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APPENDIX, No. 8,

TO THE

ELEVENTH VOLUME.

APPENDIX TO THE ELEVENTH VOLUME

OF THE

JOURNALS

OF THE

LEGISLATIVE ASSEMBLY

OF THE

PROVINCE OF CANADA.

From the 19th AUGUST, 1852, to the 14th JUNE, 1853, both days inclusive,

AND IN THE SIXTEENTH YEAR OF THE REIGN OF OUR SOVEREIGN LADY

QUEEN VICTORIA.

Being the 1st Session of the 4th Provincial Parliament of Canada.

SESSION, 1852-3.

Printed by Order of the Legislative Assembly.

PRINTED BY ROLLO CAMPBELL, GARDEN STREET, QUEBEC.

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R E T U R N

To an Address from the Legislative Assembly, of the 8th November last; for a List of Claimants for Damages alleged to have been caused to the Property of Individuals by the Construction of the Beauharnois Canal; as also, Copies of all Reports of the Commissioners of Public Works, Engineers, or others employed to Investigate and Report on such Claims; and a Statement showing the Names of Claimants who have been Paid, and by what Authority.

By Command.

A. N. MORIN,

Secretary.

SECRETARY'S OFFICE,

Quebec, 23rd February, 1853.

List of Documents connected with the Beauharnois Claims.

Report of Messrs. Manuel and Sauvé, 9th September, 1842.

Award of Messrs. Lachapelle, Manuel and Barbeau, 12th September, 1843.

Messrs. Wetherall and Manuel's Report, 1st February, 1844.

Report of W. Shanly, on Claims now unsettled, 13th November, 1847.

do on Settled Claims, 19th August, 1848.

W. Shanly, List of Claims Settled in full.

Hon. H. H. Killaly, Report, 20th December, 1843.

do do 19th April, 1844.

do do 29th July, 1844.

Letter from T. A. Begly, 17th October, 1846.

do do 10th August, 1847.

do do 9th November, 1847.

do do 8th March, 1848.

Report of Hon. E. P. Taché, 29th September, 1848.

Letter from Secretary, 11th January, 1844.

Order in Council, 13th August, 1847.

do 4th October, 1848.

do 28th March, 1849.

do 31st January, 1851.

S. Keefer, Report on Claims at Côteau-du-Lac, 5th April, 1851.

James Stewart, Report on Damage by rise of water in Lake St. Francis, 3rd June, 1851.

do Further Report on do, 9th June, 1851.

do Schedule of certain Land Claims, 29th November, 1852.

J. F. McDonald, Report on steps taken by him for examination of Claims, 20th September, 1852.

do List of Claims, 10th November, 1852.

do List of Claims with Report, 20th November, 1852.

do List of Claims at Godmanchester, with Report, 25th November, 1852.

do Report upon Damage by rise of water in Lake St. Francis, 29th November, 1852.

do Report upon Claims at Soulanges and Beauharnois, 3rd December, 1852.

do Report upon Claims at Dundee, 7th December, 1852.

do Report on Claims at Lancaster and Charlottenburgh, with List, 11th December, 1852.

Statement of Damages Paid to 1846, inclusive.

List of Damages Paid, September, 1846, to 1st January, 1853.

[*Translation.*]

We, the undersigned, Charles Manuel, of the Parish of St. Clement, Sworn Land Surveyor, Arbitrator appointed for and on behalf of the Board of Public Works, and François Sauvé, of the Parish of St. Joseph de Soulange, Farmer, Arbitrator appointed for and on behalf of the inhabitants interested, upon the requisition of Samuel Keefer, Esquire, Engineer Superintending the Works upon the Beauharnois Canal, on the part of the said Board of Public Works, did, on the Twenty-ninth day of August last, and the days following, visit the lands of the inhabitants of the Parishes of St. Clément and St. Timothée, including both those lands which have been actually intersected and those lands to be so intersected hereafter, for the purpose of establishing and estimating the damages which have resulted and will result to the said lands; which said damages consist more particularly in the destruction of unripe grain cut and destroyed along the line of the said Canal, of sugaries, orchards, and other trees hereinafter mentioned; as also, of the fences destroyed, both along the line of the said Canal and outside the said Canal; and also, other damages caused by the Engineers and their Assistants in drawing lines in different places across the said lands. Having seen and examined the said damages with great care and exactness, and having also deliberated together thereupon, we are unanimously of opinion, that the amounts hereinafter allowed by our Report are due to the inhabitants on account of the said damages, that is to say:—

IN THE PARISH OF ST. TIMOTHEE.

	£	s.	d.	£	s.	d.
No. 1.—AMABLE BOURDON:—						
½ arpent Oats, 10 minots @	0	16	8			
90 perches Wheat, 7 minots	2	2	0			
10 perches Potatoes, 12 minots	0	15	0			
Damage done to Grain	1	10	0			
Fences destroyed	0	10	0			
				5	13	8
No. 2.—FELIX GRENIER.—3 arpents in breadth:—						
1½ arpent Hay, @	2	15	0			
75 perches Peas, @ 18 minots	2	5	0			
37½ perches Wheat, @ 3 do'	0	18	0			
37½ perches Peas, @ 9 do	1	2	6			
Damage to Fences	1	0	0			
				8	0	6
No. 3.—JOSEPH ST. MICHEL.—3 arpents:—						
1½ arpent in Peas, @ 30 minots	3	15	0			
Damage to Fences	0	10	0			
do to Grain	0	10	0			
				4	15	0
No. 4.—RAPHAEL PAYEMENT.—3 arpents:—						
1½ arpent Hay	3	7	6			
75 perches Oats, @ 18 minots	1	10	0			
75 perches Potatoes, @ 90 do	5	15	6			
3 passages through Grain	0	7	6			
				10	0	6
No. 5.—AUGUSTE LEFEBVRE.—3 arpents:—						
1½ arpent Wheat, @ 7½ minots	2	5	0			
½ arpent Peas, @ 5 do	0	12	6			
Fences destroyed, 150 perches	0	15	0			
do 60 pickets	0	6	0			
3 passages through his Grain	0	7	6			
Damages to Hay by sinking trenches	0	7	6			
				4	13	6
No. 6.—FRANÇOIS TESSIER.—3 arpents:—						
1½ arpent Wheat, 9 minots	2	14	0			
45 perches Oats, 7½ do	0	12	6			
20 perches of Fence	0	2	0			
3 passages through Grain	0	7	6			
				3	16	0
No. 7.—PIERRE LEMIEUX.—3 arpents:—						
3 arpents Fences, @ 4 perches	1	4	0			
120 Pickets	0	12	0			
1 Drain	1	0	0			
				2	16	0
No. 8.—PIERRE LEMIEUX.—3 arpents, farmed out to Paul Viau:—						
1½ arpent Wheat	2	14	0			
1 Drain	0	10	0			
				3	4	0
No. 9.—PIERRE LEMIEUX.—3 arpents:—						
1½ arpent Wheat, 10 minots	3	0	0			
½ arpent Oats, 6½ minots	0	10	5			
				3	10	5
No. 10.—ETIENNE HENAULT.—3 arpents:—						
1½ arpent Wheat, 7½ minots	2	5	0			
½ arpent Oats, 5 do	0	8	4			
Damages to Fences	0	10	0			
				3	3	4
No. 11.—JOACHIM BROSSAIS.—3 arpents, farmed out to Michel Beaudreau:—						
½ arpent Peas, 10 minots	1	5	0			

IN THE PARISH OF ST. TIMOTHEE.—(Continued.)

	£	s.	d.	£	s.	d.
No. 11.—JOACHIM BROSSAIS—(Continued):—						
$\frac{1}{4}$ arpent Oats, 6 minots	0	10	0			
$\frac{1}{4}$ arpent Barley, 25 do	3	2	6			
2 passages through Grain	0	10	0			
1 do by parties sent through Grain by Engineers ..	0	5	0			
				5	12	6
No. 12.—JOSEPH BERGEVIN DIT LANGEVIN.—3 ar- repts:—						
$1\frac{1}{4}$ arpent Peas, @ 25 minots	3	2	6			
$\frac{1}{4}$ arpent Oats, 12 do	1	0	0			
$1\frac{1}{4}$ arpent Hay	1	10	0			
2 passages through Grain	0	5	0			
Damage to Grain	0	10	0			
				6	7	6
No. 13.—HYACINTHE LEDUC.—3 arpents, farmed out to Jean Bapte. Benoit:—						
$1\frac{1}{4}$ arpent Oats, 25 minots	2	1	8			
$1\frac{1}{4}$ arpent Wheat, 9 do	2	14	0			
1 passage through Grain	0	2	6			
				4	18	2
No. 14.—ANTOINE LEBŒUF.—2 arpents in breadth:—						
$1\frac{9}{10}$ arpent Peas, @ 20 minots	2	10	0			
$\frac{4}{10}$ arpent Buckwheat, 6 do	0	18	0			
2 passages through Grain	0	10	0			
				3	18	0
No. 15.—PIERRE ST. MICHEL.—4 arpents:—						
2 arpents Wheat, 16 minots	4	16	0			
1 arpent Barley, 25 do	3	2	6			
1 arpent Oats, 25 do	2	1	8			
				10	0	2
No. 16.—PIERRE LEBŒUF.—2 arpents:—						
$1\frac{1}{4}$ arpent Oats, 30 minots	2	10	0			
$\frac{1}{10}$ arpent Potatoes, 10 do	0	12	6			
$\frac{9}{10}$ arpent Peas, 18 do	2	5	0			
				5	7	6
No. 17.—FRANÇOIS BERGEVIN DIT LANGEVIN.—2 ar- repts.—N.B. The double breadth of Canal:—						
$2\frac{1}{2}$ arpents Peas, 25 minots	3	2	6			
Damages to two arpents of Fence, by the change of their direction	0	8	0			
				3	10	6
No. 18.—AUGUSTE MIRON.—2 arpents.—N.B. Double breadth of Canal:—						
4 arpents 80 perches Oats	10	0	0			
3 passages through Grain	0	7	6			
Damages to Fences	0	4	0			
				10	11	6
No. 19.—LOUIS JULIEN.—1 arpent.—N.B. Double breadth of Canal:—						
55 perches Oats, 14 minots	1	3	4			
55 perches Peas, 12 do	1	10	0			
Damages to Fences	0	4	0			
3 passages through Grain	0	15	0			
				3	12	4
No. 20.—Widow LOUIS JULIEN.—3 arpents in width.— N.B. Two Sections of the Canal:—						
$1\frac{1}{4}$ arpent Wheat, 18 minots	5	8	0			
3 passages through the Wheat beyond the Canal	0	15	0			
1 Bed made by the Engineers' Assistants	0	5	0			
Making one arpent of Fence	0	4	0			
				6	12	0

IN THE PARISH OF ST. TIMOTHEE.—(Continued.)

	£	s.	d.	£	s.	d.
No. 21.—LOUIS PROVOST.—2 arpents in width :—						
1 $\frac{1}{10}$ arpent Peas, 30 minots	3	15	0			
1 $\frac{1}{10}$ arpent Wheat, 14 do	4	4	0			
Damage to Fence	0	4	0			
3 passages through the Grain, with beds	0	15	0			
				8	18	0
No. 22.—JEAN BAPTE. LEBŒUF.—2 arpents in width :—						
1 $\frac{1}{10}$ arpent Wheat, 14 minots	4	4	0			
1 $\frac{3}{10}$ arpent Oats, 7 do	0	11	8			
Damage to Fence	0	8	0			
3 passages through Wheat	0	15	0			
				5	18	8
No. 23 and 24.—XAVIER MELOCHE.—5 arpents broad :—						
5 passages through Grain Fields of 14 arpents in length	2	10	0			
Damages for Wood cut	1	0	0			
				3	10	0
No. 25.—JOSEPH WATER.—3 arpents in breadth :—						
2 passages through Peas	0	10	0			
1 passage of 5 arpents in length through Oats and Wheat	1	5	0			
8 perches of Stone Fence	2	0	0			
				3	15	0
No. 26.—JOSEPH LADEROUTE.—2 arpents in width :—						
1 passage through Grain	0	10	0			
Damages caused by cattle in consequence of the Engi- neers having neglected to put up the Fences they had taken down	0	5	0			
4 small Maple Trees cut down	3	5	0			
				4	0	0
No. 27.—JOSEPH LANDRIS.—3 arpents in breadth :—						
3 passages through the Grain	0	15	0			
For Maple Trees cut down	2	0	0			
Damages for various Holes dug and abandoned	2	0	0			
				4	15	0
No. 28.—FRANÇOIS ROY :—						
Damages caused by the cutting down of about 700 Maple Trees	30	0	0			
2 passages through Grain	0	10	0			
N.B.—A Stone Quarry, which we have not yet valued as the Engineers are still working at it.						
				30	10	0
No. 29.—GUILLAUME LALONDE.—2 arpents broad :—						
2 passages through his Grain	0	10	0			
				0	10	0
ANTOINE MATHIEU.—1 arpent broad :—						
1 passage through his Grain	0	5	0			
Damages caused by the cutting of about 20 Maple Trees	0	16	8			
				1	1	8
No. 30.—NOEL EMOND.—3 arpents broad :—						
3 passages through Grain	0	15	0			
				0	15	0
No. 31.—SEIGNIORIAL DOMAINE.—7 arpents broad						
No. 32.—ANTOINE LEDUC dit THOMAS.—3 arpents broad :—						
Damages to Timber	0	10	0			
				0	10	0
No. 33.—SEIGNIORIAL DOMAINE.—3 arpents						
No. 34.—FABRIQUE DE ST. TIMOTHEE.—3 arpents						

IN THE PARISH OF ST. TIMOTHEE.—(Continued.)

	£	s.	d.	£	s.	d.
No. 35.—JEAN BTE. LAVOIE.—3 arpents broad :—						
1 Passage through Grain	0	5	0			
Damages caused by Sheep in consequence of the Engi- neers throwing down Fences and neglecting to re- place them	0	7	6			
Damages arising from the cutting of Maple Trees on the line of the Canal	0	15	0			
				1	7	6
No. 36.—MONSIEUR ROY.—3 arpents broad						
No. 37.—MICHEL TESSIER.—1 arpent broad						
No. 38.—XAVIER RAPIN.—2 arpents broad :—						
3 Passages through the Grain	0	15	0	0	15	0
No. 39.—MESSIRE BOURRASSA.—3 arpents, held by Sylvain Henault :—						
3 Passages through the Grain	0	15	0	0	15	0
No. 40.—BASILE LEBŒUF.—3 arpents broad :—						
3 Passages through Grain	1	5	0	1	5	0
No. 41.—PIERRE LAUGIER.—3 arpents broad :—						
3 Passages across his Grain	1	5	0			
Damages for Maple Trees cut down	0	10	0	1	15	0
No. 42.—CHRISTOPHE D'AOUT.—3 arpents broad :—						
Passages through his Grain	1	5	0	1	5	0
No. 43.—GABRIEL URLIBIZE.—3 arpents broad :—						
3 Passages through his Grain	1	0	0	1	0	0
No. 44.—MARTIN FORTIER.—3 arpents broad :—						
3 Passages through his Grain	0	15	0	0	15	0
No. 45.—OLIVIER BONIER.—3 arpents broad :—						
Damages to Hay	0	5	0	0	5	0
No. 46.—JOACHIM D'ARPENTIGNY.—3 arpents :—						
3 Passages through his Grain	1	0	0	1	0	0
No. 47.—AUGUSTIN MAILLOUX.—3 arpents :—						
3 Passages through his Grain	1	0	0	1	0	0
No. 48.—HYACINTHE LEDUC.—3 arpents :—						
3 Passages through his Grain	1	10	0	1	10	0
No. 49.—PIERRE BAZILE LEDUC.—2 arpents broad :—						
3 Passages through his Grain	0	15	0	0	15	0
No. 50.—PIERRE LEDUC, Jr.—2 arpents broad :—						
3 Passages through his Grain	1	5	0	1	5	0
No. 51.—FRANÇOIS BERGEVIN.—2 arpents :—						
Passages through his Grain	1	5	0	1	5	0
No. 52.—RUBAIN LANGEVIN.—3 arpents :—						
3 Passages through his Grain	1	0	0	1	0	0
No. 53.—PIERRE LANGEVIN.—3 arpents :—						
Passages through his Grain	1	10	0	1	10	0

IN THE PARISH OF ST. TIMOTHEE.—(Continued.)

	£	s.	d.	£	s.	d.
No. 54.—EUSTACHE BERGEVIN.—3 arpents :— 3 Passages through his Grain	1	0	0	1	0	0
No. 55.—ETIENNE PARISIEN.—3 arpents :— 3 Passages through his Grain	1	5	0	1	5	0
No. 56.—JOSEPH BOYER.—3 arpents :— 3 Passages through his Grain	1	5	0	1	5	0
No. 57.—FRANCOIS MAÇON.—3 arpents :— 3 Passages through his Grain	1	0	0	1	0	0
No. 58.—ETIENNE MAY						
No. 59.—AMABLE BRUNETTE.—3 arpents broad :— 4 Passages through his Grain	1	10	0	1	10	0
No. 60.—FRANÇOIS LAFLEUR.—3 arpents broad :— Damage to his Grain	1	0	0	1	0	0
No. 61.—FRANÇOIS LAFLEUR.—3 arpents broad :— Damage to his Grain	1	0	0	1	0	0
No. 62.—XAVIER SAUVE.—3 arpents broad :— Damage to his Grain	1	0	0	1	0	0
No. 63.—ANTOINE LAFLEUR.—3 arpents broad :— Damage to his Grain	1	10	0	1	10	0
No. 64.—GUILLAUME SAUVE.—3 arpents :— Damage to his Grain	1	0	0	1	0	0
No. 65.—ANTOINE POIRIER.—1½ arpent :— Damage to Grain	0	10	0	0	10	0
No. 66.—AMABLE POIRIER.—1½ arpent :— Damage to Grain	0	10	0	0	10	0
No. 67.—JOSEPH BOYER.—2 arpents broad :— Damage to Grain	0	15	0	0	15	0
No. 68.—JOSEPH LEFEBVRE.—2 arpents :— Damage to Grain	0	15	0	0	15	0
No. 69.—THOMAS LEDUC.—2 arpents broad :— Damage to Grain	1	5	0	1	5	0
No. 70.—NOEL ST. MICHEL.—3 arpents broad :— Damage to Grain	1	0	0	1	0	0
No. 71.—LAURENT FORTIER.—3 arpents broad :— Damage to Grain	1	10	0	1	10	0
No. 72.—PIERRE POIRIER, Son of AUGUSTIN.—3 arpents :— Damage to his Grain	1	0	0	1	0	0
No. 73.—MICHEL BEAUTRONC, Senn.—3 arpents :— Damage to Grain	0	15	0	0	15	0

IN THE PARISH OF ST. TIMOTHEE.—(Continued.)

	£	s.	d.	£	s.	d.
No. 74.—LOUIS LANGEVIN.—3 arpents :— Damage to Grain	0	15	0			
Apple Trees	6	15	0	7	10	0
No. 75.—ETIENNE HENAULT (JOSON).—3 arpents :— Damages to Grain	0	5	0	0	5	0
No. 76.—TOUISSANNT DANDURANT.—2 arpents :— Damages by loss of Apple Trees	15	0	0	15	0	0
No. 77.—LOUIS RENE LEDUC.—2 arpents — Damages to Grain by Passages and Beds	2	0	0			
For Apple Trees and other Trees	4	0	0	6	0	0
No. 78.—ANTOINE HENAULT.—4 arpents broad :— Damage to Grain	3	0	0			
Damages for loss of Apple Trees	6	0	0	9	0	0
No. 79.—PAUL TROTTIER.—2 arpents :— Damage to Grain	0	15	0	0	15	0
No. 80.—FRANÇOIS TROTTIER.—1 arpent :— Damage to Grain	0	15	0	0	15	0
No. 81.—ANTOINE POIRIER.—1 arpent	0	10	0	0	10	0
No. 82.—MICHEL BEAUTRONC, fils.—2 arpent						
No. 83.—ALEXIS VIAU.—4 arpents :— Damages to Grain by Passages and Beds	1	10	0	1	10	0
No. 84.—BASILE LEDUC.—2 arpents :— Damage to Grain	0	10	0	0	10	0
No. 85.—AUGUSTIN POIRRIER.—2 arpents :— Damages to said Augustin Poirrier	0	10	0			
do Baptiste Lalonde	0	10	0	1	0	0
No. 86.—ANTOINE LEDUC, (2 arpents) Perrion :— Damage to Grain	1	10	0	1	10	0
No. 87.—FRANÇOIS D'AOUT.—2 arpents broad :— Damage to Grain	1	10	0	1	10	0
No. 88.—PIERRE LEDUC, (2 arpents) Thomas :— Damage to Grain	0	15	0	0	15	0
No. 89.—ETIENNE HENAULT (JOSON).—2 arpents :— Damage to Grain	0	5	0	0	5	0
No. 90.—CHARLES LEBŒUF						
No. 91.—JOSEPH LALONDE, IGNACE TESSIER, AND ISIDORE BROUSSEAU.—2 arpents						
No. 92.—LOUIS D'AOUT.—2 arpents :— Fallow						
No. 93.—ALBERT MERCIER.—2 arpents :— Damage to Grain	0	10	0			
Maple Trees cut down	0	10	0	1	0	0

IN THE PARISH of ST. TIMOTHEE.—(Continued.)

	£	s.	d.	£	s.	d.
No. 94.—LOUIS DECOIGNE.—2 arpents:—						
Damage to Grain	0	15	0			
For Apple Trees	0	15	0			
				1	0	0
Total for the Parish of St. Timothée	£			262	3	11

PARISH OF ST. CLEMENT DE BEAUHARNOIS:

	£	s.	d.	£	s.	d.
No. 1.——— QUEVELLON:—						
For Apple Trees	0	10	0			
				0	10	0
No. 2.—ETIENNE D'AOUT.—4½ arpents:—						
Apple Trees and Nut Trees	10	0	0			
				10	0	0
No. 3.—PIERRE LEDUC.—1½ arpents:—						
For Maple Trees	12	0	0			
				12	0	0
No. 4.—LOUIS LEMAY.—1½ arpents:—						
For Maple Trees and Apple Trees	2	0	0			
				2	0	0
No. 5.—JEAN BTE. MONTPETIT:—						
For about 300 Maple Trees	62	10	0			
				62	10	0
No. 6.—ETIENNE MONTPETIT:—						
For Maple Trees	12	10	0			
				12	10	0
No. 7.——— TRUDELLE						
No. 8.——— GAUDIN:—						
Damages caused by the digging of Holes and for Grain beaten down	0	15	0			
				0	15	0
No. 9.—AUGUSTIN BROSSAIS:—						
Damage to his Grain	0	10	0			
				0	10	0
No. 10.—MICHEL BROSSAIS						
No. 11.—CHARLES D'AOUT						
No. 12.—HYACINTHE LEFEBVRE:—						
Damage to Grain	2	0	0			
				2	0	0
No. 13.—ANTOINE BOYER:—						
For damage to his Grain and for Holes dug	0	10	0			
				0	10	0
No. 14.—PIERRE LEDUC:—						
For damage to his Grain, &c	1	10	0			
				1	10	0
No. 15.—JOACHIM BROSSAIS:—						
Damages to his Grain caused by passages and beds ..	4	0	0			
				4	0	0
	£			370	18	11

The undersigned Arbitrators take the liberty of representing to the Honorable the Board of Public Works, that the inhabitants of the different Parishes would not undertake keeping their respective Fences in order, along the line of the Canal, at all events until the completion of the Canal, as their Fences are continually taken down and destroyed by the workmen or laborers on the said Canal. The said Arbitrators have not, for this reason, made any estimates or valuations of the said Fences, as the inhabitants are desirous that the Honorable Board of Public Works should undertake to make and keep in good order the said Fences along the line of the said Canal.

The whole nevertheless humbly submitted.

(Signed,) FRANCOIS SAUVE,
 " CHARLES MANUEL,
 Sworn Surveyor.

COST OF ARBITRATION.

Charles Manuel, from the 29th August last to the 10th September, 1842, both days inclusive, for Vehicles and other Travelling Expenses	£15	0	0
François Sauv�, for the same time, and do do do	15	0	0
For Costs of these Presents and Copy, to J. Bte. Scott, N.P.	2	10	0
			£32 10 0

ENDORSED.—Transmitted to the Board of Works for their sanction previous to payment.

Many of the damages awarded for Sugar Trees and Orchards are prospective, but as the award appears reasonable, these may be paid when the Trees are cut.

(Signed,) SAMUEL KEEFER,
 Engineer Board of Works.

St. TIMOTHEE, 19th September, 1842.

We, the undersigned Arbitrators, named to act in conformity to the Provincial Statute, cap. 38, of the 4 & 5 Vic., with respect to the Damages caused by the Public Works, did meet together upon the line of Beauharnois Canal, on the sixth day of June last past, at the request of J. B. Mills, Esquire, Engineer, superintending the Works of the said Canal. After being duly sworn, agreeably to the Act aforesaid, we first made a preparatory visit on the whole line of the Canal now in progress, observing everything which was to become the object of our future consideration.

But the instructions afterwards received from said J. B. Mills, Esquire, dated the eighteenth day of July last past, not going any further than to authorise us specially, for the present, to fix the value of the ground taken for the construction, the embankment, and a road to the south of the said Canal, of the inconveniences resulting therefrom, and caused to the inhabitants, by the cutting of their respective land and of the annual allowance to be made for each superficial arpent, for the lands encumbered by the stones and other materials necessary for the making of the said Canal, and nothing more for the present; we proceeded to examine only the objects specially submitted to our consideration, and after mature deliberation, We have unanimously agreed to grant to the inhabitants the amount of the value of the said objects as follows, to wit:—

Dimensions and Numbers of the Farms.		Allowance per Arpent in superficies for the Canal.		Annual Allowance per Superficial Arpent for Encumbrance.		Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.			
						£	s. d.	£	s. d.		
No.	Dimen- sions.	Arpt. Arpt.	£	s.	d.	£	s.	d.	£	s.	d.
		7	2 x 40	.....	.....	2	10	0	.....	.....	.....
		17	} 2 x 40	.....	.....	6	5	0	.....	.....	.....
		18		2	10	0
		18	2 x 20	.....	.....	6	5	0	.....	.....	.....
		19	3 x 40	.....	.....	.....	.....	.....	.....	.....	.....
		20	1 1/2 x 40	.....	.....	6	5	0	.....	.....	.....

PARISH OF ST. CLEMENT.

No. —To MICHEL LONGTIN, who owns the two-thirds of Lot.....
 For land encumbered, per superficial arpent.....
 On condition to remove the encumbrance as soon as the Canal is finished.
 [This condition, being the same for each farm, will not be repeated. But
 the words : On condition, &c.]

No. 106.—To JEAN MARIE COUVILLON, who owns one-third of Lot.....
 and one-third of Lot.....
 whereon is the Lock No. 9 : —
 1st. For the cutting of the Canal and embankments, per arpent in superficies.
 2nd. For land encumbered. On condition, &c.....
 3rd. To that part of his land to the North of the Canal, no compensation to be
 made, on account of his being sufficiently indemnified by the Canal being
 made upon his land.

No. 105.—To ETIENNE D'AOUST, who owns two-thirds of Lot.....
 and Lot.....
 whereon is the Lock No. 8, with a Bridge.—
 1st. For the cutting of the Canal and embankments.....
 2nd. For lands encumbered. On condition, &c., without any prejudice to dam-
 ages caused to the Trees that may be found on the encumbered land.....
 3rd. As to the inconvenience of communication with that part of his land sit-
 uated on the North side of the Canal, no indemnity to be allowed, on ac-
 count of the Bridge to be made on his land to communicate thereto ;
 moreover, that part of his land is rocky, small, and without any building.

No. 104.—To PIERRE MICHEL LEDUC, who owns one-half of Lot.....
 1st. For land encumbered. On condition, &c.....
 2nd. For the cutting of Canal and embankments.....
 3rd. As to inconvenience of communicating with that part of his land situated
 on the North side of the Canal, no indemnity to be allowed on account of

PARISH OF ST. CLEMENT.—(Continued.)

No.	Dimensions and Numbers of the Farms.		Allowance per Arpent in superficies for the Canal.		Annual Allowance per Superficial Arpent for Encumbrance.		Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.		
	No.	Dimen- sions.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
No. 104.	To PIERRE MICHEL LEDUC, &c.—(Continued).— having a Bridge on his neighbor's farm to communicate with that part of his farm which is rocky, small, without any building, and in other respects sufficiently benefited by the making of the Canal.										
No. 103.	To LOUIS LEMAY alias DELORME, who owns one-half of Lot										
	20	1½ x 40	7	0 0	2	10 0	12	10 0	12	10 0	
	1st. For the cutting of the Canal, embankments,—part of this land being a Meadow										
	2nd. For land encumbered. On condition, &c.										
	3rd. As to the inconvenience of communicating with that part of his land on the North of the Canal, no indemnity, inasmuch as he is not far from a Bridge, and sufficiently indemnified by the construction of the Canal.										
	4th. For a Spring of Water destroyed by the Canal										
	N.B.—We are of opinion that his house, being too near the Canal, should be removed at the own expense and cost of the Board of Works, for the same reasons as mentioned for Etienne D'Aoust.										
No. 102.	To JEAN BAPTISTE MONPETIT (POTVIN), who owns Lot										
	21	3 x 40	6	5 0							
	whereon is part of the Lock No. 7:—										
	1st. For the Canal and embankments										
	2nd. For the land encumbered. On condition, &c., without any prejudice to the damages done to Maple Trees that may be encumbered										
	3rd. No indemnity for the inconvenience of communication, inasmuch as there is a Bridge on his neighbor's farm, and that he is sufficiently benefited by the making of a Canal on his farm.										
	4th. For a Spring of Water destroyed by the Canal, having some other means to water his cattle										
No. 101.	To ETIENNE MONPETIT, who owns Lot										
	22	3 x 40	6	5 0			10	0 0	10	0 0	
	whereon is part of the Lock No. 7, and a Bridge:—										
	1st. For the Canal and embankments										

	2nd. For encumbrance. On condition, &c., without any prejudice to damages done to Maple Trees on that encumbered land										
	3rd. On account of the inconvenience of communication, it must be allowed for a Barn										
	for a Well										
No. 100.	To LOUIS TRUDELE, who owns Lot										
	23	3 x 40			2	10 0	40	0 0	47	10 0	
	whereof 9 arpents on the North side and 111 in superficies on South side:—										
	1st. For the Canal and embankments										
	2nd. For the inconvenience of communication. Cost of a Barn										
	Cost of a Well										
No. 99.	To FRANÇOIS GAUDIN, who owns Lot										
	24	3 x 28					40	0 0	47	10 0	
	whereof 10 arpents to the North and 74 arpents to the South of the Canal, and whereon is the Lock No. 6, and a Bridge:—										
	1st. For the Canal and embankments										
	2nd. For land encumbered. On condition, &c.										
	3rd. For the inconvenience of communication. The cost of a Barn										
	The cost of a Well										
No. 98.	To AUGUSTIN BROSSOIS alias BOURGUIGNON, who owns one-half of Lot										
	25	1½ x 40	10	0 0			25	0 0	32	10 0	
	whereof 6 arpents in superficies to the North and 54 to the South of the Canal:—										
	1st. For the Canal and embankments										
	2nd. For the inconvenience of communication. The cost of a Barn										
	The cost of a Well										
No. 97.	To MICHEL BROSSOIS alias BOURGUIGNON, who owns one-half of Lot										
	25	1½ x 40	10	0 0			25	0 0	32	10 0	
	whereof 7 arpents on the North and 53 arpents on the South of the Canal:—										
	1st. For the Canal and embankments										
	2nd. For the inconvenience of communication. The cost of a Barn										
	The cost of a Well										
No. 96.	To CHARLES D'AOUT, who owns Lot										
	26	3 x 40	10	0 0			25	0 0	32	10 0	
	whereof 9 arpents to the North and 111 arpents to the South of the Canal, and whereon is the Lock No. 5, and a Bridge:—										
	1st. For the Canal and embankments										

No.	Dimensions and Numbers of the Farms.		Allowance per Arpent in superficies for the Canal.		Annual Allowance per Superficial Arpent for Encumbrance.		Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.	
	No.	Dimensions.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
No. 96.—To CHARLES D'AOUT, &c.—(Continued).— 2nd. For land encumbered. On condition, &c. 3rd. For the inconvenience of communication. The cost of a Barn The cost of a Well.	27	Arpt. Arpt. 3 x 40	10	0 0	2	10 0	40	0 0	47	10 0
No. 95.—To HYACINTHE LEBEVRE, who owns Lot whereof 15 arpents to the North, and 105 arpents to the South of Canal.— 1st. For the Canal and embankments. 2nd. For the inconvenience of communication. The cost of a Barn The cost of a Well.	28 29	3 x 40 1½ x 40	10	0 0			40	0 0	47	10 0
No. 94.—To ANTOINE BOYER, who owns Lot and on the Lot (to the South of Canal) making a superficies of 172 arpents; whereof 21 arpents to the North and 151 arpents to the South: this farm being at 3 arpents from a Bridge.— 1st. For the Canal and embankments. 2nd. For inconvenience of communication. The cost of a Barn The cost of a Well.	29	1½ x 40	10	0 0			60	0 0	67	10 0
No. 93.—To PIERRE LEDUC, who owns Lot 3 arpents 3 perches from the River St. Lawrence to the Canal; and 1½ arpent from the South of the Canal to the depth of 40 arpents from the River, represented by Alexander McPherson, for the first part; and by James McPherson for the second part. This farm is at six arpents dis- tance from a Bridge.— 1st. For the Canal and embankments. 2nd. For inconvenience, &c. Nothing.	80 81	4 x 40	10	0 0			7	10 0		
No. 92.—To JOACHIM BROSSOIS, alias BOURGUIGNON, who owns Lot..... whereof 86 arpents to the North, and 124 arpents to the South of the Canal; being 9 arpents distant from a Bridge.— 1st. For Canal and embankments 2nd. For inconvenience, i.e. the cost of a Barn and other buildings, &c., and a Well. His buildings are on the smallest part of his farm and of a greater value than that of his neighbours. The Domain of the Seigniors..... Nothing.			10	0 0			125	0 0	125	0 0

Here finishes the Parish of St. Clement de Beauharnois.

The Arbitrators take this opportunity to observe to the Board of Works, that the valuation herein above has been made with the greatest moderation in consideration of the short distance that exists from one bridge to another; such it appears on the Plan of the Section No. 4, to us exhibited by said J. B. Mills, Esquire, under whose care the Canal of Beauharnois is made. Notwithstanding that the said bridges are near one another, the inhabitants must, in certain seasons of the year, suffer much inconvenience by the delays and stays occasioned by the passage of the vessels and boats; therefore, we thought necessary to grant to them the cost of a barn and a well, to be made on that part of their farms which happens to be, by the cutting of the Canal, separated from the other part of their lands whereon now stand their buildings. They wish, furthermore, to suggest to the Board of Works, that the damages and compensations above allowed by them should be paid immediately to the inhabitants, in order to enable them to make the buildings and wells above mentioned, on account of the great difficulties they now experience by the want of bridges and other means of communication with the other parts of their farms, caused by the construction of the Canal; which is the cause that the inhabitants now suffer and will suffer as long as these inconveniences shall subsist.

N.B.—Let it be well understood that the encumbrances on the land shall be removed at the own cost and expense of the Board of Works.

No.	Dimensions and Numbers of the Farms.		Allowance per Arpent in superficies for the Canal.		Annual Allowance per Superficial Arpent for Encumbrance.		Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.	
	No.	Dimensions.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
No. 91.—To AMABLE BOURDON, who owns Lot whereon is part of the Lock No. 4, whereof about 3½ arpents in superfi- cies to the South and 36½ arpents to the North of the Canal.— 1st. For the Canal and embankments. 2nd. For inconvenience of communication	A	Arpt. Arpt. 2 x 20	15	0 0			14	0 0	14	0 0

PARISH OF ST. TIMOTHÉE.

PARISH OF ST. TIMOTHÉE.—(Continued.)

