000 being distributed as follows:

- 1. In the Province of Quebec, between Marieville and Lennoxville, about fifty-five miles, the sum of \$3,200 a mile \$176,000
- 2. In the Province of New Brunswick, between Fredericton and Bay Verte, about 120 miles, the sum of \$3,200 a mile \$384,000
- 3. In the Province of Nova Scotia, between Bay Verte and Pugwash, about 40 miles, the sum of \$3,200 a mile.. \$128,000
- 4. In the Island of Cape Breton, between the Straits of Canso and Sydney or Louisburg, about eighty miles, the sum of \$6,400 a miles (the increase in the cost here being more than double)..... \$512,000

The Company, in addition to the above, ask: 1st, for a postal subsidy for the carriage of mails after the completion of the line to Houlton; 2nd, for free running powers over the Intercolonial Railway between Salisbury and Painsec Junction; and 3rd, a cash subsidy towards the construction of a line from a point either at the Straits of Canso or on its line to Louisburg, in the direction of Whycocomagh and Cape North, not to exceed thirty miles, the sum asked being \$6,400 a mile, or a total of..... \$182,000

That in support of their application the Company submit statements, showing the saving in distance and time which would be practicable through the construction of

their line, the advantages in a material point of view, which the promoters of the scheme consider to attach to its execution are based on the grounds that all Canadian western traffic must pass through the City of Montreal, and that the rate of speed to be obtained by railway transport may be assumed to be three times as fast as that by steamer.

The following table which the Company submit shows the distance saved :—

Between	Via shortest present routes.	Via G. A. & E. S. L.	Miles saved.
Montreal and Fredericton.....	561	373	188
“ “ St. Andrew's.....	544	385	159
“ “ St. John.....	585	410	175
“ “ Moncton.....	666	476	190
“ “ Charlottetown, P. E. I.....			
<i>via</i> Cape Tormentine.....	784	543	241
“ “ Pictou.....	834	581	253
“ “ Halifax.....	845	653	192
“ “ Louisburg or Sydney.....	994	764	230

Comparing the existing route to Europe *via* the Grand Trunk Railway from Montreal to Portland, 897 miles, and the ocean passage from that port 2,810 miles, with the route of the proposed line to St. Andrews 385 miles, and the ocean passage thence 2,730 miles, there would be an increase of railway transit by the proposed line of eighty-eight miles, but a decrease of eighty miles in the ocean transit, which taking into account the difference in the rate of speed would place the advantage on the side of the proposed route, an advantage which its promoters expect to increase by their low grades and flat curves. Comparing the route *via* the Grand Trunk Railway to Portland, and so to Liverpool with the proposed route *via* Louisburg, Cape Breton, 764 miles, and ocean transit 2,240 miles, there would be an increase of 467 miles of rail transit, but a decrease of 570 miles in the ocean transit, the proposed route not only reducing the actual distance between Montreal and Liverpool from 3,107 miles to 3,004 miles, but affording very considerable saving in time through the difference in the two modes of travel.

In comparison with the existing route from Halifax to Montreal, the Company expect to save no less than twenty-nine hours in the transit of mails and passengers by the adoption of Louisburg as the ocean terminus. Further, they represent this port to be one of the finest land-locked harbors in the Dominion, and to be open all the year round.

The undersigned, recognizing the nationally important character of the contemplated line, recommends that Parliament be asked, during the present Session, to approve of the grant of a subsidy to this Company towards the construction of that portion of their proposed road in the Island of Cape Breton, the said subsidy not to exceed \$3,200 a mile for a distance of eighty miles, or a total of \$256,000.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

INTERNATIONAL RAILWAY COMPANY.

PROPOSED SUBSIDY,—\$3,200 per mile on 49 miles, not exceeding in all \$156,800.

Enclosures.

Petition of International Railway Company, 25th April, 1883.

Report to Council, May 14th, 1883.

Amended Petition of International Railway Company, May 15th, 1883.

SHERBROOKE, 25th April, 1883.

SIR,—I beg to hand you enclosed petition of International Railway Company,
I have the honor to be, Sir, your obedient servant,

Hon. Sir CHARLES TUPPER, Minister Railways and Canals.

E. T. BROOKS.

*To Hon. Sir Charles Tupper, K.C.M.G., Minister Railways and Canals:—*The Petition of the Board of Directors of the International Railway Company,—
SHOWETH:—

That the said Railway Company was incorporated under 33 Vic., chap. 54, with power to construct a line of Railway from Sherbrooke to the Province line separating Quebec from the State of Maine, there to connect with a line of Railway to be built in Maine and intersect the European and North American Railway, and so form a continuous line to a Canadian seaport;

That said Company has already constructed, and has in operation, their road from Sherbrooke to Lake Megantic, about seventy miles, and under contract and now being built sixteen miles additional from Lake Megantic to the boundary line;

That a Company has been formed in Maine to build the portion required to connect with the European and North American Railway;

That when completed, this will be by far the shortest route from Montreal and the West to a winter port in Canada;

That it is, in view of its length and terminus, a work of national importance, and it is necessary for its success, in contemplation of the large through traffic which must pass over it, that it should be laid with steel rails;

That twenty-nine miles is now laid in iron;

That said Company have not the means to purchase steel rails to replace the iron, and to lay the sixteen miles now being constructed;

That they believe that they are entitled, in view of the character and position of the road, to aid from the Dominion Government to enable them to make it in every respect a first-class road;

Wherefore, they pray that you will be pleased to recommend that a grant should be made by the Dominion Government sufficient to lay 45 miles of their road with steel, at a cost of not less than \$3,200 per mile; and will ever pray.

E. T. BROOKS, *Vice-President International Ry Co.*

Memorandum.

OTTAWA, 14th May, 1883.

The undersigned has the honor to represent, that, under date the 25th ultimo, application for assistance has been made by the International Railway Company, incorporated under the name of the St. Francis and Megantic International Railway Company by an Act 33 Vic., ch. 54, with powers to construct a line of railway from Sherbrooke in the Province of Quebec, to the boundary line separating that Province from the State of Maine, there to connect with a line to be built in Maine, intersecting the European and North American Railway, forming a continuous line to Canadian seaports.

That the Company represent themselves to have already constructed and in operation the portion of their road between Sherbrooke and Lake Megantic, about seventy miles, and have under contract and construction sixteen miles additional from Lake Megantic to the boundary line. In view of the large through traffic which the shortness of the route so to be created, may be expected to produce, the Company consider it essential that the track should be laid with steel rails; and they ask in view of the national character of their line, that aid may be granted by the Government of the Dominion towards the replacing with steel certain iron rails now in use, and the laying of the portion of the road now under construction.

The undersigned, considering that the representations made by the Company as to its importance as a national road, are well founded, and that it should receive such assistance, recommend that Parliament be asked to sanction the grant of a sub-

sidy of \$3,200 a mile for a distance of forty-nine miles, or a total not exceeding \$156,800, provided that the extension of this road through Maine connects with New Brunswick at or near Vanceborough or south of that point.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

SHERBROOKE, 15th May, 1883.

SIR,—I beg to enclose a petition for aid to the International Railway, to be substituted for the petition sent before, as we find it will be absolutely necessary to build from Sherbrooke to Lennoxville instead of using the Grand Trunk.

I have the honor to be, Sir, your obedient servant,

E. T. BROOKS, *Vice President.*

HON. SIR CHARLES TUPPER, *Minister Railways and Canals.*

To Hon. Sir Charles Tupper, Minister Railways and Canals :—

The Petition of the International Railway Company,—HUMBLY SHOWETH :—

That they were originally incorporated by the Parliament of Canada in the year 1870 under the name of the St. Francis and Megantic International Railway Company, for the purpose of constructing a line of Railway from Sherbrooke, in the Province of Quebec, to the Province line separating the Province of Quebec from the State of Maine, then to connect with a railway about to be built to join the European and North American Railway, so as to form a continuous line from Montreal to St. John, New Brunswick, and other Canadian ports ;

That they have now built and in operation the line from Sherbrooke to Lake Megantic, but using the Grand Trunk Railway from Sherbrooke to Lennoxville, as they were by their charter permitted to do, a distance of about four miles ;

That they have under contract, and now being constructed, sixteen additional miles from Lake Megantic to the Maine boundary, which will be completed this season ;

That when the line through the State of Maine is built, for which purpose a company has been incorporated in Maine, this will form by far the shortest through route from Montreal and the West to the seaboard in Canada, and from the fact of its location and length, as connecting the old Province of Canada with the Lower Provinces, assumes a Canadian and national importance ;

That when completed it will, necessarily, as the shortest through route to the seaboard, carry a very large proportion of passengers and freight going from Montreal and the West to the sea, and for that purpose it is essential that they should have a first-class road ; and Petitioners are so constructing their said road, but are unable to purchase steel rails for all their line ;

That twenty-nine miles of said road as now running are laid with iron rails, and it is necessary to replace them with steel, as well as to lay with steel the sixteen miles now being constructed from Megantic eastward to the boundary line, and in addition four miles which it is found necessary to construct from Sherbrooke to Lennoxville ;

That Petitioners believe that, owing to the national importance of their road and having received no assistance from the Dominion, they are now entitled to the aid of said Dominion to enable them to make it in every respect a first-class road ;

Wherefore, they humble pray that you will be pleased to take this, their petition, into consideration, and that you will be pleased to recommend that an appropriation sufficient to lay said forty-nine miles of their railway with steel rails, costing about \$3,200 per mile, be made to them by the Government of Canada, and as in duty bound, they will ever pray.

SHERBROOKE, May 15th, 1883.

E. T. BROOKS, *Vice President.*

CARAQUET RAILWAY COMPANY, N.B.

PROPOSED SUBSIDY, — \$3,200 per mile for thirty-six miles, in all not to exceed \$115,200.

Enclosures.

Letter from K. F. Burns, M.P., dated 3rd March, 1883, forwarded by Sir L. Tilley, 9th March.

Petition from inhabitants County of Gloucester, forwarded by J. J. Trudelle, P.P.

Letter from K. F. Burns, M.P., 9th April, 1883.

Letter from K. F. Burns, M.P., 2nd May, 1883, enclosing letter from E. Jack.

Report of Chief Engineer on letter from Mr. Burns, dated 3rd March.

Report to Council recommending the grant of subsidy in aid.

HOUSE OF COMMONS, OTTAWA, 3rd March, 1883.

SIR,—With a view to inducing the Government of Canada to grant a subsidy in aid of its construction, I beg to lay before you the following statement of facts connected with the proposed line of railway from a point on the Intercolonial Railway to the harbor of Shippegan in the eastern part of the County of Gloucester, in the Province of New Brunswick.

The proposed line would be forty-five miles (45) in length.

It would follow the shores of the Bay des Chaleurs and pass through Salmon Beach, Janeville, Clifton, New Brandon, Pockshaw, Grand Anse, Upper and Lower Caraquet and tap the harbor of Shippegan, one of the best on the Continent, at a point where vessels of the largest class could lay afloat, at all times of the tides, in perfect safety. It would pass through a populous country, in fact through a continuous settlement embracing many and important business centres. Including the parish of Bathurst, there is at present a population of about eighteen thousand living along the proposed line, or say an average of about four hundred to the mile. The volume of trade carried on and in close proximity to the proposed line is already very large, though hampered greatly by the want of facility for transportation.

The fisheries of the Bay des Chaleurs and adjacent waters are not second in importance to any others in the Dominion, or indeed to any in the world. The quantity (and value) of the codfish, mackerel, herring, lobster, salmon, bass, smelt, trout and oyster and other descriptions of fish which are caught and exported from the ports of Shippegan, Tracadie, Caraquet, New Brandon and Bathurst, with what is taken in boats to the several towns all along the coast of the Gulf of St. Lawrence and its various inlets, is of very considerable magnitude.

A large percentage of the population of the section of the country to be traversed by the road is employed in prosecuting those fisheries.

Those engaged in such employment are chiefly French Acadians, and are a most industrious and deserving class. There is a large fleet of fishing craft, and generally speaking a large amount of capital employed in carrying on this most important industry in this portion of the Dominion.

The undeveloped lumber resources of the country, contiguous to the proposed road are immense; even now there are mills at Caraquet and Pockmouche turning out about 6,000,000 square feet of sawn lumber annually. There are large forests of hemlock, the bark of which is constantly growing in value and always finds a ready market.

A large trade in grindstones is already being done in Clifton, New Brandon and Grand Anse, the export being about 3,000 tons, a quantity which is capable of great increase. The agricultural capabilities of the country are good, and the quantities of hay, oats, potatoes, &c., which are now raised, are quite considerable.

All these and the other unnumbered industries of the eastern part of the County of Gloucester are very much retarded and much less profitable than they should be, because of the want of a railroad.

The only means of transport, which at present exist, are during the summer season, by sailing vessels, and during the winter, when navigation is closed, by sleds over country roads; lumber has to be floated a distance of over twelve miles before it can be delivered alongside ship.

The United States mackerel fishing vessels are now under the necessity of going a long distance from the fishing grounds to land their cargo, where it can be sent forward to Boston, Gloucester, &c.; the same can be said of the Nova Scotia vessels engaged in the same pursuit.

Herring, lobster, oyster, cod, &c., which find a Dominion as well as a foreign market, are often delayed and impaired in value because of such delay, &c. Grindstones, the principal market for which is in the United States, have now to be sent all around the Province of Nova Scotia to get to their destination, thus incurring large cost for freight, insurance and extra handling.

Salmon, smelt, bass and other fish which are exported fresh have now to be hauled long distances in carts and sleds before reaching the nearest station (Bathurst) on the Intercolonial Railway.

If the proposed railway were constructed there would certainly follow an immense development of the several industries which I have referred to. By its means thousands of tons of fish, lumber, grindstones, farm produce, &c., would be sent to the markets of the Dominion and the United States, over the Intercolonial Railway, and in return over the same road would come the flour, pork, meal, oil, and manufactured goods of Quebec and Ontario, and West India produce, manufactured goods, coal, &c., of New Brunswick and Nova Scotia.

The close proximity of Shippegan to Newfoundland warrants me in saying that that port would be the outlet through which a large trade would pass to that Island, and all of which would contribute to the Intercolonial Railway. It would be hard indeed to over-estimate the increase of freight traffic which would accrue to the Intercolonial Railway consequent on the building of the Caraquet Railway.

In view of this and in view also of the great impetus which would be given to trade generally in the locality affected, and from which the Dominion as a whole, would be benefitted in many ways, I venture to say that the scheme has more than ordinary claims on the consideration of the Government of Canada.

The present position of the scheme is: It has been granted a subsidy of \$3,000 per mile from the Government of New Brunswick, which, in accordance with an Act empowering them to do so, have agreed to enter into a contract with a company organized to build the road. The right of way is being secured on easy terms.

All that is needed to secure the prompt commencement and early completion of this important work and feeder of the Intercolonial Railway is a reasonable amount of assistance in the way of a money bonus or subsidy from the Government of Canada. I beg now to apply through you for such assistance. \$4,000 per mile, with the grant from the New Brunswick Government, together with what means the Company can otherwise raise will insure the building of the road. Trusting that your Government will feel warranted in giving the required loans.

I have the honor to be, Sir, your obedient servant,

HON. SIR CHAS. TUPPER, Minister Railways and Canals.

K. F. BURNS.

No. 30,869.

OTTAWA, 9th March, 1883.

MY DEAR SIR CHARLES,—I enclose to you Mr. Burns's application for aid towards the construction of a branch railway from Bathurst to Shippegan, and commend it to your favorable consideration.

Yours sincerely,

S. L. TILLEY.

SIR CHARLES TUPPER, Ottawa.

SHIPPEGAN, N.B., 4th March, 1883.

DEAR SIR,—I am directed to forward you a Petition, signed by the inhabitants of Shippegan, asking help of the Dominion Government towards the building of a branch of railway in the County of Gloucester.

Trusting you will give the same your favorable attention,

I remain, Sir, yours sincerely,

JOSEPH TRUDELLE, P. P.

Hon. Sir CHAS. TUPPER, Minister Railways and Canals.

To His Excellency the Right Honorable the Marquis of Lorne, K.T., G.C.M.G., P.C., Governor General of Canada; and to the Honorable the Executive Council of the Dominion of Canada.

The Petition of the undersigned French Fishermen, inhabitants of the County of Gloucester, in the Province of New Brunswick,—RESPECTFULLY SHOWETH—:

That there are in the County of Gloucester 15,687 inhabitants of French origin, being nearly all descendants of the Acadians who fled from their homes at Miramichi in the year 1756;

That the said inhabitants of French origin derive their support from the products of the fisheries, which constitute their chief occupation, the land in the county being, generally speaking, too sandy to yield a good return;

That the chief fishing places in the County of Gloucester are Caraquet, Shippegan, La Grand Anse, Tracadie and Inkerman, the first named place being forty miles distant from the line of the Intercolonial Railway, the only means of accommodation being by a very bad road;

That the French population live along the coast, and that the Intercolonial Railway passes at so great a distance from it that it is of very little use to them; and that the waters of the Bay of Chaleurs and of the Gulf furnish an abundance of cod, herring, mackerel and other fish;

That one-third of the cod taken or prepared in New Brunswick, one-third of all the lobsters, and more than one-half of the mackerel, are taken and prepared in the County of Gloucester; and that the total value of the fisheries of the County of Gloucester for the year 1881 was \$518,728 38, being about one-third of the whole fishery trade of New Brunswick;

That if connection were established by railway between Shippegan and the Intercolonial (which can easily be done, inasmuch as the country is very level), the fishery trade of the county might be more than doubled for the quantity of fish in the waters off the coast of the County of Gloucester is in reality inexhaustible; moreover, the County of Gaspé, and the eastern part of the County of Bonaventure, would derive great benefit from the construction of this proposed railway, by forwarding their fishery and other products to the terminus of the said railway, the distance being only some twenty miles, whereas the nearest point on the Intercolonial, Campbellton, is not less than sixty miles distant from those localities;

That your petitioners are poor, and unable to furnish any money whatever for the construction of such a railway, which is so necessary in the interests of the Dominion and of the inhabitants residing south of the Bay of Chaleurs;

Wherefore they respectfully pray that Your Excellency and Council will take their case into favorable consideration, and grant such aid towards the construction of a railway from the Intercolonial near Bathurst, to Shippegan, as shall be deemed expedient and proper.

And will ever pray.

JOSEPH TRUDELLE, P.P., Shippegan,
AUGUSTE PAULIN, and 354 others.

OTTAWA, 9th April, 1883.

SIR,—I have the honor to refer you to my communication of the 3rd of March last, on the subject of a grant on the part of the Dominion Government, by way of subsidy, to the Caraquet Railway, and to request that you will be good enough to bring the matter to the attention of your colleagues, at as early a moment as may be convenient.

The country through which the proposed line would pass is exceptionally level, and favorable in every respect for the cheap building of a railway, and it only requires a reasonable grant from the Government of Canada, added to the grant of \$3,000 per mile from the Government of New Brunswick, to enable the scheme to be satisfactorily floated and the railway placed in process of construction.

The season will shortly be favorable for railway construction, and I am daily pressed by leading people in the County of Gloucester to urge the matter upon the attention of the Government.