No.	Dimensions and Numbers of the Farms.		Allowance per Arpent in superficies for the Canal.	Annual Allowance per Arpent for Encumbrance.		Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.		
	No.	Dimensions.		£	s.	d.	£	s.	d.	£
No. 91.	—AMABLE BOURDON, &c.—(Continued):—									
3rd.	For land encumbered. On condition, &c.									
	N.B.—Whereas Mathew O'Neil has let, by Notarial lease, part of this Lot, No. A, at the rate of sixpence per month, for each superficial perch, French measure, and that the Board of Works, or its Officers, have encumbered part of such land so let out; having naturally considered that object, we are of opinion, that the Board of Works should pay him sixpence monthly for each superficial perch of ground so encumbered, since the beginning of such encumbrance until removed, without any prejudice, and over and above of the allowances already to the Proprietor, Amable Bourdon.									
No. 90.	—To FELIX GRENIER, who owns Lot									
	whereof 24 arpents to the South, and 51 arpents to the North of the Canal, and whereon is a Bridge and part of Lock No. 4:—									
1st.	For the Canal and embankments									
2nd.	For inconvenience of communication									
No. 89.	—To JOSEPH ST. MICHEL, (representing his father J. B.,) who owns Lot.									
	whereof about 23 arpents to the South, and 76 arpents to the North of the Canal, at a distance of 2 arpents from a Bridge:—									
1st.	For a Canal and embankments, &c.									
2nd.	For inconvenience of communication									
No. 88.	—To RAPHAEL PAYMENT alias LARIVIERE, who owns Lot									
	whereof 9 arpents to the South, and 51 arpents to the North of the Canal, being at a distance of 5 arpents from a Bridge on the Canal:—									
1st.	For the Canal and embankments									
2nd.	For inconvenience of communication									
3rd.	For a grove of Maple-Trees and others destroyed by the cutting of the Canal									

No. 87.	—To AUGUSTIN LEBEVRE, who owns Lot									
	whereof about 64 arpents to the North, and 61 arpents to the South of the Canal:—									
	This farm is 8 arpents distant from a Bridge on the Canal:—									
1st.	For the Canal and embankments									
2nd.	For inconvenience of communication									
No. 86.	—To VENANT LEFEVRE, marked on the plan TESSIER, who owns Lot.									
	whereof about 61 arpents to the South, and 60 arpents to the North of the Canal. It is situated at 11 arpents from a Bridge:—									
1st.	For the Canal and embankments									
2nd.	For inconvenience of communication									
3rd.	For land encumbered. On condition &c.									
No. 85.	—To PIERRE LEMIEUX, who owns Lot No.									
	whereof about 160 arpents to the South, and 198 arpents to the North of the Canal. It is at a distance of 14 arpents from a Bridge on the Canal:—									
1st.	For the Canal and embankments									
2nd.	For the inconvenience of communication									
3rd.	For land encumbered. On condition &c.									
No. 84.	—To HONORE LAURIN, marked on the plan ET. HENAULT, who owns Lot.									
	whereof 70 arpents to the South, and 44 arpents to the North of the Canal. It is at 4 arpents from a Bridge:—									
1st.	For the Canal and embankments									
2nd.	For inconvenience of communication									
No. 83.	—To JOACHIM BROSSOIS alias BOURGUIGNON, who owns Lot									
	whereof about 60 arpents to the South, and 52 arpents to the North of the Canal. It is at about one arpent from a Bridge:—									
1st.	For the Canal and embankments									
2nd.	For inconvenience of communication									
3rd.	For land encumbered. On condition &c.									
No. 82.	—To JOSEPH BERGEVIN alias LANGEVIN, who owns Lot.									
	whereof about 60 arpents to the South, and 51 arpents to the North of the Canal. Here are Lock No. 3, and a Bridge:—									
1st.	For the Canal and embankments									
2nd.	For the land being a meadow.									
3rd.	For inconvenience of communication									

PARISH OF ST. TIMOTHÉE.—(Continued.)	Dimensions and Numbers of the Farms.		Arpt. Arpt.	Allowance per Arpent in superfluous for the Canal.		Annual Allowance per Superfluous Arpent for Encumbrance.	Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.			
	No.	Dimensions.		£	s. d.		£	s. d.	£	s. d.		
No. 82.—To JOSEPH BERGEVIN, alias LANGEVIN, &c.—(Continued).— 3rd. For a spring of water destroyed by the Canal 4th. For land encumbered, &c. On condition, &c.	12	3 x 20		12	10	0	7	10	0	67	10	0
No. 81.—To HYACINTHE LEDUC, who owns Lot whereof 6 arpents to the South, and 54 arpents to the North of the Canal. It is at 2 arpents distant from a Bridge.— 1st. For the Canal and embankments. 2nd. For inconvenience of communication, on account of this small farm being much damaged by the making of the Canal	13	2 x 28		14	0	0	25	0	0	25	0	0
No. 80.—To ANTOINE LEBŒUF, who owns two-thirds of Lot whereof about 22 arpents to the South, and 34 arpents to the North of the Canal. It is 5 arpents distant from a Bridge.— 1st. For the Canal and embankments, &c. 2nd. For inconvenience of communication. 3rd. For damages done on his farm to this day, without any prejudice to the further damages hereafter	13 14	4 x 16		14	0	0	35	0	0	2	10	0
No. 79.—To PIERRE ST. MICHEL, who owns one-third of Lot and Lot whereof 6 arpents to the South, and 58 arpents to the North of the Canal. It is 7 arpents distant from a Bridge.— 1st. For the Canal and embankments. 2nd. For inconvenience of communication	15	2 x 36		14	0	0	20	0	0	20	0	0
No. 78.—To PIERRE LEBŒUF, alias ST. JEAN, who owns one-half of Lot whereof 42 arpents to the South, and 30 arpents to the North of the Canal. It is 11 arpents distant from a Bridge.— 1st. For the Canal and embankments, &c. 2nd. For inconvenience of communication	15	2 x 36		14	0	0	25	0	0	25	0	0
No. 77.—To FRANÇOIS BERGEVIN, alias LANGEVIN, who owns one-half of Lot whereof about 6 arpents to the South and 34 arpents to the North of the Canal. It is 13 arpents distant from a Bridge.— 1st. For the Canal and embankments. 2nd. For inconvenience of communication	16	2 x 36		11	5	0	60	0	0	60	0	0
No. 76.—To ANTOINE MIGNERON, (AUGUSTIN MIRON,) who owns two-thirds of Lot whereof about 42 arpents to the South, and 20 to the North of the Canal. It is 15 arpents distant from a Bridge.— 1st. For the Canal and embankments, &c. 2nd. For inconvenience of communication	16	1 x 36		12	0	0	30	0	0	30	0	0
No. 75.—LOUIS JULIEN, who owns one-third of Lot whereof 14 arpents to the North, and 22 arpents to the South of the Canal. It is 18 arpents distant from a Bridge.— 1st. For the Canal and embankments, &c. 2nd. For inconvenience of communication, &c.	17	3 x 30		15	0	0	125	0	0	5	0	0
No. 74.—To Mrs. WIDOW LS. JULIEN, who owns Lot whereof about 62 arpents to the South, and 45 arpents to the North of the Canal. It is at a distance of 9 arpents from a Bridge.— 1st. For the Canal and embankments. 2nd. For inconvenience of communication 3rd. For damages of one-half of a line-ditch, made wider by the Board of Works, for the use of the Canal; such damages not including any further damages that he may hereafter sustain by the widening of the same ditch	18	2 x 37		12	0	0	100	0	0	130	0	0
No. 73.—To FRANÇOIS MELOCHE, represented by J. BAPTE. DESCHAMPS, who owns two-thirds of Lot. whereof about 50 arpents to the South, and 34 arpents to the North of the Canal. It is at 21 arpents distance from a Bridge.— 1st. For the Canal and embankments. 2nd. For inconvenience of communication 3rd. For damages of one-half of a ditch made wider by the Board of Works, for draining the Canal; such damages not including any further damages that he may hereafter sustain by the widening of the same ditch 4th. For land encumbered. On condition, &c.	18	2 x 37		2	10	0	5	0	0	105	0	0

PARISH OF ST. TIMOTHÉE.—(Continued.)	Dimensions and Numbers of the Farms.		Arpt. Arpt.	Allowance per Arpent in superfluous for the Canal.		Annual Allowance per Superfluous Arpent for Encumbrance.	Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.			
	No.	Dimensions.		£	s. d.		£	s. d.	£	s. d.		
No. 82.—To JOSEPH BERGEVIN, alias LANGEVIN, &c.—(Continued).— 3rd. For a spring of water destroyed by the Canal 4th. For land encumbered, &c. On condition, &c.	12	3 x 20		12	10	0	7	10	0	67	10	0
No. 81.—To HYACINTHE LEDUC, who owns Lot whereof 6 arpents to the South, and 54 arpents to the North of the Canal. It is at 2 arpents distant from a Bridge.— 1st. For the Canal and embankments. 2nd. For inconvenience of communication, on account of this small farm being much damaged by the making of the Canal	13	2 x 28		14	0	0	25	0	0	25	0	0
No. 80.—To ANTOINE LEBŒUF, who owns two-thirds of Lot whereof about 22 arpents to the South, and 34 arpents to the North of the Canal. It is 5 arpents distant from a Bridge.— 1st. For the Canal and embankments, &c. 2nd. For inconvenience of communication. 3rd. For damages done on his farm to this day, without any prejudice to the further damages hereafter	13 14	4 x 16		14	0	0	35	0	0	2	10	0
No. 79.—To PIERRE ST. MICHEL, who owns one-third of Lot and Lot whereof 6 arpents to the South, and 58 arpents to the North of the Canal. It is 7 arpents distant from a Bridge.— 1st. For the Canal and embankments. 2nd. For inconvenience of communication	15	2 x 36		14	0	0	20	0	0	20	0	0
No. 78.—To PIERRE LEBŒUF, alias ST. JEAN, who owns one-half of Lot whereof 42 arpents to the South, and 30 arpents to the North of the Canal. It is 11 arpents distant from a Bridge.— 1st. For the Canal and embankments, &c. 2nd. For inconvenience of communication	15	2 x 36		14	0	0	25	0	0	25	0	0
No. 77.—To FRANÇOIS BERGEVIN, alias LANGEVIN, who owns one-half of Lot whereof about 6 arpents to the South and 34 arpents to the North of the Canal. It is 13 arpents distant from a Bridge.— 1st. For the Canal and embankments. 2nd. For inconvenience of communication	16	2 x 36		11	5	0	60	0	0	60	0	0
No. 76.—To ANTOINE MIGNERON, (AUGUSTIN MIRON,) who owns two-thirds of Lot whereof about 42 arpents to the South, and 20 to the North of the Canal. It is 15 arpents distant from a Bridge.— 1st. For the Canal and embankments, &c. 2nd. For inconvenience of communication	16	1 x 36		12	0	0	30	0	0	30	0	0
No. 75.—LOUIS JULIEN, who owns one-third of Lot whereof 14 arpents to the North, and 22 arpents to the South of the Canal. It is 18 arpents distant from a Bridge.— 1st. For the Canal and embankments, &c. 2nd. For inconvenience of communication, &c.	17	3 x 30		15	0	0	125	0	0	5	0	0
No. 74.—To Mrs. WIDOW LS. JULIEN, who owns Lot whereof about 62 arpents to the South, and 45 arpents to the North of the Canal. It is at a distance of 9 arpents from a Bridge.— 1st. For the Canal and embankments. 2nd. For inconvenience of communication 3rd. For damages of one-half of a line-ditch, made wider by the Board of Works, for the use of the Canal; such damages not including any further damages that he may hereafter sustain by the widening of the same ditch	18	2 x 37		12	0	0	100	0	0	130	0	0
No. 73.—To FRANÇOIS MELOCHE, represented by J. BAPTE. DESCHAMPS, who owns two-thirds of Lot. whereof about 50 arpents to the South, and 34 arpents to the North of the Canal. It is at 21 arpents distance from a Bridge.— 1st. For the Canal and embankments. 2nd. For inconvenience of communication 3rd. For damages of one-half of a ditch made wider by the Board of Works, for draining the Canal; such damages not including any further damages that he may hereafter sustain by the widening of the same ditch 4th. For land encumbered. On condition, &c.	18	2 x 37		2	10	0	5	0	0	105	0	0

PARISH OF ST. TIMOTHÉE.—(Continued.)

No.	Dimensions and Numbers of the Farms.	Allowance per Arpent in Superficies for the Canal.		Annual Allowance per Superficial Arpent for Encumbrance.		Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.
No. 72.—	To JEAN BAPTISTE LEBCEUF dit ST. JEAN, who owns one-third of Lot and one-third of Lot whereof about 60 arpents to the South, and 21 arpents to the North of the Canal. This farm is at a distance of 21 arpents from a Bridge:— 1st. For the Canal and embankments 2nd. For inconvenience of communication	13	0 0			125	0 0	125	0 0
No. 71.—	To FRANÇOIS XAVIER MELOCHE, who owns two-thirds of Lot and the whole Lot whereof about 90 arpents to the South, and 50 arpents to the North of the Canal. This farm being 16 arpents distant from a Bridge:— 1st. For the Canal and embankments 2nd. For inconvenience of communication 3rd. For land encumbered, &c. On condition, &c	12	10 0	2	10 0	125	0 0	125	0 0
No. 70.—	To JOSEPH WATIER, alias LANOIX, who owns Lot whereof 90 arpents to the South, and 33 arpents to the North of the Canal. It is at 13 arpents distance from a Bridge:— 1st. For the Canal and embankments 2nd. For inconvenience of communication 3rd. For land encumbered. On condition, &c	12	10 0			120	0 0	120	0 0
No. 69.—	To JOSEPH LADEROUTE, who owns Lot whereof about 62 arpents to the South, and 36 arpents to the North of the Canal. It is at 10 arpents distance of a Bridge:— 1st. For the Canal and embankments 2nd. For inconvenience of communication 3rd. For land encumbered, &c. On condition, &c., and without any prejudice to damages done or to be made to the Maple Trees on the land encumbered	8	0 0			70	0 0	70	0 0

No. 68.—	To JOSEPH GENVRIL dit BELLAIR, who owns Lot whereof about 62 arpents to the South, and 65½ arpents to the North of the Canal. It is 7 arpents distant from a Bridge:— 1st. For the Canal and embankments 2nd. For inconvenience of communication 3rd. For land encumbered, &c. On condition, &c., and without any prejudice to the damages already done or to be made to the Maple Trees on the land encumbered	8	0 0			60	0 0	60	0 0
No. 67.—	To FRANÇOIS ROY, who owns Lot N.B.—One-half of this Lot did belong heretofore to François Xavier Charest, as marked on the Plan, whereof about 36 arpents to the South, and 24 arpents to the North of the Canal. It is 4 arpents distant from a Bridge:— 1st. For the Canal and embankments, &c. 2nd. For inconvenience of communication 3rd. For land encumbered, &c. On condition, &c., without any prejudice to damages done to the Maple Trees on the land encumbered	6	5 0			40	0 0	40	0 0
No. 66.—	To GUILLAUME LALONDE, who owns two-thirds of Lot whereof about 26 arpents to the South, and 14 arpents to the North of the Canal. It is 2 arpents distant from a Bridge:— 1st. For the Canal and embankments 2nd. For the inconvenience of communication 3rd. For land encumbered &c. On condition, &c.	12	10 0	2	10 0	30	0 0	30	0 0
No. 65.—	To ANTOINE MATHIEU, who owns one-third of Lot whereof 11½ arpents to the South, and 8½ arpents to the North of the Canal. It is situated at 1 arpent distance from a Bridge:— 1st. For the Canal and embankments 2nd. For inconvenience of communication 3rd. For land encumbered, &c. On condition, &c.	12	10 0	2	10 0	20	0 0	20	0 0
No. 64.—	To NOEL EMOND, who owns two-thirds of Lot whereof 16 arpents to the South, and 24 arpents to the North of the Canal, whereon are Lock No. 2 and a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication, on account of the Bridge being on that farm	11	5 0			80	0 0	80	0 0

Dimensions and Numbers of the Farms.		Allowance per Arpent in superfices for the Canal.	Annual Allowance per Superficial Arpent for Encumbrance.	Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.		
No.	Directions.			£	s. d.	£	s. d.	£	s. d.
PARISH OF ST. TIMOTHEE.—(Continued.)								
No. 64.	To NOEL EMOND, &c.—(Continued).— 3rd. For land encumbered, &c. On condition The Seigniors of Beauharnois, owns one-third of Lot and Lots.....	26 27 28	Arpt. Arpt.	2	10	0		
No. 63.	To ANTOINE THIOMAS LEDUC, who owns one-third of Lot whereof 7 arpents to the North, and 13 arpents to the South of the Canal. It is at 9 arpents distance from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For 180 small Maple Trees taken in the cut of the Canal. The Seigniors own Lot	29	1 x 20	6	5	0	20	0
No. 62.	To ANTOINE LEDUC, son of ANTOINE THIOMAS, who owns two-thirds of Lot whereof about 14 arpents to the North, and 26 arpents to the South of the Canal. It is at 7 arpents distance from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication	30	3 x 20				23	0
No. 61.	To the Rev. J. O. ARCHAMBAULT, Priest and Curate of the Parish of St. Timothée, who owns Lot whereof about 39 arpents to the South, and 21 arpents to the North of the Canal. It is 6 arpents distant from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For not less than 1500 small Maple Trees taken in the Canal and em- bankments	31	3 x 20	6	5	0	40	0

No. 60.	To JEAN BAPTISTE LAVOIE, who owns Lot whereof 51 arpents to the South, and 21 arpents to the North of the Canal. It is at 3 arpents distance from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication	32	3 x 24	10	0	0	50	0
No. 59.	To JOSEPH ROY, who owns Lot whereof 39 arpents to the South, and about 21 arpents to the North of the Canal, whereon is one-half of St. Raillée's road, leading from the River St. Lawrence to River St. Louis; upon which road there is a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication from the road of St. Raillée.....	33	3 x 20	8	0	0	30	0
No. 58.	To MICHEL TESSIER, who owns one-third of Lot whereof about 12 arpents to the South, and 8 arpents to the North of the Canal; on this farm is the other half of St. Raillée road, and upon which road there is a Bridge on the Canal:— 1st. For Canal and embankments 2nd. Inconvenience of communication 3rd. For land encumbered, &c. On condition, &c.....	34	1 x 20	10	0	0	15	0
No. 57.	To FRANCOIS XAVIER RAPIN, who owns two-thirds of Lot whereof about 16 arpents to the North, and 24 arpents to the South of the Canal. It is one arpent distant from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For a spring of water destroyed by the Canal 4th. For land encumbered, &c. On condition, &c.....	34	2 x 20	11	0	0	25	0
No. 56.	To the Rev. J. B. BOURASSA, Priest, Curate of Chateauguay, who owns Lot whereof about 24 arpents to the North, and 30 arpents to the South of the Canal. It is three arpents distant from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication	35	3 x 38.2	2	10	0	82	10
No. 55.	To BASILE LEBEUF, who owns Lot whereof 33 arpents to the North, and 27 arpents to the South of the Canal. It is 6 arpents distant from a Bridge:— 1st. For the Canal and embankments	36	3 x 20	10	0	0	80	0

PARISH OF ST. TIMOTHÉE.—(Continued)

No.	Dimensions and Numbers of the Farms.		Allowance per Arpent in superficies for the Canal.		Annual Allowance per Superficial Arpent for Encumbrance.		Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.		
	No.	Dimensions.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
No. 55.	—To BASILE LEBŒUF, &c.—(Continued).— 2nd. For inconvenience of communication. 3rd. For one-half of damages caused by a culvert passing on his land										
No. 54.	37	3 x 20							55	0	0
	whereof about 33 arpents to the North, and 27 arpents to the South of the Canal. It is 9 arpents distant from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For half of damages caused by a culvert made on that farm										
No. 53.	38	3 x 20							60	0	0
	whereof about 27 arpents to the North, and 33 arpents to the South of the Canal:— 1st. For Canal and embankments 2nd. For inconvenience of communication										
No. 52.	39	3 x 42	11	0	0			45	0	0	
	whereof about 27 arpents to the North, and 99 arpents to the South of the Canal:— 1st. For Canal and embankments 2nd. For inconvenience of communication										
No. 51.	40	3 x 4½	14	0	0			75	0	0	
	whereof about 27 arpents to the North, and 97 arpents to the South of the Canal. It is 18 arpents distant from a Bridge:— 1st. For Canal and embankments, &c. 2nd. For inconvenience of communication, &c										
No. 50.	41	3 x 41.2	14	0	0			80	0	0	
	whereof about 24 arpents to the North, and 99 arpents to the South of the Canal. It is 21 arpents distant from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication										
No. 49.	42	3 x 20 1½ x 20	14	0	0			85	0	0	
	whereof about 27 arpents to the North, and 97 arpents to the South of the Canal. It is 18 arpents distant from a Bridge, and 21 arpents from a Ferry:— 1st. For Canal and embankments 2nd. For inconvenience of communication										
No. 48.	43	3 x 41	15	0	0			75	0	0	
	whereof about 27 arpents to the North, and 96 arpents to the South of the Canal. It is 18 arpents distant from a Ferry:— 1st. For Canal and embankments 2nd. For inconvenience of communication										
No. 47.	44	3 x 38.4	15	0	0			90	0	0	
	whereof about 27 arpents to the North, and 88 arpents to the South of the Canal. It is 15 arpents distant from a Ferry on one Scow, on Canal:— 1st. For Canal and embankments 2nd. For inconvenience of communication, inasmuch as his buildings, being on the smallest part of his farm, are much more valuable than that of his neighbours 3rd. For the crop of a piece of land containing 37½ perches in superficies, destroyed by the Canal.										
No. 46.	45	2 x 30.4	15	0	0			80	0	0	
	whereof 20 arpents to the North, and 58 arpents to the South of the Canal. It is 13 arpents distant from a Ferry on Scow:— 1st. For Canal and embankments, &c. 2nd. For inconvenience of communication.										
No. 45.	46	2 x 38	15	0	0			75	0	0	
	whereof about 20 arpents to the North and 56 arpents to the South of the Canal. It is 11 arpents from a Ferry on a Scow:— 1st. For Canal and embankments 2nd. For inconvenience of communication, &c										

No.	Dimensions and Numbers of the Farms.		Allowance per Arpent in superficies for the Canal.		Annual Allowance per Superficial Arpent for Encumbrance.		Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.		
	No.	Dimensions.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
No. 44.	42	3 x 20 1½ x 20	14	0	0			85	0	0	
	whereof about 27 arpents to the North, and 97 arpents to the South of the Canal. It is 18 arpents distant from a Bridge, and 21 arpents from a Ferry:— 1st. For Canal and embankments 2nd. For inconvenience of communication										
No. 43.	43	3 x 41	15	0	0			75	0	0	
	whereof about 27 arpents to the North, and 96 arpents to the South of the Canal. It is 18 arpents distant from a Ferry:— 1st. For Canal and embankments 2nd. For inconvenience of communication										
No. 42.	44	3 x 38.4	15	0	0			90	0	0	
	whereof about 27 arpents to the North, and 88 arpents to the South of the Canal. It is 15 arpents distant from a Ferry on one Scow, on Canal:— 1st. For Canal and embankments 2nd. For inconvenience of communication, inasmuch as his buildings, being on the smallest part of his farm, are much more valuable than that of his neighbours 3rd. For the crop of a piece of land containing 37½ perches in superficies, destroyed by the Canal.										
No. 41.	45	2 x 30.4	15	0	0			80	0	0	
	whereof 20 arpents to the North, and 58 arpents to the South of the Canal. It is 13 arpents distant from a Ferry on Scow:— 1st. For Canal and embankments, &c. 2nd. For inconvenience of communication.										
No. 40.	46	2 x 38	15	0	0			75	0	0	
	whereof about 20 arpents to the North and 56 arpents to the South of the Canal. It is 11 arpents from a Ferry on a Scow:— 1st. For Canal and embankments 2nd. For inconvenience of communication, &c										

Dimensions and Numbers of the Farms.	Allowance per Arpent in superfluities for the Canal.		Annual Allowance per Superfluous Arpent for Encumbrance.	Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.		
	No.	Arpt. Arpts.		£	s.	d.	£	s.	d.
PARISH OF ST. TIMOTHEE.—(Continued.) No. 44.—To FRANÇOIS BERGEVIN, alias LANGEVIN, who owns two-thirds of Lot whereof about 20 arpents to the North, and 56 arpents to the South of the Canal. It is 9 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication	46	2 x 38	15	0	0	72	10	0
	No. 45.—To JOSEPH BERGEVIN, alias LANGEVIN, who owns Lot whereof about 20 arpents to the North, and 90 arpents to the South of the Canal. It is 6 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication	47	3 x 36.8	15	0	0	90	0	0
No. 42½.—To PIERRE BERGEVIN, alias LANGEVIN, who owns Lot whereof about 24 arpents to the North, and 82 arpents to the South of the Canal. It is 3 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication, in consideration of his numerous buildings which are on the smallest part of his farm 3rd. For a Spring of Water destroyed by the Canal	48	3 x 35.6	15	0	0	100	0	0
No. 42.—To EUSTACHE, called on the Plan PIERRE BERGEVIN, who owns Lot whereof about 21 arpents to the North, and 72 arpents to the South of the Canal. Joining a Ferry on the Canal.— 1st. For Canal and embankments 2nd. For inconvenience of communication	49	3 x 31.2	15	0	0	7	10	0
No. 41.—To MICHEL LÉGER, who owns Lot whereof about 24 arpents to the North, and 36 arpents to the South of the Canal.—	50	3 x 20	15	0	0	75	0	0

1st. For Canal and embankments 2nd. For inconvenience of communication N.B.—The Road intended to be made to the Ferry, between the lands of Bergevin and Léger, should be made in another line, on account of two large gutters on these lands.	51	3 x 30	15	0	0	50	0	0
No. 40.—To JOSEPH BOYER, who owns Lot whereof about 24 arpents to the North, and 66 arpents to the South of the Canal. It is 3 arpents distant from a Ferry on the Canal.— 1st. For Canal and embankments 2nd. For inconvenience of communication N.B.—A piece of land has been left uncultivated on account of the Engi- near having neglected to make up the Fences thereon.	52	3 x 30	15	0	0	60	0	0
No. 39.—To FRANÇOIS FAUBERT, who owns Lot whereof about 27 arpents to the North, and 63 arpents to the South of the Canal. It is 6 arpents distant from a Ferry on the Canal.— 1st. For Canal and embankments 2nd. For inconvenience of communication	53	3 x 20	14	0	0	70	0	0
No. 38.—To STEPHEN MAY, who owns Lot whereof about 27 arpents to the North, and 33 arpents to the South of the Canal. It is 9 arpents distance from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication	54	3 x 28.2	12	0	0	50	0	0
No. 37.—To AMABLE BRUNET, who owns Lot whereof about 27 arpents to the North, and 57 to the South of the Canal. It is 12 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For land encumbered, &c. On condition, &c.	55	3 x 28	13	0	0	75	0	0
No. 36.—To FRANÇOIS POIRIER, who owns Lot whereof about 27 arpents to the North, and 57 arpents to the South of the Canal. It is 15 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication	55	3 x 28	15	0	0	80	0	0

PARISH OF ST. TIMOTHÉE.—(Continued.)

Dimensions and Numbers of the Farms.	Allowance per Arpent in superfices for the Canal.		Annual Allowance per Superficial Arpent for Encumbrance.		Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.	
	No.	Dimen- sions.	£	s. d.	£	s. d.	£	s. d.
No. 55.—To HYACINTHE LEFEBVRE, now LOUIS GIBOULOUX, who owns Lot whereof about 21 arpents to the North, and 59 arpents to the South of the Canal. It is 18 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For the half of a ditch to drain the Canal	56	3 x 23.8	15	0 0			85	0 0
No. 54.—To JOACHIM SAUVÉ, alias LAPLANTE, who owns Lot whereof about 24 arpents to the North, and 45 arpents to the South of the Canal. It is 21 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication	57	3 x 23	15	0 0			85	0 0
No. 53.—To ANTOINE POIRIER, who owns Lot whereof about 30 arpents to the North, and 42 arpents to the South of the Canal. It is 21 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication N.B.—The half of a culvert on his farm not being finished, could not be valued for the present.	58	3 x 24					85	0 0
No. 52.—To JULIEN SAUVÉ, alias LAPLANTE, who owns Lot whereof about 30 arpents to the North, and 43 arpents to the South of the Canal. It is 18 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication N.B.—The half of a culvert on his farm not being finished, could not be valued.	59	3 x 24.5	15	0 0			80	0 0
No. 51.—To ANTOINE POIRIER, who owns one-third of Lot	60	1.5 x 22.6						

whereof about 15 arpents to the North, and 19 arpents to the South of the Canal. It is 16 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication			15	0 0			60	0 0
No. 30.—To AMABLE POIRIER, who owns one-third of Lot whereof about 15 arpents to the North, and 19 arpents to the South of the Canal. It is 16 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For the half of damages caused by a ditch on the farm to drain the Canal	60	1.5 x 22.6	15	0 0			60	0 0
No. 29.—To JOSEPH BOYER, who owns two-thirds of Lot whereof about 20 arpents to the North, and 25 arpents to the South of the Canal. It is 13 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For damages of half a ditch on his farm to drain the Canal	61	2 x 22.6	15	0 0			65	0 0
No. 28.—To JOACHIM LEFEBVRE, who owns one-third of Lot one-third of Lot (Catherine's Town) whereof about 19 arpents to the North, and 21 arpents to the South of the Canal. It is 11 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication	61	1 x 20 1 x 20					80	0 0
No. 27.—To THOMAS LEDUC, who owns two-thirds of Lot whereof about 18 arpents to the North, and 22 arpents to the South of the Canal. It is 9 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication	1	2 x 20	15	0 0			72	10 0
No. 26.—To NOEL ST. MICHEL, who owns Lot whereof about 24 arpents to the North, and 36 arpents to the South of the Canal. It is 6 arpents distant from a Ferry.— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For half of damages caused by a ditch on his farm	2	3 x 20					85	0 0

No.	Dimensions of the Farms.		Allowance per Arpent in superfices for the Canal.	Annual Allowance per Superficial Arpent for Encumbrance.	Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.	
	No.	Dimen- sions.			£	s. d.	£	s. d.
No. 25.—	To LAURENT FORTIER, now ETIENNE HENAU, who owns Lot of whom about 15 arpents to the North, and 45 arpents to the South of the Canal. It is 3 arpents distant from a Ferry:—							
	1st.	For the Canal and embankments	15	0	0	80	0	0
	2nd.	For inconvenience of communication			5	0	0	
	3rd.	For half of damages of a ditch to drain the Canal					85	0
No. 24.—	To AUGUSTIN POIRIER, who owns Lot whereof 7½ arpents to the North, and 52½ to the South of the Canal. It joins a Ferry:—							
	1st.	For Canal and embankments, on account of a garden	15	10	0	151	12	6
	2nd.	For inconvenience of communication, and the expenses to be incurred in removing his buildings on the largest part of his farm						
No. 23.—	To MICHEL BEAUTRON, alias MAJOR, who owns Lot whereof about 3 arpents to the North, and 57 arpents to the South of the Canal. It joins a Ferry on the Canal:—							
	1st.	For Canal and embankments	15	0	0	7	10	0
	2nd.	For a lot of Potatoes destroyed by the making of a basin						
No. 22.—	To LOUIS BERGEVIN, alias LANGEVIN, who owns Lot whereof 1½ arpents to the North, and 58½ arpents to the South of the Canal. It is 3 arpents distant from a Ferry:—							
	1st.	For Canal and embankments, on account of the privation of the St. Lawrence River	20	0	0			
No. 21.—	To ETIENNE HENAU, who owns Lot whereof nothing but the public road to the North, and the remainder of his land to the South of the Canal. Is 6 arpents distant from a Ferry:—							
	1st.	For Canal and embankments, and on account of the privation of the St. Lawrence River	20	0	0			

PARISH OF ST. TIMOTHEE.—(Continued.)

No. 19.—	To LOUIS RENÉ LEDUC, who owns one-half of Lot whereof one-half arpent to the North, and 49½ to the South of the Canal. It is at 11 arpents from a Ferry:—							
	1st.	For Canal and embankments, a deduction has been made on the land taken by the Canal, because part of that land belonged to Jean Baptiste Daoust and his wife, <i>en usuyfruit</i> , during their life time as hereafter mentioned	18	0	0			
	N.B.—	Whereas Jean Baptiste Daoust and his wife, Julie Courtois, are usufructuaries of a lot of land making part of one-half of No. 8, whereof a piece, three-fourths of an arpent in superfices, used as a Garden, has been taken for the Canal and embankments, therefore, having maturely considered that object, we are of opinion that the Board of Works should allow to said Jean Baptiste Daoust and his wife, during their life time, an annual sum of three pounds over and above the sum herein above allowed to Ls. Pierre Leduc			3	0	0	
No. 18.—	To ANTOINE HENAU, who owns Lot whereof about 2½ arpents to the North, and 97½ to the South of the Canal. It is 13 arpents distant from a Ferry:—							
	1st.	For Canal and embankments, on account of the privation of the River	20	0	0	17	0	0
	2nd.	For 12 Apple Trees and 4 Plumb Trees				1	5	0
	3rd.	For three-fourths of an arpent in meadow						18
No. 17.—	To PAUL TROTTIER, who owns three-fourths of Lot whereof about 6½ arpents to the North, and 68½ arpents to the South of the Canal. It is situated 17 arpents from a Ferry:—							
	1st.	For Canal and embankments	15	0	0	25	0	0
	2nd.	For inconvenience of communication				59	5	0
	3rd.	For expenses of removing his buildings, &c						84

PARISH OF ST. TIMOTHÉE.—(Continued.)

No.	Dimensions and Numbers of the Farms.		Allowance per Arpent in Superficies for the Canal.		Annual Allowance per Arpent for Encumbrance.		Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.		
	No.	Dimensions.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
No. 16.	10	Arpt. Arpt. 1 x 25	12	10 0	2	10 0	25	0 0	26	10 0	
To ANTOINE POIRIER, who owns one-fourth of Lot whereof about 7½ arpents to the North, and 17½ arpents to the South of the Canal. It is at 19 arpents from a Ferry:— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For 8 Bushels of Oats, and 5 Bushels of Peas destroyed 4th. For land encumbered, &c. On condition, &c.											
No. 15.	11	2 x 25	12	10 0			32	10 0	48	0 0	
To MICHEL BEAUTRON, alias MAJOR, junior, who owns one-half of Lot whereof 10 arpents to the North, and 40 arpents to the South of the Canal. It is at 20 arpents from the upper Bridge on the Canal:— 1st. For Canal and embankments 2nd. For inconvenience of communication 4th. For expenses of removing his buildings, &c. 3rd. For 100 small Maple Trees destroyed, &c. 5th. For land encumbered, &c. On condition, &c.											
No. 14.	11 } 12 }	4 x 25	13	10 0			50	0 0	101	15 0	
To ALEXIS VIAU, who owns one-half of and one-half of Lot whereof about 20 arpents to the North, and 80 arpents to the South of the Canal. It is 18 arpents distant from a Bridge on the Canal:— 1st. For Canal and embankments 2nd. For inconvenience of communication, &c. 3rd. For expenses of removing his buildings 4th. For 6 Bushels of Oats and 5 Bushels of Buckwheat destroyed											
No. 13.	12	2 x 25	13	10 0			1	0 0	152	15 0	
To BASILE LEDUC, who owns one-half of Lot whereof about 10½ arpents to the North, and 39½ to the South of the Canal. It is at 14 arpents from a Bridge:— 1st. For Canal and embankments											

2nd. For inconvenience of communication 3rd. For expenses of removing his buildings											
No. 12.	12	2 x 25	11	0 0			25	0 0	30	10 0	
To AUGUSTIN POIRIER, who owns one-half of Lot whereof about 8 arpents to the North, and 42 arpents to the South. It is at 12 arpents from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For expenses of removing his buildings											
No. 11.	13	2 x 25	10	0 0			23	10 0	51	10 0	
To ANTOINE LEDUC, who owns one-half of Lot whereof about 10 arpents to the North, and 40 arpents to the South of the Canal. It is at 10 arpents from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For expenses of removing his buildings											
No. 10.	14	2 x 25	10	0 0			22	10 0	74	0 0	
To FRANÇOIS D'AOUST, who owns one-half of Lot whereof about 5 arpents to the North, and 45 arpents to the South of the Canal. It is at 8 arpents from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For expenses of removing his Buildings 4th. For 8 bushels of Oats destroyed											
No. 9.	14	2 x 25	14	0 0			0	10 0	64	0 0	
To PIERRE LEDUC, who owns one-half of Lot whereof about one-half to the North, and 48½ to the South of the Canal. It is at 6 arpents from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For expenses of removing his buildings											
No. 8.	15	2 x 25	14	0 0			10	0 0	44	0 0	
To ETIENNE HÉNAUT, who owns one-half of Lot whereof nothing to the North, and 50 arpents to the South of the Canal. It is at 4 arpents from a Bridge:— 1st. For Canal and embankments 2nd. For inconvenience of communication 3rd. For the making of a Well..... (None.)											
			7	10 0			7	10 0	7	10 0	

PARISH OF ST. TIMOTHÉE.—(Continued.)

No.	Dimensions of the Farms.		Allowance per Arpent in superficies for the Canal.		Annual Allowance per Superficial Arpent for Encumbrance.		Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.	
	No. Dimensions.	Arpt. Arpt. 2 x 25	£	s. d.	£	s. d.	£	s. d.	£	s. d.
No. 7.—	To CHARLES LEBEUF, who owns one-half of a Lot whereof nothing to the North, and 50 arpents to the South of the Canal. It is at 2 arpents from a Bridge:—	15	14	0 0			7	10 0	7	10 0
	1st. For Canal and embankments									
	2nd. No inconvenience of communication.									
	3rd. For a Well									
No. 6.—	To JOSEPH LALONDE, who owns three-fourth of one-half of Lot. It is at 1½ arpents from a Bridge:—	16	14	0 0						
	1st. For Canal and embankments						1	15 0		
	2nd. No inconvenience of communication.						7	10 0		
	3rd. For 21 Plumb Trees destroyed.									
	4th. For the cost of a Well									
	5th. For land encumbered, &c. On condition, &c.					2	10 0			
No. 5.—	To IGNACE TESSIER, alias LAVIGNE, who owns one-fourth of one-half of Lot. It is joining a Bridge:—	16	10	0 0						
	1st. For Canal and embankments, and no inconvenience, &c.									
	2nd. For a Garden destroyed									
	3rd. For land encumbered, &c. On condition, &c.					2	10 0			
No. 4.—	To ISIDORE BROUSSEAU or BROSSOIS, who owns one-seventh of half of Lot whereof nothing to the North, and 6½ arpents to the South of the Canal. Adjoining a Bridge. No inconvenience of communication:—	16	10	0 0						
	1st. For Canal and embankments									
	2nd. For the cost of a Well									
	3rd. For 24 Apple Trees destroyed									
	4th. For land encumbered, &c. On condition, &c.					2	10 0			
No. 3.—	LOUIS DAoust, who owns seven-eighths of one-half of Lot whereof 2½ arpents to the North, and 41½ arpents to the South of the Canal. It is in the neighbourhood of a Bridge, and no inconvenience of communication:—	16	10	0 0						
	1st. For Canal and embankments									
	2nd. For 1 Apple Tree destroyed									
	3rd. For 10 Chestnut Trees and 4 Plumb Trees destroyed.									
	4th. For the cost of a Well									
	5th. For expenses of removing his buildings, &c.									
No. 2.—	To ALBERT MERCIER, who owns one-half of Lot whereof 2½ arpents to the North, and 47½ to the South of the Canal. It is 2 arpents from a Bridge. No inconvenience of communication:—	17	11	0 0						
	1st. For Canal and embankments									
	2nd. For the cost of a Well									
	3rd. For 15 Apple Trees destroyed									
	4th. For a Lime Kiln destroyed									
	5th. For expenses of removing his buildings (the Barn not being included)									
	6th. For land encumbered, &c. On condition, &c.					2	10 0			
No. 1.—	To LOUIS DECOIGNE, who owns one-half of Lot whereof one-fourth of superficial arpent to the North, and 49½ arpents to the South of the Canal. It is 4 arpents from a Bridge:—	17	12	10 0						
	1st. For Canal and embankments									
	To this Proprietor, as far as Etienne Hénaud, no indemnity is allowed, on account of the small part of their land left between the River and the Canal, because they are sufficiently benefitted by the Canal.									