Looking forward with hopefulness to an early and favorable reply,

I have the honor to be, Sir, your obedient servant,

K. F. BURNS.

Hon. Sir CHAS. TUPPER, K.C.M.G., Minister Railways and Canals.

OTTAWA, 2nd May, 1883.

SIR,—I have the honor to enclose, for your information, *in re* my application for aid for the Caraquet Railway, a letter addressed to me by Edward Jack, Government Lumber Agent of New Brunswick, at present in Michigan. Mr. Jack, having considerable experience in railway locating, and having gone over the proposed line, I wrote him for his opinion respecting the character of the country through which it would pass. His reply (the enclosed) quite bears out all that has been said regarding it, and also as to the utility of the road and the business awaiting it.

I ask your consideration for this, with the other communications which I have had the honor of addressing you on the same subject.

I have the honor to be, Sir, your obedient servant,

K. F. BURNS.

Hon. Sir CHAS. TUPPER, K.C.M.G., Minister Railways and Canals.

MARQUETTE, L.S., MICHIGAN, 28th April, 1883.

DEAR SIR,—Yours of the 10th is duly received. In reply, I beg leave to state that I have travelled over that part of the County of Gloucester which is situated between the Intercolonial Railroad and the seaboard at Shippegan, and find it level and admirably adapted for the purposes of railway building, the rock foundation is of grey sandstone (the bottom of the coal measures) which has been here subjected to no disturbances. Ballast will, no doubt, be abundant, and there will be plenty of sleepers to be got in the vicinity of the road.

The Gloucester side of the Bay of Chaleurs is by far the cheapest side for the construction of a railway for the fishermen of the whole bay, as the Quebec shore is bounded by high hills and mountains.

A railroad to Shippegan will aid the Quebec side of the bay very much, as many fishermen from the Quebec shore come to Miscou banks to fish; indeed most of the fishing in the bay is done, so I am informed, out in the bay or off Miscou. Railroad communication with Shippegan ought to nearly double the fishing trade of Gloucester, as the fishermen can then ship their fish frozen, or salted, to the west.

Here, at Lake Superior, they use steam tugs in fishing; one left Marquette a few days ago; the same thing might be done at Shippegan.

In conclusion I most positively assert that there cannot be found in New Brunswick any more suitable ground for the construction of a railway than the country

between the Intercolonial, and Caraquet or Shippegan, while, on the contrary, the Quebec shore presents a very expensive route. I will be happy to give you any further information which you may want.

Yours truly,

EDWARD JACK.

K. F. BURNS, Esq., M.P., Ottawa.

GOVERNMENT RAILWAYS IN OPERATION,

OFFICE OF THE CHIEF ENGINEER, OTTAWA, 27th March, 1883.

SIR,—Mr. K. F. Burns' letter of the 3rd instant, enclosed to the Hon. Minister of Railways and Canals, by the Hon. Sir Leonard Tilley, and under cover No. 30,869, asking for a subsidy in aid of a railway from some convenient point on the Intercolonial Railway to Shippegan, a distance of about forty-five miles, having been referred to me, I have the honor to report that this proposed line of railway is one which has from time to time received considerable attention. In 1874 a survey of this line was made by the Dominion Government, but I can find no record of it in the Department. It was, I think, from forty to fifty miles long, and the work was generally moderately easy. From Mr. Burns' description of the country, its resources and of the traffic to be developed, it would appear to be an enterprise which, if put fairly before the financial world, would stand on its own merits without Government aid. Of course, to succeed, it would be necessary for Mr. Burns to establish beyond question what the traffic he calculates upon, would flow to the Railway. This road would, I consider, prove a valuable feeder to the Intercolonial Railway.

No. 30,869 returned herewith.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer and General Manager.*

Memorandum.

OTTAWA, 14th May, 1883.

The undersigned has the honor to represent that, under date of the 3rd March last, application has been made on behalf of a Company formed for the purpose of its construction, asking that a subsidy may be granted towards the building of a line of Railway, the Caraquet Railway to run from a point on the Intercolonial Railway at Bathurst to the Harbor of Shippegan, New Brunswick, the length of the said line being about forty-five miles.

That the course proposed to be followed would, it is stated, run along the shore of the Baie des Chaleurs, and would pass through a populous country, containing many important business centres.

That the fishery interests of this district are of exceptional extent, comprising those of the Baie des Chaleurs and the adjacent waters, codfish, mackerel, herring, salmon and oysters being the leading species caught, while the business involves a large amount of capital to the American and Canadian; further, the lumber resources of the country are of a most extensive character, and would, as well as other industries, be, it is believed, largely developed by the introduction of Railway transport. The promoters of the scheme state that the Government of the Province of New Brunswick have granted a subsidy of \$3,000 a mile, and that a further subsidy of \$4,000 a mile would ensure the prompt commencement and early completion of the work, which they regard as an important feeder to the Intercolonial Railway.

The undersigned considers that encouragement should be given to this enterprise, and recommends that Parliament be asked to sanction the grant of a subsidy to the Company in question of \$3,200 a mile, for a distance not exceeding thirty-six miles for a total of \$115,200.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

GATINEAU VALLEY RAILWAY COMPANY.

First fifty-mile section from Hull, P.Q. Subsidy not to exceed \$3,200 per mile; in all \$160,000.

Enclosures.

Petition from Directors of the Company, 15th April, 1883, covering Report of A. L. Light, Esq., C.E., and map.

Memorial from members of the House of Commons, dated 28th March, 1883.

Resolution passed by Corporation of the City of Ottawa, 25th April, 1883.

Report to Council, May 11th, 1883.

Ottawa County Railway System and Northern Development.

OTTAWA, ONT., 23rd April, 1883.

SIR,—During the closing week of the Session of last Parliament, as you will doubtless remember, resolutions were introduced granting subsidies to certain railroads.

In summing up the debate, you thus referred to prospective subsidies, and more particularly to the Gatineau Valley and Ottawa County Railway system:—

“Every mile of road constructed puts a certain sum into the Treasury. In Nova Scotia, when we were an isolated Province, we involved ourselves in a heavy indebtedness, for the purpose of constructing railways, which gave no direct return to the Treasury; but after careful consideration it was found that the entire money expended this way by the Province was returned year by year from the increased revenue arising from the increased development of the country. I think, therefore, that in that respect this policy is based on a sound and legitimate foundation. I wish to mention one word with reference to what is not contained in the resolution. My hon. friend for the County of Ottawa (Mr. Wright) has placed before me a pressing application for aid to a work which I have no doubt is of great importance in developing an important section of country. I refer to the Gatineau Valley Railway. I may say with reference to these applications, that the Government have not felt able to go further than the resolutions which are submitted to the House; but during recess, careful investigation and examination will be made by the Department into all these applications, and we shall be very glad if any of them can be placed on such a footing that we can ask the House to aid them, as we have those which are embraced in these resolutions.”

We gathered from this, that the Dominion Government would require to be put in possession of

1st. A detailed statement concerning the Railways in question.

2nd. That the Report of a responsible Engineer would be requisite to establish the practicability of the enterprise.

3rd. That the promoters were in a position to proceed with the work.

4th. That Capitalists were willing to undertake the construction, equipment and operation of the entire road, provided any encouragement was given by the Dominion.

We therefore beg to submit that since September, 1881, a large staff of explorers, engineers, and other officials have been engaged, with such results as are set forth in the compiled Reports now published in pamphlet form.

The Directors beg to say that the action of the Dominion Government during the Parliamentary Session of 1882, towards other enterprises, encouraged them in their efforts to secure surveys and data at a great cost, and the more those surveys and explorations were prosecuted the more satisfied were they that the construction of the lines through Ottawa County, running in a northerly direction, would prove very beneficial to the entire Railway system of Quebec and Ontario.

They beg further to call attention to the Report of Mr. A. L. Light, Chief Engineer of the Government Railways for the Province of Quebec; that gentleman's services having been secured for the purpose of supplying an independent expression of opinion from a responsible source.

Mr. Light's Report accompanies this document.

The Directors would further call your attention to the Petition also annexed (the original copy now being in your Department) signed by a large number of the people's representatives in Parliament.

They would ask your immediate attention, and that of the Government, to the subject, as it is of paramount importance that if anything is to be done it should be done this year.

The Directors are happy to be in a position to inform you that well-known capitalists are prepared to undertake the construction of the entire roads (127 miles), if the Dominion Government guarantees a reasonable subsidy.

This is all now requisite to secure a vigorous prosecution of the projected work, and consequent impetus to immigration from various parts of Europe; very satisfactory arrangements having been made with several land companies on the other side of the Atlantic to promote the settlement of numbers of English, Scotch and Irish immigrants so soon as the country is opened up by rail communication with the centres of commerce.

The Directors cannot too earnestly impress upon you, and through you other members of the Government, the vast importance of immediate action, as delay may jeopardize arrangements now made, based upon the anticipated assistance from the Dominion Treasury.

On behalf of the petitioners:—

ALONZO WRIGHT, M.P.	}	DIRECTORS.
C. H. MACKINTOSH, M.P.		
L. DUHAMEL, M.P.P.		
W. J. POUPORE, M.P.P.		
WILLIAM A. ALLAN.		
LUKE HENEY.		
J. MURRAY MITCHELL.		
J. M. CURRIER.		

Hon. Sir CHAS. TUPPER, K.C.M.G., C.B., Minister of Railways.

Special Report of Mr. A. L. Light.

DEPARTMENT OF GOVERNMENT RAILWAYS, P. Q.

ENGINEER'S OFFICE, QUEBEC, April 15th, 1883.

To the President and Directors of the "Ottawa and Gatineau Valley" and "Ottawa Colonization" Railways.

GENTLEMEN,—Acting upon instructions received from your Boards, I beg to report as follows upon the practicability of the proposed Railway System for the development of Ottawa County, and the great resources north of the more settled districts.

I have carefully considered the objects your Directors have in view, and from a general practical acquaintance with the districts in question, I am of opinion that these enterprises would prove of exceeding benefit to a portion of the Province of Quebec, and by opening up a new country to the north, containing large agricultural, mineral, and other resources, must eventually form a valuable link in the chain of roads constituting the Pacific, Intercolonial, and Ontario Railway systems, besides becoming a feeder to those eastern and western lines which centre at the capital city of the Dominion.

I am of opinion that the Ottawa and Gatineau Valley, and Ottawa Colonization Railways should be connected, and consider that your Boards are acting wisely in constituting them as one and the same enterprise, for without the construction of the roads as now projected and surveyed, the development of very important interests, in one direction or the other, must be neglected.

A reference to the objects of the Ottawa and Gatineau Valley and Ottawa Colonization Railways, will at once establish the force of this opinion.

The Ottawa and Gatineau Valley Railway, is intended to operate through a most fertile and prosperous section of the Gatineau Valley, in Ottawa County, making a

general northern course as far as the Desert River. Hull City, the depot of the great lumbering interests of the Ottawa Valley will be, for the time being, the main depot. Leaving Hull, it will pass through the township of that name, thence through Masham, Wakefield, Low, Aylwin, Wright and Bouchette Townships, and on through the Indian Reserve, known as Maniwaki, to the Desert River, the point from which, at present, all the trade of that northern part of the Continent is carried on. Above the Desert, there is a fine country rich in precious metals, as well as abounding in lumber, and other natural products common in this region. The Ottawa and Gatineau Valley Railway, would more particularly serve a valuable agricultural district on the west side of the Gatineau River. The line of the Ottawa Colonization Railway was adopted, after careful and exhaustive explanatory surveys, thus tapping the Gatineau Railway line at or near the out-crop of the three phosphate of lime and iron belts. This Railway will therefore commence from the line of the Canadian Pacific Railway, near Buckingham, and is proposed to operate on a line intersecting the whole phosphate region in a northerly and westerly course, to the township of Aylwin before mentioned, furnishing means of transport to the many rich mines in the townships of Buckingham, Templeton, Wakefield, Bowman, Denholm, and Hincks. (See prospectus of Ottawa and Gatineau Valley and Ottawa Colonization Railway Companies).

There is, further, a point of extreme importance to be considered in connection with the enterprise, I allude to the vast field for settlement which this fine country affords, and to the fact that without the construction of the entire line, large tracts of fertile lands must remain undeveloped, and immigration (so far as this section of the Province of Quebec is concerned), be materially retarded.

I have at the request of the Directors, carefully examined all the maps, profiles, plans, estimates, and other details in the Companies' offices, and find them complete and satisfactory. The fact, however, that the Government of the Province of Quebec has finally guaranteed the land subsidy to the Companies (under the Act of 1882), would be a sufficient recognition of their good faith, and the correctness of their data; but I wished to make an inspection of the same, in order to be in a position to vouch personally for them.

I find, on a careful examination of the profiles that the building of these roads will not necessitate what is usually termed heavy work, except for a short distance through ridges in Wright and Hincks Townships, where I am informed, every indication tends to show the cutting to be gravel, well suited for ballast, in which case its extra depth of "cut" will not be objectionable, as it is, I understand, the only material of the kind met with between the above mentioned points and Desert River.

The route adopted by your engineer is, on the whole, free from the difficulties which are usually to be found in so rough a country as that which your line traverses.

The alignment shows careful consideration, the objective points well chosen, the curvatures flat, and grades easy enough.

The total length of line is 127 miles. With respect to cost of "construction" as the districts which the line will traverse possess abundant supplies of the timbers usually employed in railway building (viz., tamarack, cedar, pine and oak, &c), and the soils are of such a nature as to be handled economically; also considering the present low values generally in the country for produce, I shall place my estimate at \$18,000 per mile. This may be reduced, however, by laying in sharper curves at certain points, and by raising gradients to eighty feet as the maximum; thus placing the formation level both in excavation and embankment nearer the surface, which would bring the estimate down very considerably.

I remain, gentlemen, your obedient servant,

A. L. LIGHT,

(Member of the Institute of Civil Engineers, and

Member of the American Association of Civil Engineers.)

Chief Eng'r Gov't. Railways, P. Q.

The Ottawa and Gatineau Valley, and Ottawa Colonization Railways.

HOUSE OF COMMONS, 28th March, 1883.

To Hon. Sir Charles Tupper, K.C.M.G., C.B., Minister Railways and Canals.

SIR,—The undersigned would respectfully represent, that at the close of the last Parliament they presented a Memorial to the Government signed by nearly fifty members of Parliament, praying that the Gatineau Valley Railroad and its Mineral Branch (127 miles in length) might be placed in the same position as the Gravenhurst and Lake St. John Roads and receive a subsidy from the Dominion Government.

They also pointed out that the construction of this Railroad would prove a great advantage to the Dominion generally, and the Province of Quebec in particular, and that it would prove a most valuable feeder to the Pacific and Quebec system of Railways. That it would develop the agricultural, mineral and lumber sources of an immense region. That it would open up a large tract of most fertile land to the South-west, and for a hundred miles would pass through a country inhabited by a most active and intelligent people. They would also state, that while they approve most heartily of the subsidies granted in aid of the Railway systems of other parts of the Dominion, they trust that the same consideration may be given to the Gatineau system of Railways. Under these circumstances they would most respectfully urge that a subsidy, at least of \$6,000 per mile, should be granted to aid in the construction of the Gatineau Railway and its Mineral Branch, 127 miles. They would also state that Charters have been granted, a Company formed, Surveys made, and every necessary preliminary step taken for the construction of this important work, 127 miles in length.

Alphonse Desjardins,
John Haggart,
C. A. Lesage,
Joseph G. Bossé,
George Hilliard,
C. J. Campbell,
W. B. Ives,
P. Mitchell,
J. J. C. Abbott,
D. B. Woodworth,
Joseph Tassé,
C. C. Colby,
D. Macmaster,
Thos. White,
M. K. Dickinson,
Thos. Scott,
R. Tyrwhitt,
F. Vanasse,
C. E. Hickey,
J. Jamieson,
John Ferguson,
P. B. Casgrain,
G. A. Girouard,
Hugh McMillan,

John Pickard,
Alonzo Wright,
F. Dugas,
F. E. Kilvert,
J. G. Blanchet,
F. X. O. Méthot,
James Beaty,
F. de St. C. Brecken,
Joseph Bolduc,
D. O. Bourbeau,
H. Hurteau,
G. A. Gigault,
M. H. Richey,
M. B. Daly,
P. White,
C. J. Coursol,
P. V. Valin,
Wm. McDonald,
J. A. R. Homer,
D. Girouard,
L. H. Massue,
Geo. A. Kirkpatrick,
C. H. Mackintosh,
Geo. Taylor,

Robert Moffat,
D. W. Gordon,
N. Shakespeare,
S. Labrosse,
P. B. Benoit,
J. C. Patterson,
R. N. Hall,
Henry N. Paint,
T. Coughlin,
F. J. Barnard,
L. McCallum,
J. B. Daoust,
L. J. Fréchette,
Alex. McNeill,
P. E. Grandbois,
Dalton McCarthy,
Hector Cameron,
John White,
J. J. Hawkins,
J. G. H. Bergeron,
J. J. Curran,
Lewis Wigle,
&c., &c.

Moved by Alderman Cox, seconded by Alderman Cunningham:

"That this Council, satisfied that the projected Ottawa and Gatineau Valley Railway system will develop vast resources to the north of the Capital, and prove a boon to this district, eventually becoming a potent link in the chain of railways, embracing the Pacific, Intercolonial and Ontario system, would urge upon the Hon. the Minister of Railways the great public importance of the enterprise."

"Resolved that this Council desires to impress upon the Government, through the Hon. the Minister of Railways, the advantages of this project from a Dominion

standpoint, bringing as it will the resources of a very wealthy country into close proximity to the Capital."

"Resolved that this Council would respectfully suggest that this Railway should be encouraged by a subsidy equal to that granted to those roads already assisted by the Government of the Dominion at the closing Session of the Parliament in 1882."

Certified a true copy of a Resolution of the Council of the Corporation of the City of Ottawa, passed at a meeting of said Council, held on Wednesday the 25th April, 1883.

WM. P. LETT, *City Clerk.*

P. St. JEAN, M.D., *Mayor.*

Memorandum.

OTTAWA, 11th May, 1883.

The undersigned has the honor to represent that at the close of the last Session of Parliament a memorial, signed by nearly fifty members, was submitted, urging the grant of a subsidy to a contemplated line of railway running from the City of Hull up the Gatineau Valley, with a branch to Buckingham, the total distance to be covered being 127 miles, but that no action was taken in the matter, pending further examination.

The promoters of this railway have, during the past year, caused explorations and surveys to be carried on, and have now submitted the results obtained as embodied in a Report dated the 15th of April, 1883, made by Mr. A. L. Light, Chief Engineer of Government Railways in the Province of Quebec.

That Mr. Light states that the Railway known as the Ottawa & Gatineau Railway is intended to operate through a most fertile and prosperous section of the Gatineau Valley as far north as the Desert River. Above this point he states that there is a fine country, rich in precious metals and lumber. That the branch proposed is so located as to tap the whole of the phosphate region, and to connect with the line of the Canadian Pacific Railway near Buckingham. He also calls special attention to the fact that large tracts of fertile lands offer a field for immigration which would be developed by the construction of the road. He reports approvingly of the alignment, curvatures and gradients of the proposed line which he considers must eventually form a valuable link in the chain of roads constituting the Pacific, Inter-colonial and Ontario Railway systems.

That the Directors under date the 23rd of April last, represent that in the event of a subsidy being granted by the Dominion Government, well known capitalists are prepared to undertake the work of construction, and that very satisfactory arrangements have been made with several land companies on the other side of the Atlantic to promote the settlement of numbers of English, Scotch and Irish immigrants so soon as the country is opened up. That a memorial, dated the 28th March last, has been received, bearing the signatures of over seventy members, in which it is asked that a subsidy of \$6,000 a mile may be granted by the Dominion Government to aid their road, the cost of which it may be observed is set down by Mr. Light as \$18,000 a mile. The grant of aid is also urged by the Municipal Council of the City of Ottawa by a resolution passed on the 25th ultimo, the ground taken being that the road will bring the resources of a very wealthy country into close proximity to the Capital. The undersigned recommends that Parliament be asked to approve of the grant of a subsidy of \$3,200 a mile for the distance of fifty miles, or not exceeding \$160,000, in aid of the projected road, commencing at Hull Station in the Province of Quebec.

CHAS. TUPPER, *Minister Railways and Canals.*

MONTREAL AND WESTERN RAILWAY COMPANY.

PROPOSED SUBSIDY,—\$3,200 per mile first fifty-mile section out of St. Jérôme, not exceeding in all \$160,000.

Enclosures.

Application for aid supported by the signatures of Members of the Senate and House of Commons.
Report to Council.

MONTREAL AND WESTERN RAILWAY COMPANY, OTTAWA, 9th May, 1883.

DEAR SIR,—The Montreal and Western Railway Company, which is a federal Company, has been authorized to build a line of railway from the Town of St. Jérôme, in the County of Terrebonne, along the valley of the North River, to the Gatineau River, there to tap the Gatineau Railway, and from there westward towards Lake Temiscaming. In this respect it is really a feeder of the Canadian Pacific Railway. The company has already a small subsidy from the Province of Quebec for the portion of its line extending from St. Jérôme to the Village of St. Agathe.

The tract of country which our railway proposes to traverse can be confidentially stated as equal in fertility to the best parts of the Province of Quebec. It is covered, as a rule, with hardwood, maple, elm, oak, birch, &c., a sure sign of a rich soil. Already a strong current of colonization has set in through this tract of country, over 10,000 souls have established themselves there since five or six years, and twenty-five townships and parishes have been partly settled. But this movement cannot continue without the aid of a railway. The last settlers are now at eighty miles from St. Jérôme, the nearest railway station; they cannot be expected to go any further if they have not railway facilities. Besides it is necessary to increase the width of the inhabited portions of the Province, in order to ensure in the future and maintain forever the importance of the route of the River St. Lawrence as the main commercial highway of the Dominion.

At 100 miles back of the Ottawa River lies an immense territory of unsurpassed fertility, a Province in itself, and from that territory the whole of the traffic created will converge towards the St. Lawrence route and through no other on account of its geographical position. For the populous district of Montreal, containing nearly half a million of souls, it is the only territory left open for the surplus of its population. I am happy to state that the efforts of Rev. F. Labelle and others have succeeded in directing towards these new and prosperous settlements a great many of our countrymen who would otherwise have gone to the United States.

If the Dominion has imposed upon itself so many sacrifices in land and money for the establishment of the North-West, should not similar efforts be made in order to secure this new and most valuable and immense tract of land which lies in a straight line between St. Jérôme and Lake Temiscaming.

It might happen that the population of the far West should some day seek towards the United States an outlet for its traffic. This will never be the case with the inhabitants of this great West of the Province of Quebec, north of the Ottawa, when once established.

For all these reasons the Company submits that it is, perhaps, entitled to receive the favorable consideration of the Federal Government, and to obtain from it a fair amount of help. The Company begs, therefore, to ask a subsidy of at least \$6,000 per mile for the distance between St. Jérôme and Notre Dame du Desert in the Township of Maniwaki, on the Gatineau River, say about 150 miles. This subsidy added to what we already have, and to what we expect to obtain from other sources, will ensure the building of the proposed railway, which really is the continuation of the enterprise whose construction popularized in Quebec the project of the Canadian Pacific Railway.

I have the honor to be, Sir, your obedient servant,

E. LEF. DE BELLEVEUILLE, *Secretary.*

We, the undersigned fully and cordially concur in the request as above made by the Montreal and Western Railway Company, and respectfully recommend it to the favorable consideration of the Government.

J. G. Blanchet,
C. H. Mackintosh,
Thos. White,
George B. Baker,
Hy. Smyth,
Robert Moffatt,
John Small,
John McDougall,
Murray Dodd,
Alex. McNeill,
M. H. Richey,
Henry N. Paint,
P. Mitchell,
Edward Hackett,
James Reid,
George Taylor,
Geo. T. Orton,
M. K. Dickinson,
C. A. Lesage, N. P.
Joseph Bolduc,
C. B. Blondeau,
L. A. Billy,
P. Fortin,
E. O. Cuthbert,

John F. Wood,
N. C. Wallace,
A. Desjardins,
F. Vanasse,
D. Bergin,
D. O. Bourbeau,
L. L. L. Desaulniers,
Chas. H. Tupper,
James Beaty,
C. F. Ferguson,
J. J. Hawkins,
William McDonald,
W. Henry Allison,
Hugh McMillan,
C. J. Campbell,
Dr. C. Rinfret,
Dr. DeSt. Georges,
F. X. O. Méthot,
R. Tyrwhitt,
D. Girouard,
J. H. Wilson,
J. A. R. Homer,
F. Dupont,
P. B. Benoit,

G. A. Gigault,
J. J. C. Abbott,
L. J. Riopel,
John Burnham,
Alex. Robertson,
A. C. McDonald,
J. B. Daoust,
Joseph Tassé,
L. H. Massue,
P. V. Valin,
A. Pinsonneault,
F. Bourrassa,
F. Bécharde,
M. Auger,
Arthur T. H. Williams,
G. Amyot,
George Guillet,
F. de St. Croix Brecken,
L. J. Fréchette,
J. Royal,
Simon X. Cimon,
E. Cochrane,
G. A. Girouard,
F. Dugas.

HON. SIR CHARLES TUPPER, Minister Railways and Canals.

Memorandum.

OTTAWA, 10th May, 1883.

The undersigned has the honor to represent, that under date the 9th instant, application has been made on behalf of the Montreal and Western Railway Company, having in view the grant of assistance by the Dominion Government towards the construction of a line of railway to extend from the Town of St. Jérôme, in the County of Terrebonne, along the Valley of the North River to the Gatineau River, there to tap the Gatineau Railway, and thence westward towards Lake Temiscaming.

That the applicants urge that the country to be traversed by their line is possessed of a rich soil, and is already attracting settlers to a large extent, over 10,000 persons having, it is stated, established themselves there during the past five or six years, while twenty-five townships and parishes have been partly settled; that for the more advanced settlements the nearest station is St. Jérôme, eighty miles distant, and attention is drawn to the successful efforts made to settle, with those who would otherwise have gone to the United States, this fertile territory, and to the advisability of affording railway facilities in support of these efforts, so beneficial to the Dominion. The Company accordingly ask from the Government aid to the extent of \$6,000 a mile for the portion of their proposed road, about 150 miles, extending from St. Jérôme to Notre Dame du Desert, on the Gatineau River.

The undersigned fully recognizing the value of railway enterprise in this district as a means of attracting settlement to a section of country whose importance is growing more and more evident in view of its mining, lumbering and agricultural resources, recommends that Parliament be asked to sanction the grant of a subsidy in aid of the proposed line, to the extent of \$3,200 a mile, for a distance fifty miles westwards from St. Jérôme.

Respectfully submitted,

CHARLES TUPPER, Minister Railways and Canals.

NAPANEE, TAMWORTH & QUEBEC RAILWAY COMPANY.

PROPOSED SUBSIDY,—\$3,200 per mile on twenty-eight miles, from Napanee to Tamworth, not exceeding in all \$89,600.

MONTREAL, 7th October, 1882.

DEAR SIR,—I have much pleasure in giving you my impression of the Napanee, Tamworth and Quebec Railway project, as gathered from my inspection of the line some short time since.

From Napanee to Tamworth, twenty-eight and one-half miles, the line is graded ready to receive the track, and I quite agree with Mr. Bailey, Engineer of the Toronto and Ottawa Railway, that the grading is extremely well done, and will compare favorably with any of the railways recently built in Ontario.

It is to the credit of the country that the cost of the whole of the work on these twenty-eight and a-half miles has been provided from local sources.

From the Bay of Quinté, four miles south of Napanee, to Tamworth, the country is exceptionally fine as an agricultural district, and has besides made considerable progress in manufacturing, paper-mills and other factories having been erected at various points along the Napanee and Salmon Rivers, and around which thriving villages have sprung up. The entire aspect of the country is of most pleasing character, evidencing the thrift, industry and enterprise of the people. The deposit of hematite iron ore near Tamworth containing 64 per cent. of metallic iron, according to the report of Professor Chapman, will form an important element of traffic in the future of the railway.

From Tamworth to junction with the Toronto and Ottawa and Ontario and Quebec Railways, the distance is about eighteen miles (no work yet done), through townships as yet but sparsely settled, and of course unable to lend much aid to the construction, but needing only to be opened and made accessible by railway to bring their forest products into immediate demand and value, as well as to induce settlement.

The whole length of the projected line, from the mouth of the Napanee River on the Bay of Quinté to junction with the two trunk lines named above, both now under construction, is about fifty miles. The construction of the Murray Canal has for its object to make the Bay of Quinté part of the direct highway of the lakes. It will add largely to the importance of the bay ports. The Napanee, Tamworth and Quebec Railway will connect the navigation of Lake Ontario with the whole system of railways now converging upon Ottawa, and by a route not to be surpassed in directness, thus giving to the project Dominion as well as simple Provincial attributes.

As a local line it would seem to have at least equal claims upon the Ontario Government with other roads already liberally aided from that source, and its claims upon the Dominion Government are assuredly equally well grounded with those of certain lines in other of the Provinces to which assistance was voted in the last Session of Parliament.

I anticipate a useful and prosperous future for the Napanee, Tamworth and Quebec Railway.

Yours truly,

W. SHANLY.

W. S. WILLIAMS, Esq., Secretary Napanee, Tamworth and Quebec Railway.

OTTAWA, 26th February, 1883.

SIR,—I have the honor, after, as instructed, having been over the line of the Napanee, Tamworth and Quebec Railway, with the view to an examination of its route and character, as well as the resources it will probably command when completed to conduce to its success in a commercial point of view, to report as follows:—

The location of the line lies through a country favorable to a railway, and seems to have been well and carefully picked out, as shown by the plan obtained by the engineer, Mr. J. R. Perry.

A few of the gradients are heavy, up to and over 60 feet per mile as shown on the preliminary section, but the location one has not yet been made, and this, I am assured by Mr. Perry, completely avoids these.

In any case they are short, and the alignment is very favorable.

The width of roadway on the portion now graded, that from Napanee to Tamworth, a distance of twenty-eight and a-half miles, is fourteen feet in embankments, and eighteen feet in cuttings.

In view of the light nature of the material, this width of embankment may be regarded as sufficient, and that in cuttings likewise, save in the matter of "snow storms," which may hereafter lead to their being widened to twenty feet or more, depending upon the exposed position or otherwise in which they may happen to be placed.

The structures in masonry, built partially in cement, but chiefly dry, and in number considerably under the average demanded by railways generally, are of good quality, comparing favorably with those on the line of the Canadian Pacific between Ottawa and Montreal, and I have, therefore, no hesitation in conferring upon what has already been done, the character of a "foundation for a first-class line."

The desire of its promoters being to form a junction with the Ontario and Quebec Railway in the neighborhood of Arden. I have also examined the country between Tamworth and that point without discovering difficulty in the way of its extension. I consider that an easy and direct location can be made here, and it is an important one, whether viewed in connection with the immense area of iron ore over which it passes, or the fact that an immediate junction with the Ontario and Quebec, bears beneficially upon the interests of both lines.

This junction, it will be also seen, while it shortens the route to Ottawa from Napanee and the Bay of Quinté parts to the westward of it, does so enormously, both as respects Ottawa and Montreal, from the northern points through which it passes, insuring thereby to the Ontario and Quebec and hereafter to the Canadian Pacific Railway also, the bulk of the traffic of a district which is now served by the Grand Trunk alone, and this to the bestowal of an incalculable amount of good to the rich section of country interested, and which, it should be also noted, lies now in a space of no less than seventy-five miles from east to west, with no railway accommodation whatever, save from lines also running from east to west, and some fifty miles apart.

With reference to the traffic the line may reasonably look for, it, in the first place, runs through a farming country which already exports large quantities of grain, especially barley.

This traffic, it is safe to say, the existence of a railway will, in a short period, enormously increase, at the same time it will create other sources of trade, one of which is the ores and minerals mentioned, and whose rich and extensive deposits, now scarcely known beyond their own locality, only await such an outlet as this railway will afford them, to yield their quota to the internal wealth and resources of Canada.

The country is besides essentially a manufacturing one, owning in the Napanee and Salmon Rivers water-powers of exceptional magnitude, and already possessing upon both these streams establishments in the shape of mills and factories, whose surroundings, notwithstanding existing difficulties of transportation, point with justifiable pride to the large amount of business they transact.

One of the first impressions formed on the consideration of a line situated as this is, is that of its being a feeder to all the east and west railways it happens to cross, and hence, in viewing the Napanee, Tamworth and Quebec, it can be so as a feeder at the present time to the Canadian Pacific, the Quebec and Ontario, and the Grand Trunk lines. Its crossings of these will in this way become points for any interchange of traffic which must materially promote the welfare of all, each tending at the same time to increase and multiply any business that may at once await the north and south lines, by the impetus, new facilities, and demand for the products it can furnish, will give to the settlement and population of the country along its route, and I therefore consider the construction of such a line should be regarded not merely as a local and Provincial, but an absolutely Dominion work, one in which

the whole country is concerned, and in the promoting of which the Central Government may well take an interest, apart from that due to the fact that the ultimate design of its projectors is by the crossing of the Ottawa River, in the neighborhood of Point Alexander, to render the line an inter-Provincial one.

These now furnish statistical information obtained from resources of undoubted reliability, and which will go further than anything I can otherwise proffer to inform the Government on the extent of expectations deemed sufficient to induce the promoters of the enterprise to apply for assistance in the direction of its completion.

I would only further remark that although the present season of the year precludes as a matter of course, owing to the depth of snow with which it is covered, actual ocular observation of the line as respects its grading and many of its structures, I have still been favored by an interview with the engineer, seen his plans, and have every reason to feel satisfied that the work is in precise accordance with the drawings which represent it, and the statements I have received concerning it.

In further corroboration of the correctness of these, I have also read the reports of Messrs. Shanley and Bailey, engineers, each of whom, from having gone over the line in Summer, possessed the opportunities I have been myself deprived of.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, Secretary Railways and Canals.

D. STARK, C.E.

DESCRIPTION OF MILLS AND FACTORIES.

NAPANEE MILLS.

Paper Mill.	Hydraulic Lime Works.	Saw Mill.
-------------	-----------------------	-----------

NEWBURG.

Saw Mill.	Machine Shop.	Paper Mill.
2 Flour Mills.	2 Agricultural Works.	3 Carriage Factories.
Cabinet Factory.	5 Tanneries.	Cheese Factory.
Foundry.	Oat and Barley Mill.	Woollen Factory.

CLARK'S MILLS.

Paper Mill.	3 Flour Mills.	2 Saw Mills.
Woollen Factory.		

YARKER.

2 Saw Mills.	Agricultural Works.	Woollen Factory.
Flour Mill.	Waggon, Wheel and Hub	Foundry.
Foundry.	Factory.	

COLEBROOK.

Flour Mill.	2 Saw Mills.
-------------	--------------

ENTERPRISE.

Flour Mill.

TAMWORTH.

2 Saw Mills.	Machine Shop.	Cheese Factory.
2 Flour Mills.	Carriage Factory.	Woollen Factory.
Foundry.		

NAMES and Population of Towns along the route of the Napanee, Tamworth and Quebec Railway.

Name of Town.	Population.
Napanee	4,500
Napanee Mills	500
Newburgh.....	1,000
Thompson's Mills	300
Camden East.....	500

Name of Town.	Population.
Yarker	800
Colebrooke	300
Petworth	300
Bell Rock.....	300
Moscow.....	200
Enterprise	600
Tamworth.....	1,000
Arden	300
	10,600

DISTANCES from Napanee to the principal places:—

Napanee to Newburgh.....	7 miles
“ “ Camden East.....	9 “
“ “ Yarker	14 “
“ “ Moscow	19 “
“ “ Enterprise	23 “
“ “ Tamworth	28½ “
“ “ Arden	48 “

COMPARATIVE Statement, showing the distances of various points on the Napanee, Tamworth and Quebec Railway to Ottawa, *via* that and the line of the Grand Trunk Railway.

Names.	Via G. T. Ry.	Via N. T. & Q. Ry.
Napanee to Ottawa.....	148 miles.	144 miles.
Yarker “	162 “	130 “
Tamworth “	176½ “	115½ “
Arden “	196 “	96 “

LIST of Water Powers on the Salmon River bearing on the traffic of the Napanee, Tamworth and Quebec Railway.

Locality.	Fall.	Discharge per minute.	Total Power.	Power in use.	Power remaining.
	Feet.	Cub. Feet.	Horse.	Horse.	Horse.
Croydon.....	40	Average discharge, 48,000 cubic feet per minute.	3,640	20	3,620
Lower Tamworth.....	20		1,820	50	1,770
Tamworth	10		910	50	860
Wheelers.....	8		730		730
Jones	12		1,100	25	1,075
Sawlog Rapids.....	8		730		730
Larrabee do	9		820		820
Beaver to Long Lakes.....	150		13,640		13,640
Arden.....	40		3,640	50	3,590
High Falls.....	30		2,730		2,730
Newtons.....	25		2,300	20	2,280
Cross Lake Dam.....	15		1,360		1,360
Beaver Creek (5 miles).....	100		9,090		9,090
Crooked Creek (9 miles).....	500	45,450		45,450	
Puzzle Lake to Gull Creek.....	40	3,640		3,640	
Totals.....			91,600	215	91,385

List of Water Powers on the Napanee River bearing on the traffic of the Napanee Tamworth and Quebec Railway.