No.	Dimensions of the Farms.		Allowance per Arpent in superficies for the Canal.		Annual Allowance per Superficial Arpent for Encumbrance.		Separate Allowance of Fixed Damages.		Total Amount of Fixed Damages.	
	No. Dimensions.	Arpt. Arpt. 2 x 25	£	s. d.	£	s. d.	£	s. d.	£	s. d.
No. 1.—	To LOUIS DECOIGNE, who owns one-half of Lot whereof one-fourth of superficial arpent to the North, and 49½ arpents to the South of the Canal. It is 4 arpents from a Bridge:—	17	12	10 0						
	1st. For Canal and embankments									
	To this Proprietor, as far as Etienne Hénaud, no indemnity is allowed, on account of the small part of their land left between the River and the Canal, because they are sufficiently benefitted by the Canal.									
No. 2.—	To ALBERT MERCIER, who owns one-half of Lot whereof 2½ arpents to the North, and 47½ to the South of the Canal. It is 2 arpents from a Bridge. No inconvenience of communication:—	17	11	0 0						
	1st. For Canal and embankments									
	2nd. For the cost of a Well									
	3rd. For 15 Apple Trees destroyed									
	4th. For a Lime Kiln destroyed									
	5th. For expenses of removing his buildings (the Barn not being included)									
	6th. For land encumbered, &c. On condition, &c.					2	10 0			
No. 3.—	LOUIS DAoust, who owns seven-eighths of one-half of Lot whereof 2½ arpents to the North, and 41½ arpents to the South of the Canal. It is in the neighbourhood of a Bridge, and no inconvenience of communication:—	16	10	0 0						
	1st. For Canal and embankments									
	2nd. For 1 Apple Tree destroyed									
	3rd. For 10 Chestnut Trees and 4 Plumb Trees destroyed.									
	4th. For the cost of a Well									
	5th. For expenses of removing his buildings, &c.									
No. 4.—	To ISIDORE BROUSSEAU or BROSSOIS, who owns one-seventh of half of Lot whereof nothing to the North, and 6½ arpents to the South of the Canal. Adjoining a Bridge. No inconvenience of communication:—	16	10	0 0						
	1st. For Canal and embankments									
	2nd. For the cost of a Well									
	3rd. For 24 Apple Trees destroyed									
	4th. For land encumbered, &c. On condition, &c.					2	10 0			
No. 5.—	To IGNACE TESSIER, alias LAVIGNE, who owns one-fourth of one-half of Lot. It is joining a Bridge:—	16	10	0 0						
	1st. For Canal and embankments, and no inconvenience, &c.									
	2nd. For a Garden destroyed									
	3rd. For land encumbered, &c. On condition, &c.					2	10 0			
No. 6.—	To JOSEPH LALONDE, who owns three-fourth of one-half of Lot. It is at 1½ arpents from a Bridge:—	16	14	0 0						
	1st. For Canal and embankments									
	2nd. No inconvenience of communication.									
	3rd. For 21 Plumb Trees destroyed.									
	4th. For the cost of a Well									
	5th. For land encumbered, &c. On condition, &c.					2	10 0			
No. 7.—	To CHARLES LEBEUF, who owns one-half of a Lot whereof nothing to the North, and 50 arpents to the South of the Canal. It is at 2 arpents from a Bridge:—	15	14	0 0						
	1st. For Canal and embankments									
	2nd. No inconvenience of communication.									
	3rd. For a Well									

Being now at the head of the Canal, our operation terminates here.

If we consider the cutting of the lands by the Canal—the use of the water from the River, from which they are now cut off and deprived—the inconvenience of having their buildings separated from the largest part of their farm—the exactions to which they will be exposed during certain seasons of the year—the Scows of Ferry-boats and the Turning-bridges they shall now be forced to make use of—the inconvenience to which they are to be exposed until these Boats and Bridges are completed—the delays they will suffer by the passage of Vessels and Boats—considerable works to be done hereafter—numerous other inconveniences and unforeseen expenses to be met with on account of the cut of this Canal; all these objects being taken into consideration, are, according to our own opinion can never be appraised for a Proprietor.

(Signed,)

P. LACHAPPELLE, JUNR.,
CHARLES MANUEL,
J. BARBEAU.

MESSRS. WETHERALL and MANUEL'S REPORT ON LOSSES ON LINE OF
BEAUHARNOIS CANAL, 1st February, 1844.

(Printed in Journals of 1844-5, Appendix U.)

PORT ROBINSON, 13th November, 1847.

Sir,—I have the honor to submit, for the information of the Commissioners, my Report on the unsettled Claims of the inhabitants on the Beauharnois Canal.

In my Report on the 28th July and 7th August, giving an estimate of the probable amount required to effect a final adjustment of all Claims for Land Damages, (for which the Department was liable,) I stated that, of ninety-seven Claimants, I was confident of being able to come to final arrangements with seventy, leaving twenty-seven uncertain. I subsequently found that, owing to the subdivision of properties, the Claimants were more numerous than I had anticipated. Of the whole number, however, there still remain to settle with only the twenty-seven persons alluded to, and with whom, up to the time of my departure from Beauharnois, I had failed to arrange. Could I have stayed there a short time longer, I do not think there would have remained more than fifteen Claims to be referred to Arbitration.

I subjoin a detailed Statement of each Claim, the nature of the Damage that has given rise to it, and the amount of compensation to which I consider the Claimant entitled.

With some few exceptions, the Claims arise from one cause, to wit:—the leakage of the Northern Bank. That of the other Bank is obviated by the ditch, which receives and conveys to the Culverts the drainage of all the Lands on the upper or Southern side of the Canal.

The leakage on the North side causes the ground, for some distance from the Bank, to be wet and marshy, but in nearly every instance the evil could be remedied by means of a small drain cut transversely of the farms, ten or fifteen feet from the Bank, parallel to it and leading into the "Line Ditches," with which, in Lower Canada, every farm is furnished, and which form at the same time their side boundaries and their drains.

It is for the most part with respect to these Line Ditches (*fossés de ligne*.) that the difference of opinion has arisen between me and the Claimant, which prevented us from coming to terms.

The construction of the Canal has, in nearly every case, relieved the farmers of a large amount of drainage, all the water on the upper side of it, and which formerly found its way to the St. Lawrence by the "Line Ditches," being now intercepted by the South drain, and thus conveyed to and discharged through the Culverts.

The Line Ditches on the lower side of the Canal, and between it and the River, being thus relieved of their duty, had fallen almost into disuse, and for four or five years the farmers have expended no labor upon them, the consequence is they have become so choked by the growth of weeds and other causes as to be almost useless, and the leakage water finding itself without outlet spreads over the lands and occasions the Damages complained of.

The farmers, one and all, include in their Claims for compensation the annual labor necessary for the maintenance of these ditches. I have invariably refused to recognize any such demand, the labor now required being no more burdensome to the farmer than it was previous to the construction of the Canal. It must be remembered that these drains have been in existence, and always at the charge of the farmer, since the land was cleared, and had there been merely the ordinary labor bestowed upon them since the construction of the Canal, which must have been bestowed upon them every year previously, I contend that most of the Damages complained of would never have occurred.

The farmers meet this argument by saying that their drains were never intended for Canal water, and that formerly they were dry except during the thaw, or after heavy rain, whereas to-day the leakage of the Canal creates in them a constant stream of running water.

The former objection is absurd, unless it can be shewn that the passage of the Canal water renders the proper maintenance of the ditch more expensive than it formerly was.

I say it does not; the latter objection, so far from being an injury, is a positive benefit, for no reasonable man who has to drive his cattle twice a day for water, would object to his farm being supplied with a running stream that will not fail in the driest season. On Canals where leakage does not exist, farmers will seek as a favor, or even give something to be allowed to "tap" the Bank, so as to create such a stream as these Beauharnois farmers cry out against as a source of injury to their properties.

Pierre Bergevin, one of the most respectable, and certainly the most intelligent proprietor on the whole line of Canal, humorously said to me, as soon as he had the amount I awarded him in his hands:—"Now if I thought you meant to stop the water that is running in my ditches, I would willingly give you back your twenty pounds to leave it with me," and I know perfectly well that all the other Claimants would fully appreciate and acknowledge the benefit it is to them, did it proceed from any other source under heaven save from the Canal.

Upon the completion of the Canal, and as soon as the leakage became perceptible, I recommended to the late Board of Works that each proprietor should be allowed a sum sufficient to make a ditch, such as I have described in the early part of this Report, to catch the leakage and convey it into the side ditches; this advice was acted upon and nearly every one of the present Claimants was offered and accepted a price fully adequate to the purpose. Very few of them, however, made proper ditches, such as could have been made for the sums given. Many of them never made any at all, under the impression, as I am convinced, that Damages occasioned by Canal water would prove a source of greater profit than the cultivation of the land affected by it. In my offers of compensation, I could not consent to consider the Department of Public Works liable for Damages thus sustained, where I knew that three or four days' labor on the ditches might have saved acres of land. In this view of these cases I feel very confident of being borne out by the opinion of the Arbitrators, whenever they shall be submitted to their decision.

As I have before stated, the greater number of these Claimants received each a sufficient sum to enable him to make a good ditch. In most cases they make it upon Canal ground, between the Bank and their Fence; a ditch so situated will not answer the purpose for which it was intended so effectually as if it was some ten or fifteen feet from the Bank, which would throw it upon the farmer's own ground. When too near the Canal it will be difficult to maintain it in proper order, the soft earth sliding from the Bank rendering it liable to be often filled up.

In estimating the amount of compensation to which I consider them severally entitled, I have taken into consideration the fact that the ditch may have been remade, and upon the Claimant's own ground, the mere maintaining of it, when once properly made, is a very trifling consideration.

The offers I have made or intended to make them will, I doubt not, be found not only just, but liberal; the making of ditches is left at the option of the Claimant, the terms of the Receipt under which the money would be paid being to acquit the Department of all future demands on this or any other score on which it can justly be held liable.

Some of the Claims are of a nature different from the above, such as the occupation of ground by spoil-bank, boulders, &c., all of which are enumerated in detail in the attached Schedules.

Respectfully submitted.

(Signed)

W. SHANLY.

THOMAS A. BEGLY, Esquire,
Secretary Public Works.

No. 1.—JOSEPH ALBERT MERCIER.

Owens the farm adjoining the Upper Entrance to the Canal. About one and a half arpent of ground is occupied by spoil-bank and boulders, for which he receives at the rate of £2 10s. per arpent annually, as rent. To acquit the Department of this rent, I offered him the full value of the land, at the rate estimated by Messrs. Lachapelle and Manuel, in 1843, namely £10 per arpent, still leaving the land in his own possession. He refused £15. Mercier can have no other claim against the Canal: at least none for which the Department can be held liable. His land being much higher than the level of the water, is not affected by leakage.

I would recommend that the Department should take steps to acquire by purchase permanent possession of the encumbered land. I have paid him the rent due upon the land up to 1st October last.

[Settled 9th August, 1848, by giving him £16 17s. 6d. in full.]

No. 2.—EUSTACHE BERGEVIN DIT LANGEVIN.

Has a farm three arpents in width, extending on both sides of the Canal, the communication from one side to the other being by a Ferry provided by the Department. The discharge from Culvert No 3 passes through his land to the River. The Northern side of his farm is affected by the leakage water.

He founds his Claim for compensation on these three items:—

1stly. The fact of the Ferry not having been provided until six months after the Canal was in operation, thereby occasioning him some inconvenience in communicating with the Southern portion of his farm.

2ndly. Detriment to a portion of his land from the great body of water discharged through the Culvert.

3rdly. Injury arising from the leakage of the Bank.

On the first Claim, which he held in common with many of his neighbours, I was from the first inclined to look favorably. Owing to the great press of business towards the completion of the Canal, the Ferry-scows were not provided until August, 1846. It would be a very difficult matter to put a pecuniary value on the inconvenience thus caused to the farmers. They themselves estimate it at £10, but this, like all their other demands, is exorbitant. I have settled with all but Bergevin and one other person, for this Claim. Estimating the inconvenience according to the situation of the farm, at from £5 to £7. I consider Bergevin entitled to the latter sum.

With respect to the second Claim, I consider him entitled to the value of nearly half an acre of land. A portion of the discharge from the Culvert was enlarged during the progress of the Canal-work, and for it he was paid in full, at the rate of £15 per acre for the land occupied by it. The remainder of the ditch has been gradually enlarged by the action of the water. After a careful examination of it, I am of opinion, that being now sufficiently wide to give the water free passage, there is no further enlargement to be apprehended. On this Claim I would allow him £7, being the full value of the ground taken up by the ditch.

With regard to the leakage of the Bank, there is but half the width of his farm injuriously affected by it. He has made a cross-drain, for which he was never paid. The discharge from this cross-drain is furnished him without any labor on his part, by the Culvert ditch. His damages on this score I consider I have estimated very liberally at £6.

On the 9th September, I offered him, in presence of two Witnesses, the amount of the foregoing estimate, £20. He refused it. When I first spoke to him on the subject of his Claims, he demanded £25, but told me he would accept my offer. Witnesses, D. A. McDonell, and Leon Leduc.

[Paid Award of £23 10s. through D. A. McDonell, 14th December, 1848.]

No. 3.—AUGUSTIN MAILLOUX.

His farm is three arpents in width. The quantity of cultivated land on the Southern side of the Canal is inconsiderable.

I consider he has no just cause of complaint, except as regards the leakage.

Shortly after the Canal was completed, he made a cross-drain, for which I was to give him £4. By an oversight, this amount was twice returned for him and twice paid, so that for three acres of ditch, worth in itself about \$8, he received £8. His land, as it recedes from the Canal towards the River rises gradually, on which account the discharge for the water must cross his neighbour Leduc's farm to the ditch of Culvert No. 3½. In settling with Leduc, he bound himself to give his neighbours (Mailloux and Bonnin) permission to send their water across his land, and also to assist them to make his ditch of sufficient dimensions to suit their necessities. The amount already paid to Mailloux is fully sufficient to cover all the expenses of making a proper drain the whole way to the Culvert. But the drain already made by him is too near the Canal bank, and should be re-made on his own ground. Owing to the want of a proper discharge heretofore, some four acres of land have suffered injury, and for two seasons: £1 per acre for each season would amply indemnify him for all damage, which would amount to £8.

As I have already stated, I consider him paid in full for the labor required to make a good and sufficient drain, for the maintenance of which, and the necessity of its being upon his ground, I would allow him £4 10s.

In the presence of Witnesses named in the preceding case, he refused, on the 3rd September, £12 10s.

[16th October, 1848.—£14 1s. 3d.—Paid in full, and sent through McDonell.]

No. 4.—OLIVIER BONNIN.

Owens six arpents in width on the North side of the Canal, and three on the South. His Claim arises from the leakage, and from the encumbrance of about thirty-three perches, for which he has received an annual rent of 16s.

The north side is injuriously affected, and to a considerable extent, by the water from the Bank; for some distance from the Canal the land is low, without any natural outlet for the water. One half of his property on the north side (the three arpents adjoining Mailloux,) was owned until lately by Silvain D'Arpentigny, who was paid £4 10s. for making a cross ditch, not one-third of which money was expended on it; for the remainder of his farm Bonnin himself received £3 15s., only two acres of ditch being required on it. The drainage of his farm, however, owing to its distance from an outlet, is a matter of some difficulty, and accordingly in estimating Bonnin's damages I consider it best to offer him nearly the value of the injured lands, and leave it optional with himself to take steps for reclaiming it or suffer the injury. The land, from the same cause as increases the injury occasioned by the Canal, want of natural drainage, was never of the most valuable kind, for previous to the construction of the Canal, I know that it was of a marshy nature. I consider £5 per arpent as a very remunerating price, and about five arpents are affected by the Canal; making for the damages £25.

The encumbrance of his land arises from a large heap of black earth which, being found unfit for the Banks, had to be deposited outside their line. According to the terms of Messrs. Lachapelle and Manuel's award, £2 10 per arpent annually was to be paid for encumbered land, during time of occupation. Bonnin has one-third of an acre occupied, for which he has already received £3 18s. 6d., being more than the real value of the land. An improving farmer would look upon the encumbrance as a benefit, it being a rich black mould, very valuable as manure. To acquit the Department of all further demand for rent, I would allow him £2 10s., making with the sum named above—to be in full of all demands—£27 10s., which Bonnin refused on the 27th August, in presence of the witnesses already named. His demand was £40.

[10th February, 1848.—Money sent to Mr. D. A. McDonell.]

No. 5.—XAVIER RAPIN.

His unsettled Claim arises altogether from the leakage of the Northern Bank. He held another Claim for the occupation of a piece of land by Boulders, and for which he has settled with me in full. His property to the North of Canal is five arpents in width, three of which he purchased only last Spring from a man named Lefebvre, and is a portion of the farm formerly owned by the Reverend Mr. Bourrassa. Lefebvre received £3 15s. for making the cross drain which has the desired effect, as at present the land suffers little or nothing from the Canal water, so that, for this portion of his property, I do not consider Rapin entitled to anything but a small sum to compensate for the labor of keeping it in proper order, and for which I would allow him £3.

The remaining two arpents in width have suffered considerably for two seasons, notwithstanding that a drain, apparently sufficient, was made. This is attributable to the fact of his land, for nearly three arpents from the Canal, being low, and of a nature very pervious to the water, the effect of which, though injurious to grain and other crops requiring tillage, has a contrary effect upon grass, the herbage upon this portion of Mr. Rapin's land being of a very superior kind. The leakage has been considerably less this last year than it at first was, and will in time probably cease altogether when the Banks shall have become fully consolidated. Under these circumstances I considered that one third of the value of the injured land would fully compensate for past and the probability of any future Damage. Estimating the land at £10 per arpent, he would, according to the above calculation, be entitled to £17 0s. Od., making on the whole property a gross sum of £20 0s. Od., which he refused on the 8th September.

[10th February, 1848.—Money sent to Mr. D. A. McDonell.]

No. 6.—J. B. LAVOIE.

Holds a three-fold Claim :—

1stly. For a Fence on each side of the drain leading through his land from the Waste-
weir, and which by the deed (No. 116) for that drain the Department is called to make.

2ndly. The occupation by boulders of upwards of an arpent of his land.

3rdly. Damage to a small piece of land from the insufficiency of the South drain.

During my stay at Beauharnois this season, I called seven different times upon Mr. Lavoie for the purpose of trying to effect a settlement of his Claims, but could never find him at home.

With respect to the first mentioned Claim, not having been present when the deed was passed, I was not aware until this year that the Department were bound to fence in the drain. Upon the Claim being made, I examined the deed, and found that the clause respecting it had been inserted in the margin. There would be six arpents of fence required, in lieu of which, leaving it at his option to make it or not, I offered Lavoie the full value of such a fence as we could be called upon to make, £9.

This amount was tendered to him, since I left there, by Mr. McDonell, and refused. Consequently Mr. McDonell should receive instructions to have a fence erected as soon as possible; it can be done for the amount herein mentioned. On account of this fence not being at all necessary to his farm, I thought it possible that Lavoie would accept of my terms; but he is a man of a litigious and factious disposition, and will never make an amicable arrangement of any of his Claims whilst there remains a possibility of his obtaining by litigation as much, or even less than the amount offered him.

Since June, 1843, a portion of his land, equal to one and a third arpent, has been occupied by stone excavated from the Canal, and for which he is entitled at the rate of £2 10s. per arpent, to an annual rent of £3 6s. 8d. I was under the impression that all his land so occupied was on the South side of the Canal, and contained but one arpent six perches, but on fixing the boundaries on North side this year, I found that there were twenty-seven perches more occupied, making as above shewn one arpent thirty-three perches.

When giving up my charge of the Beauharnois Canal, in August, 1846, I sent in amongst other returns, a list of rents due for occupied lands, on which Mr. Lavoie's name

appears for one arpent six perches, two years, at £2 10s.—£5 6s.; being then under the impression that he had already been paid two years rent, but I learned since that he had previously received nothing on account of rent. This Claim therefore stands as follows, up to 30th September, 1847:—

From June, 1843, to 30th September, 4 years and 3 months, 1½ arpent, at 50s. per arpent, per annum	£14 3 4
Amount returned by me, in August, 1846	5 6 0
Amount due, to 30th September, 1847	£ 8 17 4

This balance was tendered him by Mr. McDonell, and refused, upon the plea that he never received the £5 6s. with which I debit him. Whether or not it was paid him can, of course, be easily determined by a reference to the voucher, which is one of those paid by Mr. Scott, in November, 1846. Lavoie signs his name, so that there will be no difficulty in proving the payment, if made.

The rent of £2 10s. per arpent, as awarded by Messrs. Lachapelle and Manuel, is far above the value of the land, and I endeavored in all cases to effect a compromise with different parties holding such lands, so as to acquit the Department of any further demands for rent. In all but two cases I succeeded in doing so.

In the present case I have had all encumbrance on North side of Canal removed, so that upon the rent being paid there will remain but one arpent and six perches upon which he can found any further claim. The stone with which it is covered will at no very distant period be required for walling the Canal Banks. Although the rent amounts already to more than the value of the land, I would, in order to get rid of further Claims, offer Mr. Lavoie as much as the whole encumbered land is really worth, without requiring him to give a deed for it to the Department, it being merely stipulated, as it is uncertain when the stones may be required, that no definite period be named for their removal. At £8 per arpent he would be entitled to £8 10s.

The damage occasioned by the overflowing of the South drain is trifling in extent. I have had the drain deepened lately, so as fully to secure the land against further injury. For five years he has been debarred from cultivating a little more than an acre of ground, for which I would consider him amply compensated by an allowance of £2 per annum, making £10.

The sum of the foregoing items, that Mr. Lavoie is entitled to according to my estimate of his claims, to £36 7s. 4d. Or, if he has not received the £5 6s. on account of rent to £41 13s. 4d.

[15th August, 1848.—Settled by payment of £46 17s. 6d.]

NO. 7.—ANTOINE LEDUC, SENIOR.

Owens one arpent in width, of which the portion South of Canal is unfit for cultivation, being barren, rocky bushland; on it are scattered a number of boulders, excavated from the Canal, in full compensation for which I returned for him, on a Paylist sent in in August, 1846, (and paid in November,) the sum of £4. On the same list there was £5 for his son, whose name is also Antoine: through a mistake of the Paymasters, both these sums were paid to the Claimant, being considerably more than the value of all the encumbered land, notwithstanding which he still considers himself underpaid for it. On the North side there is some damage occasioned by leakage; he also suffered some inconvenience during the construction of the Canal, from a "tap drain" that cut part of his land. The land at present affected by leakage was always of a wet and marshy description. I offered him, in full of all demands, £7 10s., which he refused, rating his damages at £50.

[31 January, 1849.—Paid £6 2s. 6d. less 10 dollars, costs of Arbitration.]

The leakage of the Northern Bank affects a portion of his land on that side, but no effort has ever been made to prevent damage from this cause; I got one of the Contractors immediately after the Canal was finished, to make a cross ditch on one half of his farm, being the only portion where the leakage was perceptible, that ditch appears to have had the desired effect, for upon that portion of his farm, I cannot perceive that any damage has arisen from the water, though it runs in a constant stream in the drain; to make the remainder of his ditch, about two acres in length, Mr. Watier received £1 10s. but he appears to have done nothing for the money, and purposely allowed the land to suffer.

There is a natural gully running through his farm, which he says was formerly always dry during the summer, at present there is a constant stream of pure and clear water in it at all seasons a fact upon which Mr. Watier lays much stress as causing damage to his property, I, on the contrary, as I stated in the outset of this Report, take a directly opposite view of the case, and consider it a decided benefit, I would allow for the maintenance of the drain, and in full of all demands consequent upon it, £6 15s. which, with the sums I have already enumerated, makes up the amount of my offer to Mr. Watier, £25.

Mr. Watier insists that his land, South of the Canal, still suffers from the insufficiency of the ditch. In 1845 I took much pains to remove all causes of complaint on this score by deepening it, which I did at considerable expense, until satisfied that it was sufficient for all natural purposes, and Watier expressed himself perfectly satisfied with it at the time. Since then I can say from actual observation that no just cause or complaint has existed with respect to this ditch, it is true that the water still lies in his side ditch, but so as to be rather advantageous to the land than otherwise.

No. 10.—AUGUSTIN MIRON.

Has a farm three arpents in width. The only claim he can make is on account of the leakage of the North Bank. He has already been paid for his cross ditch at the rate of 15s. per arpent, making £2 5s.

The leakage is inconsiderable, but a larger ditch should be made than there at present is: with common care bestowed upon the drains, there is no reason why this farm should suffer any injury whatsoever from Canal water. His neighbours on both sides settled with me on less favorable terms than I offered to Miron.

He refused £9 on the 6th September and in the presence of D. A. McDonell and Leon Leduc.

[£10 2s. 6d. sent to McDonell in full payment.—16th October, 1848.]

No. 11.—PIERRE ST. MICHEL.

Has four arpents in width on the North side of Canal only. He has no claim against the Department except on the score of leakage. He made a drain for which he received at the rate of 12s. 6d. an arpent, but in order to render it thoroughly effective, it should be further from the Bank, and upon the Claimant's own land. His crops this season suffered some injury for a short distance from the Canal, in consideration of which, I would allow him £5, and for remaking and maintaining of a proper ditch, £10, making a total amount of £15, which I tendered to S. Michel in presence of the witnesses already named, on the 6th September.

[Paid £15.—29th April, 1848.]

No. 12.—ANTOINE ST. JEAN DIT LEBGEUF.

His farm is two arpents in width, all on the northern side of the Canal. The leakage is considerable, and would require to obviate it a much larger ditch than has yet been made, and which should be further from the Bank than the present one is. He received last year

for making his ditch, £1 5s., and for some damage occasioned by the water previous to the ditch being made, £3 10s. I considered St. Jean entitled to the following sums:—

For re-making ditch and maintaining it,.....	£6	0	0
For some injury to a crop of oats this year,	4	0	0
Injury to a small piece of meadow in the valley of the St. Pierre, at some distance from Canal,.....	3	0	0
	<hr/>		
	£13	0	0

I never actually tendered him this sum. I told him, however, that I estimated his damages at that amount; he declined to accept it, saying that he estimated them at £50. For the land appropriated to the Canal, (two arpents, sixty-six perches,) St. Jean received at the rate of £15 per arpent, making £37 5s. 4d., and for inconvenience of communicating with the southern portion of his farm, £37 10s.; that portion he sold long ago; he also received at the rate of £2 per acre for fencing along both sides of the Canal; on the south side he never erected any fence, and on the other side he made one that could not have cost him more than a fourth of the money paid for it.

[Award of £15 0s. 7d.—Paid 24th October, 1848.]

No. 13.—JOSEPH BERGEVIN DIT LANGEVIN.

His farm is three arpents in width, about three-fourths of an acre in the valley of and adjoining the St. Pierre Culvert, is rendered unavailable by reason of the leakage water. For the damage to this piece of land he has already received £4 10s. As a final settlement, I think he should be paid its full value, which I estimate at £12. For the cross drain on the upland portion of his farm, about two arpents in width, he has been paid £1 10s.; but as in most other cases, it is too near the bank. I would allow him to make a sufficient ditch upon his own ground, and for maintaining it in proper order, £6, and for making a roadway and approach to his farm on the south side, £2, making a gross sum of £20, which I tendered him on two occasions, in the presence of the witnesses named in some of the foregoing cases. He claimed £100.

[18th November, 1847.—Paid.]

No. 14.—ETIENNE HENAULT.

Owens three arpents in width, all upon the northern side of the Canal; the upper half of this, adjoining Bergevin, is slightly affected by leakage, the other half being above the level of the water below lock 12, is not affected by it. There is a very small piece of his land encumbered by rubbish from the Canal, for which he has already been paid more than treble its value; as it was erroneously returned on the Rent List at half an acre, and at the annual rent of £2 10s. per arpent. Its actual contents is not more than one-fifth of an acre, and the sums paid for it amount to £4 13s. 9d. I consider, therefore, that he has ceased to have any claim on account of encumbrance.

For the small cross drain that is required, he received 15s.; but I would make him a further allowance to enlarge and maintain it, £4.

I did not see Hénault during my stay at Beauharnois, and therefore made him no tender of the amount.

[Paid in full, £4 10s.—See receipt of August, 1848.]

No. 15.—HONORE LAURIN.

Owens a farm three acres in width, but has never resided on it. Hénault, the last mentioned claimant, cultivates it as a tenant. The leakage of the Canal bank is perceptible in

the moisture of the ground for a short distance from Canal, but I do not think that it causes damage of any considerable amount, because the crops upon the ground this season appeared to me fully as good as the generality of crops elsewhere, and Mr. McDonell's Report states they were so last season. Hénault received the sum paid last year for ditching, £1 10s., but made a very insufficient drain; a larger one, made about fifteen feet from the bank, would effectually guarantee the land against even the moisture that is at present perceptible; for the piece of land thus occupied, I would allow him £3, and for making the drain £5, making £8, which I consider to be the full amount of compensation to which Mr. Laurin is entitled.

In stating that I promised to have a ditch made to carry off the water to the River, Mr. Laurin has either stupidly or wilfully misunderstood. The natural outlet for the drainage of his farm is by a Ravine which reaches the River thro' the land of his neighbours, Pierre Lemieux. Lemieux has stopped up Laurin's Drain leading into this Ravine, under the pretext that he is not obliged to admit the passage of Canal water thro' his land. Mr. Laurin mentioned this circumstance to me, and stated, that if I could procure him free drainage he would then settle with me on my own terms; in reply, I told him that in settling with Lemieux, it should be perfectly understood that he would incur henceforward the risk of all damage from Canal water, whether coming from his neighbour's ground or merely from his own.

Lemieux can have no right whatsoever to stop the natural outlet of the water against his neighbour, neither would he attempt to do so, nor would Laurin suffer it for a moment, were it not that they both look to it as a pretext whercon to found claims against the Department of Public Works.

I made no positive offer to Mr. Laurin, he was to have met me at Beauharnois for the purpose of visiting the ground with me, but had not called upon me there previous to my departure.

[Paid £10.—5th June, 1848.]

No. 16.—PIERRE LEMIEUX.

Owens nine arpents in width. Of the upland portions of his farm not more than three arpents in width suffer from leakage, these three arpents would require a ditch of larger dimensions than has yet been made, and for it I would allow him £5. He has already been paid £4 10s. for ditching. There is a wide and deep Ravine running through his farm from the Canal to the River, and which was valuable as meadow land; it undeniably sustains considerable injury from the Canal water. I had not made sufficiently minute examinations as to the quantity and quality of the injured land to arrive at an exact estimate of the amount of compensation to which Lemieux is entitled. This is the only case upon the whole line of Canal upon which I cannot speak with certainty. The chief damage occurs at a considerable distance from the Canal, and it was only a very short time previous to my departure that I became aware that it existed at all. As far as my observation of it goes, I think that £45 would pay for the ground rendered unavailable as well as for the loss or inferiority of the crops for the last two seasons, which, with the amount already mentioned for the cross drain would make £50, to which Mr. Lemieux is entitled.

[Settled 7th August, 1848—by giving him £56 5s. in full, for every damage, &c.]

No. 17.—CHRISTOPHE D'Aoust.

His farm is three arpents in width, and sustains very little damage, except what arises from his own neglect of the side ditches. A cross drain has been made and paid for, but it would be the better of being enlarged. I tendered him £8 to acquit the Department of all future claims. He refused it in presence of the two witnesses mentioned in the foregoing portion of this Report. He offered to settle on the required terms for £10.

His neighbour Augustin Lefebvre, voluntarily accepted £3 10s. last year, in full of all demands, and his damages are certainly equal to D'Aoust's.

[£9 paid in full and sent to McDonnell, 16th October, 1848.]

No. 18.—RAPHAEL PAYMENT DIT LARIVIERE.

LaRivière owns three arpents in width, two-thirds of which, for about two arpents in depth, have sustained considerable injury ever since the water was let into the Canal, in October, 1845. The soil is a rich black loam, very pervious to water, and being rather lower than the rest of his farm, is not easily drained. LaRivière made a cross drain in the fall of 1845, but it is too near the Canal Bank to have the desired effect, a new one should be made about 15 feet from the Bank, and of larger dimensions than the present one, the length of this ditch would be about two and one-fourth arpents, and for making and maintaining it, I consider that he would be amply remunerated by an allowance of £8. For the damage occasioned since October, 1845, to the land next the Canal, being about four superficial acres; I would allow £2 per arpent per annum, making a further sum of £16, amounting together to £24, which should be tendered to LaRivière, in full of all demands. I told him I would give him that amount, but never made any regular tender to him. He rates his damages at £100. His side drains have been entirely neglected. He also considers that he has never been sufficiently paid for the ditch already made, though I gave him 15s. per arpent for it, making £2 5s. a higher sum than I could have got a ditch of larger dimensions made for. He also received £3 10s. for making two Bridges across this and the south drain.

LaRivière also puts forward a claim for more land occupied by the Canal than he has been paid for, he founds this demand on a measurement made by a Surveyor named Archambault. Very many of the inhabitants held similar claims, but I always refused to recognise them, having from my knowledge of Mr. Archambault's mode of measuring, very little confidence in his skill, and no reason for supposing that the measurements upon which the deeds were passed are incorrect.

[£27 sent to Mr. McDonell in full payment, 16th October, 1848.]

No. 19.—JOSEPH ST. MICHIEL.

This man's farm is 3 acres wide and all to the north of the Canal. His claim is solely on the score of leakage. He has been paid for a ditch, but like others it is insufficient and should be remade upon his own ground. The damage sustained by his property is mainly attributable to the neglected state of the line ditches. I offered him for the reconstruction and maintenance of the ditch, the land occupied by it, and damages sustained, £12 10s., which he refused in presence of the witnesses already named. The crops on his land this season were very little affected by the moisture of the land, the herbage indeed seemed of a better quality near the Canal than elsewhere.

[Paid.]

No. 20.—FELIX GRENIER.

His case is exactly similar to the foregoing one, and the same amount £12 10s. was offered and refused.

His two sons, François and Felix Grenier own the Southern portion of this farm between them, and claim compensation on account of the land being flooded for a short time during the thaw every spring. Every precaution has been taken to afford drainage to the land, and the flooding arises merely from the dams formed by the ice and snow in the South drain. Low lands in the neighbourhood of large ditches are commonly affected in the same way every spring, without any detriment being thereby caused to the ground, and in Grenier's case the evil is no greater than formerly.

They have built upon this part of the land since the construction of the Canal, and seem to have chosen the very lowest and most ineligible spot for the sites of their Houses. Their crops this season were of the most luxuriant description.

I do not consider either of them entitled to any compensation.

[Paid award made, and the amount £15 3s. 5d. sent to McDonell, 11th Novr., 1848.]

No. 21.—ALEXANDRE BOURDON.

His farm is two arpents in width, one half of it is slightly affected by leakage water, the other half not at all, being higher than the level of the Canal water below Lock No. 11.

He has never made any drain upon the portion affected although he was paid a sum much more than sufficient to enable him to do so, £1 11s. 3d. Upon this score I consider him fully compensated.

His fence on the North side is a short way back from the Boundary line of Canal, the intervening ground having been for nearly four years encumbered by spoil bank from the Lock pit. This piece of land will not measure quite one-fourth of an acre, yet he was paid for it erroneously as half an acre, four year's rent at £2 10s. per acre, as follows:—

1st. payment, April, 1845, three year's voucher No. 1051,.....	£3 15 0
2nd. do November, 1846, one year by Mr. Scott	1 5 0
	£5 0 0

So that he received as rent nearly quadruple the actual value of his land, in addition to which, at the same time with the last rent payment, he received £3 more for removing some rubbish from the ground on which I do not think he paid so many dollars.

I was not aware, or at least it had escaped my memory, that Bourdon had received such an amount of money for this trifling encumbrance and accordingly tendered him £6 in full of all demands. He refused it. I was glad he did so, because he is certainly not justly entitled to any further compensation.

Besides the above payment to Bourdon, he received three year's rent for half an acre of ground, wheron the Paymaster's Office and other buildings belonging to the Board of Works stood, at the rate of £9 per annum.

No. 22.—JOACHIM BROSSAIS DIT BOURDIGNON.

Brossais has four arpents in width extending on both sides of the Canal. He claims compensation for damage, under two heads:—

1stly. Leakage on the North side.

2ndly. Insufficiency of back drain, South side.