Locality.	Fall.	Discharge per minute.	Total Power.	Power in use.	Power remaining.
	Feet.	Cub. Feet.	Horse.	Horse.	Horse.
Napanee.....	33	Average discharge, 36,000 cubic feet per minute.	2,250	300	1,950
Napanee Mills.....	9		620	150	470
Newburgh.....	40		2,730	100	2,630
Thompson's Mills.....	30		2,050	150	1,900
Hoopers.....	30		2,050	.....	2,050
Camden East.....	10		680	150	530
Parrot's Rapids.....	9		620	.....	620
Shibley's Rapids.....	18		1,240	.....	1,240
Woodmucket.....	9		620	100	520
Yarker.....	26		1,800	.....	1,800
Colebrooke.....	9		620	.....	620
Petworth.....	8		540	.....	540
Bell Rock.....	28		2,000	150	1,850
do to first Deepean Lake.....	40		2,730	.....	2,730
1st to 2nd Deepean Lake.....
At 2nd do.....	16	1,080	.....	1,080	
2nd to 3rd do.....	30	2,050	.....	2,050	
3rd to 4th do.....	13	900	.....	900	
4th to 5th do.....	40	2,730	.....	2,730	
Carmine Creek.....	60	4,100	.....	4,100	
Totals.....	.....	.....	31,410	1,100	30,310

D. STARK, C.E.

To Right Hon. Sir John A. Macdonald, K.C.B., Premier, Dominion of Canada :

The Petition of the undersigned, a few of the inhabitants of the Electoral Division of Lennox, your county:—HUMBLY SHOWETH :

That the Napanee, Tamworth and Quebec Railway have purchased the right of way and graded their railway from the Town of Napanee to the Village of Tamworth, and desireth to extend the same to connect with the Ontario and Quebec, Toronto and Ottawa and Canadian Pacific Railway ;

The Municipalities of Napanee, Newburgh, Camden and Sheffield have granted bonuses to the extent of \$87,500 to assist said Company to build said road ;

The Road runs through a good agricultural and manufacturing country to Tamworth and from Tamworth northward through a country rich in mineral deposits. Along the whole line of said Road water powers of unexceptional magnitude abound, which are as yet unutilized on account of no railway facilities to assist them ;

Said Company have, as yet, received no aid from any Government, and cannot proceed with their work until some assistance is given them, and unless such assistance is given them, a large amount of money will be lost to the county, and the country through which said Road runs and is to run, will lie dormant, while other parts of Canada, which have such facilities, must and will progress ;

Your petitioners believe, that said Road is much needed for the development of our county, and will be the means of adding wealth to the State ;

Your petitioners, therefore, humbly pray that you will cause to be put in the Supplementary Estimates this Session a sum sufficient to enable said Company to

complete said Road from the Town of Napanee to connect with the Ontario and Quebec Railway; and, as in duty bound, will ever pray.

MICL. P. WOOD, *Warden.*

CHARLES JAMES, *Mayor of Napanee.*

JOHN HERRING, *Reeve of Napanee.*

T. G. CARSCALLEN, *Dy. Reeve of Napanee.*

JOHN SHARP, *Dy. Reeve of Emerstown.*

JACOB H. ROBLIN, *Reeve of Adolphustown.*

JOHN B. DIAMOND, *Reeve South Fredricksburg.*

THOMAS V. SIKSMITH, *Dy. Reeve of Richmond.*

P. W. DRAPOE, *Reeve of Richmond.*

W. N. DOLLER, *Reeve North Fredricksburg.*

And forty others.

NAPANEE, 4th May, 1883.

Memorandum.

OTTAWA, 11th May, 1883.

The undersigned has the honor to represent that application has been made by the Napanee, Tamworth and Quebec Railway Company for Dominion aid towards the construction of their line, such line running, as proposed, from Napanee, on the Napanee River, Bay of Quinté, Ontario, north to the River Ottawa at Point Alexander.

That from examinations made and Reports submitted by Mr. Walter Shanly, C.E., and an officer of the Department of Railways and Canals, it appears that the line has been well located, passing through a country rich in agricultural and mineral resources, especially iron, and abounding in water power, rendering it well adapted for manufactures, of which a considerable number are already in existence.

That in its course northward it intersects with the lines of the Ontario and Quebec and the Toronto and Ottawa Railways, connecting also with the Grand Trunk at its starting, and prospectively with the Canadian Pacific at its terminal points, placing their line in direct communication with the navigation of Lake Ontario, and thereby occupying a position which entitles it to consideration at the hands of the Dominion.

That, as appears from the Reports cited, the total distance between Napanee and the points of junction with the Ontario and Quebec and Toronto and Ottawa Roads, which form the immediate object of the Company's work, is fifty miles, and that of this distance twenty-eight miles are now graded.

The undersigned, considering that the line is, by virtue of its present connections and objects, a work deserving of Dominion aid, recommends that the authority of Parliament be sought during the present Session for the grant of a subsidy to this Company to the extent of \$3,200 a mile for a distance not exceeding twenty-eight miles, or the sum of \$89,600.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

QUEBEC AND ST. JOHN RAILWAY.

PROPOSED SUBSIDY,—\$3,200 per mile for twenty-five miles, from St. Raymond to Lake St. John, not exceeding in all \$80,000.

Enclosures.

Order in Council, 17th March, 1883.

Memorandum by Mr. M. W. Baby.

Petition of E. Beaudet, Esq., covering pamphlets "Le Nord."

Letter from Sir Leonard Tilley covering petition of E. Beaudette, Esq.

Report to Council.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 23rd March, 1883.

On a Memorandum dated 17th March, 1883, from the Minister of Railways and Canals, submitting that by an Act 45 Vic., cap. 14, passed last Session, authority was given for the grant of subsidies towards the construction of certain lines of railway to such Companies as might be approved by the Governor in Council as having satisfactorily established their ability to complete the said railways respectively within a reasonable time, and that amongst the proposed subsidies was the following:—"For a railway from St. Raymond to Lake St. John, both in the Province of Quebec, a subsidy not exceeding \$3,200 a mile, not exceeding in the whole \$384,000."

The Minister represents, that by a letter dated the 14th instant, the Quebec and Lake St. John Railway Company have submitted an application for the grant of the aforesaid subsidy, forwarding with such application a copy of a Bill amending and consolidating various previous Acts relating to their incorporation, privilege and powers, which Bill is now before the Legislature of the Province of Quebec, and has, they state, passed its third reading in both Houses, and has been adopted, and that by the second clause of the said Bill it is declared that the Act shall be held and taken to be a special Act incorporating the said Company.

The Minister further represents that the Company have already constructed a line of railway between Quebec and St. Raymond, a distance of about 35 miles, and by the third clause of the present Bill provision is made for power to construct a line from some point on their existing line, or from the city of Quebec to Lake St. John, the road to be completed as far as the southern extremity of the Island of Lake Edward by the 31st day of December, 1885, and as far as Lake St. John by the 31st December, 1887.

The Minister, being satisfied as to the ability of the Company, recommends that he be authorized, in the event of the aforesaid Bill becoming law, to enter into contract with the Company for the purposes contemplated by the Subsidizing Act above cited, and in conformity with its provisions.

The Committee advise that the requisite authority be granted accordingly, it being understood that the debt due to the Customs Department by the Quebec and St. John Railway be repaid out of the said subsidy.

Hon. Minister Railways and Canals.

JOHN MCGEE.

OTTAWA, 21st April, 1883.

SIR,—I have the honor to submit the enclosed memorandum for the favorable consideration of the Honorable the Privy Council of Canada.

I have the honor to be, Sir, your obedient servant,

M. W. BABY.

SIR CHAS. TUPPER, Minister Railways and Canals.

The Quebec and James Bay Railway.

Memorandum.

The Parliament of Canada in granting last Session the subsidy of three hundred and eighty-four thousand dollars, affirmed the expediency of securing the construction of this public work.

The grant was based, as will be seen by a reference to the statement made by the Honorable the Minister of Railways and Canals, in the House of Commons, on the resolutions granting subsidies to certain railways; on the two-fold consideration, that the line of railway proposed to be subsidized, exceeded the character of a local work, and that it was the commencement of an important federal work, a line of railway communication between Quebec and James Bay.

A Bill is now passing through Parliament to incorporate a company with the necessary powers to undertake this project in its entirety.

It is intended to merge the Quebec and Lake St. John Railway Company with the Quebec and James Bay Railway Company.

The Quebec and Lake St. John Railway is the first portion, and about the one-third of the mileage of the Quebec and James Bay Railway.

The country to be traversed and developed by this portion of the projected line of railway, is well known to be rich in natural resources and well adapted to settlement. The Main Line—with the branch lines, which will be gradually constructed to meet the requirements of colonization—will in time bring into play, some fifteen millions of acres of arable land.

See the letter of E. E. Taché, Assistant Commissioner of Crown Lands Province of Quebec, and pamphlet "Le Nord," by T. C. Langelier, hereunto annexed.

And this portion of the projected line of railway has been located. See A. L. Light's Report to the Honorable the Minister of Railways and Canals, dated 1881, hereunto annexed.

The country beyond the height of land to James Bay, is not as well known, but there is already at hand sufficient information to warrant the statement that the country is rich in soils, forests, minerals, water-powers, and enjoys a climate milder than is generally believed.

A thorough exploration and study of this country would be decidedly in the general interest, and would come within the legitimate sphere of governmental action with the view of furnishing information of a character to carry weight in the money markets of the world.

Time has shown that the measure of assistance extended last Session is entirely inadequate to meet the requirements of the case.

And from negotiations carried on in Europe the financial basis upon which it may be hoped to float the Company's bonds for this portion of the projected line of railway—170 miles in length—may be stated as follows:—

The federal guarantee for the payment of interest, during a period of twenty-five years, on the Company's bonds, to be issued at the rate of \$20,000 per mile of road, equal to \$3,500,000, and for sections of ten miles or more in length received by the Government Engineer.

Towards this guarantee fund there is now available a subsidy of \$850,000 from the Legislature of Quebec which will be transferred over in the event of the Federal guarantee being granted, and the subsidy of \$384,000 from the Parliament of Canada.

With this measure of assistance the Federal guarantee, the construction of this portion of the projected line of railway will be completed within four years, during which period time will be afforded to complete the study of the country and the location of the line to James Bay.

Considering—

The conditions under which the projected line of railway will be built through the interior of the country and across the Laurentian Range, involving many and serious difficulties and heavy outlays;

The magnitude and importance of the project which in time will develop the varied resources of an immense territory. See conclusions of a work in manuscript by T. C. Langelier, entitled "The Southern Watershed of Hudson Bay," hereunto annexed;

That the gradual development and settlement of this territory will directly augment, and in increasing proportions, the Federal revenue;

That reasons of State policy are involved in the fostering of the settlement of the eastern as well as the western portions of the Dominion;

And the evident and urgent necessity of giving such an extension of the railway policy laid down last Session as will enable the objects thereof to be worked out;

It is confidentially expected that Parliament will grant this Session, to the Quebec and James Bay Railway Company, the measure of assistance above set forth.

OTTAWA, 21st April, 1883.

M. W. BABY.

OTTAWA, 30th April, 1883.

SIR,—Inclosed the petition of E. Beaudet, Esq., Vice-President of Lake St. John Railway, which I pray you will take into your favorable consideration.

I am, Sir, yours &c.,

SIMON X. CIMON.

Hon. Sir CHARLES TUPPER, Minister Railways and Canals.

Translation. *The Petition of the Lake St. John Railway Company,*

RESPECTFULLY SHOWETH :—

That under the Act 45th Vic., ch. 14, there was granted to your Petitioners a subsidy of \$384,000, being at the rate of \$3,200 for each mile of the railway of Petitioners, calculated on an estimated length of 120 miles, as being the length of the railway from St. Raymond to Lake St. John ;

That your Petitioners are informed that the intention of the Executive was to grant the said subsidy of \$3,200 per mile on the whole extent of the said railway, from the said place, St. Raymond, to Lake St. John, and that the figure 120 miles was placed in the Estimates as being the real distance between the said two points to be traversed by the said railway ;

That in reality the exact length of the said railway between St. Raymond and Lake St. John is 145 miles, and that by reason of the aforesaid error, your Petitioners would be in the position of getting the said subsidy for a portion only of the said railway, that is to say, 25 miles less than the real length ;

That your Petitioners are anxious to complete the whole of the said line of railway at an early day, but that the said error is a serious obstacle to the full carrying out of the negotiations necessary to that end ;

That, moreover, circumstances which have recently arisen, as well as the nature of the ground, render almost indispensable the construction of a line of the said railway from St. Ambroise to the City of Quebec, independent of any other line, and that in case the said subsidy were made uniform for the whole length of the railway, that is to say, for the distance from St. Raymond to Quebec, about thirty miles, your Petitioners would be in a position to construct the said independent line from St. Ambroise to Quebec, and would bind themselves to construct and equip it with grades of 80 feet to the mile, instead of 132 feet to the mile, as they are on the present road ;

That this improvement would render the said railway highly effective, and independent of the other railways ;

That the said two sections of railway form a total of 55 miles, and require a total subsidy of \$176,000 in addition to that already granted, whereof your Petitioners, in view of the facts heretofore set forth, respectfully request the granting.

And your Petitioners will ever pray.

SIR LEONARD TILLEY, Minister of Finance.

E. BEAUDET, *Vice-President.*

QUEBEC, 25th April, 1883.

OTTAWA, 26th April, 1883.

We, the undersigned, having taken communication of the foregoing Petition—approve of it in every particular—recommend it to the gracious consideration of Executive, and humbly request that its conclusions be granted.

C. A. Lesage,
Simon X. Cimon,
J. A. Gagné,
A. C. P. R. Landry,
J. Royal,
G. A. Gigault,
G. Amyot,
L. J. Fréchette,
Hugh McMillan,

F. Dupont,
C. J. Coursol,
Joseph Bolduc,
E. Cuthbert,
J. G. H. Bergeron,
Dr. C. Rinfret,
L. C. Billy,
Alph. Desjardins,
M. E. Bernier,

G. A. Girouard,
G. R. L. De Beaujeu,
H. Hurteau,
E. Guilbault,
J. E. De St. Georges,
P. B. Benoit,
A. Pinsonneault,
Hipp. Montplaisir,
D. O. Bourbeau,

F. Dugas,
F. Vanasse,
Joseph Tassé,
P. E. Grandbois,

Thomas McGreevy,
L. L. L. Desaulniers,
Jos. G. Bossé,
L. H. Massue,

C. B. Blondeau,
P. Fortin,
J. B. Daoust.

OTTAWA, 1st May, 1883.

SIR,—I have the honor, by direction of Sir Leonard Tilley, to enclose herewith the Petition of E. Beaudet, Esq., Vice-President of the Lake St. John Railway, and to say, that the Act of last Session, 45 Vic. cap. 14, granting a subsidy to the Railway, may be amended by \$176,000, on the grounds that the line will be, on completion, 25 miles more than was estimated, and it is necessary to build a branch of 30 miles more. Sir Leonard wishes the Minister of Railways to take the matter into consideration.

I have the honor to be, Sir, your obedient servant,
A. P. BRADLEY, Esq., Secretary Railways and Canals. M. COURTNEY.

Memorandum.

OTTAWA, 17th May, 1883.

The undersigned has the honor to represent that by an Act passed last Session, 45 Vict., ch. 14, authority was given for the grant of a subsidy towards the construction of a line of railway from St. Raymond to Lake St. John in the Province of Quebec, such subsidy not to exceed \$3,200 a mile, nor in the whole \$384,000;

That under an Order in Council dated 23rd of March last authority has been given for entering into contract with the Quebec and Lake St. John Railway Company with a view to its subsidy under the said Act, no contract has, however, yet been signed;

That under date the 25th ultimo, the Quebec and Lake St. John Railway Company have made representations to the effect that while the aforesaid Act duly provided for the terminal points of the subsidized line, the estimate, as formed upon the distance which their proposed road would traverse, is erroneous and the amount insufficient, such distance being, they state, 145 miles in place of 120 miles, the distance contemplated in the Act, they ask accordingly that such additional subsidy may be granted as will cover the difference;

The undersigned recognizing the intention of the Act to have been the grant of a subsidy over the whole distance, recommends that the approval of Parliament be sought to the grant of a further subsidy to this Company over and above that provided for by the Act 45 Vic., ch. 14, such further subsidy to be \$3,200 a mile for an additional distance of twenty-five miles, not exceeding the sum of \$80,000.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

BAIE DES CHALEURS RAILWAY COMPANY.

PROPOSED SUBSIDY,—\$3,200 per mile for 100 Miles from Matapedia to Paspébiac, not exceeding in all \$320,000.

MONTREAL, 22nd December, 1882.

SIR,—Having received instructions from you to explore the country and report on the merits of the proposed Baie des Chaleurs Railway, I have the honor to submit the following Report:—

The object of this enterprise is to provide railway facilities for the Counties of Bonaventure and Gaspé, in the Province of Quebec, by a line connecting with the Intercolonial Railway at Matapedia or Campbellton, and running along the north shore of the River Restigouche and Bay des Chaleurs by the most practicable route to Paspébiac harbor for the first division, thence to be continued to Gaspé Basin.

A charter was granted by the Provincial Government in 1872, and also a subsidy of 10,000 acres of land per mile, afterwards changed to a cash subsidy, which was forfeited by the lapse of time fixed for the prosecution of the work.

At the last Session of the Legislature, the subsidy of 10,000 acres of land per mile was renewed and the Company reorganized.

Experimental surveys were made between Paspébiac and Matapédia, a distance of 110 miles, in 1872.

In 1877, a line was surveyed from Paspébiac following the coast around Cape Maquereau and Percé Mountains to Gaspé Basin, making the distance by this route nearly 100 miles, and another survey was made between Paspébiac and Matapédia, generally following the same route as the first survey, but crossing the principal rivers further inland at more favorable points.

A survey was also made crossing the Restigouche River, to connect with the Intercolonial at Campbellton.

After inspecting the plans and profiles prepared from these surveys, I went over the whole distance, between Matapédia and Gaspé Basin, noting the general character and capabilities of the country, and made a personal examination of those portions offering the greatest obstacles to railway construction.

The country between Matapédia and Paspébiac affords a practicable route generally favorable, but there are portions near Matapédia, between the Rivers du Loup and Escuminac, crossing the Cascapédia and Bonaventure Rivers, and at Black Cape, that require works of considerable magnitude for a local railway, without assistance from a trunk line to which it would be an important feeder.

The gradients are generally undulating and quite favorable to the traffic, but a maximum gradient of 80 feet per mile is required at the Cascapédia River for a short distance. Taken together, there would be 27 miles of level, 16 miles of 0 to 20 feet, 17 miles of 20 to 40 feet, 24 miles of 40 to 60 feet and 16 miles of 60 to 80 feet per mile.

I estimate the cost from Matapédia to Paspébiac, with iron bridge superstructures over the principal rivers, and including buildings and rolling stock, at \$2,692,150, being \$26,921.50 per mile. (See Appendix.)

To connect with the Intercolonial at Matapédia, requires the building of ten miles more of line than to connect at Campbellton by a bridge over the Restigouche. The cost in either case will be very nearly the same.

By Campbellton, the distance to Halifax will be 23 miles less, and to Quebec three miles more than by Matapédia.

From Matapédia the surface of the country is composed of hills and side hills, the valleys along the streams only adding to their number, for 30 miles to the rich valley of Nouvelle River where they draw back, leaving one to two miles in width of excellent land, and become mountains 1,000 to 1,700 feet high, but carry up with them a surface of deep rich soil regardless of their height. At Maria they become lower, swing around to the north embracing among them the flourishing settlement of Irish-town, 10 miles from the coast, and after affording a passage to the Cascapédia River on their journey to the sea, with the hill from the Black Cape they run inland and gradually disappear, leaving a slightly undulating tract of country for 50 miles to Port Daniel, and extending many miles inland forming in the interior the broad valley of the great Bonaventure River, East of Port Daniel; for 15 miles to Pabos ranges of hills with villages along the streams run back from high rocky promontories at the coast into mountains.

From Pabos to Percé, a distance of twenty-five miles, the country resumes the same character, soil and formation as west of Port Daniel. Percé Mountains occupy the coast from Cape Cannon, three miles to Coin du Banc, extending back five miles, then following into a valley two miles in width, rises again in nameless ranges extending in a north-westerly direction, leaving a broad belt of rolling country along the coast to Gaspé Basin.

The surface of the whole country traversed, with few exceptions is covered with rich, deep soil, free from loose stones, based on sedimentary rocks which are only visible at the water's edge, at the Bay, and along the channel of the streams.

Shale and limestone formations prevail to Nouvelle River, around Black Cape, east of Port Daniel, to Pabos and on the north side of Percé Mountains.

For several miles in the vicinity of Gaspé Basin the formation is of grey sandstone. The remaining and smoother sections are of red conglomerate.

The formation of the interior from Bay Chaleurs to Chicock's Mountains, a distance of forty to fifty miles, is reported to be similar to the coast.

With the exception of a few miles, the coast of the Bay Chaleurs is thickly inhabited, the dwellings being generally within speaking distance, with narrow strips of land under cultivation, running one or two miles back.

The valleys of the principal rivers are also inhabited and cultivated from six to ten miles from the bay. New land is being now more settled upon than formerly.

In New Richmond, Port Daniel, Grand River and other parishes there are farms that rival in productiveness and general appearance of buildings and stock, those of the most wealthy portions of the Eastern Townships, Province of Quebec. In almost every instance those who have paid most attention to farming are living in the most independent circumstances, with every indication of comfort and abundance.

The fine crops of wheat, oats, barley and potatoes, seen in every parish, prove that the soil and climate are favorable.

The weight per bushel of wheat is 69 pounds, of oats 43 pounds.

Paspebiac, the proposed terminus of the first division, is a place of considerable importance, situated at the east, with New Carlisle at the west side of Paspebiac harbor, three miles in length, and capable of accommodating ocean steamers (that may hereafter be running, to connect with the railway across Newfoundland on the direct line of quick passage to Europe.)

Paspebiac is the business centre of the Bay of Chaleurs County, Messrs. Le Bouthillier Bros, have extensive establishments here with large warehouses, stores and workshops. It is the headquarters of the celebrated firm of Robin & Co., whose fishing fleets operating over the whole coast of the Gulf of St. Lawrence, Labrador, and Anticosti are fitted out and supplied from this port, employing 2,000 to 2,500 men whose families reside between Nouvelle and Percé. This firm ship annually from this port alone, 30,000 quintals (equal to 150 car loads) of dry cod-fish.

Terminating at Paspebiac, the County of Bonaventure would be well accommodated and the Gaspé County greatly benefitted, but the amount of traffic to be obtained from the fisheries off Gaspé coast and other sources would not be realized without extending the line to Gaspé Basin, the most easterly harbor of the continent on the St. Lawrence route, and one of the very best in the world.

After going over the route surveyed following the shore of the bay round Cape Maquereau and Percé Mountains, I consider this route impracticable for this enterprise, and explored another route, following up the east fork of Port Daniel River, and down the west fork of the Pabos, and also a route back of Percé Mountains by following up the Anse à Beaufile River and down the valley of Murphy's Creek and Portage River to Duncan Robinson's place on the Barachois River near Malbaie. I did not go over the route proposed from Robinson's place to the River St. John, but from the nature of the country and reliable reports I consider it practicable.

A careful survey of the route explored might prove the practicability of reaching Gaspé Basin from Paspebiac, a distance of eighty-eight miles with gradients of 100 to 120 feet per mile at some points by the expenditure of \$2,690,000, averaging \$30,568 per mile.

That a railway would be of great advantage to the people along the line and throughout the County of Gaspé, there is no doubt. Without exception they express their solicitude for the future development of the agricultural resources of the interior as well as for the maintenance of the *statuo quo* in the settled portions unless a railway is by some means provided.

Before railways had become so generally extended, and by the impetus they impart to business and enterprise, attracting by offering better remuneration for labor and capital, those who were before content with less, these people did not feel the necessity of a railway which they now realize. They were satisfied with confinement during the winter from communication with the commercial and social world; but now that other sections of the country are so generally provided with

railway facilities, attracting the stream of emigration from Europe and many of the youths reared here. They evidently feel that they are entitled to a reasonable amount of assistance from the Government, and would appreciate the recognition of the merits of their section of country. And I understand that as soon as they ascertain that by issuing municipal debentures to a reasonable amount, they can secure the railway, they will do so, and secure the right of way.

I believe that between Matapedia and Paspebiac \$1,000 per mile should be subscribed as a bonus, and the municipalities between Paspebiac and Gaspé together, \$40,000, to bring the railway to Paspebiac, for they would benefit largely thereby.

A daily line of steamers running from Gaspé and intermediate points, connecting with trains at Paspebiac, would enable them to ship large quantities of fresh fish in season direct to the best markets. The fall fishing of cod, which is one-third of the summer fishing, would be shipped by rail, realizing a much higher price and ready sale.

The business and traffic that now exist in bringing forward the supplies required for the fisheries, and the general requirements of the people, and in conveying to market the product of the fisheries, the farm and forest and other industries, together with the usual increase that follow the opening of a railway, would be sufficient to meet working expenses and provide for other contingencies, if it could be secured to the railway.

In estimating the probable traffic, it is not only necessary to consider the increase of population and business throughout the splendid country along the coast, but the large tracts of excellent farming land extending inland, that with the facilities afforded by the railway would probable be settled and contribute to the business of the railway. It is uncertain at what rate colonization will extend, but it is claimed that many of those born here, and now finding employment elsewhere, would return, and also that a great number of the men brought from Europe to be employed in the fisheries would be induced to settle their families inland.

I have the honor to be, Sir, your obedient servant,

N. H. GREEN, *Civil Engineer.*

P. S. ARCHIBALD, Esq., Chief Engineer, I.C.R.

APPROXIMATE Estimate of cost (100 Miles) Matapedia to Paspebiac.

Description of Work.	Comput- ed in	Quantity.	Rate.		Amount.	
			\$	cts.	\$	cts.
Land purchase.....	Acres...	1,300	30	00	39,000	00
Clearing and grubbing.....	do ...	600	40	00	24,000	00
Excavation, earth.....	C. yards	3,000,000	0	25	750,000	00
do do foundation.....	do ...	40,000	0	40	16,000	00
do do rock.....	do ...	200,000	1	12½	225,000	00
Protection works, rip-rap, &c.....	do ...				30,000	00
Masonry, 1st class.....	do ...	30,000	10	00	300,000	00
do 2nd do.....	do ...	10,000	6	00	60,000	00
Bridge superstructure.....	C. feet...	4,000	70	00	280,000	00
do do.....	do ...	1,000	30	00	30,000	00
Public road crossings.....					7,500	00
Farm do.....					15,000	00
Fencing.....					40,000	00
Rails, spikes, joints, ties, track-laying and ballasting.....					500,000	00
Station buildings.....					15,000	00
Repair-shop and engine-house.....					20,000	00
Water-tanks.....					3,000	00
Turn-tables.....					2,000	00
Add 10 per cent. for engineering, contingencies, &c.....					235,650	00
Total exclusive of Rolling Stock.....					2,592,150	00
Rolling Stock.....					100,000	00
Total.....					2,692,150	00

APPROXIMATE ESTIMATE OF COST PASPEBIAC TO GASPÉ BASIN (88 MILES)—DIVISION NO. 2.

	Rate per Mile.	Amount.
15 miles to West Point.....	\$ 20,000	\$ 300,000 00
25 " " Pabos	40,000	1,050,000 00
20 " " Anse à Beaufile.....	25,000	500,000 00
28 " " Gaspé	30,000	840,000 00
Total.....		\$2,690,000 00

MONTREAL, 22nd Dec., 1882.

N. H. GREEN, C. E.

MONCTON, N.B., 8th January, 1883.

DEAR SIR,—I send you by to-night's mail, a plan, profile and estimate of cost of the proposed Baie des Chaleurs Railway, also a copy of a Report and other papers I have received from Mr. N. H. Green, C.E., whom I employed to make an exploratory survey of this line from Matapedia to Paspebiac. My numerous other duties did not enable me to give this matter personal attention, therefore I am not in a position to report from personal knowledge. I have examined the plan, profile and estimate of cost carefully, however, and I am of the opinion that considering the character of the country and the numerous large rivers to bridge, Mr. Green's estimates are very low for both divisions. When the line is properly located, and the necessary data got, for the construction of the bridges, I think it will be found that his quantities for excavation, masonry, superstructure, &c. will be too small.

In reference to the prospective traffic, he makes no mention of the fact that the line lies along and within (at the furthest point) a few miles of a navigable sea coast which is open about six months in the year, and that very good water facilities (steam and sail) now exist in the summer months.

A steamer has been subsidized by the Dominion Government for the last four years to run between Campbellton and Gaspé calling at all important places along the coast, and it was expected that a very considerable traffic would be developed, but the figures below, which were prepared for me by James E. Price, Superintendent at Campbellton, are not very encouraging. For the last four years there has been delivered to and received from the steamer above referred to, the following quantity in tons:—

1879	263
1880	656
1881	621
1882	1,642
Total tons.....	3,182

From the appendices attached to Mr. Green's Report it would appear that the fishing industry is very large and important, but if a railway were built, it occurs to me that the largest part of this traffic would still be carried on by water as at present.

From information I have gathered from Mr. Green and some members of our staff who have visited that section of the country, I am led to believe that the timber and agricultural resources are important and capable of development, and if a railway were built, there can be no doubt, but that a very considerable traffic of one kind and another would be carried over this line, and in time it would become a feeder of considerable importance to the Intercolonial Railway.

I am, Sir, your obedient servant,

P. S. ARCHIBALD, *Chief Engineer.*

C. SCHREIBER, Esq., Chief Engineer Government Railways.

MONCTON, 27th February, 1883.

MY DEAR SIR,—I send you a copy of a letter addressed to Mr. Green, the Engineer who made the survey for me of the Baie des Chaleurs Railway, by Dr. Fortin, M.P.

Yours, very truly,

P. S. ARCHIBALD.

C. SCHREIBER, Esq., Chief Engineer Government Railway.

HOUSE OF COMMONS, OTTAWA, 12th February, 1883.

DEAR SIR,—I have much pleasure in sending you, herewith, an official statement which Mr. E. E. Taché, Assistant Commissioner of Crown Lands for the Province of Quebec, has been kind enough to send, showing the area of each of the Townships and Seigniories which are to be traversed by the Baie des Chaleurs Railway from Paspébiac to Gaspé Basin, containing also a detailed statement of the number of acres of land sold and unsold in each of these Townships.

The quantity of land unsold amounts to no less than 460,895 acres, most of which is of a good quality and covered with timber of different kinds, but, with pine, spruce and maple predominating. This area would make 4,600 farms of 100 acres each, and capable of supporting a population of 36,800 allowing eight persons to each farm.

In this enumeration, I do not include the population of the villages that would spring up at each Railway station along the line.

I believe I am safe in putting down the population that would develop itself in these partly unsettled Townships at not less than 45,000, provided a Railway were built as above indicated. This population added to the 20,000 already existing in this region, would give 65,000 inhabitants on that portion of the Baie des Chaleurs Railway.

Moreover, through the agency of this Railway, agriculture, fishing, and other industries, would be developed in a marked degree within the Townships adjacent to these through which the Railway would pass; and from this direction I may add also another 10,000 inhabitants, who would be feeders to the Railway in question, making in all a population of 75,000 who would be direct customers to its traffic.

I have already stated that there are 460,895 acres of land still unsold in the Townships through which the Railway would pass, besides this, there are in the same Townships 771,635 acres of land sold, but the grant-money therefor not yet paid, probably about one-half of the lots are not yet settled upon. With a Railway, these lands would be settled at once, and thereby materially add to the present population and productions of the now existing settlements. To these I shall add the following figures, illustrating the immense area of the County of Gaspé and the necessarily large tracts of good lands yet open to colonization in that part of Canada.

The County of Gaspé has a total area of 4,584 square miles, equal to 2,933,760 acres, and as a point of comparison it may be stated, that Prince Edward Island contains an area of 1,365,400 acres.

Hence the County of Gaspé alone is twice as large as that of the whole Province.

With these figures before us, it is easy to anticipate the beneficial results that would inevitably accrue from the building of a Railway from Matapédia, at the junction where it would join the Intercolonial Railway, through the County of Gaspé. A County immense in area and possessed of great and varied resources.

Believe me, dear Sir, yours faithfully,

N. H. GREEN, Esq., C.E., Montreal.

P. FORTIN, M.P., for Gaspé.

STATEMENT showing the area of certain Townships and Seigniories in the Counties of Gaspé and Bonaventure.

Townships and Seigniores.	Area in Acres	Not Sold, Acres
Hope.....	63,000	19,377½
Port Daniel.....	72,520	44,496½
121—3½	35	

Townships and Seigniories.	Area in Acres.	Not Sold, Acres
Newport.....	53,377	43,457
Grand Pabos Seigniory.....	53,649	16,935
Grand River ".....	17,883	
Percé.....	49,000	17,800½
Malbaie.....	57,300	23,282
Douglas.....	22,700	6,116
York.....	50,000	15,545
Gaspé Bay Seigniory.....	30,311	9,070
Fortin, (outlines not defined).....	5,600	5,600
Rameau.....	13,995	13,210
Baillargeon.....	47,200	29,964
Galt.....	33,800	21,863
Blanchet.....	35,800	30,800
LaForce.....	49,900	49,900
LaRocque.....	56,100	40,737½
DeBeaujeu.....	69,500	69,500
Total area.....	781,635	
	Total not sold.....	457,653

MONTREAL, Dec. 12th, 1882.

DEAR SIR,—I beg to transmit to you enclosed two tables, taken from the Report on the fisheries of Canada, 1881, indicating extent of the fishing industry in the County of Gaspé.

I would not take upon myself to speak of the County of Bonaventure ; I leave that duty to my colleague and neighbor, Mr. Riopel.

In table first, you will see that the number of fishing vessels is 40, the number of fishing boats 1,279, the number of fishermen 2,524, and of the other men engaged in the fisheries, called shoremen 1,055, and in all, 3,579 men.

In table second, you will see that in 1881 about 40,000 lbs. of salmon were taken while the catch of codfish was 78,343 quintals (112 lbs), equal to 34,470,920 pounds. thirty-four millions of fresh codfish, as it takes about 440 lbs. of fresh codfish to make one quintal of dry fish, such as is prepared for the Mediterranean and Brazilian markets.

Of common codfish oil 42,254 gallons, but most of it could have been made into medicinal cod liver oil of three times more value.

Herring, 13,160 barrels, and a large quantity of other fish, which are of great value in the fresh state.

I don't think you would find a county in the Dominion, which would offer such resources as regards the fishing industry which might be developed to the utmost extent with communications with the interior of the country ; I mean Railway communication.

I did not bring into account the large quantity of fish of different kinds which are brought from the north shore every year by the many hundreds of fishermen from the Counties of Bonaventure and Gaspé, who resort to that shore. This would greatly add to the carrying trade of a railway in these counties.

I will be able to send you shortly a statement of the quantity of land in each Township of the County of Gaspé traversed by the projected Railway, and the extent of available lands in the back country, both for farming and lumbering purposes.

You have been able to see yourself that the land throughout the County of Gaspé is generally of a superior quality, and look at the extent of it !

There are 2,933,760 acres of land in the County of Gaspé alone, while Prince Edward Island contains 1,365,400 acres, not one half.

Before closing, may I ask you if this letter of information, as well as others that you will receive relative to the Baie des Chaleurs Railway, will be presented to the In-

Intercolonial Railway Administration, and through it to the Hon. Minister of Railways and Canals and the Government?

I have the honor to be, Sir, your obedient servant;

N. H. GREEN, Esq., Moncton, N. B.

P. FORTIN.

MONTREAL, December 13th, 1882.

DEAR SIR,—I beg to send you enclosed two Statements relative to the catch of fish on the south shore of the River St. Lawrence, in the Province of Quebec.

You will see by comparing the figures contained in the two Statements above mentioned, with the figures contained in the table I sent you yesterday, that the County of Gaspé is by far the most important county in our Province, as regards the fishing industry.

Believe me, dear Sir, yours truly,

N. H. GREEN, Esq., Engineer Intercolonial Railway.

P. FORTIN.

1—RETURN showing the total Number and Value of Vessels, Boats, Nets, &c., in

	Vessels.				Fishing Boats.		Flat Boats.		No. of Fishermen.	No. of Shoremen.	Salmon Nets.		
	No.	Tons.	Value.	No. of Sailors	No.	Value.	No.	Value.			No.	Yards.	Value.
Total Cape Chatte Division—(Cape Chatte to Martin River).....	4	203	\$ 5520	15	98	\$ 4875	161	\$ 1815	196	51	3	98	\$ 39
Total Magdalen River Division—(Claude River to Cape Rosier)....	3	75	1300	6	495	28960	414	4106	910	392	9	1020	450
Total Gaspé Division—(Cape Gaspé to Newport).	33	2372	78400	190	686	33310	479	4012	1418	612	100	26434	7817
Grand Totals.....	40	2650	85220	211	1279	67145	1054	9933	2524	1055	112	27552	8306

Division extending from Cape Chatte to Martin River, for the Year 1881.

NETS AND SEINES.

Cod Seines.			Herring Seines.			Herring Nets.			Mackerel Seines.			Mackerel Nets.			Caplin Seines.			Lance Seines.			Seal Nets.			Brush Fisheries.	
No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Value.
		\$			\$			\$			\$			\$			\$			\$			\$		\$
...	...	...	...	...	...	244	6520	4840	...	...	...	2	30	20	3	215	170	...	...	...	...	...	...	5	111
1	175	200	...	...	...	929	34340	15780	1	75	90	58	2110	856	21	1300	1375	...	...	...	...	...	...	...	...
1	150	150	1	100	40	1393	46071	14299	1	160	300	42	1683	543	76	4210	2750	13	616	714	1	40	10	...	.....
2	325	350	1	100	40	2566	86931	34919	2	235	390	102	3823	1419	100	5725	4295	13	616	714	1	40	10	5	111

2—RETURN showing the Kinds and Quantities of Fish taken during the Year

NAMES OF STATIONS.	Salmon, barrels, cured.	Salmon, fresh in ice, lbs.	Salmon, in lb. cans.	Salmon, smoked, boxes.	Summer	Fall	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Herring, smoked, boxes.	Mackerel, barrels.	Trout, barrels.	Sardines, barrels.	Eels, barrels.	Tunny, barrels.
					Fishing.	Fishing.										
					Cod, quintals.	Cod, quintals.										
Ship Head					492	195										
Indian and St. George Cove.....					605	218										
Grande Grève and Little Gaspé.....	319				1316	146										
Cape aux Os.....	1350				251	32										
Peninsula.....	4000				15	10										
North West Bay.....	4635				45	15					7	7				
Gaspé Basin and South West Bay.....	9488				15	35					3	3			2	
Sandy beach.....	4485				358	139					86	86				
Douglstown and Seal Cove.....	940				900	450	10	5	10	10	4	4				
Chien Blanc and Red Head.....					780	440										
Point St. Peter.....	25				2420	608		45	45			3				
Malbaie.....	390				956	375		25	25							
Barachois.....	1500				900	450		30	30			19			3	
Belle Anse.....	400				50	12										
Corner of the Beach.....	300				380	331										
Caanes, de Roche.....					30	20										
Bonaventure Island.....					2350	437		26	26							
Parcs.....					6555	806		85	85							
Anse à Beaufile.....					940	452		89	89							
Cape Cove.....	200				2362	720		56	56	5						
Cape Despair.....					975	369		91	91	3						
Little River.....					2972	1530		50	50	4						
Grand River.....		900			5151	1645				113						
Grand and Little Pabos.....		196	3192		1995	1488				99	64					
Newport and Anse au Canard.....		550			6797	2717	60			135						
Totals.....		29678	3192		39610	13133	70	5		854	76	121				5
Totals for Magdalen Division—(Claude River to Cape Rosier).....	25	632			18085	4410			51	1025		17	1			
Totals for Cape Chatte Division—(Cape Chatte to Martin River).....	7	3213		1	2105	1000			8	39		11	12			
Grand Totals.....	32	33523	3192	1	59800	18543	70	5	59	1918	76	149	13			5

1881, on the North Shore of Bay Chaleurs, extending from Cape Gaspé to Newport.