Upon the 1st of these I do not consider that he is entitled to any thing. His land suffers positively nothing from the cause alleged.

On the second claim he is certainly entitled to some remuneration, the ditch has constantly been filled in by the sliding of the "spoil-bank," in consequence of which one half the width of his farm, the two arpents adjoining Mr. McPherson's, was left without drainage, occasioning considerable injury to nearly eight superficial acres, injury which has been sustained to a greater or lesser degree every season since 1843. His three next neighbours, McPherson and the two Boyers, who suffered to the same extent, and from the same cause, cheerfully settled with me on the terms I offered. I am of opinion that three dollars per acre for each season would fully pay for the inferiority of the crop on the injured lands as compared with that on the other portions of his farm. Brossais having eight acres injured, and for five seasons, would therefore be entitled to £30. I made him no tender of the money.

I have this year had the ditch so enlarged as to ensure the claimant from any further damage.

[Settled, 31st January, 1848.]

No. 23.—HYACINTHE LEFEBVRE DIT NOEL.

Has three arpents in width and on both sides of the Canal. He claims under the following heads:—

1stly. Damage occasioned to a field of potatoes in 1843, by the stoppage of his drains.

2ndly. Damage occasioned same season to a field of oats.

3rdly. Insufficiency of South drain.

4thly. Leakage of the North Bank.

I consider him entitled to some compensation on each of these claims, except No. 3; ever since the the South drain was made (in 1843,) it has been fully and entirely sufficient for the drainage of his land.

With respect to the 1st item, Lefebvre states, that he lost the crop; that he should have had from 50 Bushels of Potatoes. The extent of the piece of land sown, was I believe, three acres, and from the evidence of Mr. McDonell, who is cognizant of the facts, I am persuaded that the injury occasioned to it was very partial, instead of entire destruction of the crop as stated by the claimant. On this claim I would allow him £5 per acre, the potatoe crop that year being more than commonly valuable, owing, to the great demand occasioned by the number of persons employed upon the Canal.

Three acres at £5 £15 0 0

The damage to his oats was also caused by the stoppage of the drains. He states himself that he had sown six Bushels, the partial destruction of which would be liberally paid for at £5.

On the 4th claim he has already received, to enable him to make a ditch, £1 10s. For increasing its dimensions and maintaining it, he is entitled to some allowance in proportion to the quantity of ground affected by the leakage, as has been made to others, (only one half of his farm suffers from this cause) £5.

The above sums make a total amount, which I offered to Lefebvre, of £25 0s. 0d. He claimed £50.

[28th August, 1848,—settled by payment of £28 2s. 6d.]

No. 24.—CHARLES D'Aoust.

This property is so situated as not to be susceptible of any future damage from the Canal. There never can be any leakage, the level of the water being considerably below that of the natural surface of the ground. In every point of view the Canal, so far from causing damage, has enhanced the value of his property, and yet D'Aoust looks for a higher amount of indemnity than almost any other claimant on the whole line of the Canal. His demand is £100.

He has been paid for the land occupied by the Canal, and the inconvenience occasioned him by its dividing his farm, as follows :—

Five arpents, six perches Land (per Deed No. 29),.....	£50 12 1
Inconvenience of communication.....	47 10 0
Ninety-six perches additional land (paid by Mr. Scott, November, 1846,)...	9 12 0
Fence along both sides of Canal, (October, 1844)	14 13 4
Encumbrance of thirty perches of land, two and a half years (to end of 1845,)	1 17 6

The allowance for inconvenience of communication may be looked upon as a gratuity. The Bridge across Lock No. 10, is upon his Farm, there is consequently no "inconvenience of communication." He considers himself entitled to the amount he claims for the following reasons :—

1stly. That the Canal occupies sixty-one perches of land more than he has been paid for.

2ndly. That for four seasons he received no allowance for fencing the portion of his farm north of Canal, and consequently was prevented from cultivating it.

3rdly. That damage was occasioned by the want of the drainage, previous to the south drain being cut.

With reference to the 1st claim, the actual quantity of land occupied over and above what he has been paid, is not more than one-fourth of an acre, for which I would allow him, including 2 years' rent which will be due upon it at the end of this year, £5.

With respect to No. 2, the facts are as follows :—His land was first taken possession of

for the Canal, and ground broken early in May, 1843, at which time he constructed a temporary fence on the south side, which he was paid for immediately. He received the balance in full, for fencing on both sides of Canal, at the rate of £2 per arpent, in October, 1844 (vide Voucher, 892). That he was not paid in full at once, upon the land being taken possession of, was simply because he did not choose to make any fence, except the temporary one alluded to, preferring to let out his land north of Canal in small patches to the labourers as "shanty ground." All his neighbours, whose lands were entered upon at the same time, immediately made good fences and were promptly paid for them, consequently none of them entertain claims similar to this one of D'Aoust's. It is notorious, that during the time that the construction of the part of the Canal in the vicinity of his place was going forward, he paid little or no attention to the cultivation of his farm, thinking it more profitable to hire his horses to the contractors, and his ground to the labourers. In making this claim, he obstinately persists, that four seasons intervened between the period at which this ground was taken possession of and the final payment for fencing. The dates I have given above, and which can be easily authenticated by reference to the Voucher, show that Mr. D'Aoust's calculations of time are erroneous, as his estimate of damages which, if they existed at all, had their origin either in his own negligence or his avarice. If he received one dollar per month (as I understand he did) for the shanties which he allowed to be built upon his land, he could hardly have devoted it to a more profitable cause.

I repeat that had Mr. D'Aoust chosen to fence his land at once, as his neighbours did, he would have been paid as they were. In this claim there is not even a colouring of justice.

Upon the third, I would allow him £5, as the drainage was certainly stopped for a short time on the South side previous to the drain being made. I make him this allowance merely from knowing that the fact was so; my impression is, that it caused him no damage whatsoever, as speaking from memory. I am inclined to believe that he had not sown any of the ground that the want of the drain could effect, and therefore there was nothing on it that could be injured; as the claim was only put forward this season, it would be almost impossible to ascertain now, whether or not the ground was cropped.

D'Aoust's own assertions go for nothing with me, as his memory, with respect to dates, is certainly not to be depended on. Under any circumstances, the sum I have mentioned is a liberal compensation for any possible damage that could have arisen in the short period that his drains were left without outlet.

The action of the water in the South drain is fast wearing away the ground, so much so, that a portion of the fence has already fallen in. If waste weirs should ever be required, this drain would have to be much enlarged; consequently, I offered Daoust, if he would put his fence back fifteen feet, and allow the Department to take possession of that much more ground, £5. On second consideration, I would increase this last offer to £7 10s. The amount I offered him in full was £15, the alteration in the last item will increase it to £17 10s. which should be tendered to D'Aoust, in full of all demands against the Department.

[Paid, 29th May, 1848.]

NO. 25.—JEAN BAPTISTE MONPETIT DIT POITVIN.

The only score on which the Department of Public Works can be held liable with respect to the property of this claimant is that of occupation of a portion of his land by stone and other rubbish quarried from the Canal. Were it not that Messrs. Lachapelle and Manuel had awarded an annual rent of £2 10s. per arpent, for ground so occupied, I would not consider Poitvin entitled to any compensation, as the ground for which he claims is bare barren rock, without the semblance of vegetation on it, and he has already been paid as rent, £10 2s. 9d.

Between the Canal and the higher road there are a few small maple trees destroyed, and stone lies scattered over a surface, perhaps one and a-half acres. The bridge of Lock 8 is upon his farm, and as all his cultivable land is on the side on which he lives, the Canal has caused him no inconvenience whatsoever, and being very close to its lower entrance, the value of his property is certainly much increased beyond what it formerly was.

He has already been paid the following sums:—

Three arpents, eighty-three and a-half perches land.....	£23	19	3
Inconvenience of communication.....	10	0	0
For maple trees, cut to make way for Canal.....	62	10	0
For removing his Barn.....	25	0	0
For rent of occupied land.....	10	2	9
For fencing.....	6	0	0
Damage to his garden.....	5	0	0

He still claims £50.

I consider he would be compensated beyond the amount of damage sustained by him by an allowance of £7 10s.

I made him an offer (which he refused) of £10, but subsequently finding that he had already received more than I had been aware of, I reduced accordingly my estimate of the amount he is entitled to.

[£8 8s. 9d. sent to McDonell, 16th October, 1848, in full payment.]

No. 26.—ETIENNE D'AOUST.

Owens the farm next but one to the lower entrance to the Canal; previous to the construction of which the land was worth at most £10 per acre, at present it can be sold in building Lots at exorbitant rates. His neighbour Quevillon has to my certain knowledge, disposed of some of his land at the rate of £200 per acre, and D'August is fast dividing his into Lots of the same description.

The only head under which he can found any claim, is that of encumbrance; some portion of his ground being taken up by loose stone and "quarry waste" from the Canal, for which he demands £50. I do not consider him entitled to any thing whatsoever.

Firstly. Because of the very great enhancement of value to his property in consequence of the Canal.

Secondly. Because he has already been largely paid for the encumbrance of his land; and,

Thirdly. Because the encumbrance of much of his land actually renders it more valuable from having raised it so as to render what was formerly a mere swamp, available, if not for cultivation, at least as building ground.

D'August has been paid the following sums:—

1842. For apple trees, cut to make way for Canal, &c.....£10 0 0

1843. Six arpents, sixty-nine and a quarter perches of land,..... 41 16 4

Encumbrance of land, north side, paid by Mr. Scott, November, 1846,..... 17 10 0

For ground where the Lock-house stands, 80 feet by 40 feet, and other encumbrance, south side, paid by Mr. Scott, November, 1846,..... 12 10 0

I feel very confident that the arbitrators will view this case in the same light that I do, and consider that he is fully compensated for all damages consequent on the construction of the Canal, by the increased value it confers upon his property.

No. 27.—Heirs of the late JEAN MAURICE QUEVILLON, of CUVILLON.

For all past damages I made a full settlement with the parties interested in this property; but as they had just then effected the sale of it to a person in Montreal, of the name of Rousselle, I could not of course obtain from them acquittance for future claims. The only point upon which any new claim can be started, is the encumbrance of about three-fourths of an acre of land, and for which the heirs were paid at the usual rate of rent up to the time the property changed hands, viz., 29th September last.

Should the new proprietor put in a claim for this encumbrance, I would be inclined to take much the same view of this case as I did of the last named claimant's, to wit: that compensation is already made in the enhanced value of the property, except that on account of the encumbered ground being rendered unavailable by the immense size of the stones that are

on it, I would allow a partial remuneration for removing them. I allowed his neighbour, Longtin, for a similar claim, £10, and would consider Rousselle liberally compensated by a like sum.

[Settled by payment of £10 to Rousselle, 18th February, 1848.]

No. 28.—JOHN BAPTISTE CABANA.

Owms an emplacement of one-fourth acre upon the foregoing property; it is encumbered in a similar manner; and it is the only property he possesses. I would allow him £7 10s., either to remove the stone or suffer the inconvenience, at his option.

[See letter of D. A. McDonell, 20th December, 1847.]

No. 29.—LA FABRIQUE, PARISH of ST. TIMOTHEE.

This is a claim of old standing, being for a piece of land taken possession of in 1844, for the drain leading from the waste-weir to the St. Lawrence; the length is about four arpents, and the width thirty feet, French measure, making a superficies of less than one-fourth of an arpent. They claim, as the price of the land, £50, and further compensation for fencing along both sides of the drain.

Messrs. Masson and Leblanc were appointed by the Court of Queen's Bench (1845) to arbitrate in this matter between the claimants and the late Board of Works, but never took any action in the matter.

They claim this high amount of compensation on account of the land fronting on the Street of St. Timothée, and coming under the denomination of Town Lots.

I told Mr. Archambault, the Curé of St. Timothée, that, I would give on all claims, £50. He seemed inclined to accept it, but could give me no decisive answer without consulting the Church wardens. I have since then received, through Mr. McDonell, whom I deputed, on my departure, to wait on Mr. Archambault, their refusal of my offer.

[Paid £80 in full for all, and Act passed before Notary, 13th September, 1848.]

The foregoing are all the claims not yet settled, of which I have taken cognizance, and include with the settled ones, all held by Proprietors of property on the line of Canal, at least, all for which the Department holds itself liable. There may be some few other outstanding demands which have not as yet come under my knowledge, to meet which I would add to the sum of the foregoing £25. Making a gross amount of £530 8s. 4d.

Respectfully submitted,

(Signed) W. SHANLY.

ABSTRACT of UNSETTLED CLAIMS against the BEAUHARNOIS CANAL.

	No.		£	s.	d.
Paid	1	Joseph Albert Mercier	15	0	0
Award paid	2	Eustache Bergevin dit Langevin	20	0	0
Paid*	3	Augustin Mailloux	12	10	0
Paid	4	Olivier Bonnin	27	10	0
do	5	François Xavier Rapin	20	0	0
Paid*	6	Jean Baptiste Lavole	41	18	4
Award paid	7	Antoine Leduc, senr	7	10	0
	8	François Xavier Roy	12	10	0
Award	9	Joseph Watier dit Lanoix	25	0	0
Paid*	10	Augustin Miron	9	0	0

* The Claimants marked thus, would not receive the amounts allowed by Mr. Shanly, but were settled with by Colonel Taché, by adding one-eighth more.

	No.		£	s.	d.
Paid	11	Pierre St. Michel	15	0	0
Award paid	12	Antoine St. Jean dit Lebœuf	13	0	0
Paid	13	Joseph Bergevin dit Langevin	20	0	0
Paid*	14	Etienne Hénault	4	0	0
Paid	15	Honoré Laurin	8	0	0
Paid*	16	Pierre Lemieux	50	0	0
Paid*	17	Christophe D'Aoust	8	0	0
Paid*	18	Joseph Payment dit La Rivière	24	0	0
Paid	19	Joseph St. Michel	12	10	0
Award paid	20	Felix Grenier, senr.	12	10	0
do	21	Alexandre Bourdon			
Paid	22	Joachim Brossais dit Bourdignon	30	0	0
Paid*	23	Hyacinthe Lefebvre dit Noel	25	0	0
Paid	24	Charles D'Aoust	17	10	0
Paid*	25	J. B. Monpetit dit Poitvin	7	10	0
	26	Etienne D'Aoust, refused to give account of his Claim			
Paid	27	J. B. Rousselle	10	0	0
do	28	J. B. Cabana	7	10	0
Paid	29	La Fabrique de St. Timothée	50	0	0

* The Claimants marked thus, would not receive the amounts allowed by Mr. Shanly, but were settled with by Colonel Taché, by adding one-eighth more.

PORT ROBINSON, C.W., 19th August, 1848.

Sir,—In pursuance of instructions contained in your letter (No. 1989), dated 17th August, 1847, empowering me to effect settlements of all claims for Land Damages against the Beauharnois Canal, and enclosing for that purpose a certificate for sixteen hundred pounds. I beg leave to report, for the information of the Commissioners, that I entered upon that duty on the 24th of the same month, but was unable to give it my undivided attention, from having frequently to attend the Court of Arbitrators, then sitting in Montreal, in the case of Pierce, Black and Hepburn, the conducting of which for the Department had been entrusted to me. By the end of September, I had, exclusive of some minor claims disposed of, effected final settlements with sixty-seven of the leading claimants. Receiving at this time instructions to resume without delay, my duties on the Welland Canal; I had to leave twenty-seven of the most clamorous still unsettled with. Some of these had positively refused my offers of compensation; others again, had given no decided answers; but with the majority of them, I had from the first entertained but slender expectations of being able to effect any equitable arrangement upon these "unsettled claims." I have already fully reported, 13th November last.

In order fully to understand the nature of the claims from which the Department has been relieved by the settlements I effected, I would beg leave to refer the Commissioners to my Reports of the 28th July, and 7th August, 1847; as also to the first seven pages of that upon the "unsettled claims" referred to above.

Previous to making any offers to the claimants, I drew up in French, a very stringent receipt, or form of acquittance, for all the claims it was proposed to liquidate.

This form was, at the instance of the Honorable Mr. Robinson, Chief Commissioner, submitted to the Honorable the Attorney General East, for his opinion thereupon; and having, with some slight alterations, been approved of by him; I got a sufficient number of copies printed, and on all occasions where my terms were acceded to, was careful to read it to the claimant before permitting him to sign, fully explaining to him all its requirements, so as not to leave it in his power to say, as many had done on previous occasions, (witness the free deed for the "Right of way" of the Canal, &c.) that he had been duped or entrapped into a settlement of his just claims. Few of these men can write, I therefore paid them, and had them affix their "marks" to the receipts, in presence of two witnesses who could, and who were also fully cognizant of the terms of the agreement.

The maintenance of the South drain, and "*Les embouchures*" of the culverts, rests wholly with the Department of Public Works. This is a point to which I would beg leave

to direct your attention very forcibly, as one of vital importance, not only to the well being of the Canal, but also, if neglected, involving the Department in endless claims for damage.

The reasons why the proper maintenance of this drain should not be borne by the inhabitants, for whose benefit it would appear to have been made, are fully set forth in a Report of mine, dated 14th July, 1847, and I would here take the liberty of reiterating, that the Superintendent of the Canal, should be yearly allowed to expend upon the Dam and Culverts, what he may deem sufficient to keep them in the most unexceptionable order. Where Government has to bear the expense, the "Habitant" will exact to the uttermost farthing, and any injury, real or imaginary, his land may sustain from the neglect of his own side ditches, will, if possible, be saddled upon the main discharges.

I attach hereto a schedule of all the settled Claims, with a concise Report upon each case, shewing on what grounds I considered the Claimant entitled to compensation, and the amount for which he finally settled. I have also given, in each case, a statement of amounts previously paid for lands, fences, damages, &c.

Though these former payments do not generally bear upon my estimates of the damages I undertook to arrange for, and are here reported on, I consider it advisable to give them, not only as rendering my Report more complete, but also as enabling you, in case of any future Claim arising, (a not impossible contingency,) to see what, and what for, the different Proprietors upon the line of Canal have been paid, facts which the Department has at present no means of arriving at, on account of the same Christian and Surnames being common to so many of the Inhabitant. A statement, meant to answer the above end, drawn up last year by Mr. Strang, with much pains, is of no manner of use, owing to the confusion consequent upon the plurality of "Antoine Lafleur's," "Pierre Leduc's," "Etienne Hénault's," &c., &c., with all of whom I am familiar by their *noms de guerre*, as well as with the history of their grievances, real and imaginary, since the commencement of the Canal in 1842.

The great majority of the vouchers, in duplicate, were handed over by me to Mr. Strang, upon my leaving Montreal, on the 29th September last; one, a Deed from the Heirs Couvillon, was subsequently sent in by Mr. MacDonell, the Superintendent of the Canal, with whom I left it to be perfected. The remainder, five in number, I enclosed to you from this place, 3rd December last.

In conclusion, I would beg leave to observe, that from the want of some documents in your possession, I have not been able to make my Report as perfect as I could have wished it to be. For instance, I should have had by me whilst drawing it up, the award of Messrs. Lachapelle, Manuel and Barbeau, relating to Lands taken for the Canal. I should also have had at hand the vouchers for all the money paid by me, because several of them contain additional clauses interlined in writing, to suit peculiar circumstances, and touching which I can now only speak from memory.

Respectfully submitted.

(Signed,)

W. SHANLY.

THOMAS A. BEGLY, Esquire,
Secretary Public Works.

No. 1.—LOUIS D'Aoust.

Owned a small farm, of one three-fourth arpents in width, being part of lot No. 16, in Catherine's Town, and close to the Southern entrance of the Canal. At the time I arranged this claim, the property had just passed from D'Aoust's hands into those of one François Bergevin; but as there were no perspective damages to provide against, the new proprietor can have no claim. The Canal cut off the house and garden from the remainder of the farm, and much of the small portion of land attached to the house was, for a time encumbered by stone and other waste material from the excavation. Most of this rubbish has been removed, and the rent due for land so occupied, was paid up to August, 1846. In order to render his garden cultivable, some labor was required after the encumbrance was removed; for this labor I considered him entitled to £4, which was accepted on his behalf, he himself being in a state of imbecility, by his wife, Angélique Tessier.

Former payments:—

Land, (Deed 21)	£27	9	6
Removing Buildings, (Deed 21)	34	5	0

Fences, (Voucher 892)	...	...	...	...	£7	13	4
Encumbrance, (Voucher 1051)	...	...	...	...	6	5	0
Do. (August, 1846)	...	...	...	...	1	17	6
Bridge across South Drain,	..	...	...	...	1	0	0
Change of Guard Lock Bridge,	...	...	...	...	10	0	0

This last amount was allowed upon my recommendation, owing to the Guard Lock Bridge, which, when the Land award was made in 1843, was to have been upon his land, having been placed one-fourth of a mile further down.

No. 2.—ISIDORE BROUSSEAU.

His farm is a portion of the same lot as the foregoing. It is not susceptible of any future damage from the Canal, being above the level of its water. Brousseau's only claim was upon the score of the Guard Lock Bridge having been placed one quarter of a mile further from him than was at first intended. Messrs. Lachapelle and Manuel based their award for the land taken for the Canal, on the supposition that the Bridge was to be on the adjoining farm. It was subsequently found necessary to change its position, to the detriment of this man amongst others, all of whom, except Brousseau, had been compensated for the change by an allowance of £10 each. His farm is of very limited extent, with little or none of it north of Canal. I therefore consider that he would be fully compensated by an allowance of £5, which he cheerfully accepted in full of all demands.

He had formerly been paid:—

For land, (Deed No. 4)	...	...	...	..	£4	11	6
Trees destroyed, &c., (Deed No. 4)	...	...	...	...	15	0	0
Fences, (Voucher 892)	...	...	..	...	1	6	8
Encumbrance, (Voucher 1051)	...	...	...	...	1	11	3
Removing his stable,	...	...	...	...	8	10	0
Bridge across drain, (October, 1845)	...	...	...	...	1	0	0

No. 3.—PIERRE THOMAS LEDUC.

Owns two arpents in width, all to the South of Canal, and situated at the Guard Lock. A portion of his land, during the period of high water in spring, is flooded to a greater or less extent each year; an evil that cannot be remedied, owing to the water above the Guard Lock, which is subject to all the fluctuations of the River, being, in its highest stage, higher than the bottom of the South drain, and, consequently, it "puts back" into it. As this occurs in a season of the year when the land is still frozen, it cannot be said to occasion any damage; but is certainly a considerable inconvenience, upon which it is hard to place a pecuniary value. I offered him, on this score, £10, and for making a causeway and bridge, to render his dwelling conveniently accessible in the highest water, £2 10s., making a total amount of £12 10s., for which he signed an acquittance in full of all claims. Leduc signs his name, and before executing the acquittance, carefully read it.

This Lot is part of No. 14, Catherines Town. The Canal through it is a "thorough cut," consequently there is no damage arising from leakage, or from any other cause, beyond what is mentioned above.

Former payments were:—

For land, (Deed 58)	...	...	...	...	£55	2	7
Inconvenience, (Deed 58)	...	...	...	...	10	0	0
Removing buildings, (Deed 58)	...	...	...	...	34	0	0
Fences, (Voucher 892)	...	...	...	...	4	13	4
Damage to crops, (Voucher 798)	...	...	...	...	3	10	0
Manuel and Sauv�e's award, 1842,	...	...	...	...	0	15	0

No. 4.—FRANÇOIS D'Aoust.

Owens the farm adjoining the foregoing claimant's, and the nature of his claim was exactly similar; but the inconvenience is not suffered to the same extent.

My offer of compensation was, £7 10s., which was accepted on D'Aoust's behalf by his wife, he himself having been absent, working in some of the Timber Shanties on the Ottawa.

He had formerly received:—

Under Manuel and Sauvé's award, 1842	£ 1 10 0
For Land, (Deed 23)	39 12 0
For Inconvenience, (Deed 23)	22 10 0
For Removing Buildings, &c., (Deed 23)	41 10 0
For Fences, (Voucher, 892)	8 13 4
For Damage to Crops, (Voucher 798)	1 2 6

D'Aoust has sold the portion of his farm lying to the north of Canal, to Edward McKenzie; on this a small drain was required to catch and carry off the water accumulating on the "Spoil Bank;" I estimated this at £2, which I paid to McKenzie, making a total disbursed on account of this farm of £9, for which there are two Vouchers.

No. 5.—ANTOINE LEDUC DIT VENON.

This is part of Lot No. 13, Catherinestown. His House, Barns, and other Buildings, together with a considerable piece of ground lie to the north of Canal, but the largest portion of his farm is south of, and wholly unaffected in any way by it. The damages for which I allowed him compensation, occurred altogether on the northern portion of his property, and were as follows:—

The Canal at this place was of "deep cutting," and the material excavated had to be piled up to a considerable height on each side, back of the Towing Path. Through this "Spoiled Bank," at intervals, are culverts to drain off the water which accumulates on the path. One of these culverts discharges itself upon Leduc's land, and to receive and carry off the water thus discharged upon him, he had to make a drain crosswise of his farm, which was at once filled up by the sliding of the Bank, and had to be re-made. For this labour, the inconvenience and the future maintenance of the drain, I awarded him £6 5s. A crop of Barley had received some injury from the water previous to the drain being made. A portion of his fence, injured by the sliding of the bank, had to be re-constructed. On these two items I estimated £6 5s. Within the limits of land taken from Leduc, for Canal purposes; there was a well, which was covered up by the embankment; he had long claimed on this score £7 10s. which I allowed, making a total amount of £20.

Leduc accepted it, under all the required stipulations, although he had claimed a much higher sum when I first sounded him on the subject of his claims.

Former payments:—

Under Manuel and Sauvé's award	£ 1 10 0
For Land, (Deed No. 55)	39 12 0
For Inconvenience, (Deed No. 55)	22 10 0
For Removing Buildings, (Deed No. 55)	51 10 0
For Damage to Crops, (Voucher 798)	8 12 6
For Drain, (Voucher 1064)	2 0 0
For Fences, (Voucher 892)	11 13 4

No. 6.—AUGUSTIN POIRIER DIT LAFLEUR.

His farm, part of the same lot as the preceding, and two arpents in width, is pretty equally divided by the Canal. To the south it is entirely beyond the reach of injury. The northern portion merely requires a cross drain to receive the water accumulating on the Towing-path, as in the last case, I allowed him the full amount of his demand; which was £3.

His previous receipts were:—

Under Manuel and Sauvé's award	£ 0 10 0
For Land, (Deed 86)	47 2 8

For Inconvenience, (Deed 86)	£25 0 0
For Removing Buildings, (Deed 86)	25 0 0
For Fences, (Voucher 892)	8 13 4
For Damage to Crops, (Voucher 798)	3 7 6
For Bridge across South drain,	2 0 0
For Removing his Fence	1 17 6

I paid Lafleur a second amount of £5, for work done in his capacity as "Inspector des chemins" upon the high road, where skirted by the Canal, near Marche à terre Culvert. A side drain and two cross ones were necessary to obviate the injuries accruing to the Road from the Leakage through the Bank. The receipt from this latter sum is a written one to suit the nature of the claim.

No. 7.—BAZILE LEDUC.

His farm is the adjoining one to the last named claimant's, part of Lot No. 12, Catherinestown, and two arpents in width; on the south side of the Canal some little damage is occasioned by the backing up of the water in the south drain. The north side requires such a ditch as that described on the two last farms.

I tendered him for both sides in full £5, having formerly given him what I considered amply sufficient for making the north drain. He at first decidedly refused my offer, but subsequently accepted it under the usual conditions.

Previous payments were:—

Under Manuel and Sauvé's award	£ 0 10 0
For Land, (Deed 62)	60 17 8
For Inconvenience and removing Buildings	60 0 0
For Fences, (Voucher 892)	8 17 9
For Damage to Crops, (Voucher 798)	3 5 8
For Drain on north side, August, 1846	2 0 0

No. 8.—ALEXIS VIAU DIT GENVEAU.

Owens four arpents in width, being part of lots eleven and twelve, Catherinestown. The heads under which he claimed were; the necessity of a drain on the North side, as in the three last preceding cases, for making and maintaining the same. Former insufficiency of the South drain, and the removal of his fence on both sides of the Canal four years ago, which was occasioned by the quantity of land at first appropriated to the Canal being found insufficient, on account of much of the waste material being stone. Upon the two first items he set no price, agreeing to abide by my estimate of their worth. I allowed him... £10 0 0

Under the third head he claimed 5 0 0

Which I allowed also, making a gross amount of £15 0 0

The receipt for which is a joint one, for himself and his son, who has an interest in a portion of this property. The amount claimed for removal of fence, should have been paid long ago, but through an oversight was omitted on the general pay list for fencing, of October 1844.

He had already received:—

Under Manuel and Sauvé's award	£1 10 0
For Land, (Deed 104)	107 18 7
Inconvenience, (Deed 104)	50 0 0
Removing Buildings, &c., (Deed 104)	102 15 0
Damage to Grain, (Voucher 798)... ..	2 5 0
Fences, (Voucher 892)	17 6 8
Bridge over South drain	1 0 0

No. 9.—MICHEL BEAUTRON DIT MAJOR.

Has the Farm adjoining the above part of Lot eleven, he owns no land on North side of Canal, having sold that portion to Antoine Laffleur (No. 21). Of Bautron's farm it will be only necessary to say, that it is beyond the reach of any further damage from the Canal.

I allowed him for an old claim of obstruction of drainage, before the South drain was completed £3 0 0

For a Bridge and causeway to give him access to his Farm, on the Canal front 2 0 0

Making £5 0 0

Which was accepted under all the stipulations.

Amounts previously paid him were :—

For Land, (Deed 6)	£51 15 0
For Inconvenience, (Deed 6)	32 10 0
For 100 Maple trees destroyed, (Deed 6)	6 5 0
For Removing Buildings, (Deed 6)	48 0 0
For Fences, (Voucher 892)	9 6 8

No. 10.—PAUL TROTTIER.

Farm three arpents in width, part of Lot No. 10. This property is perfectly safe from leakage, or injury of any description arising from the Canal. Trottier had held a claim, since the spring of 1844, for damage sustained from the inundation of a portion of his land. Some three or four farms in this vicinity, suffered in the spring of that year from the same cause. The thaw that season was unusually rapid, occasioning land floods of more than ordinary volume, and proving that the provision we had made for the discharge of the water, then tested for the first time, was insufficient, both as regarded the South drain and the culverts; we accordingly had the former enlarged, and altered our plans of the latter, which were not then constructed so as to secure the adjoining lands from future damage of the same nature. Amongst the sufferers was this man Trottier, but, as usual in such cases, he very far over-rated the amount of damage he had sustained. He "trumped up" an account amounting to £28 6s. 8d. which he presented to me at the time, and had periodically urged payment of, ever since. Knowing it to be exorbitant, I always refused to deal with him until he reduced his demands within reasonable bounds. I carefully examined at the time it occurred, all the lands affected by the inundation; the damage occasioned to them consisted mainly in their having to be sowed later than they otherwise would have been. In the present case the crop was peas, I considered that £1 per acre would amply compensate for its probable inferiority, which would entitle the claimant to £7 10s. A fair allowance also in another point of view, as being about one-fourth of his demand; a rule which, in the majority of such cases, will enable the most inexperienced arbitrator to make a tolerably equitable award. Upon talking this matter over with Mr. Trottier, on the 25th August last, I told him what amount I had made up my mind to award him, and upon what grounds, &c. Having shewed him the actual sum folded up inside the Receipt, he at once saw the force of my argument, acknowledged *qu'il avoit en tort tout le temps*, took the £7 10s. and signed the acquittance with the most perfect *bonhomie*. His son-in-law André Tessier dit Lavigne is also a party to the acquittance, which I insisted upon, as he has an interest in the property and fancied that all manner of drains were required where a drop of water would never flow.

Trottier's receipts on account of the Canal, were previously—

Under Mannel and Sauvé's award,	£ 1 10 0
For Land, (Deed 100)	72 6 0
For Inconvenience, (Deed 100)	25 0 0
For Removing buildings, (Deed 100)	59 5 0
For Fences, (Voucher 892)	16 4 6
For Bridge across South drain,	1 0 0

No. 11.—ANTOINE HENAULT DIT JOSON.

This farm adjoins Trottier's, and lies wholly on the South side of the Canal. He is one of those who suffered from the inundation alluded to above, in 1844, and held no other claim than what arose out of that cause. Hénault is a reasonable man, and I unhesitatingly allowed him the full amount of his claim, £7.

I should long ago have recommended the payment of this amount, but it escaped my memory, and though so justly his due, he was never clamorous about it.

The details of his claim were as follows:—

Damage to potatoes,	... ..	...£ 2 0 0
Damage to oats,	... ..	1 0 0
A cow drowned,	... ..	3 0 0
A sheep drowned,	... ..	0 10 0
Manure ready for spreading upon his ground, carried away	... ..	0 10 0
		£7 0 0

The sums previously received by Hénault were:—

Under Manuel and Sauvé's award,	.. ..	...£ 9 0 0
For Land, (Deed 38)	... ..	252 5 9
For Orchard, (Deed 38)	... ..	17 0 0
For damage to a meadow, (Deed 38)	... ..	1 5 0
For Removing buildings, &c.	... ..	99 10 0
For Fences, (Voucher 892)	... ..	14 0 0
Bridge across South drain,	... ..	1 0 0

I would here observe, that the portion of this farm to the North of Canal and between it and the River, belongs to the Department, being included in the Deed from Hénault to the Board of Works, (No. 38. 1584 B, in the Registry Office). On this piece of land there is a "Squatter" settled, nomine, J. B. D'Aoust. Speaking from memory, I should think it contains from two to three acres; and as it may be, some time or other, of service to the right owners, I would recommend that the Superintendent be directed to warn D'Aoust, from time to time, that he is a "tenant at will."

No. 12.—ETIENNE HENAULT DIT JOSON.

The brother of the last named claimant. Owns lot number seven, Catherines Town, three arpents in width, and all South of Canal. His farms suffered to a considerable extent by the flood above referred to; but he was unreasonable in his claim for indemnity. I consider that £12 10s. would fully compensate him for all injury sustained. There was an amount, £2 9s. 3d. due him since 1843, for removing and re-constructing his fence. It was returned upon one of the Lists of that year, but through an error of the Pay Master's, was paid to the wrong Etienne Hénault, who, though he probably never removed an acre of fence in his life, took the money, asked no questions, and, being one of the learned, signed his name to the Pay-List: adding this sum to what I considered him entitled to on the score of damage, I called the full amount £15, which, after considerable demurring, Hénault consented to accept, in full of all demands. He can write his name, and before signing the receipt, carefully read it.

Apart from the damage occasioned by the water, he claimed £12 10s. for a crop of potatoes, which, he says, were in the ground appropriated to the Canal when the excavation was commenced. In referring to the award of Messrs. Lachapelle and Manuel, I found, that although they allowed his neighbour, Beutron, for crops so circumstanced, they make no mention of any such having been in Hénault's ground. Considering those gentlemen's award as decisive upon that point, I refused to entertain this portion of the claim.

Former payments to Hénault were, (on this property):—

Under Manuel and Sauvé's award,	... ..	£ 0 5 0
For Land, (Deed 37)	... ..	167 10 0
For Removing buildings, &c., (Deed 37)	... ..	0 0 0

For damage to garden, (Deed 37)	... ..	£6 13 4
For Fencing, (Vouchers 892 and 552)	... ..	7 0 0
For Bridge, (August, 1846)	... ..	2 0 0

When the Canal lands were purchased, E. Hénault owned two other properties; Lot three and part of Lot fifteen, Catherines Town. The sums paid him on them were:—

Lot 3.—Under Manuel and Sauvé's award...	... ..	£ 1 10 0
For Land, (Deed 39)	... ..	62 3 3
For Inconvenience, (Deed 39)	... ..	85 0 0
For Fences, (Voucher 807)	... ..	9 0 0
	... ..	0 5 0
Lot 15.—Manuel and Sauvé's award	... ..	28 19 7
For Land, (Deed 40)	... ..	7 10 0
For a Well, (Deed 40)	... ..	4 3 4
For Fences, (Vouchers 550 and 892)	... ..

No. 13.—LOUIS BERGEVIN DIT LANGEVIN.

Lives on Lot No. 6, Catherinestown, and also owns Lot No. 8, since 1844, and from the cause referred to in the three preceding cases, he held a claim of £50.

He sustained very considerable damage from the water, but not to the extent he estimated. My award was £20, which, upon reasoning the matter with him, he accepted, acknowledging that he was in reality fairly paid for all his losses. I added £1 for the Bridge across the South drain, making a total in full of all claims of £21.

His former receipts were:—

Under Manuel and Sauvé's award...	... ..	£ 7 10 0
For Land, (Deed 12)	... ..	175 11 2
For removing Buildings, (Deed 12)	... ..	154 5 0
For Fencing and removing Fence, (Voucher 892)...	... ..	8 6 4
For North drain	... ..	6 0 0
For Repairs of Highroad, (August, 1846)	... ..	8 0 0
For three Bridges on Highroad	... ..	3 0 0

Bergevin owns no land North of Canal, there being only the highroad between it and the River. The three last payments on the list were for repairing and draining the road where affected by Canal leakage.

Lot No. 8, also owned by Bergevin, was the property of Louis René Leduc, when the Canal lands were purchased (Deeds Nos. 51 and 51½, Registry Office, 1510 B,) and is not in any way susceptible of injury from the Canal.

Leduc received on it:—

Under Manuel and Sauvé's award	... ..	£ 6 0 0
For Land, (Deed 51)	... ..	118 9 7
For removal of House, &c., (Deed 51)	... ..	60 0 0
For Fences, (Voucher 892)	... ..	7 6 8

No. 14.—WIDOW OF MICHEL BEAUTRON DIT MAJOR.