Cod Tongues and Sounds, brls.	SEALS, WHALES AND PORPOISES.				OILS.				FISH AND CLAMS USED AS BAIT AND MANURE.								Lobster, in lb. cans.	Fish used for Local Consumption, barrels.
	No. of Seals.	No. of Seal-skins.	No. of Whales.	No. of Porpoises.	Seal Oil, gallons.	Whale Oil, gallons.	Porpoise Oil, gallons.	Cod Oil, gallons.	Herring, barrels.	Caplin, barrels.	Smelt, barrels.	Cod Ross, barrels.	Squid, barrels.	Trout, barrels.	Lance, barrels.	Clams, barrels.		
							261	85										30
							410	136										25
							702	204										60
							82	29										80
							6	1										35
							10											85
			9		9785											1		75
							174								27	38		75
							500	60				10			20	120	50000	450
							780	236				22						55
1							1722	1099	140			14			32			41
1							680	330	20			5			3			65
							730	205		25						10		120
							32	10										22
							589	65	5								43000	30
							40	2										2
2							1690	916	54			30						28
							4140	994	100			133					50000	823
							562	449				34						89
							1570	935	50			62						155
61							603	359	88			13					60000	94
6							2310	770	375			45						191
19							3912	780	552	21	27	139						368
							2173	491	138	36		33				15	33840	130
37							5516	2319	953	62	90	52					18816	156
127			9		9785		29714	10475	2475	144	117	595			82	184	255656	3084
							11410	2396	254			115		38		137		2432
							1130	289	500					17		47		311
127			9		9785		42254	13160	3229	144	117	710		55	82	368	255656	5827

BAIT in 1881—South Shore, Province of Quebec.

Herring	17,790	barrels.
Caplin	10,349	"
Smelt	532	"
Cod Roes.....	117	"
Squid	736	"
Trout	55	"
Launce	82	"
Clams	721	"
Total.....	30,382	"

TOTAL Catch and Value of the South Shore Fisheries, Province of Quebec, for the season of 1881.

Description.	Quantity.	Price.	Value.
Salmon, salt	32 brls.	\$ cts. 15 00	\$ cts. 480 00
" fresh, in ice.....	139,753 lbs.	07	9,782 71
" canned	3,192 "	15	478 80
" smoked	1 box.	10 00	10 00
Cod, summer	63,675 cwt.	4 00	254,700 00
" fall	24,024 "	4 00	96,096 00
Haddock	377 "	4 00	1,508 00
Ling	75 "	4 00	300 00
Halibut.....	50 brls.	6 00	354 00
Herring, salt.....	12,053 "	5 00	60,265 00
" smoked	1,426 boxes.	25	356 50
Mackerel	432 brls.	6 00	2,592 00
Trout.....	13 "	8 00	104 00
Eels.....	25 "	7 00	175 00
Cod tongues and sounds	127 "	9 00	1,142 00
Cod oil.....	49,049 gals.	40	19,619 60
Whale oil.....	9,785 "	40	3,914 00
Fish as bait and manure.....	30,382 brls.	1 00	30,382 00
Lobsters canned	387,352 lbs.	15	58,102 80
Fish for local consumption	9,757 brls.	4 00	39,028 00
Total value for 1881.....			579,391 41
" " " 1880.....			659,230 10
Decrease in value for 1881			29,838 69

No. 31,003.

To His Excellency the Governor General in Council :

The petition of the Baie des Chaleurs Railway Company,—HUMBLY SHOWETH:—

1st. That the Baie des Chaleurs Railway Company was incorporated for the purpose of building a railway from some point of the Intercolonial Railway at or near Matapedia, running down to Paspebiac Bay, a distance of 100 miles, with power to extend to the Gaspé Basin a further distance of eighty miles.

2nd. That the preliminary surveys have been made, and the line is located.

3rd. That the Legislatrue of the Province of Quebec has voted towards the said railway a subsidy of 10,000 acres of land per mile.

4th. That the land owners in each municipality have granted to the Company free right of way for the said railway.

5th. That the completion of this road will open for settlement the vast district of Gaspé, one of the largest of the Province of Quebec, and one of the most important in the Dominion, in view of its forests, its farming capacity, its mines and its fish-

eries, the development of which, will contribute largely to increase the Federal revenue.

6th. That this railway will be a direct and important feeder of the Intercolonial Railway, and will convey, through that road, the produce of the soil and of the fisheries of the whole district of Gaspé, to all the markets of the Dominion, and thus our fish markets will no longer depend upon the United States.

7th. That the Federal Government has granted a mail subsidy of \$12,000 for the services of a steamer running during the summer months between Campbellton on the Intercolonial and Gaspé Basin.

That the above sum represents a capital of \$300,000 by computing interest at 4 per cent., and that your petitioners are confident of being able to construct their road and keep it in operation, with an additional subsidy of \$300,000, making \$6,000 per mile for one hundred miles.

8th. That before and since Confederation assistance has been given by the general Government to several local railways.

9th. That the District of Gaspé comprises a territorial extent of 5,510,000 superficial acres, with a population of 45,000 souls.

10th. That the construction of this railway will establish a direct communication between the whole District of Gaspé and the Province of New Brunswick, thus making it an almost Interprovincial Railway.

11th. That this road will very materially contribute to the development of our fisheries, not only on one particular coast but upon the whole Gulf of St. Lawrence, and in consequence any appropriation from the Federal Government towards the construction of the said railway, would compensate for the disadvantages under which the population of that district labored by the terms of the Washington Treaty.

Your petitioners, therefore, pray that your Government may be pleased to take into consideration the exceptional position of the population to be benefited by the construction of the Baie des Chaleurs Railway, and that a measure may be introduced during the present Session to grant assistance to this enterprise, proportionate to what has been given to similar undertakings in other Provinces.

And your Petitioners as in duty bound will ever pray.

THOMAS MCGREEVY, *President B.C.R.R. Co.*
 LOUIS ROBITAILLE, *Vice-President B.C.R.R. Co.*
 L. J. RIOPEL, *Director B.C.R.R. Co.*

QUEBEC, February, 1883.

OTTAWA, 7th April, 1883.

SIR,—The petition asking for aid for the Baie des Chaleurs Railway, under cover No. 31,003, having been referred to me for such information as I am enabled to give, I have the honor to report that the line is proposed to form a connection with the Intercolonial Railway, at or near Matapedia station, and to follow near the shores of the Restigouche River, and the Baie des Chaleurs to Paspébiac, a distance of about 100 miles, with an extension of about eighty-eight miles to Gaspé, at some future day.

Under the direction of Mr. P. S. Archibald, Chief Engineer of the Intercolonial Railway, Mr. Green, of Montreal, made a survey of the proposed line to Paspébiac, the distance is given at a small fraction under 100 miles to Paspébiac, and a further distance to Gaspé of eighty-eight miles, and he estimates the cost of construction as follows, viz. :—

Matapedia to Paspébiac, 100 miles.....	\$2,592,150
Paspébiac to Gaspé, 88 miles.....	2,690,000
Total.....	<u>\$5,282,150</u>

And gives as his estimate of the cost for equipping the section between Matapedia and Paspébiac, \$100,000. Mr. Archibald gives it as his opinion that the estimated cost of construction is too low, and certainly if there is to be any great volume of traffic, the amount set down for rolling stock is, most assuredly, too low, but if a very

ight traffic is looked for, the amount estimated for rolling stock may be sufficient. Since the year 1879, a steam coasting service has been performed along the north shore of the Baie des Chaleurs, connecting with the Intercolonial Railway at Campbellton. In the first year, viz. :—

1879, the traffic was..... 263 tons
1882, it reached..... 1,642 “

Which goes to show there is a business to be developed by giving easy, ready and cheap means of transportation, but it must be borne in mind, that this proposed line of railway skirts the shore of fine navigation, and that such a railway would have to compete with water carriage, so that, even if the resources of the country are important, the railway will by no means monopolize the carrying trade of the district, at the same time, I have no doubt, much of the fish trade, which now finds its way to foreign markets by water, would be land borne by the railway, if it were built, to Canadian markets, Western Canada and the North-West.

Mr. Green states in his Report, that Messrs. Robin & Co., of Paspébiac, alone, annually supply and fit out a fishing fleet employing 2,000 to 2,500 men, and that they ship annually from that point 30,000 quintals of dry codfish. Dr. Fortin informs Mr. Green, that there are employed in the fishing business of the district 40 vessels, 1,279 fishing boats and 3,579 fishermen, and that there are taken in a season 40,000 pounds of salmon, 34,470,920 pounds of codfish, 13,160 barrels of herring, besides a quantity of other fish, and manufactured 42,254 gallons of cod oil. In addition to this, he states that large quantities of fish are brought in from the north shore. Subsequently Mr. Fortin sent Mr. Green two tables showing, that on the south shore of Quebec Province, the catch to be in 1881 :—

Bait.....	30,382 barrels.
Salt salmon, halibut, herring, &c.....	2,2498 “
Salmon and herring.....	1,427 boxes.
Cod, haddock, ling.....	88,151 cwt.
Salmon	530,297 lbs.
Cod and whale oil.....	58,834 gallons.

The foregoing is the information at command as relates to the fishing resources. Of course, with such facilities for cheap water transport, it can scarcely be expected that the water route will be entirely abandoned.

The roads hitherto assisted by money grants from the Dominion Government, have been links of great national highways.

I am, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Eng. Govt. Railways.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 15th April, 1883.

SIR,—In connection with the petition of the Baie des Chaleurs Railway Company asking for a subsidy, I beg herewith (enclosed) to submit a synopsis of the products and resources of the district of Gaspé.

The comparative statement of the Census of 1881 with that of 1871 indicates that rapid progress has been made particularly in agriculture.

It is worth noting that at present the County of Bonaventure compares favorably in agricultural products with the best Counties of the eastern portion of the Province of Quebec, say for instance the united Counties of Richmond and Wolfe, as appears by the Census of 1881 (3rd volume).

The products of the forest are also considerable, and lumbering operations would be largely increased by the opening of a railway line. Fresh fish business could be carried on much more extensively, as cod, haddock and mackerel, herring, salmon, smelt, trout, lobsters, &c., &c., could be carried daily to all the Canadian markets.

A very large quantity of dry codfish would be forwarded to foreign markets during the winter season *via* the Intercolonial and Halifax.

Bearing in mind that our fisheries of the Gulf of St. Lawrence yielded annually \$2,500,000, and nearly \$1,000,000 worth of fish is sent in to our own markets from the United States, it becomes very important that proper means of communication be established in order that our own fish may at all seasons reach our own markets.

Our large mercantile firms now import extensively from Halifax, St. John, Quebec, Montreal, Toronto and Hamilton, and the traffic would increase considerably by the facilities that a railway would afford to the whole district of Gaspé, and the Inter-colonial would thereby find its revenue materially increased.

I have the honor to be, Sir, your most obedient servant.

L. J. RIOPEL.

Sir CHAS. TUPPER, K.C.M.G., Minister Railways and Canals.

EXTRACTS of Census, 1881, for Gaspé and Bonaventure Counties, forming the District of Gaspé. Total area—5,510,000 acres.

Comparative Statement

	Year 1871.	Year 1881.
1. Population	34,652	43,909
2. Land owners	4,695	6,213
3. Acres of land occupied	328,280	479,742
4. " " improved	79,114	108,075
5. " " under crop.....	54,482	79,980
6. " " in pasture	24,041	26,845
7. Number of horses	3,728	4,592
8. Working oxen	2,098	3,254
9. Milch cows.....	7,203	10,049
10. Other horned cattle.	6,240	8,900
11. Sheep	26,977	34,498
12. Swine.....	15,048	16,376
13. Pounds of wool.....	71,329	85,576
14. Butter	313,300	535,268
15. Cheese.....	3,267	3,133
16. Flax and hemp.....	8,445	14,549
17. Yards home-made cloth	139,670	185,958
18. " " linen	29,873	26,565
19. Pounds maple sugar.....	86,900	125,783
20. Bushels of wheat.....	30,860	63,866
21. " barley	70,159	78,884
22. " oats	231,730	281,121
23. " rye	16,532	12,138
24. " peas and beans.....	13,479	8,699
25. " buckwheat	42,454	65,998
26. " corn	337	428
27. " turnips.....	110,597	216,051
28. " potatoes.....	905,884	1,127,023
29. " other roots	3,903	45,196
30. " apples.....	435	573
31. " flax seed	446	761
32. Tons of hay.....	22,741	34,060
33. Pounds of tobacco.....	2,255	8,251
34. " hops	1,083	2,888
35. Value of furs.....	\$7,035	\$12,412
36. Number of cattle killed or sold.....	3,424	3,177
37. " sheep " "	9,038	9,073
38. " swine " "	10,174	12,123
39. " factories, stores, shops	624	4,140
40. Sea-going sailing vessels owned	70	94
41. Tonnage of "	3,765	5,000

L. J. R.

Fisheries.

1.	Number of vessels employed,	22;	number of men....	238
2.	"	boats	" 4,950; " "	9,548
3.	"	fathoms of nets.....		205,168
4.	"	quintals of codfish.....		295,765
5.	"	haddock, hake.....		7,688
6.	"	barrels of herring		108,691
7.	"	mackerel.....		9,696
8.	"	sardines.. ..		208
9.	"	halibut.....		342
10.	"	salmon		1,131
11.	"	eel.....		165
12.	"	trout.....		280
13.	"	other fish.....		28,050
14.	"	pounds of canned lobsters.....		517,734
15.	"	gallons fish oil.....		125,120

16. Value of fish exported in 1881:—

1.	From Port of New Carlisle.....	\$ 452,172
2.	" " Percé	11,652
3.	" " Gaspé.....	301,233
Total exportation *value.....		<u>\$ 765,057</u>

See supplement No. 2 of the Marine and Fisheries Report for 1881.

L. J. R.

Products of the Forest.

1.	White pine.....	40,055	cubic feet of square timber.
2.	Tamarack	5,858	" " "
3.	Birch and Maple.....	104,532	" " "
4.	All other timber.....	308,020	" " "
5.	Quantity of pine logs.....	43,007	
6.	Other logs	190,254	
7.	Masts, spars.....	7,590	
8.	Thousands of staves.....	1,067	
9.	Cords of firewood.....	175,219	

N. B.—A very large quantity of timber, cut by New Brunswick lumberers in this district and driven down the Restigouche River, on the New Brunswick side, is not included in the above statement.

L. J. R.

EXTRACT OF TRADE AND NAVIGATION RETURNS, 1882.

STATEMENT OF VESSELS ENTERED INWARD FOR SEA DURING THE SEASON ENDING 30TH JUNE, 1882, AT GASPÉ, PERCÉ AND NEW CARLISLE, DISTRICT OF GASPÉ.

	Number of Vessels.	Tons Register.	Tons Weight.
With cargo.....	41	5,988	4,425
In ballast.....	39	8,178	.....
Total.....	80	14,166	4,425

Vessels Entered Outward for Sea.

	Number of Vessels.	Tons Register.	Tons Weight.
With cargo.....	105	20,135	7,265
In ballast.....	1	1,260	.....
Totals.....	106	21,395	7,265

Vessels Employed in the Coasting Trade.

<i>Steamers.</i>				
	No.	Under Transire. Tonnage.	No.	Coasting License. Tonnage.
Arrived.....	88	37,104	124	44,217
Departed	73	29,093	132	47,779
Total	161	66,197	256	91,987

<i>Sailing Vessels.</i>				
	No.	Under Transire. Tonnage.	No.	Coasting License. Tonnage.
Arrived.....	120	6,487	204	11,359
Departed	119	5,068	196	9,557
Totals	239	11,555	400	20,916

Memorandum.

OTTAWA, 11th May, 1883.

The undersigned has the honor to represent that an application for aid has been received from the Baie des Chaleurs Railway Company, incorporated for the purpose of building a line from some point on the Intercolonial Railway at or near Matapedia to Paspebiac Bay, a distance of 100 miles, with power to extend to Gaspé Basin, eighty miles further.

That the Company represent that their line is now located and that a subsidy of 10,000 acres of land per mile has been granted by the Provincial Government of Quebec, while the free right of way has been granted by the land owners in the several municipalities interested.

That the Company urge the importance on the Dominion of the various forest, farming, mining and fishery interests, the development of which would they hold be consequent upon the opening up of the vast district of Gaspé by means of their line, the produce being conveyed over the South-Western Railway, to which the proposed line would be a feeder. They direct attention to the fact that the present means of regular communication between the Intercolonial Railway at Campbellton and Gaspé, consists of a steamer plying, during the summer months, between those points, towards the maintenance of which the Government grants a subsidy of \$12,000 a year. They urge that capitalized at four per cent, this is equal to the sum of \$300,000, and they express themselves as confident that with a subsidy from the Dominion Government to this amount they can construct and operate their line.

That under date the 7th instant, the Chief Engineer of Government Railways has made a report embodying information as to the road proposed, and its prospects of traffic which goes to show that specially in the fish trade, business may be reputed to be developed to a considerable extent, the fish which now finds its way to foreign markets being taken to Western Canada and the North-West.

The undersigned recommends that Parliament be asked to approve of the grant of a subsidy of \$3,200 a mile for 100 miles, or \$320,000 in aid of the construction of this Railway.

Respectfully submitted,
CHARLES TUPPER, *Minister Railways and Canals.*

MIRAMICHI VALLEY RAILWAY COMPANY.

PROPOSED SUBSIDY.—\$3,200 per mile for 33 miles from the Intercolonial Railway to McLaggan's Mills, in all not exceeding \$102,400.

Enclosures.

Application for aid, 27th February, 1883.

Petition of R. R. Call, President of the Company, supported by the signatures of members of the Senate and House of Commons.

Report of Chief Engineer.

Letter from Hon. P. Mitchell suggesting that aid might be given to a less distance than asked for.

Report to Council, 15th May, 1883.

No. 30,760.

OTTAWA, 27th February, 1883.

SIR,—I beg to make application to the Government through your Department, for aid towards the construction of a Railway along the Miramichi Valley from its connection with the Intercolonial Railway at the crossing of the Miramichi River to the Valley of the Nashwaak, and thence down that valley to the capital of New Brunswick, Fredericton.