The Widow Major owns only that portion of the farm lying on the North side of the Canal, and which is little more than a garden. It suffers a good deal from the leakage of the bank. She left the amount of compensation altogether to myself.

I allowed her £6, which was thankfully received.

Her son, Timothée Beautron, owns all the property (Lot No. 5, Catherinestown,) lying South of Canal, and was very clamorous for his share of the money that was going. I observed generally that those were the most clamorous whose claims were the furthest removed from just. So with this man Beautron. His had not the shadow of a foundation, and when I told him so, he went off declaring that he would at once institute a suit at Law.

The late Michel Beautron received:—

Under Manuel and Sauvé's award	...	...	...£	0	15	0
For Land, (Deed 11)	...	...	...	99	2	3
For removing Buildings, &c., (Deed 11)	...	...	...	114	5	0
For damages to Potatoe Crop, (Deed 11)	...	...	...	7	10	0
For Fences and Bridge, (Voucher 892, &c.)...	...	...	...	13	4	1

No. 15.—PIERRE POIRIER DIT LAFLEUR.

Successor to Augustin Poirier, now dead, from whom is the Deed (No. 91) for the Canal land. The property, three arpents in width, is Lot No. 4, Catherinestown. The South side suffers no manner of injury. The Northern portion does, from leakage. Augustin Poirier was paid for making the necessary drain to obviate this leakage. He did so, but too near the bank, so that to have the desired effect, it should be re-made further from it.

I awarded Lafleur £7 10s., which, when offered to him, he scouted, as utterly beneath his notice, but seeing that his neighbours were all settling under the terms I offered, he came to me and expressed his readiness to do likewise.

In making this award, I held in view and got rid of another claim, founded on the want of a ferry for some five or six months after the Canal was completed. I estimated the inconvenience at £3. This observation applies to the cases of the next eight Claimants.

Former payments on this property were:—

Under Manuel and Sauvé's award	...	...	...£	1	0	0
For Land, (Deed 91)	...	...	...	69	7	10
For Inconvenience, &c., (Deed 91)	...	...	...	151	12	6
For Fences and Bridges, (Voucher 892, &c.) ...	...	...	...	14	6	8
For Injury to Crops, (December, 1845,)...	...	...	...	1	15	0
For North Drain, (No. 1064)	...	...	...	2	5	0

Pierre Lafleur also owns the Southern portion of Lot 3, which, when Canal lands were purchased, belonged to Etienne Hénault, (vide No. 12.)

No. 16.—NOEL ST. MICHEL.

Owns Lot No. 2, three arpents in width, and the Northern portion of No. 3, formerly Etienne Hénault's, making his property on the North side of the Canal, six arpents in width, some of which suffers from leakage, which, however, can be very easily drained off. I estimated this portion of his claim at £7, and the Ferry claim as in the foregoing case, at £3, making £10, which I tendered to St. Michel in full of all demands on 25th August, and which he indignantly spurned; on the 27th I settled with some seven or eight of the claimants, his neighbours, in the house of Antoine Lafleur.

St. Michel was present and though evidently much moved by the sight of the money, heroically stood it out to the end. When I had got about two miles on my road homewards, he overtook me, and being by this time perfectly malleable, accepted of my terms without a murmur. He was liberally paid.

Former payments to him were:—

Under Manuel and Sauvé's award	...	...	...	£	1	0	0
For Land, (Deed 97)	...	...	...	63	3	3	
For Inconvenience, (Deed 97)	...	...	...	85	0	0	
For Fences and Bridge (892, &c.)	...	...	...	15	0	0	
For North drain, (August 1846)	...	...	...	3	0	0	

Besides the amount of fencing above shewn, E. Hénault was paid £4 10s. for the portion done on what he formerly owned of St. Michel's property.

No. 17.—THOMAS LEDUC.

This is a part of Lot No. — Catherinestown; the farm is two arpents in width and pret-

ty equally divided by the Canal, the North side is affected by the leakage, on which score I considered him entitled to £4 10s. and for the Ferry claim alluded to in case No. 15, £3, making in all £7 10s. which after a good deal of unnecessary talking, finding that I was immovable, he accepted.

His former receipts were:—

Manuel and Sauvé's award	£ 1 5 0
For Land, (Deed 53)	41 8 10
For Inconvenience, &c., (Deed 53)	85 0 0
For Fences and Bridge, (Voucher, 892, &c.)	9 8 11
For Drain on North side, (August, 1846,)	1 2 6

Leduc leant to the belief that he had been cheated in the quantity of land paid for under his Deed (No. 53) to the Board of Works, and had a remeasurement made by a Surveyor named Archambault. I refused to lend ear to this portion of his claim, (the remeasurement being one-third of an acre in excess of ours) because I have every faith in the measurement upon which the Deeds were passed, and none at all in Mr. Archambault's, whom I believe to be a mere "Charlatan" in the business of surveying, and I know besides that he made it a practice to persuade the unsuspecting "Habits" that justice had not been done them by the Government Engineers in the measurement of their lands, in order to extract from them one dollar, (that was his charge!) for re-measuring. I consider these observations necessary, because so many of the "Habits" labored under a similar delusion, and now that other sources of claim are exhausted, may possibly endeavour to revive this. Their faith in the aforesaid M. Archambault being illimitable.

Leduc abandoned this portion of his claim in his contract with me. Indeed I consider that any such contingency is provided for in the printed Receipts.

No. 18.—JOSEPH LEFEBVRE DIT PERRAULT.

The adjoining farm to Thomas Leduc's, and of the same dimensions and position with regard to the Canal. I awarded him the same amount as I did Leduc, £7 10s. and upon precisely the same grounds, the cases being in all respects similar. Lefebvre, when informed of the amount awarded him, flatly refused to accept of it, with all the air of a man determined not to "give in," but, as in most of these cases, one night's reflection sufficed to put his high resolves to flight, and next day he sued to me for the amount so lately rejected, and when paid it, expressed himself thankful for my liberality.

I met with but few instances among these men; where reason had been called to their Councils. They never thought of making any Estimate of the damages on which they founded their claims, but went upon the principle of trying to find out how much I would be willing to give, and how far my decisions were likely to be swayed by their obstinacy.

Lefebvre had received previously:—

Under Manuel and Sauvé's award	£ 0 15 0
For Land, (Deed 54)	41 8 10
For Inconvenience, (Deed 54)	72 10 0
For Fence and Bridge, (Voucher 892, &c.)	9 2 2
For Drain on North side, (August, 1846)	1 0 0

No. 19.—JOSEPH BOYER DIT PELLETIER.

Is next neighbour to the foregoing claimant. His lot being No: 61, Helenstown, and two arpents in width. This man sent into the Department (the year before last) a trumped up account amounting to £33, to not one shilling of which had he any just claim. In addition to this, he claimed, when I spoke to him on the subject of his Damages, £25, for those arising from the leakage of the Bank, the only score on which he had any real cause of complaint.

His case is, in every particular, a parallel one with the two last mentioned, and the amount of compensation estimated by me was of course the same, £7 10s. and which, of course, was refused. In half an hour afterwards he sought me out, saying, that if I was serious in

my offer he was perfectly willing to accept it; but that he and some of his neighbours, having held council of war, had come to the conclusion that one hundred dollars was the least I could think of offering any of them, for any thing, and that that accordingly was what they were to demand.

This settlement with Boyer was the first I effected, and the feeble stand he made was the means of at once bringing many malcontents to my terms.

For the sum above mentioned, £7 10s., he abandoned, along with all other claims, the £33 account, before alluded to.

He had previously received :—

Under Manuel and Sauvé's award,	£ 1 5 0
For Land, (Deed 13)	41 8 10
For Inconvenience, (Deed 13)	80 0 0
For Fencing and bridge, (Voucher 892, &c.,)	9 3 4
For Ditch on North side, (Voucher 1064)	1 0 0

No. 20.—AMABLE POIRIER DIT LAFLEUR.

Lot sixty, Helens Town. This man at once accepted my terms, which were the same as in the three preceding cases, the circumstances being analogous, £7 10s.

He had been paid :—

Under Manuel and Sauvé's award,	£ 0 10 0
For Land, (Deed 84)	31 1 2
For Inconvenience, (Deed 84)	65 0 0
For Fences, (No. 892, &c.)	7 6 8
For Bridge,	1 0 0
For Drain on North side, (August, 1846)	0 15 0

I should have remarked that this property is but one and one-half arpent in width, but there are circumstances connected with the drainage, which render it worth as much as Lefebvre's farm of two arpents in width.

No. 21.—ANTOINE POIRIER DIT LAFLEUR,

Known as Antoine "Tinteu." Lives on Lot number sixteen, Helens Town, and also owns part of Lot number ten, Catherines Town; all the circumstances which gave him a valid claim upon the farm whereon he lives, differ in no material point from those reported on in cases seventeen to twenty, inclusive; my award was therefore of a corresponding amount, and for an old claim, for removing a portion of his fence, I allowed him 10s. more; making £8 0 0

On account of this farm, and for the other I allowed him for a drain and road-

way... ..	3 0 0
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Making a total amount of £11 0 0

For which a full acquittance was cheerfully granted, Antoine being a reasonable and sensible man. The Receipt is a joint one for the two amounts.

His former receipts were :—

Under Manuel and Sauvé's award	£ 1 0 0
For Land, (Deed 87)	31 1 7
For Inconvenience, (Deed 87)	60 0 0
For Fences, (Vouchers, 892, &c.)	6 2 3
For Bridge, (August, 1846)	2 0 0
For Drain on North side, (August, 1846)	0 15 0

These payments refer to the Lot on which he resides, (and which is one and a half arpents in width). For the lot in Catherinestown he drew the following sums :—

Under Manuel and Sauvé's award	£0 10 0
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For Land, (Deed 89)	£56	5	0
For Inconvenience, (Deed 89)	25	0	0
For Grain destroyed, (Deed 89) ...	1	2	6
For Fences, (Voucher, 892, &c.)	5	3	4

No. 22.—JULIEN SAUVÉ DIT LAPLANTE.

Lot No. 59, Helenstown; this farm is three arpents in width, and like the rest in its vicinity, had no claim against the Canal beyond that arising from the leakage of the North Bank. My estimate of compensation for which was £11, but I subsequently raised it to £15, the increase being to enable him to enlarge and deepen the drain, so as to afford the water from the lands of his five neighbours, *en haut*, (seventeen to twenty-one inclusive) free egress to the discharge of culvert No. 2, which forms his, Sauvé's, eastern boundary. Without such outlet, any drains made on their own farms by the five persons alluded to would be ineffectual, and upon their representing the case to me in this light, I made the advance to Sauvé in their presence, leaving it in their hands to make him fulfill his agreement. The discharge from culvert No. 2, to the St. Lawrence, passes between Julien Laplante and his neighbour Lafleur, *en bas*, and is deeded by them to the Department, or rather to the late Board of Works; according to the terms of the Deed (No. 129) this drain was fenced in on either side at the expense of the Board, which was also charged with maintaining it. Besides the ditch itself, there is on each side of it a considerable strip of land embraced in the Deed and between the fences. When settling with Laplante, he sought permission from me to move and otherwise make use of the strip of ground on his side the discharge, and also to be allowed to make watering places for his cattle in it. I granted these requests on condition that he acquit the Department for ever of the maintenance of the fence and also of a certain drain called for by a clause inserted in the margin of the aforesaid Deed No. 129. It was also stipulated that he should in no way obstruct the passage of the water from the culvert by the watering places alluded to.

The sum paid on this settlement was £15.

He had previously received:—

Under Manuel and Sauvé's award	£ 1	0	0
For Land, (Deed 50)	62	3	3
For Inconvenience, (Deed 50)	80	0	0
For Fences, (Voucher 892)	12	4	6
For Bridge, (October, 1845)	2	0	0
For Land for Culvert and Drain, (Deed 129)	28	7	0
For North Drain, (August, 1846)	1	10	0

It must be borne in mind, that the "Ferry claim" was held, and is hereby abandoned, by Sauvé.

No. 23.—ANTOINE POIRIER DIT LAFLEUR.—(KNOWN AS "ANTOINE *fils de Pierre*.")

His claim was of a similar nature to Sauvé's, except as regards any extra labor on his Drain, to suit the necessities of others. He settled with me in full upon my estimate for £13, included in which was an allowance of £2, for a Bridge across the South Drain, which is of considerable width here, and for which he had not been previously paid. Under the same conditions as agreed upon with Sauvé, Lafleur acquitted the Department of the maintenance of the fence along the culvert discharge, and also of the Drain called for by a clause inserted in the margin of Deed No. 133.

Former payments were:—

Under Manuel and Sauvé's award	£ 1	10	0
For Land, (Deed 85)	62	3	3
For Inconvenience, (Deed 85)	85	0	0
For Fences, (Voucher, 892)	12	13	4
For Land for Culvert Drain, (Deed 133)	21	3	0
For North Drain, (August, 1846)	1	10	0

No. 24.—JOSEPH SAUVÉ DIT LAPLANTE.

Owens only that portion of the lot No. 57, Helenstown, lying on the North side of the Canal, the Southern portion has been sold to Antoine Hénault (Joson), and is free from injury of any nature accruing from the Canal. The North side suffers from leakage of which it will be sufficient to say, that the farm being of the same width, I estimated the amount of compensation as in the two preceding cases; Sauvé's property lying all on the same side of the Canal, he had of course no claim on the score of the Ferry. He unhesitatingly accepted my award, £8, which was given wholly on account of leakage.

There had previously been paid on this property :—

* Under Manuel and Sauvé's award...	...	...	...	...	£ 1 0 0
For Land, (Deed 96)	...	...	...	...	62 3 3
For Inconvenience, (Deed 96)	...	...	...	...	85 0 0
For Fences, (Voucher 892)	...	...	...	...	12 4 6
For Bridge (June, 1845)	...	...	...	...	1 0 0
For Water Damages, awarded by T. P. Masson	...	...	...	...	3 11 6
For North Drain, (August, 1846)	...	...	...	...	1 10 0

No. 25.—LOUIS RENE LEDUC AND LOUIS GIBOULEUX.

These Claimants own jointly the portion of Lot 49, lying on the North side of the Canal. It is three arpents in width, of which Gibouleux owns only one-half an arpent wide; the rest is Leduc's.

Their claim was based wholly upon the leakage, and rated by Leduc, at some exorbitant sum, and by me, for his share at £8, which, as most of them seemed to look upon it as a necessary form to go through, he refused. He called upon me next day, to state his willingness to "conform." I had in the meantime reason to alter my estimate to £7, which he accepted at once, under the apprehension I suppose, that another day's delay in his decision, might be productive of a further diminution of my award. Gibouleux accepted his portion without grumbling. There is a separate voucher from each of these parties. The total amount paid by me on account of this farm being £8 15s.

Except Gibouleux's portion, the whole of this lot on both sides of the Canal, belonged to one Hyacinthe Lefebvre, when the Deed for the Canal land was passed. Lefebvre still owns the Southern side, where there exists no damage.

The ground cost, &c., were :—

† Under Mannel and Sauvé's award...	...	...	...	...	£ 1 0 0
For Land, (Deeds 49 and 33)	...	...	...	...	62 3 3
For Inconvenience, (Deeds 49 and 33)	...	...	...	...	85 0 0
For a Ditch to Drain Canal, (Deeds 49 and 33)	...	...	...	...	2 10 0
For Fences and Bridge, (Voucher 892. &c.)	...	...	...	...	13 4 5½
For Water Damage, by P. T. Masson's award	...	...	...	...	6 12 6

Of the second and third items, Gibouleux received under Deed No. 33, (1556 B. Registry Office) exactly one-sixth, that being then the proportion of the property owned by him. L. R. Leduc was paid for the Drain behind the North Bank, in January, 1846; (Voucher 1064) £1 10s. This Leduc, formerly owned Lot No. 8, Catherinestown, now the property of Louis Bergevin. For the sums paid on account of it to Leduc, vide the Report on Bergevin's case, No. 13.

No. 26.—FRANCOIS POIRIER DIT LAFLEUR.

Owens three arpents in width, Lot No. 55, Helenstown. The south side suffers no detriment from the Canal. The north does, from Leakage, but not to any very great extent, because the Land rises quickly in receding from the Canal, so as to be soon above the level

* To Xavier Sauvé—Deed is from Joachim Sauvé.

† Manuel and Sauvé's award was to François Lafleur, who then owned the farm.

of its water. He accepted at once, and cheerfully, my offer of £8, in the which, is included compensation for the want of a Ferry, in the early part of 1846.

Former payments to Laffeur, were :—

Under Manuel and Sauvé's award,	£ 1 0 0
For Land, (Deed 88)	62 3 3
For Inconvenience, (Deed 88)	80 0 0
For Fences, (Voucher 892, &c.)	12 0 0
For Bridges, (June, 1845)	1 0 0
For Drain on North side, (August, 1846)	1 10 0

No. 27.—AMABLE BRUNET.

Three arpents in width, Lot fifty-four. The Deed for the Canal portion of this property is from Gatien Martin, who still owns all of it that is on the south side. Brunet's claim was under the head of Leakage, the features of which closely resemble those in the case of François Laffeur, the last named claimant. I awarded a like sum, £8, apart from the land purchased for Canal uses five one-hundredth of an acre are occupied by stone excavated from the Canal, for which, under the award of Messrs. Lachapelle, Manuel and Barbeau, Brunet was entitled to rent at the rate of \$10 per acre, per annum. At the time I settled with him, one year's rent was due, to acquit the Department of which as well as of all future demands for rent, I added £1 to the above award, making £9 disbursed, on account of this farm, which he accepted with a full understanding of the terms of the agreement. Upon after reflexion, I found that I had rated this man's damages too high, by about £3, inasmuch as having no right in the land south of Canal, he could have no just claim on account of the ferry. This is the only instance in which I unwittingly paid too much.

Former payments on this lot :—

Under Manuel and Sauvé's award	£ 1 10 0
For Land, (Deed 76)	62 3 3
For Inconvenience, (Deed 76)	75 0 0
For Fences, (Voucher 892, &c.)	12 4 5
For Rent, (Voucher 946)	0 5 0
For Rent, (August, 1846)	0 2 11
For Drain on North side, (August, 1846)	1 10 0

No. 28.—STEPHEN MAY.

Owens lot fifty-three, Helens Town, three arpents in width. The Southern side is higher than the Canal, and, therefore, beyond the reach of all injury from it. The Northern side sustains some damage from leakage, and which, from the conformation of the ground, is not as easily obviated as in the generality of the preceding cases. Besides the Canal, proper, there are fifty-one one-hundredth of an acre of Mr. May's land encumbered by boulders from the excavation, for which we had paid him £1 5s. 6d. per annum rent, up to 1st August, 1846; consequently, at the date of my settlement with him, there was one year's rent due. May is a reasonable man, and at once closed with my offer, which was as follows :—

For all kinds of Damage from water, past and perspective, as per Receipt	£9 0 0
For Rent due, and to acquit the Department of future rent for the piece of ground encumbered	3 10 0
Making on account of this farm	£12 10 0

He merely stipulated, that, as regards the latter item, the boulders should be removed from his land at some period not unreasonably distant. As they will all be required for the Canal banks, I had no hesitation in guaranteeing that they should be removed by the expiration of three years, in default of which he may claim rent for whatever period they may be allowed to remain, after the expiration of the above named term.

Mr. May rents from the Seigniori the lot (number twenty-seven) whereon his mill is, with the right of pre-emption. Through this lot runs the discharge from Culvert number four and a half. This drain, having been originally insufficient, May deepened and enlarged last year, in consideration of which, and under all the terms of the Receipt, I allowed him £7 10s., which, with the allowance for the other lot, makes a total amount of £20, for which there is but one voucher, and in it there is, I think, an interlined clause relative to the latter item.

May has been paid on account of Lot 53 :—

For Land, (Deed 83)	£49 4 7
For Inconvenience, (Deed 83)	50 0 0
For Fences, (Voucher 892, &c.)	12 6 8
For Rent to April, 1845, (Voucher 946)	2 11 0
For do August, 1846, (August, 1846)	1 9 9
For North Drain, (August 1846)	1 10 0

I did not consider May entitled to any thing under the "Ferry" claim, because he has no cultivable land South of Canal, and consequently the want of communication with it could have been no loss to him.

He received for fencing of Lot twenty-seven, £14.

No. 29.—FRANÇOIS FAUBERT DIT MASSON,

Owens the adjoining property to May's, three arpents in width. He sustains considerable damage from the leaking of the bank; the remedy for which, as in the case of May, is not simple, owing to the "lie of the ground." He has also one arpent and sixteen one-hundredth occupied by boulders, for which he was paid an annual rent, at the awarded rate of £2 10s. per arpent. Owing to an error in one of the Pay-lists, (Pay-master's voucher 946), he was not paid the first two years' rent in full; and, altogether, I found there was due him, on the score of rent, when I came to investigate his claims, the sum of £4 13s. 10d. In consideration of £7 10s., he agreed to abandon all future demands against the Department on this head; it being accorded by me that the stones are to be removed, as agreed in the case of May, by the expiration of three years at furthest. For all damage consequent upon the leakage of the bank, I tendered him £12 10s., making my total estimate £20, which he finally decided upon accepting, although his own estimate was as high as £50.

This settlement was effected at rather too low a rate.

Former payments to Masson were :—

Under Manuel and Sauvé's award,	£ 1 0 0
For Land, (Deed 26)	58 0 4
For Inconvenience, (Deed 26)	70 0 0
For Fences, (Voucher 892)	12 6 8
For Encumbrance, (Voucher 946)	1 11 0
For do (August, 1846)	3 7 8
For North Drain, (August, 1846)	1 10 0

No. 30.—PASCAL BOYER.

Owens the Northern part of the Lot No. 1, his brother Joseph, from whom the Deed for the Canal land is, owns the Southern part and made no claim whatsoever against the Department, which is not the less singular in that his property suffers no kind of injury from the Canal; Pascal had a claim for leakage under the usual circumstances, he accepted at once of my award, which was £9.

Previous payments on this property were :—

Under Mannel and Sauvé's award	£ 1 5 0
For Land, (Deed 5)	62 3 3
For Inconvenience, (Deed 5)	60 0 0
For Fences, (one half to Joseph, — Voucher 892)	12 6 8

For Bridge across South drain, (June, 1845)	...	...	...	£1	0	0
For Drain on North side, (August, 1846)	...	...	...	1	10	0

No. 31.—MICHEL LEGER DIT PARISIEN.

Held a claim for damage arising from leakage, which is not of as serious a nature as in Boyer's case; he settled with me in full of all claims past or to come for £10, whereby the Department is relieved of a certain fence called for by Deed No. 131, as well as of a certain drain mentioned in the margin of the same deed. I furthermore gave Leger permission to make use of a strip of ground belonging to the Department under the above Deed, and which is a portion of that purchased for the discharge from the culvert No. 3, it being understood that he might be ejected therefrom, whenever the Superintendent of the Canal should consider the aforesaid strip of land required for Canal purposes.

Leger had been paid previous to this settlement:—

Under Manuel and Sauvé's award	...	...	...	...	£1	0	0
For Land, (Deed 92)...	...	..	..	...	62	3	3
For Inconvenience, (Deed 92)	...	...	...	...	50	0	0
For Fences, (Voucher 892)	...	...	...	...	12	0	0
For Bridge, (June, 1845)...	...	...	...	...	1	0	0
For Drain on North side, (August, 1846)	...	...	...	...	1	10	0
For Culvert Land, (Deed 131)	...	...	...	...	17	8	0

No. 32.—PIERRE BERGEVIN DIT LANGEVIN.

One of the oldest and most respectable inhabitants on the line of Canal; he had made a rational estimate of his claims against the Department, rating his damages at £25. I settled with him without any difficulty for £20; which was made up of the following items:—

I allowed him for Leakage...	...	...	...	...	£10	0	0
do the Ferry claim...	...	...	...	...	7	0	0
do Bridge and Drain	...	...	...	...	3	0	0

This was more than I at first awarded Mr. Langevin, but I found him so liberal and off-handed in his dealings, and so rational withal in his estimate of his damages, that I did not hesitate for a moment in offering to meet him half way, which offer he at once closed with. It would have been tantamount to obstinacy on my part, for the matter of a few pounds to have left this case amongst the "unsettled claims" to be decided by arbitration; a mode of settlement, of all others the most tedious, and which never be resorted to where both parties are inclined to do what is right. But of all those who form the subjects of this Report, a very small proportion indeed are of the stamp of "Pierliche Langevin," as he is familiarly called.

Previous payments to him were:—

Under Manuel and Sauvé's award	...	...	...	...	£1	0	0
For Land, (Deed 59)	...	...	...	...	62	3	3
For Inconvenience, (Deed 59)	...	...	...	...	100	0	0
For a Spring of water destroyed	...	...	...	...	7	10	0
For Fences, (Voucher 892, &c.)...	...	...	...	...	12	16	0

No. 33.—JOSEPH BERGEVIN DIT LANGEVIN.

Better known as Ruben Langevin. He settled with me for £20. All the circumstances attending his claim, being exactly similar to his father's, the foregoing Claimant. The "ferry claim" allowed for in these two cases, was of greater consequence than that of the same denomination alluded to in case No. 15, &c. There are two ferries. The other one was provided before this, consequently there was less inconvenience occasioned to those interested in it. The Langevins, too, have more frequent occasion to cross the Canal, having much Land upon the South side of it, whilst their residences are on the North.

He had been paid:—

For Land, (Deed 14)	...	...	...	...	£62	3	3
For Inconvenience, (Deed 14)	...	...	...	...	90	0	0
For Fences, (Voucher 892)	...	...	...	...	12	6	8
For Manuel and Sauvé's award	...	...	...	...	1	10	0

No. 34.—FRANÇOIS BERGEVIN DIT LANGEVIN.

At the time I disposed of this claim, François Bergevin, had just sold his farm (Lot forty-six, Helenstown,) to Hyacinthe Leduc, (thirty seven,) to whom, therefore, was due the sum I awarded for any future damage accruing from the leakage and the maintenance of the drain called for by it, (vide case No. 37.) The South side of the farm (with regard to Canal) had sustained some little injury for two years, owing to the Breast of Culvert, No. 3½, having been too high to carry off all the water in the South drain. He was also entitled to some compensation on account of the Ferry. But his farm being smaller than the two foregoing ones, and but a small portion of the arable part of it on the opposite side from his house, I only estimated his inconvenience at £3 10s., and allowed him for the injury caused by the Culvert, £4, making a gross sum, for which he settled, of £7 10s. I have had the breast wall of the Culvert so altered as to secure the new owner of this property from any such damage as Langevin complained of.

Payments on this farm were:—

Under Manuel and Sauvé's award	..	...	...	...	£ 1	5	0
For Land, (Deed No. 10)	...	...	...	...	41	8	3
For Inconvenience, (Deed No. 10)	...	...	...	...	72	10	0
For Fences, (Voucher 892)	...	...	...	...	8	8	0
For Bridge, (June, 1845)...	...	...	...	...	1	0	0
For North Drain, (August, 1846)	...	...	...	...	1	0	0

When the construction of the Canal was commenced, this Langevin was also proprietor of Lot 15, Helenstown. (For payments on it, vide case No. 49, page 59.)

No. 35.—PIERRE LEDUC, (FILS.)

Owens four arpents in width, all upon the South side of the Canal. Until lately, his property extended on both sides of it, and was but half the width above given. His father, Pierre Bazile Leduc, owned the adjoining farm, of the same dimensions. They have made an exchange of lands: Pierre (fils) now owning the whole width on the South side, and his father that upon the North.

I estimated this claim at £7 10s., which was accepted without any demur. Previous to his having parted with the North side, there was no injury sustained from leakage. The whole of my valuation of his claim refers to the property he at present holds upon the South side. The damage there sustained having been of a description similar to that detailed in the preceding case (No. 34) I made a similar award. It may appear that this farm, being four arpents in width, and the other but two, there is some discrepancy in one or other of my estimates; to account for this, it will be sufficient to observe, that only the two arpents in width, next adjoining Bergevin's, were affected by the "back water" in the South drain.

No. 36.—PIERRE BAZILE LEDUC.

Captain Leduc, the great oracle of the Parish of St. Timothée, had kept up one everlasting howl about his damages ever since ground was first broken for the Canal, crying continually give, give. He never was, or never will be satisfied, and closed with my offer, giving the usual acquittance in full of all demands, only because he dreaded an arbitration, knowing his own demands to be extravagant, and that my award was, strictly speaking, rather more than he was justly entitled to.

His farm, as I stated in the preceding case, is all on the North side, and four arpents in width. My estimate for the leakage drain and its consequences, throughout the line of Canal, generally varied from £2 to £3 per arpent. I allowed Captain Leduc the latter sum, which, as his farm measures four and one-fifth arpents, in direction of the Canal, entitled him to £12 10s. For the detention of the ferry, I allowed £3 10s.

There are thirty-three perches of his land occupied by a pile of stone belonging to the Department. For this he was entitled, under Messrs. Lachapelle and Manuel's award, to a yearly rent of 16s. 6d. At the time I settled with him, there was a year's rent due, for which, and on condition that he was to acquit the Department of this rent for the future, I allowed him £2; engaging, at the same time, however, as will be seen written at the bottom of the printed acquittance, that the stone should be removed against a certain day. I forget the day (*vide* the voucher) but think it was three years from that time. This ought to be a perfectly safe guaranty on my part, as long before that time has expired, every stone of them should be used for walling the Canal banks.

The items above enumerated make my valuation of Captain Leduc's claim amount to £18, which I subsequently increased to £20, on condition that he was to hold his peace thenceforward for ever, on the subject of *Dommages*, an engagement which I fear it was idle to exact, and has most probably been long since broken through, the Captain being an *Orateur*, and a grievance monger.

When I first tendered him the amount of my award, he very vehemently, and with a needless expenditure of blasphemy, refused it. I never urged the acceptance of my offers upon, or made a second tender to, any one the Claimants, and accordingly left M. Leduc to his reflections.

He haunted my steps for some days subsequently, evidently awaiting a renewal of negotiations on my part, but finding me *inébranlable*, he put his pride in his pocket, and capitulated, fully understanding that he was to abandon all claims against the Department, including a trumped up account of something over £16, which he had sent in the year previous.

This claimant has had a re-measurement of the land purchased from him, made by Mr. Archambault, the Surveyor alluded to in case number seventeen. The *Procès Verbal* of this measurement he presented at the office (Public Works) in Montreal, in November, 1846. Subsequently to my leaving Beauharnois for the Welland, and without any investigation into the justness of this claim, the order was given to pay for the excess of land made by Mr. Archambault's survey, and a Deed was accordingly passed for it. The pecuniary amount was inconsiderable, only £3 15s.; but the principle involved was of more importance. As stated in Report number seventeen, a great majority of the farmers had measurements made by the same Surveyor, but which, knowing the incapacity of the man, I had, during my residence on the Canal, steadily refused to recognize. When I came to make these final settlements, Archambault's *Procès Verbaux* were, of course, poured in upon me. "*Capitaine Leduc a été payé pour le surplus de sa terre, pourquoi refûtes vous de nous payer, nous autres habitans, M. Shanty?*" I did refuse, however, but it occasioned a good deal of trouble and annoyance, leaving the impression upon the minds of the claimants that Leduc was allowed it, "*parce que c'est un grand homme-que le Capitaine, voila la justice du Gouvernement!*"

NO. 37.—HYACINTHE LEDUC (*Fils de PIERRE BAZILE*.)

Owens the lot adjoining his father's, No. 44, Helenstown, three arpents in width. He also lately became the purchaser of François Bergevin's farm (*vide* case No. 34).

I gave Leduc, in full of all demands, £25, which comprised the following items:—For the Bergevin farm, £7 10s.; which, besides the compensation for leakage, includes £1 for a Roadway and Bridge across the South Drain; on his own original farm I estimated for leakage and the ordinary means of obviating it, £9.

In order that his two next neighbours, *en-bas*, Mailloux and Bonnin, (*vide* "unsettled claims" three and four.) should be able to drain their lands of the leakage water, his (Leduc's) ditch should be enlarged and deepened much beyond his own requirements. In consideration of £5, he bound himself to do this so as fully to suit the requirements of these

two neighbours. On account of the "Ferry claim," I gave him £3 10s., which makes up my award of £25, for which, along with all other claims annulled he abandoned one of £14 5s. submitted to the Department in 1846.

These three, Leduc's, Pierre Bazile and his two sons, had, previous to my settlement, received on account of Canal ground, damages, &c., &c., the following sums:—

Pierre Bazile:—

Under Manuel and Sauvé's award	...	...	...	£ 0 15 0
For Land, (Deed 52)	...	...	...	41 8 3
For Inconvenience, (Deed 52)	...	...	...	80 0 0
For Fences, (Voucher 892)	...	...	...	8 0 0
For Land for Culvert, (Deed 128)	...	...	...	6 9 0
For Damage from Culvert, (November, 1846)	...	...	...	15 0 0
For Land on Archambault's Survey, (November, 1846)	...	...	...	3 15 0
For Drain on North side, (August, 1846)	...	...	...	2 0 0
For Rent for Encumbrance, (August, 1846)	...	...	...	1 0 7

Pierre (fils):—

Under Manuel and Sauvé's award	...	...	...	£ 1 5 0
For Land, (Deed 90)	...	...	...	41 8 10
For Inconvenience, (Deed 90)	...	...	...	75 0 0
For Fences, (Voucher 892)	...	...	...	8 6 8
For Rent for Encumbrance, (Voucher 946)	...	...	...	1 13 0

Hyacinthe:—

Under Manuel and Sauvé's award	...	...	...	£ 1 10 0
For Land, (Deed 68)	...	...	...	62 2 4
For Inconvenience, (Deed 68)	...	...	...	130 0 0
For Damage to Crop, (Deed 68)	...	...	...	1 10 0
For Fences, (Voucher 892)	...	...	...	12 6 8
For Culvert Land, (Deed 130)	...	...	...	20 14 0
For Fence for do, (October, 1845)	...	...	...	13 10 0
For Drain on North side, (August, 1846)	...	...	...	2 5 0
For Removing Encumbrance, (August, 1846)	...	...	...	7 10 0

(For some other payments to Leduc. *Vide* case No. 53.)

No. 38.—MARTIN FORTIER.

Lives on Lot 40, Helenstown, and also owns all of Lot 39, lying on the North side of the Canal, which latter was the property of Bazile Dagenais. When the Canal Deed was passed, Fortier purchased the whole farm from Dagenais, but lately sold the Southern portion of it to two persons, Baptiste Légaré and Louis Leduc.

Fortier's claim was altogether one of leakage, and valued by him as high as £50, yet he at once closed with my offer of £15. I allowed him on Lot 40, £9, and on Lot 39, £6; the leakage on the latter being much less considerable than on the former.

The amounts previously paid on account of Fortier's property were amongst four persons, Lot 39 having, subsequently to the Canal being commenced, passed through two persons' hands, before coming to Fortier's. Lot 40:—

Under Manuel and Sauvé's award	...	...	...	£ 0 15 0
For Land, (Deed 102)	...	...	...	58 5 2
For Inconvenience, (Deed 102)	...	...	...	80 0 0
For Fences, (Voucher 892)	...	...	...	12 4 5½
For Drain on North side, (Voucher 1064)	...	...	...	3 18 1½
For Encumbrance in full, (December, 1846)	...	...	...	4 13 9
For Damages awarded by T. P. Masson	...	...	...	5 2 6
For Bridge, (June, 1845)	...	...	...	1 0 0

On Lot thirty-nine:—

Under Manuel and Sauvé's award (to G. Hurlubize)	...	...	...	£ 1 0 0
For Land, (B. Dagenais,) (Deed 28)	...	...	...	58 2 0

For Inconvenience, (Deed 28)	...	...	£75	0	0
For Fences (to C. D'Aoust, tenant in 1843,—Voucher 552)	...	...	7	17	0
For Fences (to M. Fortier,—Voucher 892)	...	...	4	3	0
For Drain (to M. Fortier,—Voucher 1064)	...	...	3	15	0

No. 39.—PIERRE SAULNIER.

Lives on lot thirty-seven, and also owns all of thirty-eight, (formerly the property of Christophe D'Aoust,) lying on the North side of the Canal, on which side his (Saulnier's) property is now six and one-fourth wide in line of Canal. For what he owns on the South side, he can make no claim. Of the North, about two-thirds are affected by leakage, which, estimating at my general maximum rate of £3 per arpent, entitled him to £12 10 0

I added to this Estimate 4 0 0

Making a total amount of £16 0 0
 which Saulnier accepted, under all the stipulated terms. The latter sum of £4 was paid, in consideration of his relieving the Department of the maintenance of the fence on his side the Discharge from Culvert, No. 3, which it was bound to by Deed, No. 134. He also acquitted the Department of the charge of a certain Drain mentioned in the margin of the same Deed.

Saulnier's previous receipts were:—

Under Manuel and Sauv�e's award	...	...	£1	5	0
For Land, (Deed 99)	...	...	45	19	3
For Inconvenience, (Deed 99)	...	...	60	0	0
For Fences, (Voucher 892)	...	...	13	16	1½
For Bridge, (June, 1845)	...	...	1	0	0
For Land for Culvert Drain, (Deed 134)	...	...	6	12	0
For Drain on North side, (August, 1846)	...	...	3	15	0

The payments on Lot thirty-eight, were, to Christophe D'Aoust:—

Under Manuel and Sauv�e's award	...	...	£1	5	0
For Land, (Deed 32)	...	...	44	4	3
For Inconvenience, (Deed 32)	...	...	50	0	0
For Fences, (Vouchers 552 and 892)	...	...	12	8	0

The South side of this lot is now owned by one Antoine Devan, whose claim for indemnity for damage that had no existence beyond the limits of his own imagination, I rejected, as a mere attempt at extortion.

No. 40.—FRANÇOIS ST. JEAN DIT LEBŒUF.

His farm, three arpents in width, suffers to a trifling extent from leakage, and not in its entire width. On this score I considered him entitled to £5, and for resigning all future claim for the fence of Culvert Land No. 3, and a Drain, called for by the Deed of that Land, (185,) I gave him £4 more, making £9, for which he settled without any hesitation.

The Deed for the Canal portion of this property is from Bazile Lebœuf, father of François.

The cost of Land, &c., on this property was:—

Under Manuel and Sauv�e's award,	...	...	£1	5	0
For Land, (Deed 46)	...	...	47	6	4
For Inconvenience, (Deed 46)	...	...	55	0	0
For Fences, (Voucher 892)	...	...	12	3	4
For Land for Culvert Drain, (Deed 135)	...	...	10	16	0
For Drain on North side, (Voucher 1064)	...	...	3	0	0

No. 41.—MICHEL TESSIER DIT LAVINGE.

This was a trifling claim; his farm is only one arpent in width. In 1846 the crop near the Canal sustained considerable injury from leakage water; for this I allowed him £2 10s. At the time I settled with him the leakage had ceased entirely, and the crop of that season was wholly uninjured. I did not consider him entitled to anything in perspective. There had been for some years a piece of this land, 41-100 of an arpent, encumbered by large boulders from the Canal; for this he was paid a yearly rent of £1 0s. 6d. At the date of which I speak he was owed thirteen months' rent, making, with the allowance on account of leakage, £3 12s. 6d., which he accepted in full of all demands.

I had all the boulders removed from his land, so that he has ceased to hold any claim for rent.

The ground cost of this part of the Canal was:—

For Land, (Deeds 45 and 123)	...	...	...	£17 14 5
For Inconvenience, (Deed 45)	...	...	...	15 0 0
For Fences, (Voucher 892)	...	...	...	3 15 7
Rent to August, 1846, (August 1846)	...	..	..	3 6 7½
For North Drain, (August, 1846)	...	...	...	0 15 0

No. 42.—The Rev. JEAN OLIVIER ARCHAMBAULT,

Curé of the Parish of St. Timothée, held a claim of very old standing, and respecting which he had, for three years, been in correspondence with more than one Department of the Government. When he first agitated this claim, (in 1845, I believe,) the amount he sought was £63 15s. Some subsequent damages and the accumulation of rent for encumbered land had, at the time I undertook to make a final settlement with him, increased his demand to £81 15s.

I compounded with him for £65 in full, all past and perspective damages, rent, &c. This was the largest sum I paid to any one Claimant, and in truth was considerably more than Mr. Archambault was justly entitled to; but I deemed it advisable to make some pecuniary sacrifice in this case for more reasons than one.

So long as *M. le Curé* remained in the ranks of the Claimants, I saw that very many of those whose claims were preposterous and extravagant, would continue to hold out, and such persons were generally the most troublesome and pertinacious applicants. In the next place, Mr. Archambault had not been altogether fairly dealt with. That he held a just claim was undeniable, yet no decisive steps were ever taken to effect a settlement of it. When I call his claim a just one, I do not mean to say that he was entitled to the full amount of his demand. But at the time he claimed £63 15s., in 1845, he certainly was entitled to £35, and had the late Board of Works given me power to settle with him, I could have done so then at a trifling sacrifice. In September, 1845, and February, 1846, the Board called upon me for Reports upon this claim. I wrote three, and estimated his damages (*vide* Report, 28th February, 1846,) at £20 only, entirely disallowing an amount of £15 claimed on account of his land, where intersected by Canal, having been allowed to remain for nearly three seasons unfenced. In reply to the Report referred to, the Board directed me to tender him £26, in full of all demands. I did so. It was refused, and then, instead of having the case at once decided by an arbitration, it was left in abeyance, a source of unceasing annoyance, until I finally adjusted it in September, 1847.

Upon a dispassionate investigation of the £15 claim above referred to, I came to the conclusion that I had done wrong in rejecting it in my Report of 28th February, 1846. The facts that gave rise to this claim were as follow:—

The system adopted to fence in the farms along the Canal, was to offer to each proprietor the amount requisite to construct a good and sufficient fence. Nearly every one acceded to our terms. Mr. Archambault was one of the few who did not. The true course, the one I would have adopted had I been then in charge, was, upon his refusing pecuniary compensation, to have had a proper fence constructed for him. This was not done, and upwards of two years elapsed without the land being enclosed. Mr. Archambault at length conceived it better to do as others had done, and fence the land himself, for which, when done, he was paid.

My reason for formerly rejecting this claim was because his land was of so unproductive a nature that I considered it of no real moment whether it was enclosed or otherwise. My reason for finally allowing it was, that it was no affair of mine what the nature of the land might be. The Board of Works were bound to fence it and did not. A jury would have decided against us.

My final estimate of his damages is as follows:—

	Mr. Archambault's	Mine.
Trees destroyed	£31 15 0	£12 10 0
Fence claim	15 0 0	15 0 0
Rent for encumbered ground	15 0 0	10 0 0
For making a well	7 10 0	
	<u>£68 15 0</u>	<u>£37 10 0</u>

The above estimate (£37 10s.) was for Mr. Archambault's own farm (Lot 31, Helenstown); he held a further claim of more recent date, on account of the "Fabrique Land," (*dont il a la jouissance*). It had sustained damage from the rush of water, through the waste-weir drain, the banks of which had thereby been considerably undermined, causing Mr. Archambault's fence to fall in more than once. The overflowing of the water too, had destroyed some hay and potatoes, and occasioned other annoyances.

On this claim I allowed him £12 10s. and I got the waste-weir drain so enlarged and the sides walled with stone, as to secure him against a recurrence of like damage.

The two amounts above given shew my estimate of Mr. Archambault's claim at £50; as I before stated I paid him £65, being somewhat less than an average between his claim and my estimate. The form of acquittance is a written one, which I drew up purposely for this case, it being different in nearly every feature from all those to which the printed form was applicable.

In settling, Mr. Archambault expressed himself much satisfied with the liberality of my award. He at first started some objections to the form of acquittance, as being too stringent; I would not however, consent to any alteration, and he signed accordingly.

He had formerly been paid:—

For Land, (Deed No. 1)	£28 11 7
For Inconvenience, (Deed No. 1)	52 10 0
For Fences, (Voucher 892)	12 4 6
For Land, (Deed 107)	6 5 0

No. 43.—NOEL EMONDS.

Owens a farm, two arpents in width, being part of Lot twenty-six, Helenstown.

I awarded him £9, of which £4 was compensation for leakage, and the remainder in lieu of annual rent for about one-fourth of an acre of land encumbered by rubbish from the Canal, on which, at the date of this settlement, there were two years rent due. That amount, £1 5s., was included in my award. There was formerly one one-third arpent of this man's land encumbered, the rent for which was paid up to October, 1845, at which time I got all but the quarter acre now paid for, cleared of encumbrance and restored to its original condition.

Former payments to Emonds were:—

Under Manuel and Sauvé's award	£ 0 15 0
For Land, (Deed 27)... ..	30 19 3
For Inconvenience, (Deed 27)	30 0 0
For Fences, (Voucher 892)	7 13 4
For Rent, to October, 1845, (Voucher 1051)	9 7 6
For Lock House Lot, (Deed 109)	20 0 0

Lock No. 13 is situated upon this man's farm, and he is himself employed as Lock-master's Assistant.

No. 44.—ANTOINE MATTHIEU.

Owens the remainder of Lot 26, adjoining Emond, the last named Claimant. The width of his farm is but one arpent.

I allowed him, on account of Leakage	£3	5	0
And for Encumbrance of Land	3	0	0
	<hr/>		
Making a total amount in full of all demands...	£6	5	0

The portion of this ground encumbered when I settled with him was trifling, most of what was formerly occupied having been cleared up in 1845. Under my arrangement with him, he ceases to have any further claim for the rent provided for by Messrs. Lachapelle and Manuel's award.

Matthieu was formerly paid :—

Under Manuel and Sauvé's award	£1	1	8
For Land, (Deed 82)	16	7	9
For Inconvenience, (Deed 82)	20	0	0
For Fences, (Voucher 892)	4	8	11
For Rent, (Voucher 105 I)... ..	3	2	6
For North Drain and Bridge	1	18	9

No. 45.—GUILLAUME LALONDE.

This man's property, when the Canal land was purchased, was but two arpents in width. He subsequently purchased the adjoining farm of F. X. Roy, so that his farm is now five arpents in width.

The portion of it South of Canal is not liable to any species of damage accruing from the Canal. He had formerly a claim for rent of two and a half arpents encumbered by stone taken from the excavations. All the encumbrance on the South side, and a part of that on the North, upwards of two acres, was removed in 1845, and the land left in a fit state for cultivation. Up to that date, he was paid all the rent due to him. On the North side, there continued to be a small portion occupied, upon which, at the date of my settlement, there was due £1 5s. To compound for the future annual rent, I estimated £3 15s., making on the score of encumbered land, £5, which I considered him entitled to. For leakage, I awarded him £10, making a total amount of £15,

This, Lalonde first refused, but subsequently accepted, or rather asked for. He had an idea that he was entitled to a very large sum from the Department on account of injury done to a Grove of Maple Trees, during the progress of quarrying for Lock Stone upon his ground. I had long ago told Lalonde, that, to the Contractors, Gibau and Wait, and Ross, Chaffey, and Co., and not to the Government, he should look for compensation for damage done by their teams and labourers.

The amounts previously paid him were :—

Under Manuel and Sauvé's award	£0	10	0
For Land, (Deed 64)	32	15	5
For Inconvenience, (Deed 64)	30	0	0
For Fences, (Voucher 892)	15	7	6
For Rent for encumbrance, (Voucher 946)	7	10	0
For Rent, (1051)	8	2	6
For Drain and Bridge, August, '46)	4	15	0

From the above List it may be seen that for fences, drain and bridge, Lalonde has drawn upwards of £20. At the time I made the final settlement with him, 7th September, 1847, he had made no fence, no drain, no bridge, nor is it probable he ever will.

F. X. Roy was paid (Lot 24, Helenstown) :—

Under Manuel and Sauvé's award	£30	10	0
For Land, (Deed 95)... ..	30	19	0
For Inconvenience, (Deed 95)	40	0	0
For Fences, (Voucher 545)	4	12	6

No. 46.—JOSEPH GEUVRIL DIT BELLAIR.

Owms Lot 23, Helenstown, three arpents in width. I paid him £40.

Bellair was entitled to rent for upwards of an acre of land, under the clause in the Arbitration providing for "temporary occupation." In October, 1845, I decided on purchasing, for the Board, seventy-five perches of this land, the material with which it was encumbered being of such a nature as to leave no probability of its being ever removed. For these seventy-five perches he agreed to take £6, which sum will be found returned by me on Mr. Paymaster Begly's voucher, No. 1051, through an omission of whom it was never paid. The cause of this not being paid at the same time with the other sums upon the voucher, was, I believe, that Mr. R. J. Begly considered it necessary to have a Notarial Deed for the quantity of land conveyed. I included these £6 in my settlement with Bellair. For all damages consequent on the Leakage, I allowed him £9, making, in compensation of the ordinary damages arising out of the Canal, an amount of £15.

During the construction of the Canal, a quarry had been opened upon Bellair's property, for the purpose of procuring lime for the Locks; he claimed a considerable sum against the Department, for the stone thus taken away, and the injuries done to his property in procuring them.

To abandon this claim I gave him £25; this expense should have been borne by the Contractors who obtained the stone, but warned by the enormous expense in which the Department had been involved by some mismanagement somewhere, in parallel cases of quarries upon Grande Isle; I considered it for the interest of the Department that I should compound this claim when I had an opportunity of doing so, for a sum comparatively insignificant.

M. Geuvril's previous Receipts were :—

Under Manuel and Sauvés award	...	...	...	£ 4 15 0
For Land, (Deed 42)	...	...	...	32 12 1
For Inconvenience, (Deed 42)	...	...	...	60 0 0
For Fences, (Voucher 892)	...	...	...	13 6 8
For Rent for Encumbrance, (Voucher 946)	...	...	...	5 0 0
For Rent for Encumbrance, (Voucher 1051)	...	...	...	2 3 9
For Drain on North side, (August, 1846)	...	...	...	2 5 0
For Bridge and Roadway, (August, 1846)	...	...	...	2 10 0
In full for Encumbrance, (August, 1846)	...	...	...	4 10 0

The latter sum was returned by me on a list sent in, August 1846, and paid by Mr. Scott in November of the same year; in consideration of it Geuvril acquitted the Department of all future claim for rent for a small piece of land which still continues encumbered on the South side of the Canal. The seventy-five perches referred to as purchased, are on the North side and adjoining the Canal bank.

No. 47.—JOSEPH LADEROUTE.

This man's farm joins Bellair's; is 3 arpents in width, measuring $3\frac{1}{2}$ in the direction of the Canal.

I paid him £11 5s., all on account of the claim arising from Leakage. He had no just claim on any other score, but went, nevertheless, through the form of refusing my award with much show of decision. All of which had evaporated in twenty four hours afterwards.

He had previously received :—

Under Manuel and Sauvés award,	..	...	...	£ 4 0 0
For Land, (Deed 63)	...	...	...	25 12 1
For Inconvenience, (Deed 63)	...	...	...	70 0 0
For Fences, (Voucher 892)	...	...	...	14 0 0
For Land under (Deed 115)	...	...	...	6 12 10
For Damage to Land, (Deed 115)	...	...	...	2 0 0
For Rent for Encumbrance, (Voucher, 946)	...	...	...	2 10 0
For Rent, (Voucher 1051)	...	...	...	4 1 3
For Drain on North side, (August, 1846)	...	...	...	2 12 6

For Roadway and two Bridges, (August, 1846)	...	...	£2 10 0
For Encumbrance in full, (August, 1846)	...	...	3 10 0

The last sum was paid in consideration of his abandoning any future claim for rent, there being still a small piece of ground encumbered by Canal material. The land conveyed by Deed No. 115, is on the South side of Canal, and is fifty feet in depth (by the width of his farm), beyond the limits of the ground embraced in his first Deed, No. 63, to the Board of Works. The Southern Boundary of Canal property under Deed sixty-three, was a line parallel to the centre line of the Canal, and 140 french feet from it. The Boundary under Deed 115, is parallel to the former one, but fifty feet further South *ie.* 190 feet from centre line of Canal. The Northern Boundary is 105 feet from center line.

No. 48.—FRANCOIS XAVIER MELOCHE.

Owens two farms, six arpents in width, measuring seven and a half arpents in line of the Canal. They are lots nineteen and twenty, Helenstown.

I gave him £30. He claimed £50. Meloche reads and writes, and scrutinized the form of acquittance very carefully before finally agreeing to my terms.

A portion of his land adjoining the Canal is high, beyond the reach of any injury from the water. There are not more than four arpents of ditch to be maintained from the discharge of the leakage water, for this I allowed him at the rate of £3 per arpent. Between the Canal fences, there is more land than is embraced in the Deed (eighty-one), the original quantity fixed upon having proved insufficient for the reception of the Rocky material of which the excavation at this place was composed; beyond the fences also, there was a small piece encumbered on each side. I considered the whole excess over what is conveyed by the Deed, to be half an acre. I allowed him for it at the rate of £12 10s., per arpent.

Having two farms, he considered himself entitled to two Bridges across the South Drain, and two Roadways to get to them. This claim was equitable. At some distance from the Canal, there is a piece of low meadow land which is a good deal injured by the Leakage, and so situated as not to admit of being easily reclaimed, for this I allowed him £7.

My whole Estimate shews thus:—

Four arpents Drain to maintain	...	...	...	£12 0 0
Half arpent Land bought	...	...	...	6 5 0
Arrears of rent on do.	...	...	...	2 10 0
One Bridge and two Roadways	...	...	...	2 5 0
Damage to Prairie	...	...	...	7 0 0
				<hr/>
				£30 0 0

Of the half acre of land set down as bought, all that is without the fences is still vested in Meloche. I merely paid him its full value on condition of his abandoning his claim for rent now and hereafter: its extent was about one-eighth of an acre.

Meloche had received on previous occasions:—

Under Manuel and Sauvés award	...	...	...	£ 3 10 0
For Land, (Deed 81)	...	...	...	121 13 4
For Inconvenience, (Deed 81)	...	...	...	125 0 0
For Fences, (Voucher 892)	...	...	...	30 0 0
For Rent for Encumbrance, (Voucher 946)	...	...	...	1 17 6
For Rent for Encumbrance, (Voucher 1051)	...	...	...	1 17 6
Bridge across South Drain, (December, 1846)	...	...	...	1 0 0
Drain, North side of Canal, (August, 1846)	...	...	...	3 0 0

No. 49.—JEAN BAPTISTE ST. JEAN DIT LEBŒUF.

Lives upon Lot eighteen, Helenstown, and also owns Lot, or part of Lot fifteen; which latter, when the Canal lands were deeded, belonged to Francois Bergevin dit Langevin (vide No. 34). Each of these farms is 2 arpents in width, and both are similarly affected

by the leakage of the Bank. In line of Canal, the one farm measures two and a half, the other two and one-fourth arpents, making four three-fourths arpents of Ditch to maintain. For this I allowed £12. There is a trifling amount of Encumbrance on Lot eighteen, for which he had never received any rent, for this I allowed £3, in consideration of which he ceases to hold any claim for future rent.

Former payments:—

Lot 18.—Under Manuel and Sauvé's award	...	...	£ 5 18 8
For Land, (Deed 60)	...	...	42 5 0
For Inconvenience, (Deed 60)	...	...	125 0 0
For Fences, (Voucher 892)	...	...	9 16 8
For Bridge across South Drain, (Voucher 949)	...	...	1 0 0
For North Drain, (August, 1846)	...	...	1 5 0
Lot 15.—Under Manuel and Sauvé's award, (to Bergevin)	...	...	3 10 0
For Land, (Deed 7)	do	...	43 13 7
For Inconvenience, (Deed 7)	do	...	25 0 0
For Fences, (Voucher 551)	do	...	2 19 4
For Fences, (Voucher 892) (St. Jean)	...	...	6 0 7 $\frac{1}{2}$
For Bridge, (Voucher 949)	do	...	1 0 0
For North Drain, (August, 1846)	do	...	1 2 6

The amount of my final settlement with St. Jean, for both these properties, was £15.

No. 50.—JEAN BAPTISTE HÉNAULT DIT DESCHAMPS.

Was the owner of lot (part of lot) 18, Helenstown; shortly before I commenced my settlement of the claims, he had sold to Bazile Gervais.

Deschamps was long owed for 30 perches of land, which I considered it advisable to purchase instead of lease, as it was encumbered with a kind of material never likely to be removed. The sum which he was to get for it (£3 15s.) through an oversight of the Paymaster's (Mr. R. J. Begly), was never paid; it will be found upon one of my Returns of October, 1845, and which forms Paymaster's Voucher, No. 1051. In addition to this sum, I considered him entitled to a similar one (of £3 15s.) for damage occasioned to his crops in 1846, by the leakage, which, at this point of the Canal, was, at that time very considerable; since then it has decreased a good deal. Hénault settled upon my award of £7 10s. For perspective damages arising from leakage, I settled with his successor Gervais, for £6 10s. The length of the ditch in line of Canal being two and a half arpents. The final acquittance for this property amounted therefore, to the sum of £14.

The former payments to Hénault were:—

Manuel and Sauvé's award on this farm was, to Louis Prevost who then owned it	...	...	£ 8 18 0
For Land, (Deed 41)	...	...	38 17 7
For Inconvenience, (Deed 41)	...	...	100 0 0
For use of Ditch for Tap-Drain, (Deed 41)	...	...	5 0 0
For Fences, (Voucher 892)	...	...	10 8 11
For Encumbrance of land, (Voucher 946)	...	...	5 0 0
For Bridge, (Voucher 949)	...	...	1 0 0
For Drain on North side, (August, 1846)	...	...	1 11 3
In full of Encumbrance, (August, 1846)	...	..	8 0 0

This last sum was paid in consideration of rent due at the date of payment, besides the thirty perches alluded to in the outset of the Report, on this case there was a good deal more land encumbered by the waste material excavated from the Culvert drain.

Besides the sums above enumerated as paid for the actual *coupe du Canal*, and its immediate contingencies, Hénault received a large amount on account of the discharge leading from Culvert No. 6, to the St. Lawrence.

The several items are as follow:—

Land, (Deed 110)	...	...	£7 1 0
Removing Fences, (May, 1844)	...	...	3 2 6

New Fence along discharge,	£ 8 5 0
Bridge where the discharge crosses the high road, £12 10s., half paid to A. Julien,	6 5 0
Land, (December, 1846)	9 1 6
Fence, (December, 1846)	10 10 0
Enlarging and maintaining Ditch, (December, 1846)	14 0 0

The three last sums were paid for a final acquittance on account of this Drain. The Deed is a written one and not notarial. There is a Report of mine, dated 30th March, 1846, which explains the necessity for this second payment for land on account of this discharge.

No. 51.—WIDOW JULIEN.

Owens the property adjoining the foregoing. There are nearly four arpents of ditch to be maintained on account of the leakage, and for this, the only head on which there existed any claim, I awarded £10, which was at once accepted, without any objection, to the clauses of the acquittance. When the Canal ground was purchased, a portion of this farm belonged to Louis Julien, son of the Widow. Some of the payments were made to him; others again to another son "Ambroise." Though generally known as the Widow Julien, she is married to a second husband, Pierre Pilon, in whose name some of the Vouchers are made out. Her maiden name, "Margueritte Héault," is also occasionally used in some of the Deeds and Receipts for moneys paid on account of Canal.

Former payments:—

To Louis:—

Under Manuel and Sauvé's award,	£3 12 4
For Land, (Deed 43)	20 17 9
For Inconvenience, (Deed 43)	30 0 0
For Fences, (Voucher 551)	3 16 6

To Widow:—

Under Manuel and Sauvé's award,	6 12 0
For Land, (Deed 127)	76 13 5
For Inconvenience, (Deed 127)	130 0 0
For Fences, (Voucher 892)	6 19 2

To Ambroise:—

For Fences, (Voucher 551)	8 0 10
For Bridge, (Voucher 949)	1 0 0
For North Drain, (Voucher 1064)	2 5 0

All the observations respecting the culvert discharge in the preceding case are equally applicable to this, one half of the said discharge being upon Madame Julien's Land.

The sums paid on account of it were:—

To Pierre Pilon *et uxor*:—

Land, (Deed 120)	£ 3 5 0
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To Ambroise J.:—

For Fences, (April, 1845)	8 5 0
For Rent for Encumbrance, (Voucher 946)	5 0 0
For Damage to Potato Crop, (April, 1845)	3 0 0
For Removing Encumbrance, (Voucher 1051)	3 0 0
For Removing and replacing Fence, (Oct. 1845)	3 0 0
For High Road Bridge, £12 10s.,—half to J. B. Deschamps,	6 5 0

To Widow *et al.*:—

For Land, (December, 1846)	9 1 6
For Fence, (December, 1846)	10 10 0
Enlargement of Ditch, &c., (December, 1846)	14 0 0

The three last items are similar to the last three in the foregoing case, and the "wherefore" of their being paid is there explained.

In one or two of the Vouchers the name Augustin is erroneously used for Ambrose.

No. 52.—PIERRE ST. JEAN DIT LEBŒUF.

Lives on part of lot fifteen, Helenstown. His farm, two and one-fourth arpents in width, is unaffected in any way by the Canal, except from the leakage of the North Bank: for the maintenance of the drain called for on this account, I awarded £6 10s. He had, through an omission of mine, never been paid for first making this drain, and for which he was entitled to £1 10s., which, with the foregoing sum, making an amount of £8, which Lebœuf accepted in full, without demur or hesitation.

His previous receipts were:—

Under Manuel and Sauvé's award	...	...	...	£ 5 7 6
For Land, (Deed 71)	...	...	...	40 18 0
Inconvenience, (Deed 71)	...	...	...	50 0 0
Fences, (Voucher 892)	...	...	...	9 0 0
Bridge, (Voucher 949)	...	...	...	1 0 0

No. 53.—ANTOINE THOMAS LEDUC, FILS.

Owms lot twelve, Helenstown, which, when the Canal lands were purchased, was the property of Hyacinthe Leduc, (*vide* No. 37,) who received most of the moneys paid upon this lot. Antoine settled with me in full for £30, of which £25 were for damages accruing to this farm from the leakage of the Banks, and the remainder for an old claim on account of a farm he formerly owned (lot twenty-nine, Helenstown).

The injury sustained by Leduc's property, from the cause referred to, is considerable, and in a great degree of such a nature as to admit of no perfect remedy.

For the Ditch along the Canal, I allowed him £6; for damage to Crop in field adjoining the Canal, £4; for Meadow permanently injured, £15.

The meadow, which forms the leading feature in the award, is a piece of prairie land, in the valley of the St. Pierre River, at some little distance from the Canal. It has been reduced to a marshy condition by the leakage of the Canal water, and, from its low situation, the means of drainage are beyond ordinary reach. I allowed him for it about two-thirds the actual value of the land.

The £5 allowed on account of a former claim, was returned by me on a List of "Sundry Claims," sent in in August, 1846, and, by a mistake of Mr. Scott's, then Pay-master, was paid over to the father of this Leduc, whose name is also Antoine, and whose case is reported on in the "Unsettled Claims," (No. 7.)

The payments on account of this farm were:—

To Hyacinthe:—

Under Manuel and Sauvé's award,	...	...	...	£ 4 18 2
For Land, (Deed 57)	...	...	...	49 3 0
For Inconvenience, (Deed 57)	...	...	...	25 0 0
For Fences, (Voucher 545)	...	...	...	9 0 0

To Antoine:—

For Fences, (Voucher 892)	...	...	...	3 2 8
For Encumbrance, (Voucher 946)	...	...	...	1 10 0
For Drain on North side, (August, 1846)	...	...	...	2 10 0
For Bridge, (August, 1846)	...	...	...	1 0 0

The Hyacinthe Leduc here referred to, is the same person whose claims form case No. 37 of this Report.

Antoine T. Leduc (*fils*), received on account of his former property, (Lot 29), the following sums:—

For Land, (Deed 65)	£18 2 10
For Inconvenience, (Deed 65)	40 0 0
For Fences, (Voucher 892) —	8 0 0

No. 54.—ALEXANDER MACPHERSON.

Lives on Lot twenty-nine, Marystown, being the farm adjoining that of Joachim Brossois, number twenty-two, "Unsettled Claims." The damages for which I paid MacPherson are for the most part similar to those reported in the case referred to, and the amount I awarded him, £30, was accepted after much hesitation, he being guided in his estimate by the extent of damage sustained by him by the extravagant ideas of the above mentioned Brossois.

The South drain at this place had, in a great measure, failed in the object for which it is intended—the drainage of the lands on that Canal. It had frequently been filled in by the sliding of the waste material from the excavation. The consequence was, that portions of four farms, for a distance of from three to four acres back from the Canal, were so imperfectly drained in the spring as to prevent the farmers from sowing the ground as early as they otherwise would have done.

The standing crop too, occasionally received detriment at the usual period of heavy rains, in July.

In the case of Brossois dit Bourdignon, alluded to above, I estimated the inferiority of crop attendant on these causes at three dollars per arpent, each season. McPherson suffered to about the same extent. I put down his loss at three dollars per arpent, and the extent of land injured at six arpents, the width of his land South of Canal being two arpents. The land labored under this disadvantage for five seasons, which, at the above estimate entitles McPherson to the sum of £22 10s. I allowed him besides £7 10s. for the drain on the North side, where the width of his farm is three arpents, and all affected by the leaking of the bank.

Part of my agreement with this claimant and his neighbours, who suffered from the insufficiency of the Drain, was that it should be so enlarged as to ensure perfect drainage to their lands thenceforward.

I accordingly got the superintendent to do this, so as, in my opinion, to provide against every contingency.

The cost of Canal grounds through this property was :—

To James McPherson (now dead). For Land, (Deed 8) ...	£17 14 4
To Alexander McPherson, For Land, (Deed 8) ...	17 14 4
do For Fences, (Voucher 892) ...	17 0 0

The Deed (No. 8) is a joint one, from the two McPhersons and Antoine Boyer, who owned a third of the lot. Alexander McPherson owned an "emplacement" on Section No. 1, it was situated where the Guard Lock was to have been built; on account of the change of the site of the Lock (*Vide* No. 2), I allowed him in September, 1845, £11 5s., and subsequently in August, 1846, £12 10s., because the land was so covered up with waste material from the Canal as to be rendered useless. In virtue of this latter payment, (August, 1846) it became the property of the Department.

No. 55.—ANTOINE BOYER (DIT PELLETIER).

Lives on Lot twenty-eight, Marystown, and also owned a portion of twenty-nine. He has given up to his two sons, Abraham and Pierre, all of his property South of Canal. For the Northern portion I allowed him £8 10s., on account of the Drain required for the reception of the leakage water, the length of which in line of Canal, is more than three and a half arpents.

Boyer had been paid :—

Under Manuel and Sauvé's award	£ 0 10 0
For Land, (Deed 15)	48 3 0
For Land, (Deed 8)	17 14 4

For Inconvenience, (Deed 15)	£67 10 0
For Fences, (Voucher 892 and 551)	15 10 0
For Bridge	1 0 0

When the leakage of the Bank first became perceptible (in 1845,) I got one of the Contractors to make a Drain on Boyer's Land, to carry off the water, hence it is that no sum appears in former payments to him on account of this item. The same observation applies to the foregoing case (McPherson's.)

No. 56.—ABRAHAM BOYER.

Owens two arpents in width (on the North side the Canal only) adjoining to McPherson's farm, and the damages under which he claimed were in all respects similar to those for which I awarded him (McPherson) £22 10s., save that in Boyer's case, the quantity of land affected by the want of proper drainage, was seven and a half arpents or thereabouts, which under my estimate, entitled him to £27 10s. This, after considerable demur, he accepted. His objections were not to the sum, which he allowed was equitable, but to the stringent terms of the Receipt which he was called upon to sign, and he would not finally have settled with me, but for the assurance by me given, that thenceforward the maintenance of the South Drain, from which all his damages had arisen, should be at the charge and liability of the Department. This man can read and write, and studied the acquittance with much care before agreeing to the terms.

Antoine Boyer (père) drew all former payments on this property, which are those enumerated in the preceding case.

No. 57.—PIERRE LEGER BOYER.

The brother of Abraham; owned two arpents in width next to him, being the remainder of what had belonged to his father on the South side of the Canal. His case was a similar one to Abraham's, but the quantity of land injured, only five arpents.

He claimed £1 for making a Bridge across the South Drain, which I allowed, and gave him in full of all demands, £20.

He is since dead. All previous payments were to his father.

No. 58.—MICHEL BROSSOIS DIT BOURDIGNON.

His farm is one and a half arpent in width, lying on both sides of the Canal, and of such level, with respect to its water, as not to be susceptible of any injury from it. The damage for which I considered this Claimant entitled to any compensation was, occasioned by the South Drain, the great body of water discharged through which has had the effect of enlarging it much beyond its original limits, thereby encroaching considerably upon his property. From this cause also his fence was twice undermined, and had to be as often re-constructed, for which labor I allowed him £2 10s.

To guard against the recurrence of such damage, and with a further view of securing sufficient land to increase the drain so as to form a "feeder" in case of "waste-weirs" being ever required, I engaged him to set his fence back a certain distance from the original boundary of Canal property, and permit the Department to take possession of so much more ground. What the distance was I do not now recollect, but think it was fifteen feet. It will be found inserted in writing in the printed voucher. For this I allowed him £3 15s., and for re-making a Bridge across the Drain, the one formerly paid for having been destroyed by the action of the water, I gave him £1 5s.

The three sums above named, make the total amount awarded to this Claimant, £7 10s.

When the Canal lands were conveyed to the Board of Works, this property was in the hands of Joachim Brossois, in whose name the Deed is given, and who received most of the moneys paid upon it. It forms the West half of Lot 25, Marystown.

Former payments:—

To Joachim:—

For Land, (Deed 19)	...	...	...	...	£23	4	4
For Inconvenience, (Deed 19)	...	...	...	...	32	10	0
For Fences, (Voucher 551)	...	...	...	...	1	13	4

To Michel:—

For Fences, (Voucher 892)	...	...	...	...	5	0	0
For Bridge, (Voucher 949)	...	...	...	...	1	0	0

No. 59.—Widow of AUGUSTIN BROSSOIS DIT BOURDIGNON.

Her case was, in every respect, similar to the preceding one, and her property is the Eastern half of the same lot. The amount of compensation was also similar, £7 10s.

Previous payments were:—

For Land, (Deed 17)	...	...	...	...	£22	2	4
For Inconvenience, (Deed 17)	...	...	...	...	32	2	0
For Fences, (Voucher 892)	..	...	...	...	6	10	0
For Bridge, (Voucher 949)	...	..	...	...	1	0	0

No. 60.—FRANÇOIS GODIN.

I estimated the damages upon this property at £30, which was accepted under all the stipulations, without murmur, although there is not a farm on the Canal where the injuries arising from leakage are likely to prove so permanent; at no point is there so much pressure against the bank, the level of Canal bottom being very near that of the natural surface of the ground. The soil is a rich loamy deposit, from four to five feet in depth, upon rock. It is very pervious to water, and, from the way in which the land is affected, I came to the opinion, after carefully examining it, that the water has filtered through the soil and effected a lodgment between it and the rock; in which event it is doubtful that the evil would yield to any ordinary remedy.

When the water was first let into the Canal (in 1845), I got a drain made on Mr. Godin's property, which, in cases of common leakage, would have been amply sufficient to have preserved the land from injury. It entirely failed in its object, and nearly eight acres of land are thus reduced to an unproductive state, and these of the most valuable part of his property; because upon the North side of the Canal (comprising about one-sixth of his whole farm), are situated his dwelling house and other buildings. The land itself, too, is of an infinitely better description than that on the other side.

The crops upon the injured ground failed entirely the season following that in which the Canal was brought into use, in consideration of which, and to enable him to take steps to remedy the evil, I recommended to the Department (in August, 1846,) that an allowance of £30 be made to him, and which accordingly was paid him in November of the same year. Upon again visiting the Canal, in 1847, for the purpose of making final settlements of all claims, I found that the injury to Godin's property continued unabated, and that the land was likely to remain unserviceable except as pasture. I therefore decided upon awarding him a further sum of £30, so as to make the total allowance equal to about two-thirds the value of the land injured, considering it depreciated fully that much in value should the damage prove permanent, and in case it should not, the sum awarded was no more than equitable to compensate for the by-gone loss of the fruits of the land, the labor necessary to the means of reclaiming it, and the contingency of such labor failing to produce the desired effect. Altogether I consider that I effected no settlement upon more reasonable terms.

Mr. Godin's property is lot twenty-four, Marystown, and former payments to him were as follow:—

Under Manuel and Sauvé's award	...	...	...	...	£0	15	0
For Land, (Deed 35)	...	...	...	...	47	18	0
For Inconvenience, (Deed 35)	...	...	...	...	47	10	0

For Fences, (Voucher 892)	£12 10 0
For Damage from leakage	30 0 0
For Drain, (August, 1846)	2 5 0
For Bridge, (October, 1845)	2 0 0

No. 61.—LOUIS TRUDEL.

His property adjoins Mr. Godin's, and his claim was of a kindred nature.

The extent of land injured is not so great, and my award was £25, a like amount having been previously paid, as in Mr. Godin's case, in November, 1846. It is unnecessary to recapitulate here what I have stated in the foregoing case, all the observations there made, except as regards the extent of the injury, being equally applicable to this.

Mr. Trudel's previous receipts were:—

For Land, (Deed 101)	£50 14 4
For Inconvenience, (Deed 101)	47 10 0
For Fences, (Voucher 892)	10 4 0
For Damage from leakage,	25 0 0
For Drain, (August, 1846)	2 5 0

No. 62.—ETIENNE MONPETIT DIT POITVIN.

His farm is the next to Trudel's, and suffers on both sides of the Canal from the leakage of the banks.

I allowed him £20, which was cheerfully accepted.

There is but a very small portion of his land on the North side of the Canal, and of it much is naturally unproductive, but his barn-yard which is situated on it, is a good deal incommoded by the leakage water, for the necessary drains to discharge which, I allowed, including all other inconvenience consequent upon it, £10.

On the South side, adjoining Lot No. 8, he owns a small grove of maple trees, the land whereon they stand is rendered very swampy by its contiguity to the Canal, and is not, from its position, susceptible of easy drainage; many of the trees have died, and all of them are more or less injured, I estimated this damage at £10, making £20, as the amount paid for a final settlement.

The costs of land, fences, damages, &c., on this property are given below:—

Under Manuel and Sauv�e's award	£12 10 0
For Land, (<i>Coupe du Canal</i>), (Deed 78)	52 16 6
For Inconvenience, (Deed 78)	47 10 0
For Fences, (Vouchers 551 and 892)	10 0 0
For Encumbrance, (Voucher 1051)	6 5 0
For Lock House Lots, (Deeds 118 and 119)	45 0 0
For Damages to Land, in procuring material for embankment	29 14 0

No. 63.—WIDOW OF LOUIS LEMALE DIT DELORME.

Owns half of Lot 20, Marystown. Her farm is one and a half arpents in width, and is injured in a trifling degree on both sides by the leakage of the banks; on this score I allowed her £3 10s. Some of her land on the North side, was, for a considerable time, occupied by timber belonging to the Department, on account of which she was paid some rent in 1845, but always claimed for much more than was actually so occupied, on the plea that from the manner in which the timber was scattered over the ground, she was debarred from the use of much that rent was never paid for. In consideration of her being a widow, struggling to retain possession of her property, I lent a favorable ear to her claim, although not entirely a just one, and allowed her rent for two acres of land for two and a half years,

whereby there was a balance coming to her of £9, which, with the amount allowed her for drainage, made a total sum of £12 10s.