The Legislature of the Province of New Brunswick have made provision in aid of this work of \$3,200 per mile in the expectation that other aid would be obtained.

I am encouraged, in making this application, from the fact that your Government at the last sitting of Parliament submitted a measure for giving aid to several railway proposals situated very much in the same position as that of the Miramichi Valley Line, I refer to the aid given to the line running from Oxford in Cumberland County, N.S., to the Town of Pictou, N.S., also to the Lake St. John Railway, also to the road from Gravenhurst to Callander, to connect the St. John Valley Road with the Intercolonial at or near Rivière du Loup.

The Government and Parliament have shown their high appreciation of the importance of giving connection to the important sections of the different Provinces of Nova Scotia, Quebec, Ontario, and to a small extent of the Province of New Brunswick, and I have great hopes that your Government will see the importance of placing in the Estimates a sum of at least \$4,000 per mile to aid the construction of the Road through the Miramichi Valley. The distance would be one hundred miles. It would connect the capital of the Province with the Government Railways at the Miramichi River. It would run through the two largest counties of New Brunswick, York and Northumberland having a population of 55,000 people, and would be the means of adding largely to the traffic of the Government Railway.

Under the circumstances, I respectfully ask that your Government make provision in aid of the sum already granted by the Local Legislature of New Brunswick to enable the said Railway to be built.

I have the honor to be, Sir, your obedient servant,

P. MITCHELL.

Sir CHARLES TUPPER, Minister Railways and Canals.

OTTAWA, 21st March, 1883.

To the Honorable the Privy Council of Canada :

The Petition of R. R. Call, Esq., President of the Miramichi Valley Railroad,—
RESPECTFULLY SHOWETH :

That there is an important valuable section of country extending from the Port of Miramichi to Fredericton, the capital of New Brunswick, which has hitherto had no railroad facilities;

That the Local Legislature of New Brunswick granted a charter to your petitioner and his associates, for the construction of a Railway connection the above points, and granted a subsidy in aid thereof of \$3,000 per mile;

That the said Company have had the said line surveyed, and plans and estimates prepared, with a view to the construction thereof;

That the said Road will be about 102 miles in length, runs through an important section of the country, from which is annually brought a very large quantity of lumber, the production of which involves a large amount of supplies, leaves a great amount of revenue in the country, and would largely increase the traffic on the Intercolonial Railway;

That your Petitioner observed that aid was given, last year, by Parliament to several Roads similarly situated to this one, and as it opens up a large agricultural district, and one of the most important lumbering sections of the Province, while at the same time it connects one of the most important shipping ports with the Capital;

Your Petitioner is encouraged to hope that the same aid which was granted to the Railways above referred to, last year, will be extended by the Parliament of Canada to the Miramichi Valley Road.

Respectfully submitted.

R. R. CALL, *President Miramichi Valley Railway.*

The undersigned respectfully recommend the prayer of the Petitioner:—

Josiah Wood,
C. J. Campbell,
David Irvine,
J. Jamieson,
J. A. Gagné,
W. T. Benson,
Wm. H. Ray,
G. A. Girouard,
M. K. Dickinson,
S. Labrosse,
J. R. Kinney,
John Ferguson,
H. Montplaisir,
J. Armstrong,
A. Desjardins,
John White,
Geo. Landerkin,
Thomas Robertson,
J. J. Hawkins,
D. B. Woodworth,
C. C. Colby,
John Wallace,
F. Béchar,
B. Allen,
J. J. C. Abbott,
P. Mitchell,
A. H. Gilmor,
C. Burpee,
Robert Moffat,
John Pickard,
Wm. McDonald,
W. Trow,
John Ferguson,
F. Vanasse,
Henry N. Paint,
Hugh McMillan,
John Haggart,
Murray Dodd,
E. O. Cuthbert,
M. H. Richey,
121—4

C. I. Rinfret,
J. F. Forbes,
F. Bourassa,
M. C. Cameron,
D. Thompson,
P. Casgrain,
C. F. Ferguson,
F. J. Barnard,
D. McCallum,
M. B. Daly,
Robert N. Hall,
E. Cochrane,
E. Hackett,
C. A. P. Pelletier,
A. R. McClelan,
L. H. Massue,
J. R. Homer,
Thos. Farrow,
Jas. James,
M. E. Bernier,
J. Blanchet,
L. H. Davies,
Thos. White,
T. S. Sproule,
R. M. Wells,
W. J. Macdonell,
John Sutherland,
J. J. Curran,
H. Krauz,
W. H. Allison,
F. St. C. Brecken,
George Ross,
L. J. Fréchette,
James Beaty,
A. Melsaac,
C. W. Weldon,
P. A. McIntyre,
Geo. W. Howland,
D. Montgomery,
John Glasier,
49

Hector Cameron,
Alonzo Wright,
J. G. H. Bergeron,
W. E. O'Brien,
W. Muirhead,
Thos. McKay,
T. D. Archibald,
R. P. Grant,
J. R. Benson,
G. G. Stevens,
D. Wark,
J. O'Donohoe,
L. Robitaille,
J. Bourinot,
M. Girard,
M. H. Cochrane,
Joseph Northwood,
Hugh Nelson,
J. S. Carvell,
R. Read,
R. P. Haythorne,
L. Masson,
A. W. Ogilvie,
W. J. Almon,
H. A. Kaulbach,
James Lewin,
D. Reesor,
J. Coursol,
A. McNeill,
D. Girouard,
J. Simpson,
Thos. Scott,
R. Tyrwhitt,
George Taylor,
John Small,
N. Shakespeare,
P. Fortin,
P. E. Grandbois,
John Charlton,
A. Gunn,

Geo. Hilliard,
J. B. Daoust,
N. C. Wallace,
L. L. L. Desaulniers,
D. O. Bourbeau,
G. A. Gigault,
Wilfred Laurier,

D. MacInnes,
George Alexander,
J. B. Plumb,
C. H. Pozer,
P. B. Benoit,
John A. Kirk,
James Trow,

Archd. Harley,
John W. Bell,
S. J. Dawson,
Robert Hay,
D. Bergin,
Charles E. Hickey,
Alex. Robertson.

GOVERNMENT RAILWAYS IN OPERATION,

OFFICE OF THE CHIEF ENGINEER, OTTAWA, 20th March, 1883.

SIR,—The application of the Hon. Peter Mitchell, dated the 27th ult., under cover No. 30,760, for a subsidy for a line of railway from the Intercolonial Railway, near the crossing of the Miramichi River to Fredericton, N. B., a distance of about 100 miles, having been referred to me for report, I may state that the subsidies granted last Session of Parliament as I understand it, were voted for these several undertakings as forming a link in a great National highway system. If I am correct in this statement, the road in question would not stand in that position, as the Intercolonial Railway route was adopted running through the Miramichi district, giving an outlet to the West by the Metapedia Valley, Rivière du Loup &c., and connecting with the general railway system of Canada, and to a winter ocean port, by the said Intercolonial Railway: Whereas, Fredericton not having such facilities, a subsidy now granted for a road between Edmonton in New Brunswick, to some point on the Intercolonial Railway at Rivière du Loup or River Ouelle, a distance of about 75 miles, thus giving the country on each side of the great back-bone of New Brunswick a direct outlet both to the Great North West and commercial centres of the West, as well as Eastward to winter ocean port.

The road in question, was, I understand, surveyed some years ago, and a favorable location obtained. The country through which it passes is largely forest, but I have been informed some sections are well settled.

The principal local traffic, I think, would be products of the forests and merchandise to support and clothe the hewers of wood.

I scarcely think this road can be viewed as a feeder to the Intercolonial Railway.

I may say, however, with regard to the 60-mile branch Railway, from the Intercolonial Railway, near Miramichi, to Boiestown, that it would no doubt bring considerable traffic to the Intercolonial Railway, and be a valuable feeder.

I am, Sir, your obedient servant,

COLLINGWOOD SCHBIEBER, *Chief Eng. and Gen. Manager.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

HOUSE OF COMMONS, 2nd April, 1883.

SIR,—A communication was addressed to you by R. R. Call, Esq., President of the Miramichi Valley Railway, to which I beg to refer you, asking that a subsidy of \$3,000 per mile might be granted to the said Valley Railway to connect the capital of the Province, Fredericton, with the second port of the Province, Miramichi.

I infer from my interview with you, that you may find difficulties in the way in granting a subsidy for the whole distance of 102 miles, though, if it can be done it will be of immense service in increasing the railway traffic of the Intercolonial Railway, and would largely promote the developments and prosperity of that important section of the country which is the great seat of the lumber supply of that portion of New Brunswick, and there is no portion of the country that contains more desirable articles than our lumbering sections.

The cost of transportation of supplies by waggons and sleighs in many cases more than doubles the first cost of the provisions and supplies to the lumber regions, extends in very many cases for over one hundred miles, and in spring and fall the roads are almost impassable.

If the Valley Road could be built as presented to you, it would extend from the Intercolonial about two miles above Newcastle where it crosses the Miramichi to Boiestown, a distance of about 60 miles towards Fredericton, a base line from which, and various points along the same, the supplies could be delivered and transported to the lumber camps, thus lessening the truckage just by so much distance as they are carried along the line. In this way not only would the business of the country be promoted, and the cost of prosecution lessened, but it would add immensely to the traffic of the Government Railway by the revenue which would be derived from the transport of provisions and workmen, and besides that, as it passes through a finely settled country, with numerous mills and facilities for many more, which would certainly be almost at once erected, an immense passenger and lumber transport would be at once developed for the Intercolonial Railway, and prove one of its best paying branches connected therewith. I would refer to the enormous traffic that is now being developed from Carleton Place to Nipissing on the Canadian Pacific, which I have no hesitation in saying will tax the carrying capacity of that section of the road in lumber and lumber operations and provisions therefor.

What I now beg respectfully to suggest is that, if the Government cannot see their way to take up and subsidize the above section as a whole, that they should build as a branch of the Intercolonial a valley line from the Intercolonial at the Miramichi crossing to Boiestown, a distance of..... 60 miles.

Or to Docktown, a distance of.....	48	"
Or to McLaggan's, or Farley's Mills, a distance of.....	23	"
Or to Renous, a distance of ...	17	"
Or the South-west Boom, a distance of.....	9	"

Of course, the most desirable point, and the one that would afford the greatest benefit to the public, and the Intercolonial, would be Boiestown, and so on in the order in which I have placed them. On the Boom, where over 150,000,000 feet of lumber is rafted, and for months over 400 men are employed, and there is not the slightest doubt but it would be an immensely paying section.

The transport to the Miller Bark Factory would of itself supply a train load of freight in bark and extract therefrom, three or four times a week each way.

I have, therefore, respectfully to ask that, in case the whole scheme from the Intercolonial Railway to Fredericton cannot be taken up, then that your Government should ask Parliament to make provision for building a branch line of the Intercolonial Railway to Boiestown, or such of the other points named, as the Government, on investigation of the facts, may approve of.

I have the honor to be, Sir, your obedient servant,

SIR CHARLES TUPPER, Minister Railways and Canals.

P. MITCHELL.

Memorandum.

OTTAWA, 15th May, 1883.

The undersigned has the honor to represent that a petition has been received from the Miramichi Valley Railway Company, dated the 21st of March, 1883, setting forth that a charter has been granted to the Company by the Provincial Legislature of New Brunswick, and that this Legislature has further sanctioned the grant of a subsidy to the extent of \$3,000 a mile, in aid of the construction of their road, such road as contemplated, running from the port of Miramichi to Fredericton, a distance of about 102 miles. The Company ask that assistance may be afforded also by the Dominion Government;

That the portion of their road represented as being most desirable of construction, would run between a point on the Intercolonial Railway at the head of Miramichi Harbor and Boiestown, a distance of about sixty miles in the direction of Fredericton, and it is urged that this line would pass through a finely settled country, possessing numerous mills and having extensive lumbering interests towards the development of which the construction of the road would conduce;

That the matter having been referred to the Chief Engineer of Government Railways, he has reported, under date of the 20th ultimo, to the effect, that though

the through line to Fredericton could not be regarded as a feeder to the Intercolonial, the portion above mentioned, running to Boiestown, undoubtedly would bring considerable traffic to that railway, and would be a valuable feeder to it.

In view of the above opinion and the representations made, the undersigned recommends that Parliament be asked to sanction the grant of a subsidy of \$3,200 a mile to this Company to the extent of thirty-two miles, or not exceeding \$102,400, towards the construction of a road from the Intercolonial Railway at the Miramichi crossing above Wilson's Point, to Morans, near Demphy Village.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

GRAVENHURST TO CALLANDER, 110 MILES.

PROPOSED Grant of further subsidy at the rate of \$6,000 per mile, or a further sum in all of \$660,000, to such Company as shall be approved by the Governor in Council.

OTTAWA, 14th April, 1882.

SIR,—I have the honor to enclose herewith a memorial from the Ontario and Sault Ste. Marie Railway Company to His Excellency the Governor General in Council, praying that certain aid may be granted to assist that Company to build a line to connect the Ontario system of railways with the Canadian Pacific Railway.

I have the honor to remain your obedient servant,

J. D. EDGAR, *President O. S. S. M. Ry. Co.*

Hon. Secretary of State.

To His Excellency the Governor General of Canada in Council:

The Memorial of the Ontario and Sault Ste. Marie Railway Company,—RESPECTFULLY SHOWETH:—

1. Your Memorialists are only incorporated with full powers to construct a line of railway from a point at or near Gravenhurst in the District of Muskoka, or at such other points as the Directors may determine, thence extending northerly to French River, thence extending westerly and northerly, or in each way, as the Directors may determine, to Sault Ste. Marie or to some point on Lake Superior near Sault Ste. Marie, in the District of Algoma, with power to build extensions southerly to connect with the railway system of Ontario in such manner as the Directors may determine, and with power to build the said railway in sections, as the Directors may determine; also with powers to build a branch or branches to Lake Nipissing and Lake Temiscaming, and all the Company's powers are applicable to said branches.

2. Your Memorialists have \$250,000 of their capital stock subscribed by substantial shareholders who have paid up large sums in cash thereon, which have been expended in location, surveys and in construction at some points along the line.

3. Your Memorialists' main line will pass near Bracebridge, in Muskoka, and thence in a northerly direction for about forty-five miles, to a point, Junction A, south of the Maganetawan River, and thence proceeding in a north-westerly direction, crossing the French River at Coutrie's Bay, it will strike the line of the Canadian Pacific Railway in the Valley of the Spanish River, about 140 miles from Junction A.

4. From Junction A your Memorialists' branch line to Callander would be about fifty-five miles, making a distance from Bracebridge to Callander of 100 miles in all.

5. You Petitioners can see their way to considerable financial support towards the construction of their main line to the Sault, both from the aid which will be given by the Ontario Government and the substantial assistance to be contributed by the new Consolidated Midland Railway Company which has recently received special statutory powers to guarantee the securities of your Petitioners' Company.

6. Bracebridge is a point where the railway systems of Ontario can readily converge to meet the traffic from the Canadian Pacific Railway, and your Memorialists feel themselves to be in a position to offer to make complete and satisfactory railway connections for all lines from Bracebridge to the Canadian Pacific, both at Callander and also at a point in the Valley of the Spanish River, 140 miles west of Callander, for a subsidy from the Dominion Government upon the said distance, of \$1,255,000.

7. Your Memorialists beg respectfully to offer, in the first place, to build a line from Bracebridge *via* Maganetawan Junction to the Canadian Pacific Railway at Spanish River, 185 miles, for a subsidy of \$5,000 per mile, being \$925,000.

8. Your Memorialists offer also to build a line from Bracebridge to the Canadian Pacific Railway at Callander, 100 miles, for \$8,000 per mile, being \$800,000.

9. Or, your Memorialists will build both (including the first forty-five miles, which is a common line) for a subsidy of \$1,255,000, or \$5,200 per mile.

10. As a condition of receiving such subsidies, your Memorialists would concede to all railways connecting at Bracebridge, absolutely equal traffic facilities and equal through running powers, to be settled by arbitration in case of dispute, and such other concessions as might seem fair or proper concessions to the Dominion Government to be imposed.

11. In the event of the Canadian Pacific desiring to exercise running powers over any portions of such subsidized lines, your Memorialists respectfully submit that it would be only fair to make the exercise of such running powers conditional upon reciprocal running powers being granted to your Memorialists over such portion of the Canadian Pacific Railway as might be available to be used by your Memorialists on their way towards their objective point at Sault Ste. Marie.

Your Petitioners submit, that with reasonable assistance they are in a position to afford a speedy, direct and the most convenient connection for the Ontario railway system with the Canadian Pacific Railway, and therefore respectfully pray, that Your Excellency will be pleased to recommend the granting of the aforesaid subsidies by the Dominion in aid of your Memorialists for the purposes and on the conditions stated above.

And your Memorialists will ever pray.

J. D. EDGAR, *President*.

Dated this 11th April, 1882.

ROBERT JAFFRAY, *Secretary*.

SAULT STE. MARIE RAILWAY COMPANY,

PRESIDENT'S OFFICE, TORONTO, March 25th, 1882.

SIR,—I have the honor to draw your attention to the fact, that the proposed line of this Company will form by far the shortest and most direct connection for the Railway system of Ontario with the Canadian Pacific Railway, since the latter route has been deflected down the valley of the Spanish River to the shore of the Georgian Bay.

This Company's line will pass from the neighborhood of Gravenhurst *via* Bracebridge, to a crossing of French River, at Coutries Bay, and thence, in its westerly course, to Sault Ste. Marie, it will strike the Canadian Pacific Railway at the Spanish River. This will form a line some fifty-five miles shorter from Gravenhurst than any line passing *via* Callander to the same point.

Powers to build a branch to Callander are also possessed by this Company.

It seems to be but reasonable that a Dominion subsidy should be granted to assist in affording the best and shortest connection for the Ontario system of railways with the Canada Pacific Railway, and if such subsidy be granted to this Company, it would be accepted upon the terms of granting to all connecting companies such equal rights of user, and traffic facilities, as might be considered fair by the Government.

I would submit that the most advantageous connection for the Ontario Railways with the Canada Pacific Railway, is over the proposed line of this Company *via* Coutries Bay, and not *via* Callander.

I have the honor to be, Sir, your obedient servant,

J. D. EDGAR, *President Ont. Sault Ste. Marie Railway Co.*

SIR CHAS. TUPPER, K.C.M.G., Minister Railways and Canals.

HOUSE OF COMMONS, OTTAWA, 27th April, 1882.

SIR,—I have the honor to forward a Resolution passed by the Municipal Council of Port Hope, praying for aid to the Ontario and Sault Ste. Marie Railway.

I am your obedient servant,

A. T. WILLIAMS.

SIR CHAS. TUPPER, Minister Railways and Canals.

COUNCIL CHAMBER, PORT HOPE, 26th April, 1882.

A special meeting of the Municipal Council of the Port Hope Corporation was held at eleven o'clock a.m., for the purpose of passing the following Resolution, and to have the same forwarded forthwith to the Dominion Government of Canada.