The sums previously paid on this property were:—

Under Manuel and Sauvé's award	...	...	...	£ 2 0 0
For Land, (Deed 31)	...	...	...	13 7 8
For Inconvenience, (Deed 31)	...	...	...	12 10 0
For Fences, (April, 1845)	...	...	...	3 10 0
For Damage to Garden	...	...	...	5 0 0
For Damage procuring material for embankment	...	...	...	33 3 0
For Removing her house	...	...	...	8 15 0
For Rent for Encumbrance, (Voucher 1051)	...	...	...	3 3 6

No. 64.—PIERIE MICHEL LEDUC.

Has the farm next to Lemaie's, and is the Eastern half of the same Lot (No. 20). He had been paid for fencing on one side of the Canal only, and though he has never fenced either side, nor probably ever will, he claimed the usual amount allowed for fencing, which was £2 per arpent, the justness of this claim could not be called in question, and entitled him to £3 10s. For damage arising from leakage on the South side of Canal, I allowed him £5, and for the occupation of part of his land for a temporary Highway, whilst the regular *Chemin du Roi* was interrupted by the construction of the Canal, £2 10s.; making in all £11, to which I considered him entitled: but on speaking with him on the subject, I learned that a sum of £5 returned by me on a list sent in in October, 1845, had never been paid him. For the truth of this statement I referred to the Paymaster's Voucher, (No. 1051) and found that it was as Leduc said, through negligence or oversight on the part of the Paymaster, it never had been paid, I accordingly added it to the amount mentioned above, whereby the settlement of this claim came to £16. This sum of £5, so long due to Leduc, was for the purchase of ground required for the new piece of High Road, where it was necessary to abandon the old one to suit the position of the bridge across Lock, No. 7.

Former Payments to Leduc:—

Under Manuel and Sauvé's award	...	...	...	£12 0 0
For Land, (Deed 56)	...	...	...	12 1 6
For Fences, (April, 1845)	...	...	...	3 10 0
For Damages in obtaining Material for Embankment	...	...	...	20 17 0
For Lock House Lot, (Deed 112)	...	...	...	15 0 0

No. 65.—ETIENNE D'Aoust.

I paid this man £21 15s., for damages done to his property so long ago as 1844 and 1845, in procuring material to make the Canal embankments. This, like the £5 alluded to in the preceding case, was returned by me in October, 1845, and on the same list (voucher 1051), and like it was never paid.

I consider this sum as settling the only just claim which D'Aoust can bring against the Department. He thinks otherwise, and claims a further sum of £50, my Report upon which will be found amongst the "Unsettled Claims" (No. 26,) where also the sums previously paid him are detailed.

The receipt for the sum I paid to this Claimant is a written one to suit the nature of the damage.

No. 66.—HEIRS OF THE LATE JEAN MAURICE COUVILLON (OR QUEVILLON.)

I purchased from these Heirs a Building Lot, adjoining to that whereon the Collector's House stands. I had had the Superintendent's Store-house built upon this Lot, upon the understanding with the late J. M. Couvillon that I would allow him for it at the same rate I had paid him for the adjoining one, under which bargain the cost would have been about

£15. His death prevented it from being ratified. The Heirs wanted £25 for it. I compounded with them for £20.

They were then on the eve of selling the farm; and I was particularly anxious to secure the whole of this Lot from them, knowing that the new proprietor was about to purchase with a view of speculating in Building Lots, and would not be likely to let the Government off very easily. It was of importance too that this Lot should not pass into other hands, lest a tavern, or indeed any description of habitable building, should be erected in too close contiguity to the Canal Store-house. The Deed for it was passed before L. Hénault, of Beauharnois, Notary, and was transmitted to the Department by Mr. Mac-Donell, the Superintendent, who acted for me in the matter, as I had to leave Beauharnois before the Heirs had assembled for the passing of the Deed.

They (the Heirs) were eight in number; one of them, Isidore, son of the late J. B. Couvillon, and grandson of Jean Maurice, is a minor still, I believe, in his infancy. His share of the purchase money, £1 8s. 6d., was, subsequently to the execution of the Deed, returned to me by the others, stating that they had no right to receive it, and that therefore it must remain in the hands of the Department until he, Isidore Couvillon, shall be of age. This Deed therefore forms in reality, a voucher for but £18 11s. 6d., though, if I remember right, it would seem to be for the whole £20, and the Department, some fifteen or sixteen years hence, may be called upon by Isidore Couvillon for the sum of £1 8s. 6d., with the accumulated interest thereupon!

There was upon this farm about three-fourths of an acre of land, encumbered by stone quarried from the Canal. For this there was rent due, at the time the property changed hands, to the amount of £3, which was paid to the Heirs at the same time that the Deed was passed and the receipt therefor drawn up by the same Notary.

I could not compound with them for the future rent of the encumbered land, as the person about purchasing the farm insisted that this claim should be transferred with the property. I have stated my views upon this point in my Report upon the "Unsettled Claims" (No. 27).

The amount paid by me was as follows:—

Purchase of lot	...	...	...	...	...	£20	0	0
Rent for encumbrance,	...	...	...	...	...	3	0	0
						<hr/>		
						£23	0	0
Minor's portion refunded,	...	...	...	...	...	1	8	6
						<hr/>		
To be placed to my credit,	...	...	...	...	...	£21	11	6

Former payments on this property were:—

Under Manuel and Sauvé's award,	£	0	10	0
For Land, (Deed 105)	...	...	...	...	...	15	1	3
For Damages to Trees, (Deed 105)	...	...	...	...	...	2	10	0
For Lot for Collector's House, (Deed 121)	...	...	...	...	...	30	0	0
For Fences, (April, 1845)	...	...	...	...	...	1	5	0
For Rent, (Voucher 1051)	...	...	...	...	...	6	17	6
For Rent, (August, 1846)	...	...	...	...	...	1	17	6
For Removing his Barn	...	...	...	...	...	30	0	0

This property is part of lots seventeen and eighteen, Marystown, and is situated exactly at the lower terminus of the Canal.

No. 67.—MICHEL LONGTIN DIT JEROME.

Held a claim against the Department on account of encumbrance only, and at the time I settled with him, (September, 1847) he was owed one year's rent, £2 10s. To give up his future claim on this score, I offered him £7 10s., which was accepted, making the whole amount of my payments to him £10.

This farm is situated immediately below the terminus of the Canal, and had never sustained any injury from it beyond what was occasioned by the encumbrance above spoken of, and for which rent was paid previous to my settlement with him up to August, 1846.

The only land ever purchased from Jérôme, on account of the Canal, was a lot whereon is built the Lock-master's house.

The sums hitherto paid him were:—

For Lock-house Lot, (Deed 117)	...	...	£40	0	0
For Damages in procuring Embankment material,	...	...	30	0	0
For Rent to October, 1845, (Voucher 1051)	...	...	11	6	10
For Rent to August, 1846, (August, 1846)	...	...	2	16	5

Michel Longtin is familiarly known as "Amable Jérôme," and is, I think, so designated in some of the Vouchers for former payments.

In the foregoing sixty-seven cases are comprised all the final settlements I succeeded in effecting. They embrace payments to seventy individuals, and an expenditure of Nine hundred and seventy-five pounds, four shillings, the Vouchers for which are Seventy-two in number; and, as I stated in the outset of this Report, are already in the possession of the Department.

I expended a further sum of Seventy-five pounds, six shillings, chiefly in small sums of from £1 5s. up to £5, amongst nineteen individuals. The Vouchers for this expenditure are seven in number, one of them being in the form of a Pay-list, embracing thirteen of the names, and accounting for £35 6s. 3d. of the above amount. Of the remainder, £25 were paid in one sum to one person.

I subjoin a statement of what this payment was for. With respect to the others, I do not consider that particular notice of each case is here called for, the Vouchers being sufficiently explanatory.

Few of the parties are owners of property on the line of Canal, and the sums paid them were, for the most part, for labor, which I deemed it advisable to get done, in order to remove grounds of complaint that might have given rise to future claims.

The £25 referred to above, were paid to Leon Leduc, £20 of the amount for clearing up some ground encumbered by waste material excavated from the Canal, which expenditure relieved the Department from the payment of an annual rent of about £6; the other £5 were for deepening a portion of the South Drain so as to secure the land of J. B. Lavoie from injury, and also for furnishing, squaring and planting some cedar posts for making boundaries of Canal property, where not defined by fences.

Attached are two Schedules—that marked A being an abstract of the final settlement effected with such claimants as are owners of farms on the line of Canal. The other, B, is a list of minor claims disposed of, and the sums paid for labor, &c., as already alluded to.

The claims are arranged in the order in which the farms occur along the Canal, commencing at the upper or Southern end. From one to fifty-three inclusive, are in the Parish of St. Timothée, from fifty-four to sixty-seven in the Parish of St. Clément.

These two schedules shew an expenditure of £1050 10s. which is the entire amount paid by me out of the £1600 entrusted to my charge in August, 1847.

The whole being respectfully submitted.

I am, Sir,

Your obedient Servant,

(Signed,)

W. SHANLY.

To THOMAS A. BEGLY, Esquire,
Secretary, D.P.W., Montreal.

SCHEDULE A.

No.	NAME.	Remarks.	Page.	Amount.		
				£	s.	d.
1	Louis D'Aoust		7	4	0	0
2	Isidore Brousseau		8	5	0	0
3	Pierre Thomas Leduc		9	12	10	0
4	{ François D'Aoust		10	7	0	0
	{ Edward McKenzie		10	2	0	0
5	Antoine Leduc dit Penon		10	20	0	0
6	Augustin Poirier dit Lafleur	Two Vouchers.	12	8	0	0
7	Bazile Leduc		12	5	0	0
8	Alexis Veau dit Gauvreau		13	15	0	0
9	Michel Beautron dit Major		14	5	0	0
10	Paul Trottier		15	7	10	0
11	Antoine Hénault (dit Joson)		16	7	0	0
12	Etienne Hénault (dit Joson)		17	15	0	0
13	Louis Bergevin dit Langevin		19	21	0	0
14	Widow M. Beautron dit Major		20	6	0	0
15	Pierre Poirier dit Lafleur		21	7	10	0
16	Noel St. Michel		22	10	0	0
17	Thomas Leduc		23	7	10	0
18	Joseph Lefebvre dit Perrault		24	7	10	0
19	Joseph Boyer dit Pelletier		25	7	10	0
20	Amable Poirier dit Lafleur		26	7	10	0
21	Antoine Poirier dit Lafleur		27	11	0	0
22	Julien Sauvé dit Laplante		28	15	0	0
23	Antoine Poirier dit Lafleur		29	13	0	0
24	Joseph Sauvé dit Laplante		30	8	0	0
25	{ Louis René Leduc		30	7	0	0
	{ Louis Gibouloux		30	1	15	0
	{		30			
26	François Poirier dit Lafleur		32	8	0	0
27	Amable Brunet		32	9	0	0
28	Stephen May		38	20	0	0
29	François Faubert dit Masson		35	20	0	0
30	Pascal Boyer		36	9	0	0
31	Michel Léger dit Parisien		36	10	0	0
32	Pierre Bergevin dit Langevin		37	20	0	0
33	Joseph Bergevin dit Langevin		38	20	0	0
34	François Bergevin dit Langevin		39	7	10	0
35	Pierre Leduc (fils)		40	7	10	0
36	Pierre Bazile Leduc		41	20	0	0
37	Ilyacinthe Leduc		43	25	0	0
38	Martin Fortier		45	15	0	0
39	Pierre Saulnier		46	16	10	0
40	François St. Jean dit Lebœuf		47	9	0	0
41	Michel Tessier dit Lavigne		48	3	12	6
42	Rev. J. O. Archambault		49	65	0	0
43	Noel Emonds		52	9	0	0
44	Antoine Matthieu		53	6	5	0
45	Guillaume Lalonde		54	15	0	0
46	Joseph Geuvril dit Bellair		55	40	0	0
47	Joseph Laderoute		57	11	15	0
48	François Xavier McLoche		58	30	0	0
49	J. B. St. Jean dit Lebœuf		59	15	0	0
50	{ J. B. Hénault dit Deschamps		60	7	10	0
	{ Bazile Gervais		60	6	10	0
51	Widow Julien (Mde. Pilon)		62	10	0	0
52	Pierre St. Jean dit Lebœuf		64	8	0	0
53	Antoine T. Leduc (fils)		65	30	0	0
54	Alexander McPherson		66	30	0	0
55	Antoine Boyer dit Pelletier		68	8	10	0

SCHCDULE A.—(Continued.)

No.	NAME.	Remarks.	Page.	Amount.		
				£	s.	d.
56	Abraham Boyer		69	27	10	0
57	Pierre Leger Boyer		69	20	0	0
58	Michel Brossois dit Bourdignon		70	7	10	0
59	Widow Brossois dit Bourdignon		71	7	10	0
60	François Godin		71	30	0	0
61	Louis Trudel		73	25	0	0
62	Etienne Montpetit dit Poitvin		74	20	0	0
63	Widow Lemaie dit Delorme		75	12	10	0
64	Pierre Michel Leduc		75	16	0	0
65	Etienne D'Aoust		77	21	15	0
66	Heirs Couvillon, or Quevillon	Two Vouchers.	77	21	11	6
67	Michel Longtin dit Jérôme		79	10	0	0
			£	975	4	0

SCHEDULE B.

No.	NAME.	REMARKS.	Amount.			
			£	s.	d.	
1	Leon Leduc.....	For removing Encumbrance. (See explanation, p. 82.)	25	0	0	
2	F. X. Rapin	For Rent, and acquittance of ditto	5	10	0	
3	François Gendreau.....	For Labor, removing Encumbrance, &c	4	10	0	
4	Raphael Galarneau.....	For Damage to Trees during survey in 1842 ..	1	10	0	
5	Charles Lebœuf	For Encumbrance of Ground	2	10	0	
6	Joseph Mayer.....	For Bridge across drain	1	10	0	
7	Basile Leduc, junr.....	For Labor, drawing Timber, &c., to places of security	1	15	0	
8	D. B. Pease.....	For Encumbrance on Building Lot, St. Timothée ..	0	12	6	
9	James Knight.....	For Encumbrance, Timber, &c., now removed..	2	15	0	
10	Ignace Longtin dit Jérôme..	For Labor, making Drain.....	2	10	0	
11	Isidore Larocque	For Labor, improving Road on Section 1	6	10	0	
12	Thomas Blewett	For Labor, making Drain on his Building Lot..	2	10	0	
13	Felix Vinet dit Lareute	For Labor, enclosing Lock-house, Lot No. 12..	1	10	0	
14	Albert Mercier	For Rent for Encumbrance, to September, 1847	4	13	9	
15	Gatien Martin.....	For Bridge across drain. (Vide case No. 27, A.)	1	5	0	
16	John Guinea	For Embanking around Lock House, No. 7 ..	3	10	0	
17	Amable Jérôme	For Horse-work, drawing Timber together, &c ..	5	0	0	
18	J. B. Lavoie	For use of Road across his land to draw stone to the Waste-weir Drain	1	5	0	
19	Charles Rapin.....	For Ferryage to Cedres—Post Office—an old account	0	19	9	
			£	75	6	0

N.B.—There is a separate Voucher for each of the first five sums. From 6 to 18, inclusive, are all upon one Voucher, in form of a Pay List, and No. 19 is a Voucher by itself.

LIST OF VOUCHERS for Moneys Paid towards Settlement of Claims against the
BEAUIHARNOIS CANAL.

No.	Names of Claimants.	Remarks.	Amount.		
			£	s.	d.
1	Louis D'Aoust	Has ceased to own any land—an old claim ..	4	0	0
2	Isidore Brousseau	Land all on South side	5	0	0
3	Charles Lebœuf	Has ceased to own any land on Canal	2	10	0
4	Pierre Thomas Leduc	Land all on South side	12	10	0
5	François D'Aoust	do do	7	0	0
6	Edouard McKenzie	Purchased the Northern portion of Frs. D'Aoust ..	2	0	0
7	Antoine Leduc dit Penon ..	Land on both sides	20	0	0
8	Augustin Poirier dit Lafleur	do do	8	0	0
9	Bazile Leduc	do do	5	0	0
10	Alexis Viau dit Jeanveau ..	do do	15	0	0
11	Michel Beautron dit Major...	do one side only	5	0	0
12	Paul Trottier	do both sides	7	10	0
13	Antoine Hénault (Joson) ..	do one side only	7	0	0
14	Etienne Hénault (Joson) ..	do do	15	0	0
15	Louis Bergevin dit Langevin	do do	21	0	0
16	Veuve Beautron dit Major ..	do do	6	0	0
17	Pierre Poirier dit Lafleur ..	do both sides of Canal	7	10	0
18	Noël St. Michel	do North side only	10	0	0
19	Thomas Leduc	do both sides	7	10	0
20	Joseph Lefebvre dit Perrault	do do	7	10	0
21	Joseph Boyer	do do	7	10	0
22	Amable Poirier dit Lafleur...	do do	7	10	0
23	Antoine Poirier dit Lafleur (Tinteu)	do do	11	0	0
24	Julien Sauvé dit Laplante ..	do do	15	0	0
25	Antoine Poirier dit Lafleur...	do do	13	0	0
26	Joseph Sauvé dit Laplante...	do North side only	8	0	0
27	Louis René Leduc	do do	7	0	0
28	Louis Gibouloux	do do	1	15	0
29	François Poirier dit Lafleur.	do both sides	8	0	0
30	Amable Brunet	do one side only	9	0	0
31	Stephen May	Two farms—both sides of Canal	20	0	0
32	François Faubert dit Masson	do do	20	0	0
33	Pascal Boyer	Land on one side only	9	0	0
34	Michel Leger dit Parisien ..	do do	10	0	0
35	Pierre Bergevin dit Langevin	do both sides of Canal	20	0	0
36	Rubin Bergevin dit Langevin	do do	20	0	0
37	François Bergevin dit Lange- vin	do one side only	7	10	0
38	Pierre Bazile Leduc (père)...	do do	20	0	0
39	Pierre Leduc (fils)	do do	7	10	0
40	Hyacinthe Leduc	Two farms—land on both sides ..	25	0	0
41	Martin Fortier	do do	15	0	0
42	Pierre Saunier	do do	16	10	0
43	François St. Jean dit Lebœuf	Land on both sides	9	0	0
44	Michel Tessier dit Lavigne...	do one side only	3	12	6
45	Rev. Jean O. Archambault..	do both sides	65	0	0
46	Noël Emonds	do do	9	0	0
47	Antoine Mathieux	do do	6	5	0
48	Guillaume Lalonde	do do	15	0	0
49	Joseph Genoril dit Bellair ..	do do	40	0	0
50	Joseph Laderoute	do do	11	15	0
51	François Xavier Meloche ..	Two farms—land on both sides ..	30	0	0
52	Jean B. St. Jean dit Lebœuf	do do	15	0	0
53	Jean B. Hénault dit Des- champs	Owens no land on Canal now—an old claim ..	7	10	0

LIST OF VOUCHERS for Moneys Paid towards Settlement of Claims against the
BEAUHARNOIS CANAL.—(Continued.)

No.	Names of Claimants.	Remarks.	Amount.		
			£	s.	d.
54	Bazile Gervais	Land on both sides	6	10	0
55	La Veuve Julien	do do	10	0	0
56	Pierre St. Jean dit Lebœuf..	do do	8	0	0
57	Antoine Leduc (fils)	do do	30	0	0
58	Alexander McPherson	do do	30	0	0
59	Antoine Boyer	Land all on North side	8	10	0
60	Pierre Leger Boyer	do South side	20	0	0
61	Abraham Boyer	do do	27	10	0
62	Michel Brossois dit Bourdig- non	Land on both sides	7	10	0
63	Veuve Brossois dit Bourdig- non	do do	7	10	0
64	François Godin	do do	30	0	0
65	Louis Trudelle	do do	25	0	0
66	Etienne Monpetit dit Poitvin	do do	20	0	0
67	Veuve Lemaye dit Delorme..	do do	12	10	0
68	Pierre Michel Leduc	do do	16	0	0
69	Heirs Couvillon, or Quevillon	Land all on South side	23	0	0
70	Michel Longtin	do do	10	0	0
	Total amount of Final	Settlements with Owners of Property £	957	7	6

ADDITIONAL VOUCHERS for Moneys Paid for past Damages, without Final Settlements
being effected,—Also, for Rent, for Work done, and for various small Claims, &c.

No.	Names of Claimants.	Remarks.	Amount.			
			£	s.	d.	
1	Etienne D'Aoust	Vide Pay-master's voucher 1051	21	15	0	
2	François Xavier Rapin	The voucher explains this payment	5	10	0	
3	Raphael Galerneau	do do	1	10	0	
4	Leon Leduc	do do	25	0	0	
5	Augustin Lafleur	do do	5	0	0	
6	François Jean D'Aoust	do do	4	10	0	
7	Charles Rapin	do do	0	19	9	
8	Pay-list of Sundry Claims ..	do do	35	6	3	
			£	99	11	0

W. SHANLY.

PORT ROBINSON, C.W., 30th November, 1847.

BOARD OF WORKS, KINGSTON, 20th December, 1843.

Sir,—I have the honor to acknowledge the receipt of the report of Captain Wetherall, upon the trespasses committed along the line of the Beauharnois Canal, forwarded by you to me, in order that I should report thereon for His Excellency's information.

That trespasses of the nature alluded to, always take place in the vicinity of Public Works during their construction, every one practically acquainted with their management is aware. Such trespass has, of course, occurred on the line of the Beauharnois Canal, but I have no reason to believe that the extent of it is greater than on other works also being carried on in this Province. If it be otherwise, I would be disposed to attribute it, partly to want of energy on the part of the proprietors, and partly from a report being circulated, (as Captain Wetherall states) that the Government would pay all claims for such injuries. Captain Wetherall states also, that it would be impossible to advise any system of Police "by which the occasional destruction of property and the robbery of the fences could be totally prevented, or the offenders detected, as these offences are invariably effected during the night, at uncertain places, and the wood is immediately used as fuel." In this opinion I fully concur, and I am also disposed to expect benefit from the steps he proposes for the partial prevention of the nuisance—but I am decidedly of opinion that any interference on the part of the Government, with a view to value and make compensation for pilfering and trespasses committed, would be highly inexpedient, and would tend to establish a very bad precedent.

The works being executed by contract, the men engaged thereon, have been employed by and solely under the direction of the Contractors, and in framing the forms of Contract, the Board endeavoured, as far as lay in their power, to make it the interest of the Contractors to prevent, as far as possible, the occurrence of pilfering and trespassing, by providing that "the said party of the first part (the Contractors), shall also be responsible for all pilfering from the plantations, gardens, fields or premises adjacent to the work, originating either in themselves, their overseers, mechanics, or workmen, and the amount of such damage or loss having been determined, the same shall be deducted from any moneys due to the said party of the first part, by and at the discretion of the said Board of Works."

The trespass chiefly consists in stealing fence and other wood for fuel, rooting up potatoës, and walking across the field, &c., which, as Captain Wetherall observes, it would be quite impossible to prevent, by the establishment of any system of Police. In my humble opinion, the Government, by providing for a special Magistrate and a moderate police force on the spot, to apprehend and punish such of the depredators as might be detected or pointed out, or sworn against by the proprietors, have adopted all the measures which can reasonably be required of them, especially as the provisions of the Contract further hold the Contractors bound to pay the amount of any damage done by their workmen. But was it to be understood that all such damage would be paid for by the Government, the parties most capable of preventing or detecting the delinquents would have no interest in doing so; and there is no doubt, from the uniform inclination to lean to individuals, when the public is the paymaster, that they would be little disposed to guard their properties from such pilfering. In fact, such is the miserable system of farming in that vicinity, that the labor of those whose crops were pilfered, would be the best paid for. Similar trespass has taken place on the line of the Welland Canal—the parties suffering have been obliged to use all diligence in the watching and protection of their properties, but in no case have they thought of applying for compensation to Government—whatever principle is adopted at one work, must be also acted on at the other. From the very nature of the trespass which has taken place at Beauharnois, from time to time, since the work commenced, it is now utterly impossible to make even an approximating estimate of the amount thereof, and after the fullest consideration of the case, I can come but to the one conclusion, that it would be highly inexpedient to open a door for the receiving and paying of the numberless vague, undefined, and in many instances unfounded claims, which assuredly would be poured in—and by so doing, hold out encouragement to the establishment of a regular system of similar annual demands, progressively increasing in amount, as I am convinced they would be. I should here state that a portion of the line of the Beauharnois Canal, was at the commencement worked by men directly employed by the Government, and on it damages were paid to the amount of £370.

I have the honor to be, Sir,

Your obedient Servant,

H. H. KILLALY.

The Honorable the Provincial Secretary.

BOARD OF WORKS, Kingston, 19th April, 1844.

Sir,—Upon the letter of Chs. Manuel, enclosing his account as Commissioner of Inquiry into losses alleged to have been sustained by the inhabitants on the line of the Beauharnois Canal, together with a Copy of a Minute of Council accompanying it, sent in reference to this Department, for report, I have the honor respectfully to state, that it is not in my power to give any information. By the Minute it would appear, that action was required to be taken in the matter by the Board of Works; but the Minute was not communicated to this Office. Subsequently a Commission of Inquiry was instituted, of which Mr. Manuel was one, as appears by his account; but, as to the time occupied on the Commission, or the justice of the account, I have nothing to guide me in judging of it. Prior to the issuing of the Commission, I felt it my duty to remonstrate against it, as I felt persuaded that the consequences of it would be prejudicial; that from the nature of the alleged damage, namely, injury to the Crops from trespass, &c., it was utterly impossible at that period, twelve months after the damage was stated to have been inflicted, to ascertain whether it ever did exist; and more so, to form the most remote estimate of it: that claims the most monstrous would be put forward, without the Commissioner having any power of refuting them, and that it would tend to the belief that the Government would pay them.

I am, Sir,

Your obedient Servant,

(Signed,)

H. H. KILLALY.

The Honorable the Provincial Secretary.

BOARD OF WORKS, MONTREAL, 29th July, 1844.

Sir,—Upon receiving the Petition from certain proprietors on the line of the Beauharnois Canal to His Excellency the Governor General, I immediately forwarded it to the Gentleman in charge of the Work, and called upon him for a detailed Report, which I have herewith the honor to transmit. By reference to this Report, it will be found that most of the claims are for the damages alleged to have been sustained last year and the year previous, into which His Excellency has been pleased already to institute an inquiry. The remainder of the claims set forth in the Petition are of two classes, the most numerous being for damages alleged to be sustained in consequence of the fences being destroyed; but as these fences have been once made and paid for by the Board of Works, it appears to me that they are no longer in any manner responsible for their preservation. In this view I am sustained by the opinion of Mr. Draper. The remaining claims, to a certain extent, are well founded, but are very much exaggerated. Immediately after the winter, on the melting of the snow, some water was for a short time kept upon portion of some of the farms, in consequence of the unfinished state of the Culverts, but to ascertain to what extent injury was thereby created, it was necessary to wait until the crops were in a sufficiently forward state to judge of it, by contrasting those on the portion so flooded with those where no water did lie. The Officer reports that no difference whatever is perceivable in the crops, but to bring the matter to a satisfactory conclusion, I have sent directions to Mr. Masson, a Canadian Gentleman of high character, and perfectly disinterested, to proceed to the spot at once, see the complaining parties, and report upon and estimate such damages as he finds really to exist, for which compensation will be made without loss of time. Much pains are taken to get up those Petitions, and in several instances the parties did not know of them until called in to sign them; and it would seem that it is desired that they should appear to come solely from the "*Pauvres Habitans*," for in one case of a very wealthy person, she was requested not to write her name, but to affix her mark.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,)

H. H. KILLALY.

The Honorable the Provincial Secretary.

PUBLIC WORKS, 17th October, 1846.

Sir,—Relative to the letter of Mr. D. A. McDonald, respecting damages upon the Beauharnois Canal, investigated by Mr. Manuel and Captain Wetherall, “transferred to the Department of Public Works, for action,” I am directed to state, that the Commissioners are totally ignorant of the nature of the claims, arbitrated upon by the gentlemen above named, or of the action which they are required to take in accordance with the Command of His Excellency the Governor General. You will be pleased, therefore, to communicate upon those points, for their information, in order that they may be enabled to proceed as His Excellency may command.

It is expected that the arbitrators will meet at Beauharnois in eight or ten days.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,)

THOMAS A. BEGLY, Secretary.

CHRIST. DUNKIN, Esquire, Assist. Secretary.

PUBLIC WORKS, 10th August, 1847.

Sir,—I have the honor to enclose, for the information of His Excellency the Governor General, a Report of Mr. Shanly, late Resident. Engineer upon the Beauharnois Canal, upon the existing claims against that Work; and as the Commissioners are of opinion, that Mr. Shanly, from his long residence among the inhabitants on the line of the Canal, by whom he is much esteemed, can settle with them upon much better terms than any other person; I am directed respectfully to request the authority of His Excellency, for placing the sum required, say £1600, in Mr. Shanly's hands, to enable him to make the settlements, and obtain acquittance in full of all past and future damage.

Mr. Shanly's services being now much required on the Welland Canal, I am to request that the matter may be laid before his Excellency, at your earliest convenience.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,)

THOMAS A. BEGLY, Secy.

The Honorable the Provincial Secretary.

PUBLIC WORKS, 9th November, 1847.

Sir,—In reference to the letter of Mr. Colvile, M.P.P., enclosing one from the Reverend Mr. Archambault, complaining of delay in settling certain claims for damages on the line of the Beauharnois Canal, I am directed to report, that the Commissioners have taken much trouble towards effecting a settlement of these claims, and for that purpose brought Mr. Shanly, who was well acquainted with the nature of the damages, down from the Welland Canal. This gentleman, when here, settled a large proportion of the claims, and upon his leaving Montreal, promised to make up his report on the way to St. Catherines, and transmit it immediately on his arrival there. The Commissioners have been very much disappointed at not receiving this report, and Mr. Shanly has been written to, expressing their disappointment for the delay; but until it is received, they are totally unable to propose any settlement with the parties.

As soon as Mr. Shanly's report is received, the Commissioners will lose no time in effecting amicable settlements with the parties, where practicable, and in cases where they will be unable to do so, the claims shall be at once laid before the Provincial Arbitrators.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,)

T. A. BEGLY, Secy.

The Honorable the Provincial Secretary.

PUBLIC WORKS, 8th March, 1848.

Sir,—Adverting to the Memorial of the Inhabitants of the Parish of St. Timothy, respecting damages heretofore suffered by them from the Beauharnois Canal, and for inquiry on recent damage, referred to this Department for report, I have the honor, by direction of the Chief Commissioner, to state that similar applications have been often previously reported on, and that the Department has never acknowledged the liability of the Government for the thefts, &c., which may have been committed by the laborers or others. By a report of the late Board of Works, dated 20th December, 1843, this subject was fully gone into, and the damage having then but lately been committed, it is presumed that the information upon which was made was so clear, that this description of claim should not now be entertained—but as to the claims for damage which has recently been done, or occasioned at any time by the works of the Canal, I am further to state, that the Commissioners have taken great pains to have these matters settled, and for this purpose had a valuation made during the past season, by a gentleman well acquainted with the country, but totally disinterested in the matter.

Mr. Shanly, the Gentleman alluded to, made a settlement with a great majority of the parties on the spot, and since that, several claimants who then hesitated to accept the amount offered to them, have applied for and been paid the amount of his valuation, and there now remains but a very few parties to settle with, on account of all damage acknowledged by this Department, to be payable by the Government. These few have been notified that the amount of the above valuation is ready to be paid; and the justice and impartiality of Mr. Shanly's award having been proved by its being accepted by a very great majority of the claimants, is, in the opinion of the Chief Commissioner, sufficient reason why no greater sum should be offered to the dissentients—the law pointing out the course for them to adopt, should they wish to submit the matters to the Provincial Arbitrators.

I have the honor to be, Sir,
Your obedient Servant,

(Signed,)

THOMAS A. BEGLY, Secretary.

The Honorable the Provincial Secretary.

PUBLIC WORKS, 29th September, 1848.

The Commissioners of Public Works have the honor to report, that claims have been preferred by the undermentioned persons, for damages against the Beauharnois Canal, and that they have been tendered such amounts, as in the opinion of the Commissioners, they are justly entitled to, with which the Claimants are not content, and desire that the decision of the Provincial Arbitrators may be had thereupon. The Commissioners, therefore, request the authority of His Excellency in Council, to refer the said claims to the Arbitrators.

EUSTACHE BERGEVIN DIT LANGEVIN,
AUGUSTIN MALLOUX,
ANTOINE LEDUC, Senior,
FRANCOIS XAVIER ROY,
JOS. WATIER DIT LANOIX,
AUGUSTIN MIRON,
ANTOINE ST. JEAN DIT LEBŒUF,
CHRISTOPHE D'AOUST,
RAPHL. PAYMENT DIT LARIVIERE,
FELIX GRENIER, Senior,
ALEXANDRE BOURDON,
J. B. MONPETIT DIT POTVIN,
ETIENNE D'AOUST.

Respectfully submitted,

(Signed,)

E. P. TACHE,

Chief Commissioner.

The Honorable the Provincial Secretary.

SECRETARY'S OFFICE, 11th January, 1844.

Sir,—In reply to your letter of the 24th November last, I am commanded by the Governor General to inform you, that His Excellency has decided, after full consideration, that the full amount specified in the award of the Arbitrators ought to be paid to the holders of land along the Beauharnois, as well in remuneration for the land taken from them, as on account of the consequential damages arising out of the construction of the Canal; and I am accordingly to convey to you His Excellency's instructions to cause such payment to be made with the least possible delay.

I have the honor to be, Sir,

Your most obedient Servant,

(Signed,) D. DALY, Secretary.

The Honorable H. H. KILLALY,
Chairman Board of Works.

EXTRACT from a Report of a Committee of the Honorable the Executive Council on Matters of State, dated 13th August, 1847, approved by His Excellency the Governor General in Council, on the same day.

On the letter of the Secretary of Public Works, dated 10th instant, transmitting a Report from Mr. Shanly, Resident Engineer on the Beauharnois Canal, respecting the settlement of claims against that Work, and suggesting the appointment of Mr. Shanly as a fit and proper person to conclude arrangements with the several claimants, and that the £1600 provided for that object be entrusted to him accordingly.

The Committee humbly advise Your Excellency that Mr. Shanly be appointed to effect the object above alluded to.

Certified.

EXTRACT from a Report of a Committee of the Honorable the Executive Council on Matters of State, dated 4th October, 1848, approved by His Excellency the Governor General in Council, on the same day.

On the letter of the Commissioners of Public Works, dated 29th September instant, recommending that the claims of the following individuals against the Beauharnois Canal be referred to the decision of the Provincial Arbitrators, viz. :—

EUSTACHE BERGEVIN DIT LANGEVIN,
AUGUSTIN MAILLOUX,
ANTOINE LEDUC, Senior,
FRANCOIS XAVIER ROY,
JOSEPH WATIER DIT LANOIX,
AUGUSTIN MIRON,
ANTOINE ST. JEAN DIT LEBŒUF,
CHRISTOPHE D'AOUST,
RAPHAEL PAYMENT DIT LARIVIERE,
FELIX GRENIER, Senior,
ALEXANDRE BOURDON,
J. B. MONPETIT DIT POITVIN,
ETIENNE D'AOUST.

The Committee respectfully advise that the recommendations of the Commissioners be approved and adopted.

Certified.

EXTRACT from a Report of a Committee of the Honorable the Executive Council, on Matters of State, dated 23th March, 1849, approved by His Excellency the Governor General in Council, on the same day.

The Commissioners state, that the claims referred to have arisen principally from the destruction of the crops and fences by the labourers and workmen employed by the Canal Contractors, and that as no portion of the funds placed at the disposal of this Department for the construction of the Works, would, according to the Act of appropriation, be available for the payment of such damages as those claimed for, they are of opinion that their payment cannot be contemplated unless a special grant shall first have been made by the Legislature for the purpose.

The Committee concur in the view taken of this claim by the Commissioners, and respectfully advise that their Report be approved.

Certified.

EXTRACT from a Report of a Committee of the Honorable the Executive Council, on Matters of State, dated 31st January, 1851, approved by His Excellency the Governor General in Council, on the same day.

On the Communication of the Honorable the Commissioners of Public Works, dated 28th January instant, stating that a Petition of the Proprietors of certain lands intersected by, and on the line of the Beauharnois Canal, complaining of certain depredations, &c., committed by the workmen and labourers employed on that work, and requesting to be remunerated therefor by the Government, having been presented to the late Lord Metcalfe, when Governor General of this Province, Commissioners were appointed to make inquiry relative to the depredations committed upon, and the losses sustained by, the Petitioners, during the progress of the works of the said Canal.

The said Commissioners, as would appear from their Report, dated the 1st day of February, 1845, having made a careful examination into the said claims, awarded as a fair compensation for the damage sustained by the parties, the sum of £4,249 1s. 1d. currency.

It further appears, the Commissioner states, that the said inhabitants have several times made application for the payment of the amount so awarded by the Commissioners for the damage done to their properties; but that they have not been paid, in consequence of there having been no funds available for that purpose; and they have been from time to time informed that their claims would be settled as soon as the Legislature should make a special grant therefor.

The Commissioner further states, that an application having been made during the late Session of the Legislature, for the purpose of paying the amount of claims against the Department of Public Works, for damages suffered by the inhabitants on the line of the Canal and other Provincial Works, he would therefore recommend, that your Excellency should authorize to be paid therefrom the amounts awarded to the respective inhabitants on the line of the Beauharnois Canal, by the Commissioners herein before referred to.