Moved by Mr. Stevenson, seconded by Mr. Burnham,

That it is of the highest importance to the commercial and manufacturing interest of our Province, that the most direct access should be obtained for the Ontario system of railways to the Canadian Pacific Railway, and that in view of the change of route of the latter, by which it is brought down the valley of the Spanish River, to the shores of the Georgian Bay, it is clearly desirable to form the Ontario connection by a line passing to the South and West of Lake Nipissing, as proposed by the Ontario and Sault Ste. Marie Railway, a memorial be sent from this Council to the Dominion Government, praying that a sufficient sum be granted to the Ontario and Sault Ste. Marie Railway Company, to secure the construction of their line to connect with the Canadian Pacific Railway at Spanish River, and that all connecting railways be granted equal mining powers and traffic facilities over the subsidized railway.

P. R. RANDALL, *Mayor.*

J. E. GANDEB, *Town Clerk.*

TORONTO, 24th April, 1882.

MY DEAR SIR JOHN,—I have spent all day with the parties interested in obtaining a bonus for the road to Callander, and have drawn a statement which Brown takes down to-night.

There are some matters of importance which, although fully brought out in the statement, I will mention shortly here:—

1st. It is only at Callander that the C. P. R. are bound to interchange traffic on favorable terms, see Sec. of C. P. R. Act and Schedule B. to N. W. A. and Sault Charter.

2nd. There is no possible basis of an agreement between the two Companies on the theory that the Dominion will only assist the connecting road.

3rd. Edgar's offer is really to build for \$8,850 (\$6,000 from you and \$2,850 from Mowat) and consequently the lowest offer is not \$6,000, but \$8,850, because Edgar incorrectly, we think, assumes that the \$2,850 would be given to him whether he builds the Sault road or not. The resolution of Ontario House shows this is not so.

4th. Whatever the terms may be, and it should not be less than \$8,850, it ought to be given not on a mere mileage basis, but based on the relative cost of the different sections. All this is fully explained in the statement.

Yours very truly,

DALTON McCARTHY.

P.S.—I remain over to address the City Council to-night, in opposition to Edgar's motion for a petition in favor of his road.

Please show this to Sir Charles Tupper.

D. McC.

Right Hon. Sir JOHN A. MACDONALD, K.C.B.

To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell, etc., etc., etc., Governor General of Canada and Vice-Admiral of the same in Council Assembled.

MAY IT PLEASE YOUR EXCELLENCY :

The Petition of the Corporation of the City of St. Catharines, Ontario,—HUMBLY SHOWETH :

That it is of the highest importance to the commercial and manufacturing interests of Ontario that our railway systems should have the shortest and most direct connection with the Canadian Pacific Railway ;

That it is of vital importance to the manufacturers located along the line of the Welland Canal to have a short and direct railway connection for transshipping their products to the great North-West ;

That St. Catharines being alive to the importance of participation in the trade of the North-West, has recently voted a loan of eighty thousand dollars (\$80,000) to aid the construction of the St. Catharines and Niagara Central Railway ;

That the said St. Catharines and Niagara Central Railway Company seek connection with the Canadian Pacific Railway by a line passing to the south and west of Lake Nipissing as being the shortest and most direct ;

Therefore your Petitioners pray the Dominion Government to grant a cash subsidy to secure the immediate construction of such a line and upon such conditions as shall afford equal traffic facilities to connecting lines ;

And as in duty bound your Petitioners will ever pray.

J. ROLLISON, C.C.

P. LARKIN, Mayor. [L.S.]

To the Honorable the House of Commons of the Dominion of Canada, in Parliament Assembled :

The Petition of the Municipal Council of the Village of Bracebridge, in the District of Muskoka, in the Province of Ontario,—RESPECTFULLY SHOWETH:—

That a Railway from a point at or near the Village of Gravenhurst, in the District of Muskoka, to connect with the Canadian Pacific Railway at some point near Lake Nipissing, so as to connect the Ontario Railways with the Canadian Pacific Railway, will materially advance the interests, and be of great service to a large portion of the people of the Province of Ontario ;

That we believe, if your Honorable House will render some assistance towards building such Railway to the Ontario and Sault Ste. Marie Railway Company, they will immediately proceed to construct and build such road ;

Your Petitioners therefore pray that your Honorable House will be pleased, during the present Session, to render such aid to the Ontario and Sault Ste Marie Railway Company, to construct and build their said Railway as in your wisdom you may deem meet ;

And your Petitioners, as in duty bound, will ever pray.

JAMES BOYER, Village Clerk.

J. W. DILL, Reeve.

To the Honorable the House of Commons of the Dominion of Canada, in Parliament Assembled :

The Petition of the Municipal Council of the Town of Lindsay,—HUMBLY SHOWETH :

That it is of the highest importance to the commercial and manufacturing interests of the Town of Lindsay and surrounding country, that the most direct access should be obtained for the Ontario system of Railways to the Canadian Pacific Railway, and that in view of the change of the route of the latter by which it is brought down the valley of the Spanish River to the shores of the Georgian Bay, it is clearly desirable to form the Ontario connection by a line passing to the southwest of Lake Nipissing, as is proposed by the Ontario and Sault Ste Marie Railway Company ;

Your Petitioners would, therefore, humbly pray that a sufficient sum be granted to the Ontario and Sault Ste Marie Railway Company to secure the construction of their line to connect with the Canadian Pacific Railway at Spanish River, and that all connecting Railways be granted equal running powers and traffic facilities over the subsidized Railway;

And your Petitioners, as in duty bound, will ever pray.

JAMES W. KNOWLSON, *Clerk.*

J. C. TAYLOR, *Mayor.*

LINDSAY, Ont., passed in Council this 27th day of April, 1882.

BELLEVILLE, ONT., 1st May, 1882.

SIR,—Enclosed, find Petition for presentation to the Governor General in Council, re Ontario and Sault Ste Marie Railway. Will you kindly have it soon presented and give it your support.

Your obedient servant,

Hon. Mr. BOWELL.

L. H. HENDERSON.

To His Excellency The Right Honorable Sir John Douglas Sutherland Campbell, Marquis of Lorne, one of Her Majesty's Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor General of the Dominion of Canada, &c., &c., &c., in Council :

The Petition of the Corporation of the City of Belleville,—HUMBLY SHOWETH:—

1. That the interests of the Province of Ontario require that her system of Railways should be connected with the Canadian Pacific Railway by the shortest and most direct route, and in view of the proposed change, recently announced, in the location or line of the Canadian Pacific Railway by deflecting westerly from Callander to the shores of the Georgian Bay, crossing Spanish River, your Petitioners desire to express their opinion that the best and most desirable point for such connection, and one which will best serve the interests of Ontario, is where the Canadian Pacific Railway will cross said Spanish River and not at Callander;

2. That it is of the utmost importance, in the interest of the Province of Ontario and of this section in particular, that the Ontario and Sault Ste. Marie Railway should be at once constructed, which will give to Ontario the shortest and most direct communication with the Great North-West by the Canadian Pacific Railway, and also with the Northern Pacific Railway at the Sault Ste. Marie, and thus make Belleville an important terminal point at the head of river and barge navigation;

Your Petitioners, therefore, pray that Your Excellency in Council will be pleased to grant such aid by way of subsidy as will ensure the early and rapid construction of the said The Ontario and Sault Ste. Marie Railway;

And Your Petitioners, as in duty bound, will ever pray, &c.

D. B. ROBERTSON, *City Clerk.*

NELSON LINGHAM, *Mayor.* [L.S.]

To His Excellency the Right Honorable the Marquis of Lorne, Governor General of Canada, in Council :

The Petition of the Municipal Council of the Town of Lindsay,—HUMBLY SHOWETH:—

That it is of the highest importance to the commercial and manufacturing interests of the Town of Lindsay and surrounding country that the most direct access should be obtained for the Ontario system of Railways to the Canadian Pacific Railway, and in view of the change of the route of the latter, by which it is brought down the valley of the Spanish River to the shores of the Georgian Bay, it is clearly desirable to form the Ontario connection by a line passing to the southwest of Lake Nipissing as is proposed by the Ontario and Sault Ste. Marie Railway Company;

Your Petitioners would, therefore, humbly pray that a sufficient sum be granted to the Ontario and Sault Ste. Marie Railway Company to secure the construction of their line to connect with the Canadian Pacific Railway at Spanish River, and that all connecting Railways be granted equal running powers and traffic facilities over the subsidized Railway;

And Your Petitioners, as in duty bound, will ever pray.

JAMES D. KNOWLSON, *Clerk.* F. C. TAYLOR, *Mayor.* [L.S.]

Passed in Council, this 27th day of April, 1882.

By Telegraph from Whitby, Ont., to Hon. Sir Charles Tupper, Minister Railways.

The Town Council of Whitby, at a special meeting, this evening, passed a resolution in favor of Government giving a bonus to the Ontario and Sault Ste. Marie Line.

W. H. BILLINGS, *Mayor.*

TOWN CLERK'S OFFICE, WHITBY, 23th April, 1882.

SIR,—I have the honor to transmit herewith the Petition of the Corporation of the Town of Whitby, in the County of Ontario, respecting aid to the Ontario and Sault Ste. Marie Railway Company, and to request that you will be pleased to have said Petition laid before His Excellency in Council at an early day.

I have the honor to be, Sir, your obedient servant,

THOS. HUSTON, *Town Clerk.*

Hon. Secretary of State.

To His Excellency the Governor General of the Dominion of Canada, in Council Assembled :

The Petition of the Corporation of the Town of Whitby,—HUMBLY SHOWETH:—

That it is of the highest importance to the commercial and manufacturing interests of our Province that the most direct access should be obtained for the Ontario system of railways to the Canadian Pacific Railway; and that in view of the change of route of the latter by which it is brought down the valley of the Spanish River to the shores of the Georgian Bay, it is clearly desirable to form the Ontario connection by a line passing to the south and west of Lake Nipissing, as is proposed by the Ontario and Sault Ste. Marie Railway Company;

Your Memorialists humbly pray that a sufficient sum be granted to the Ontario and Sault Ste. Marie Railway Company to secure the construction of their line to connect with the Canadian Pacific Railway at Spanish River, and that all connecting railways be granted equal running powers and traffic facilities over the subsidized railway;

And your Petitioners will ever pray.

THOMAS HUSTON, *Town Clerk.*

W. H. BILLINGS, *Mayor.*

WHITBY, 22nd April, 1882.

To His Excellency the Governor General of Canada in Council :

The Memorial of the Municipal Corporation of the Town of Peterborough, by the Council thereof—HUMBLY SHOWETH unto Your Excellency as follows:—

That it is of the utmost importance to the future prosperity of the Province of Ontario that her railway system should have the shortest and most direct connection with the Canadian Pacific Railway;

That in view of the change of route that has been recently decided upon by the Canadian Pacific Railway, a connection can be made with that line at Spanish River, which will place the commercial and manufacturing interests of Ontario seventy miles nearer our rapidly developing North-West Territory than the proposed connection at Callander;

Your memorialists humbly submit that, whereas the proposed Ontario and Sault Ste. Marie Railway will afford this more direct connection with the Canadian Pacific, and will, by forming a connection with the Northern Pacific Railway at Sault Ste. Marie, afford an alternate route to and from our own North-West, and will also open up an outlet for the products of the American North-Western States through Canadian territory, to Canadian seaports, it is, therefore, clearly in the interests of the whole Dominion, and especially in the interests of the Province of Ontario;

And whereas the Ontario and Sault Ste. Marie Railway have proposed to make this more desirable connection for a much less subsidy per mile than is asked for the connection at Callander; Therefore, such aid should be granted by the Dominion Government as will ensure the construction of this line, in preference to an indirect connection at Callander, which does not afford either the advantages of another through route to the seaboard, nor an avenue through which the products of the American States can be carried to our Canadian seaports;

Your Memorialists therefore humbly pray:

That Your Excellency will be pleased to grant to the Ontario and Sault Ste. Marie Railway such aid by way of subsidy as to Your Excellency shall seem meet;

And your Memorialists, as in duty bound, will ever pray, &c.

Signed and sealed, pursuant to a Resolution of the Council of the said Town of Peterborough, passed on the 29th day of April, A.D. 1882.

CHARLES D., *Town Clerk.*

H. H. SMITH, *Mayor.* [L.S.]

TORONTO, 19th March, 1883.

SIR,—I have the honor to enclose herewith the Petition of the Ontario and Pacific Junction Railway Company, to His Excellency the Governor in Council, praying for a subsidy of \$6,000 per mile for their line from Gravenhurst to Callander.

I have the honor to be, Sir, your obedient servant,

Hon. Secretary of State.

W. GOODERHAM.

To His Excellency the Governor General of the Dominion of Canada, in Council:

The Petition of the Ontario and Pacific Junction Railway Company,—RESPECTFULLY SHOWETH:

1. That your Petitioners are duly incorporated by Act of the Dominion Parliament, with full powers to construct a line of Railway from any point at or near Gravenhurst to any point at or near Lake Nipissing, so as to connect with the Canadian Pacific Railway to be built to reach the Sault Ste Marie River or Lake Superior;

2. That your Petitioners have made full and careful surveys of their whole line;

3. By the twenty-fourth section of the Act respecting the Canadian Pacific Railway (44 Victoria, cap. 1) special provisions are made in the interest of the trade of the Province of Ontario, by which the Canadian Pacific Railway Company is bound to afford to your Petitioners' Company, not only traffic facilities, but favorable mileage rates for the traffic of the Province of Ontario, so that no preference can be given in any way by the Canadian Pacific Railway to the traffic coming from or going upon the line of the Canada Central Railway now forming a part of the Canadian Pacific Railway, over the traffic coming from or going upon the line of your Petitioners. It is, therefore, of vital importance to the interests of the trade of the Province of Ontario, that the construction of your Petitioners' Railway should be secured;

4. In view of the information which your Petitioners possess, as to the cost of building their line, as to the traffic to be anticipated from it, and as to the financial assistance which they can procure; they are now in a position to offer to complete the construction of their line from Gravenhurst to a point of junction with the Canadian Pacific Railway at or near Callander, for a subsidy from the Dominion Government of \$6,000 per mile, and not exceeding in the whole \$660,000;

5. Your Excellency in Council is authorized by an Act of the Dominion Parliament passed at its last Session, to grant such subsidy towards the construction of such Railway;

6. As a condition of receiving such bonus your Petitioners are willing and hereby offer to grant such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected therewith as the Governor in Council may determine;

And your Petitioners, therefore, respectfully pray:

That Your Excellency will be pleased to recommend the granting of such subsidy to your Petitioners for the purposes aforesaid.

J. D. EDGAR, *President.*

W. GOODERHAM.

CANADIAN GOVERNMENT RAILWAYS,

OFFICE OF THE CHIEF ENGINEER, OTTAWA, 12th May, 1882.

SIR.—The several applications for Dominion Government aid towards railway construction hereinafter mentioned, having been referred to me, I have the honor to report:

1. That the Ontario and Sault Ste. Marie Railway Company and the Northern, North-Western and Sault Ste. Marie Railway Company have, with the support of petitions from the cities and towns of Toronto, Hamilton, London, St. Catharines, Port Hope and Brantford, applied for a subsidy from the Dominion Government in aid of the construction of a line of railway from Gravenhurst to Callander Station on Spanish River, on the Canadian Pacific Railway, to enable them to make satisfactory communication with the great North-West *via* the Canadian Pacific.

It is, in my opinion, very important to the commercial and manufacturing interests of Ontario that its railway system should have short and direct communication, by way of the Pacific Railway, with the North-West and Callander, being the point at which the Canadian Pacific Railway Company are bound to exchange traffic with other railways on favorable terms, it appears to be the most desirable place at which to establish junctions with that line.

The Ontario and Sault Ste. Marie Railway Company made the following proposition, viz.:—To construct a line from Gravenhurst *via* Maganatawen Junction to the Canadian Pacific Railway at Spanish River, a distance of 185 miles, for a subsidy of \$5,000 per mile, making \$925,000. Also to build a line from Gravenhurst to Callander Station, 100 miles, for a subsidy of \$6,000 per mile, making \$600,000. Or to build both (including the first forty-five miles common to the two lines), making 240 miles at \$5,200 per mile, or \$1,248,000. In consideration of these subsidies they will grant the use of their road on equal terms to other railway companies desiring it.

On behalf of the Northern, North-Western and Sault St. Marie Railway Company a subsidy of \$12,000 per mile is asked for the line from Gravenhurst to Callander, which they estimate at 110 miles, making \$1,320,000.

Should the Government entertain the proposition to grant a subsidy in aid of a railway between Gravenhurst and Callander, I suggest that should it be in the form of a lump sum, it be paid on the completion of twenty-mile sections, *pro rata*, according to the value of work upon each section, as estimated and ascertained by the Chief Engineer of Government Railways.

I may state these offers summarily as follows:—

Ontario and Sault Ste. Marie Railway Company, Gravenhurst to Callander, say 100 miles.....	\$ 600,000
Northern, North-Western Sault Ste. Marie Railway Company, say 110 miles	1,320,000
Ontario and Sault Ste. Marie Railway Company, Gravenhurst to Spanish River, say 185 miles.....	925,000

Ontario and Sault Ste. Marie Railway Company, both
lines, say 240 miles..... 1,248,000

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Eng. Government Railways.*

F. BRAUN, Esq., Secretary Railways and Canals.

Memorandum.

OTTAWA, 14th May, 1883.

The undersigned has the honor to represent that by the Act passed last Session, 45 Vic., c. 14, authority was given for the grant of a subsidy in aid of the construction of a line of railway extending from Gravenhurst to Callander, Ontario, such subsidy being to the extent of \$6,000 a mile, and not exceeding \$660,000.

He has now to recommend that the aforesaid subsidy be increased by a like amount of \$6,000 a mile for a distance of 110 miles or a total further sum of \$660,000, such further amount to be given in accordance with the provisions of the Act above cited, to such Company as shall be approved by the Governor in Council.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

RETURN

(122)

To an ADDRESS of the SENATE, dated 23rd April, 1883;—For Copies of all Reports, Letters and Correspondence since 1878, between the Department of Public Works, and Mr. J. A. Lyon, or any other person in reference to the removal of Snags or other obstructions, in the St. John River, New Brunswick.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
16th May, 1883.

Acting Secretary of State.

RETURN

(123)

To an ORDER of the HOUSE OF COMMONS, dated 30th April, 1883;—For a Report on the condition and management of the Manitoba Indian Agency under J. A. N. Provencher, the Indian Superintendent of the Manitoba District, made by the Government Commission of Enquiry, composed of the late W. H. Ross, Barrister, and Ebenezer McColl, Indian Agency Inspector, and the evidence upon which the same was made; also, a voucher dated June 25th, 1875, for \$180, signed by one Tremblay; a voucher dated June 25th, 1875, for \$1,290, signed by one Tremblay, and a voucher dated December 26th, 1875, for \$600, signed by one Tremblay; and as well as all other papers relating to this subject.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
1st May, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.]

RETURN

(124)

To an ORDER of the HOUSE OF COMMONS, dated 28th February, 1883 ;—For a Statement of the Expenditure for each month elapsed for the current fiscal year, on telegrams charged to various works in the Department of Public Works, showing the amount charged to each Work, respectively, and for a like Statement from November, 1881, to June, 1882, inclusive.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
9th May, 1883.

[In accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.]