The Committee respectfully advise, that the above recommendation be approved and acted on.

Certified.

PUBLIC WORKS, TORONTO, 5th April, 1851.

Sir—In reference to the claims put forward by the inhabitants of Coteau du Lac, and others, for damages alleged to have been done to their land in consequence of the Dam constructed at the head of the Beauharnois Canal; I beg to suggest that Mr. Stewart be directed to investigate the matter, and report for the information of the Commissioners.

I am sensible it will be difficult to arrive at a conclusion which shall prove satisfactory to

all parties, or even to establish any such conclusion by facts and reasons which commend themselves to the understanding of all.

However, there are three ways of setting about the inquiry, each of which may be pursued independently, should they all lead to the same result, there is some hope of being able to arrive at a fair and just conclusion.

The first is by a reference to the daily register kept of the level of the water in the River St. Lawrence, from February, 1846, to the present time, three years before, and two years after the construction of the Dam. This register having been kept for 5 years at the Guard Lock of the Beauharnois Canal, and for three years at all the River Locks at the St. Lawrence Canals, it becomes apparent, if it can be connected with the level of water at the foot of Lake St. Francis, both before and after the building of the Dam, by means of levels and observations, taken expressly with that view, one shall have a direct means of ascertaining the effect of the Dam upon the level of that Lake.

In March, 1849, before commencing the Dam, a level was run from the Guard Lock to the foot of the Lake at Grosse Pointe, and a bench mark made at the latter place, by Mr. Stewart. This level may again be verified, and thus the effect of the Dam may be ascertained with considerable certainty.

It has been alleged that the influence of the Dam is felt as far up the Lakes at St. Annisette, above Hungry Bay. It is impossible to conceive how the water of the Lake at that place can in any way be affected by the Dam, more than it may be found to be at Grosse Pointe, but in order to meet this allegation, it may be advisable to run a level from Grosse Pointe to St. Annisette, to see if there is really any difference.

In connection with this branch of the inquiries, I have prepared an abstract of the register kept at Lock 14, (head of Beauharnois Canal,) and Lock 23, (at Williamsburgh,) which may be sent to Mr. Stewart for his information.

The Second branch of the inquiry, is simply a resolution of the problem in Hydraulics, which presents itself in a consideration of the effect, of obstructing one of the outlets of the Lake, and forcing all the water into the others; but the science of Hydraulics is not sufficiently established to afford the means of resolving a problem on so large a scale, with any approach to mathematical certainty; and the great extent of the channels, and variable nature of the currents to be measured and gauged for the necessary date, only complicate the difficulty; and again, the rise due to the obstruction, could in any such calculation only be determined on the supposition of the bed of the channels, into which the additional body of water had been forced, remaining unchanged and unaffected by this additional volume of water, which supposition is evidently not warranted by the nature of the bottom in these channels. In any case, therefore, the rise must be less than that due to the obstruction.

The Third branch of the inquiry is to obtain the evidence of disinterested and faithful witnesses, who have been intelligent observers of the height of the water in the Lake, both before and after the Dam was built. It will however be very difficult to obtain any reliable information of this kind, because it may reasonably be supposed that all the persons living on the shore of the Lake, are more or less interested. But as information of this kind will have to be obtained in the event of submitting the cases to arbitration, it is desirable that the Commissioners should be informed of its general tendency: and it is to be hoped that amongst all, some few impartial statements may be obtained.

I have the honor to be, Sir,

Your obedient Servant,

SAMUEL KEEFER, Chief Engr., P.W.

THOS. A. BEGLY, Esq., Secretary, P.W.,
Toronto.

BEAUHARNOIS CANAL, 3rd June, 1851.

Sir,—In reply to your letters of 12th April and 2nd May, on the subject of damage occasioned by a permanent rise of water in Lake St. Francis, caused by the dams at the head of this Canal, I have to Report the following information, which, I hope, will give the Com-

missioners a fair general view of the question. To accomplish more will require considerable time and labor, and may create no little expense.

I first examined the height of the water at Knight and Grosse Points, in reference to the marks made there by me in March, 1849, for the purpose of ascertaining more nearly than could then be done the rise on the surface of the river from Lock 14 to the foot of Lake St. Francis, before the dams were commenced. This, I find, must have been about one foot three inches, which quantity may therefore be used in future in making deductions from the gauge kept at that Lock.

I next made an examination of the Country said to be affected by the alleged rise of water, and having heard strange stories of flooding and damage on the River St. Louis, which, if true, and caused by the operations of Government, might have proved very troublesome, if not expensive to settle; I first went to that place, although it was not mentioned in your letter of instructions.

There are thus three portions of Country to be considered, viz. :—

1st. The valley of the River St. Louis.

2nd. North Shore of Lake St. Francis from Coteau du Lac to Lancaster.

3rd. South Shore of do, from Grosse Point to St. Anicet.

1ST.—VALLEY OF THE ST. LOUIS.

It was currently reported here, that the water in Lake St. Francis rose so high, in April and the beginning of May last, that a party of men passed in a Canoe from the Lake four or five miles above Grosse Point to the St. Louis, and that much land and many houses in the valley of that stream, immediately below the foot of the Seignior Feeder, and for some miles above it, had been inundated. On inquiry I found that those who knew the Country between the Lake and the River in question, which is entirely forest, did not believe such a thing possible; but feeling sure that if it had occurred, some traces of the running water would remain, I went along Lake St. Francis for several miles, and afterwards proceeded down the feeder and up the St. Louis to make a personal inspection. At this period the water stood twelve feet two inches on the sill of Lock 14, or eight inches higher than its ordinary summer level.

About four miles above Grosse Point I found the Lake running over its margin into a piece of swampy ground in a broad stream two or three inches deep; but this water, it was confidently stated, could not find its way to the St. Louis on account of a ridge half a mile inland rising several feet above its level, and that it must consequently lose itself in the swamp.

This seemed very probable, and as there was no appearance of running water at any other place, although stagnant water, evidently left by the St. Lawrence was abundant, I came to the conclusion that no stream can find its way from Lake St. Francis to the St. Louis, until the gauge at Lock 14 shews a depth exceeding twelve feet two inches.

At the foot of the feeder, and for a short distance below, and a considerable distance above, I found the channel of the St. Louis much encumbered with fallen trees and drift wood, to which there was recently to be added a quantity of saw logs, which, taken altogether, formed a very serious obstruction to the flow of the water, and would cause a heavy inundation at the time the snow melted, without any aid from the St. Lawrence at all. But when the water is high in the St. Lawrence, a large quantity passes down the feeder, which has no gate or protection of any kind at its entrance, and this, combined with the water properly flowing into the St. Louis, would require a much clearer channel for its speedy and effectual discharge than what existed at my visit. Above the feeder there were many marks on the trees, which shewed that the water must have stood for long periods from ten to twelve inches higher than it did then, and, at one spot, I saw a well defined mark on the ground, which seemed to prove that it must once have reached three feet higher. I could not, however, find any trace of a stream from the St. Lawrence, nor any indication that there had ever been one, after a very careful examination of the only place where the guide allowed such a thing could have happened, and therefore concluded that the flooding did not arise from the water of the St. Lawrence finding its way over the intermediate

ground, but from the back water of the St. Louis, caused by obstruction in its channel, and the want of a sluice at the entrance of the feeder.

But I have since ascertained from one of the men connected with the canoe story, that although their passage over to the River St. Louis was entirely fabulous, he, on the 2nd May, went a part of the distance in a canoe, and some distance farther in deep running water on foot, and that he has no doubt the water was then flowing over from the St. Lawrence to the St. Louis in a large stream. From his description, this must have occurred at a place higher up the country than I examined, and as the question may become an important one, I intend to make a farther inspection along with this person.

2ND.—NORTH SHORE OF LAKE ST. FRANCIS, FROM COTEAU DU LAC TO LANCASTER.

When I examined this ground, the water at Lock 14 was ten inches above its ordinary summer level. I did not take notice of the loss said to have been sustained in wharves and other moveable property carried away, but confined my observations to the question of land, which resolves itself into the following heads, viz. :—

1st. Loss of ground from washing.

2nd. Loss from flooding along the shore of the Lake.

3rd. Loss from flooding on the margin of streams entering the Lake.

4th. Loss from obstruction of drainage.

1st. Loss of ground from washing.—From the Village of Coteau du Lac, for a distance of three or three and a half miles upwards, the land is not subject to overflow, but claims will probably be made for loss from washing. This place has, however, always been subject to that loss, from eight to ten feet on the average disappearing every year.

About twenty years ago the Public Road passed over ground now covered by the Lake, in some spots as much as 350 feet from its present margin. It is also well known that several of the houses were at various times moved back from their original position, before the Beauharnois Dams were contemplated, and one person who, many years ago, was ridiculed for building farther from the water than his neighbours, gave as a reason that he wished to make the house secure during his lifetime. Unless, therefore, it can be shewn that the water has been so raised as to work in a soil less tenacious than that in which it formerly wrought, and of this I saw no evidence, it will be difficult to establish any claim against the Government here.

The next place where extensive washing occurs, and always has occurred, is a little above Point McGee, and extends in length perhaps a mile and a half. The bank of the Lake is eight or ten feet high here, and almost perpendicular. For three or four feet above the water, it is composed of a hardish clay, and of good, friable soil on the top. As the water works in the same soil now that it always has done, the claims for damage will likely be made on the ground that a beach had been thrown up at the bottom of the bank on which the swell generally broke, but that now the water usually stands above this beach, and works immediately on the face of the perpendicular bank. It is evident there may be some truth in this, but, without a good deal more inquiry and inspection, I really cannot say how much. From thence to Lancaster, the claims for washing will be less in magnitude and importance, and certainly not better supported than those further down the Lake.

2nd. Loss from flooding along the shore of the Lake.—The alleged flooding seems to commence about three and a half miles above the village of Coteau du Lac, and extends over arable land on the farms of Joseph Denis, — Lalande, Baptiste Lalande and — Picard, a distance of twelve arpents. Between the Road and the Lake, the land, for about an arpent wide, bears evident marks of having been regularly cultivated, but when I was there, on 26th May, it was much too wet for that, only the crown of the ridges being out of water. Above the Road, for the width of fully half an arpent, land which had plainly been under regular cultivation on the farms of Joseph Denis and the two Lalande's, was also very wet. The water had not reached this land by flowing over the Road, but by backing from the Lake along the ditch on the upper side, so that it could only dry as the Lake fell. The farms of Joseph Asselin and Joseph Meuville, succeeded that of Picard, and are together four and a half arpents broad: These farms are chiefly in

Bush, and from the style of tillage below the Road, which has been rough and only partial, one would suppose it had always been considered precarious. For the next half mile, the land is entirely Bush, and belongs to Louis Aumale, Baptiste Berran, Eustache Potvin and the Seigneur of Coteau. I believe this tract was always wet, and those who purchased did so chiefly for the timber. To the Seigneur succeeds Paul Moitras, who has three arpents broad on the upper side of the Road only, which seems uninjured. Below the Road, and immediately opposite Moitras, Basile, Declos and Pierre Leblanc, have each an arpent and a half in breadth, chiefly Bush, extending from the Road to the Lake. Their land along the road was in good order for working, but as it falls towards the Lake, they will probably claim for flooding on the front. Next is the farm of John Birmingham, three arpents broad and all uncleared, running from the Lake across the Road, which will be affected just the same as the two preceding. The Seigneur follows Birmingham, his land extending for perhaps half a mile, all bush also. From this up to River Beaudet, between six and seven miles from Coteau du Lac, I will not detail the names of the proprietors, but merely remark that there is no appearance of injury along the Road. From the farm of Louis Aumale, about four miles above Coteau to River Beaudet, the ground along Lake St. Francis is low, mostly in bush, and has always been wet. It is of course said to be much wetter now than formerly, in fact nearly useless, a statement that can only be settled by the most careful inquiry and examination. From River Beaudet, to half a mile beyond the Province line, or about eight miles from Coteau, there may be claims for washing below Point McGee, as there certainly will be above it, but probably none of importance for flooding. The land then again becomes low along the Lake, and at Wood's Creek, about a mile beyond the Province Line, is low up to the Road, which must be nearly half a mile from the shore. At McBean's, or Little Creek, and at Sutherland's Creek, nearly a mile from Wood's, the land is still low. At all three, the soil is good, and has been regularly cultivated to the Lake, excepting some meadow ground along the margin of the creeks. Many spots in this neighbourhood were too wet for ploughing when I saw them, seemingly caused more by back water from the creeks than by the direct overflowing of the Lake, and much of the ground is so low that a small rise of water could not but seriously injure it. From Sutherland's Creek to Charles Wesley's farm, a distance of five or six miles, there is much less appearance of flooding. The ground is generally cultivated nearly to the Lake, from which the fields are often separated by pieces of low bush, shewing clearly that on the margin the land has always been swampy and unfit for ploughing. I am told this Mr. Wesley has remarked to his neighbours, that many years ago (in 1833 or 1834) the River was higher than it has been either last season or this, but it is extremely doubtful if he would make such a statement publicly. At this farm, three miles below Lancaster, the ground is cultivated to the edge of the Lake, and there was no appearance of flooding until I reached a small field belonging to William Faulkner, almost at the entrance of the village. This field bore marks of regular ploughing, but was then in grass and a good deal under water.

3rd. Loss from flooding on margin of streams entering the Lake.—This part of the question will be confined to the Banks of the River Beaudet, Wood's Creek, McBean's, or Little Creek, Sutherland's Creek, two Creeks at Wesley's Farm, and one about three-fourths of a mile below Lancaster. At Wood's, McBean's and Sutherland's Creeks I fear the damage may turn out to be considerable, not so much from the extent of ground permanently flooded, as from what may be flooded or wet at the season of ploughing; while at some of the others, the land is rather higher, and therefore, less liable to that kind of injury. But most of these streams pass through very level ground, and have, consequently, so little declivity on their beds that a slight rise of the Lake affects them for some distance back, and as their banks are necessarily low, a very little rise of the water, if long continued, may render large portions of ground so wet, as to be unfit for tillage till late in the summer. I have no doubt that much of the arable land which was too wet for ploughing, at my visit, and lying in grass, may become dry enough for cultivation by July or August, when no such use can be made of it.

4th. Loss from obstruction of Drainage.—The damage from this cause, if any is acknowledged, will probably be difficult to settle. There are considerable tracts of low, fertile land between Coteau du Lac and Lancaster, where the drainage never could have been very good, but which still have evidently been in constant cultivation; and there are also tracts of low land uncleared, which might gradually have been drained and occupied. Now, there is no doubt that a permanent rise of a few inches on the waters of Lake St. Francis would so greatly affect the drainage of both, as to render their tillage always precarious, in

wet seasons, perhaps impossible; so that if even a small permanent rise can be established, many claims for obstructed drainage will in consequence be established also. That the Dams have raised the Lake somewhat, is undeniable. All evidence of every description tends in that direction, and the great difficulty just is to determine the rise so nearly as that the interests thereby be fairly dealt with. The question might be soon settled, were three or four inches immaterial; but it is not so, and the absence of known and acknowledged marks along the shores of the Lake, or of trustworthy testimony as to its old level, it will not be easy, if it be possible, to ascertain the average rise with the accuracy desirable. But the mark made at Grosse Point in March, 1849, is worth something in the circumstances; and if the former depth and velocity of the St. Lawrence can be given, it is not only possible but easy to calculate, roughly, the rise in the Coteau Rapids near their commencement, consequent on the closing of the two channels of the River by their Dams. The result, obtained jointly from calculation and observations at Grosse Point, might be held as applying practically to the whole of Lake St. Francis, though the rise is probably greater at the foot of the Lake than just in the Rapids, and less again towards its head. Should the permanent rise prove very small, some claims for obstructed drainage may nevertheless be good, and though they might be less expensive than those for overflow, in proportion to the extent of ground injured, they would likely be more troublesome to adjust. Indeed, in a level country, any obstruction to drainage has generally a much wider range than is at first supposed, which is only ascertained by a careful examination, that may ultimately end in very delicate questions of level, and of the quantity of rain that falls at the place. Were the soil in this tract of country poor, or the farming greatly inferior to the average, the matter would be of less importance; but the soil is very good, and the farming better than common. The land, too, is generally in the possession of Highlandmen, who will not be easily satisfied, and who will undoubtedly fight a tough battle, while there is the least hope of gain.

3RD.—SOUTH SHORE OF LAKE ST. FRANCIS, FROM GROSSE POINT TO ST. ANICET.

The claims on this shore will be chiefly for overflow, but, as much of the country is in forest, I have not obtained even the same general knowledge of it as of the North Shore, which can only be accomplished at considerable labour and expense. I am however sure, that there cannot be much more loss as yet from washing away than there was formerly, for the uncleared land is protected by the roots of the trees, and that under tillage is more strong than on the other side of the Lake, and therefore less subject to abrasion. The cultivated portion too, being rather undulating, the overflow on the banks of streams, and the obstruction of drainage should be of much less importance than on the North Shore.

The claims for overflowed land will commence with the Seigneur of Beauharnois at Grosse Point, (the flooding below that belonging to the class of less doubtful claims,) and extend I suppose along all the ground owned by him, whether in the Seignior or the Township of Godmanchester, immediately succeeding it, which, reckoning along the shore, will be six or eight miles. The whole of this ground is forests, and for a distance varying from half a mile to two miles back, was always wet in spring, and is generally inferior soil; so that, between the two, it was never saleable, and cannot be of much value. At the above variable distance from the shore, ridges occur of only a few feet high, running nearly parallel to Lake St. Francis and the River St. Louis, and it is between two of these ridges the water must find its way to that stream, if it goes there at all. If, therefore, Government is liable for damage to the Seigneur, the whole of this low land would have to be valued and paid for, and a Bank made between two or more of the ridges, to protect the settlers on the St. Louis from St. Lawrence water.

The first clearing in the Township of Godmanchester belongs to a person called Durie or Dory, who is succeeded by John Tully, at perhaps the distance of a mile. I never landed at Durie's but have at Tully's, when the water was low, and saw no appearance of flooding on the cultivated ground. But he made very heavy complaints last year, particularly of the injury done a Steam Engine and Saw Mill erected on the very margin of the Lake, and when I was incidentally there in Autumn, the water was certainly within the building containing them; and had washed away the floor if ever there was one. From thence upwards to St. Anicet, I have sailed along the shore and looked at it carefully, but never landed,

except in the bush. The ploughed ground is generally too high to be flooded by a few inches of rise on the Lake, and the low ground on settled farms is almost always covered with bushes, shewing that it has never been cleared, because it probably was not worth clearing. About two miles below St. Anicet, a man named Cricca lives on a small Island, which was formerly connected with the shore by a rude Bridge crossing what was then a narrow and shallow channel. Last Autumn, when the water was low, I sailed through this channel, without much trouble, in a boat containing five persons; and on the 27th of last month, when the water was about ten inches higher at Lock 14, I again sailed through it in a boat with four persons, and found the passage then both wide and deep. About a mile above this there is a Burying Ground, upon which the Lake is gaining. It is on a dry bank a few feet above the water, and two or three of the graves are just on the margin and will soon be exposed. One would imagine that if the Lake had usually washed away ground, here, effectual means would have been taken, at the first encroachment to secure a species of property most people think it a duty to save. At the mouth of the River La Guerre, half a mile below the Village of St. Anicet, I saw little appearance of flooding, but between the Bridge and Village the road was under water for some distance, and I had to pass through the woods on fallen timber. The water stood at this time eight inches lower on the sill of Lock 14, than it had done some weeks before, and there must have been two or three inches of water on the road, which I cannot but look on as some evidence that the Lake has been raised in its neighbourhood, for it seems improbable that the people of a district, not very newly settled, or very badly farmed, should have made a public thoroughfare so low as to be impassable for weeks at a time, when a very little additional labour would have rendered it always dry.

In St. Anicet the damage appears confined to a piece of low land which leaves the Lake a little below the first houses, and runs up the middle of the village, behind the high ground on the margin of the water nearly half way its whole length. The lower portion of this swamp seemed to have been always too wet for cultivation, and is covered with reeds and bushes accordingly, but the upper portion bears marks of regular tillage, though much too wet for that at present. The first of the village streets passes across this swamp, just between the ground that had been cropped and that which had not. This street has evidently been lately heightened, but twenty or thirty yards of it was nevertheless under water when I passed along. Three or four houses at the same spot also looked as if they had been injured, and one of them appeared to have had its foundation recently raised.

The above comprehends the most essential information I have yet obtained on this troublesome question. I would beg to remark in conclusion, that although it can be shewn the water of Lake St. Francis occasionally rose as high before the dams were closed as it has ever done since, which I think might be accomplished, this would not settle the question in so far as strictly agricultural claims are concerned, for it is quite plain that a few days of very high water may little affect the operations of farming, while a few weeks of water some inches lower may prevent cultivation altogether. Until lately I thought the shores of Lake St. Francis were too high to be injuriously affected by a small rise of water, and that the threatened claims against the Government were consequently so unfounded as to be inadmissible; but a rise of very little moment either to the party causing, or the party suffering from it, where the land is elevated, becomes of great importance to both in so low a country, as this, and the questions of damage thus originating, should therefore, be neither hastily entertained or lightly dismissed.

I have the honor to be, Sir,

Your obedient Servant,

(Signed.)

JAMES STEWART.

THOMAS A. BEGLY, Esquire,
Secretary Public Works, Toronto.

BEAUHARNOIS CANAL, 9th June, 1851.

Sir,—In addition to the information contained in my Report of the 3rd instant, on the rise of water in Lake St. Francis, I now beg to communicate the result of a second exami-

nation of the low ground between that Lake and the River St. Louis, made along with one of the party, (Rousseau) which was erroneously said to have passed over in a Canoe when the water was at its highest. I regret that this visit has led to nothing decisive, and I do not think that any merely general examination will at all settle that question at issue.

This Country has never been surveyed, and not having even an outline plan of the ground, I cannot make my route very plain to you, and will therefore attempt nothing more than a general description of it. I left the head of the Canal on the morning of the 4th instant, when the water stood twelve feet five inches on the Sill of Lock 14, being eleven inches above ordinary summer level, and seven inches below the highest water. We entered the forest at a point about half a mile above where I had formerly seen the water of the Lake flowing into a swamp, and proceeded in a South-easterly course along a cleared line, used in winter for a road, but which had then much more resemblance to a ditch, for it was lower than the surface of the neighbouring ground, and contained three or four feet of water and soft mud, although no water was at that time entering it from the Lake. It was in this cleared track Rousseau had travelled in the beginning of last May, and he shewed me the spot, about the tenth of a mile from the Lake, where he left his Canoe, the stumps and fallen trees preventing its further progress; and the point, about a mile and a quarter from the Lake, where the overflow had terminated at a ridge elevated a few feet above the general surface. He also shewed more than one place where there had been a perceptible current of water in an easterly direction, but which had left no marks whatever behind it. If, therefore, this man can be believed, and I have no reason to doubt his statements generally, running water does not leave any trace on the ground here, and a proof on which I have hitherto counted a good deal would thus be worth nothing. We left the cleared line, a little before reaching the ridge, and turned to the East over low swampy ground, the hollows of which were filled with water, and the general surface yielding water abundantly to the pressure of the foot. Although I have no doubt that this place was overflowed in spring, the present wetness would be no proof of it; for as the land has no natural drainage, the snow water can only be removed by evaporation, which must go on but slowly in so dense a forest. After travelling to the East for a distance estimated by the guide at half a mile, but which turned out to be a whole one, we altered our course to the South, expecting to continue the same jungle to the River St. Louis; but before proceeding, for a ridge interrupted us at right angles, over which it was plain the water could not have passed. Rousseau then thought he had gone too far East; but as he evidently did not know where he was, I considered it best to continue South to the St. Louis, to obtain information there. In about half a mile we struck the cleared line at a point upwards of a mile from where we had left it, and passing along that line, in half a mile more reached a clearing intersected by the St. Louis, belonging to a man named Consineau, which is amongst the highest yet made on that River. This individual, though he began his labors just one year ago, had of course suffered excessive damage, and was also of course under no doubt whatever that it arose from the overflow of Lake St. Francis; but as his evidence was by no means very conclusive, nor indeed, very clearly stated, I will not say anything about it. He, however, gave the names of two persons, Pierre Cardinal of the Parish of St. Timothy, and Antoine Lantier of the village of St. Louis, who had examined the Country on behalf of the settlers during the greatest flood, and who were accordingly presumed to be full of intelligence on the subject. Mr. Lantier's testimony such as is, will be given in due season, not indeed for its own value, which is surprisingly small, but to shew in connection with the other statements that have been made, how easily some people are satisfied, and how difficult it is to get any useful information on this question. I returned with Consineau nearly in the direction we had come; but as the course was very devious and I had no compass, I cannot give any clear account of it. He did not, however, accompany us farther than within a mile and a half of the Lake, leaving at least one ridge of unknown length to be explored; and though he undoubtedly contrived to take me over dreadfully swampy ground, that proves nothing, for one might wander a month there if he choose without finding anything else.

Having thus failed to satisfy myself that the Lake water must flow over to the valley of the St. Louis in spring, whatever reason there is to think that it may do so, I gladly turned to the supposed experience of Messrs. Cardinal and Lantier, in the full hope that the difficulty would thereupon be soived. Pierre Cardinal was not to be found when I sought him, and from the very limited and unsatisfactory information of his colleague, it seems unnecessary to seek him again. Lantier's exploration was made in the beginning of May. He went up

the St. Louis as far as Consineau's clearing, and from thence proceeded in a Canoe about one-third of a mile towards Lake St. Francis, where his farther progress was arrested, not from want of water, but by trees and bushes. At this point, he says there was a strong current setting in the direction of the St. Louis River, with five or six feet of water, which I do not believe, and even Consineau stands out for only three. Mr. Lantier having then done this much, which he evidently thought a good deal, although by itself proving nothing, relinquished his efforts in that quarter, and returning down the St. Louis, much pleased with what he had accomplished, went up the Seignior's Feeder, and round Grosse Point, to make researches on the same principle there. He found the country covered with water, which to a depth of some inches I think it very likely was; and about a mile above Grosse Point, entered the wood in a Canoe, and succeeded in going nearly a fifth of a mile from the shore, where his farther progress was again interrupted by trees and bushes. There was no perceptible current here, but to make up for the want of that he lays claim to five or six feet of water, where I am sure there never was one foot, unless the ground falls inland beneath the ordinary summer level of the Lake, which no one has yet said that it does. At this stage of the inquiry, just where a man in earnest would have strongly desired to go on, Mr. Lantier stopped. He thought he had now done enough, and concluded his labors accordingly; no doubt well assured that he had settled the whole question, at least to the satisfaction of his employers.

Nothing decisive, then, having been established either by my own examination or the exploration of others, and there being no reason to suppose that any satisfactory result can be obtained at a small cost, I will not incur any more expense until farther instructed. There are only two ways by which, so far as I see, the question can be set at rest. Lines of levels might be run over the whole space, between Hungry Bay and the St. Louis, at short distances from each other, and a pretty accurate knowledge of the surface of the ground be thus acquired; but from the nature of the country this would be a more tedious and expensive process than the urgency of the question perhaps warrants, and I cannot therefore recommend it at present. The other, and probably the cheaper and more satisfactory method, would be to employ some one next spring, when Lake St. Francis is at the highest, with a party composed of men accustomed to the woods, and possessing a general knowledge of the locality, to make a careful examination of the place, and determine first if the water really finds its way from the Lake to the St. Louis. If it does, the party should then fix the high water mark round all the ridges, and afterwards make a rough survey thereof to ascertain the least expensive line for an embankment. The question of overflow would thus be finally settled, and if it were found to reach the St. Louis, the best means of securing that valley would be determined at the same time.

I have the honor to be, Sir,
Your obedient Servant,

JAMES STEWART.

THOMAS A. BEGLY, Esq., Secretary Public Works,
Toronto.

BEAUHARNOIS CANAL, 29th November, 1852.

Sir,—The annexed Schedule shews the state in which I leave the settlements for Land on this Canal, in those instances where more was found to be taken under the new survey thereof than had previously been paid.

All the cases in this final return were embraced under some form in my Report of 17th January last, excepting No. 2, the payment whereon arose during the settlement of the 1st case in that Report on No. 3 in the present Schedule.

The cases marked 2nd, 3rd, 4th, and 5th in the Report of 17th January, where errors against Government, amounting in money to about £29, had been made by inserting quantities in the old Deeds for the Canal Lands less than those paid for, as fully explained in that Report, have all been settled by the parties interested, without any payment to cover those errors having been asked. I am glad to be able to state a fact so creditable; the

more so that, although the law would probably have compelled the correction of the errors in question without payment, I do not think the proprietors acted on that probability, or even knew of it. Upon good evidence of error being shewn, they all expressed their willingness to grant the necessary legal acknowledgments, which have been obtained accordingly, and are put up with the corresponding *Procès Verbaux*.

I have the honor to be, Sir,
Your obedient Servant,

JAMES STEWART.

THOS. A. BEGLY, Esq., Secretary Public Works,
Quebec.

[NOTE.—In my letter to you, dated the 17th of last July, I asked a sum of £33, to cover the errors mentioned above, fearing that the parties would not acknowledge them; and believing then that the law was against Government in the matter. This sum was made up of about £29, for the rectification of the four cases of error, and of £3 13s. 3d. additional, due for land in two of them, which form Nos. 8 and 16 of the following Schedule :

SCHEDULE.

No. of Case.	No. of LOT, &c.	NAMES OF FORMER AND PRESENT PROPRIETORS.	Amount Due.			Amount Paid.			REMARKS.
			£	s.	d.	£	s.	d.	
1	CATHERINESTOWN. South-west $\frac{1}{4}$ of 13 North-east $\frac{1}{4}$ of 11	Antoine Leduc dit Peron	0	13	10	0	13	10	
2		Michel Beautron dit Major, and Antoine Poirier dit Lafleur	0	17	1	0	17	1	
3	North-east $\frac{1}{4}$ of 10	Paul Trottier, and André Tessier dit Lavigne	19	15	1	19	15	1	The whole was paid to Beautron.—Quantity taken, 4 arp. 20 per. 84; originally paid, 4 arp. 14 per. 00; now paid, 6 84, at £13 10s. per arp.
4	5	Michel Beautron dit Major, now Heirs of do, on North side of Canal; and Ls. Bergevin dit Langevin, on South side	6	3	11	6	3	11	The whole was paid to Trottier.—Quantity taken, 6 arp. 13 per. 69; originally paid, 4 arp. 82 per. 00; now paid, 1 arp. 31 per. 69, at £15 per arp.
5	4	Augustin Poirier dit Lafleur, now Pierre Poirier dit Lafleur	5	4	6	5	4	6	One-half was paid to Widow Beautron (now Madame Vallée), and the other half to Ls. Bergevin dit Langevin.
6	South-west $\frac{1}{2}$ of 1	Thomas Leduc	0	19	8	0	19	8	The whole was paid to Pierre Poirier.
7	HELENSTOWN. 58	Antoine Poirier and others, now Antoine Poirier	1	9	9	1	9	9	The whole was paid to Antoine Poirier. One-half was paid to Lefebvre and the other to Sauvè.—Quantity taken, 3 arp. 48 per. 93; originally paid, 3 arp. 45 per. 36; entered in old Deed, 3 arp. 10 per. 82; now paid, 3 per. 57, at £15 per arp.
8		Hyacinthe Lefebvre, and Julien Sauvè dit Laplante.	0	10	9	0	10	9	
9	$\frac{1}{2}$ of 56	Louis Giboulean, now Alphonse Giboulean	0	2	2	0	2	2	Alphonse Giboulean is a minor, and as her Tutor resides at Detroit, no payment could be made.
10	48	Pierre Bergevin dit Langevin	1	8	9	1	8	9	

SCHEDULE.—(Continued.)

No. of Case.	No. of LOT, &c.	NAMES OF FORMER AND PRESENT PROPRIETORS.	Amount Duc.		Amount Paid.		REMARKS.
			£	s. d.	£	s. d.	
HELENSTOWN.— (Continued.)							
11	South-west $\frac{3}{4}$ of 46.....	François Bergevin dit Langevin, now Jos. Urbain Bergevin, Eustache Bergevin on South side Canal; and Isidore Larocque on North side ..	1	1 3	1	1 3	One-quarter paid to Joseph Urbain Bergevin, one-quarter to Eustache Bergevin, and one-half to Larocque.
12	{ North-east $\frac{1}{4}$ of 46, &c } { South-west $\frac{1}{4}$ of 45 ... }	Pierre Leduc, junr., now Major Pierre Leduc, on North side of Canal, and Pierre Leduc, junr., on South side	1	2 0	0	11 0	This payment, being one-half, was made to Pierre Leduc, junr. I declined to pay Major Pierre Leduc his half, as he did not sign the <i>procès verbal</i> . The Deed, therefore, for this extra land is incomplete, and is with Louis Hainault, N.P., at Beauharnois.
13	37	Pierre Saulnier, now Heirs of Frs. Dion, on South side Canal, and Saulnier, on North side	0	6 9	0	6 9	One-half was paid to him of Dion, and the other half to Saulnier.
14	37	Pierre Saulnier, for land along Culvert discharge on North side of Canal	5	15 10	5	15 10	Two letters were sent to Rodden, stating that I was ready to settle with him, of neither of which has he taken any notice. He has since refused to settle for this sum.
15	33	Joseph Roy, now William Rodden	8	10 2	.....	.....
16	24	François Xavier Roy, now Guillaume Lalonde and Thomas Gauthier	3	2 6	3	2 6	The whole was paid to Roy.—Quantity taken, 5 arp. 45 per. 29; originally paid, 4 arp. 95 per. 20; entered in old Deed, 2 arp. 47 per. 65; now paid, 50 per. 03, at £6 5s. per arp.
17	12	Hyacinthe Leduc, now F. X. Meloche.....	10	16 2	10	16 2	The whole was paid to Meloche.
18	3	Raphael Payment dit Larivière, now Benjamin Payment dit Larivière	1	17 2	1	17 2	The whole was paid to Benjamin Payment.

SCHEDULE.—(Continued.)

No. of Case.	No. of LOT, &c.	NAMES OF FORMER AND PRESENT PROPRIETORS.	Amount Due.		Amount Paid.		REMARKS.
			£	s. d.	£	s. d.	
19	HELENSTOWN.— (Continued.) 2	Joseph St. Michel, now Etienne. Payment dit Lari- vière, on South, and Joseph Payment dit Lari- vière, on North side of Canal	3	7 4	3	7 4	One-half was paid to Etienne Payment, and the other half to Joseph Payment.
20	1	Felix Grenier, senr., now Francis Grenier et Felix Grenier, junr., on South side of Canal; and Felix Grenier, senr., on North side	2	14 10	2	14 10	One-quarter was paid to François Grenier, one- quarter to Felix Grenier, junr., and one-half to Felix Grenier, senr.
21	MARYSTOWN. 31 and 30	Joachim Broissais dit Bourguignon	2	11 6	2	11 6	Paid to Joseph Leandre Godin and Cyprien Godin jointly. The whole was paid to Joseph Trudelle.
22	24	Frs. Godin, now Joseph Leandre Godin et Cyprien Godin	1	12 3	1	12 3	
23	23	Louis Trudelle, now Joseph Trudelle	6	18 5	6	18 5	
Total			87	1 8	77	18 4	

JAMES STEWART.

MONTREAL, September 20th, 1852.

Sir,—On my arrival at the Beauharnois Canal, for the purpose of examining, in accordance with your instructions, the claims preferred against the Department, for damages caused by the erection of Dams, from surface water, and other causes, I found it necessary to arrange and classify the different claims in proper order. I then applied at the Seigneur's Office for views of plans, deeds or papers which might throw light on the subjects to which I was required to give attention.

The gentlemen in the office very kindly gave me every assistance, and allowed me to look at their plans, and to take two plans, which I considered would be of service, away with me. But it was not to be expected that they would give me communication of documents which might militate against the claims which the Seigneur has preferred on his own behalf. Having obtained all the information in my power, I visited the respective parties claiming.

First. Those living along the Canal and claiming damages arising from flooding lands, from leakage or stoppage of those claims which have to be maintained by the Department, or from other causes, except the claims arising from the Canal laborers, contractors or others during the time the Canal was being constructed.

Second. Those preferring claims from rise of water on the North side of Grande Isle, and those claiming on the South side for cutting off the water.

Third. Those claiming on the South shore of the St. Lawrence living on the Seigniorial lands fronting the St. Lawrence.

Fourth. Those claiming for flooded lands and other damages along the River St. Louis.

Fifth. The claims of the Seigneur of Beauharnois.

In your letter of Instructions, I am not required to make such observations as would enable me to make an offer to the parties claiming. The settlement of these claims involve questions so intricate as to render it impossible for me to obtain sufficient data to form a judgment as to the amount that should be offered, or whether any amount should be offered to the claimants. As it will be necessary for the Provincial Arbitrators to visit and examine personally all the claims laid before them, I beg to suggest the propriety of requesting them to visit the different localities without delay, to examine each cause of complaint on the spot, and to take such notes as will enable them to weigh the evidence which may afterwards be produced on both sides. I have obtained sufficient information to enable me to direct their attention to the different points in dispute, in the five classes of claims above specified.

These claims involve a large amount of damages, and intricate law questions will arise in the course of the investigations; and should the parties claiming receive an award for a less sum than they conceive they would get from a higher Court, or should they receive no award at all, no doubt they will appeal; it therefore becomes necessary that the greatest caution should be taken to have all the proceedings done on our part in such a manner as to be prepared to go to appeal, more especially as I believe most of the claimants have themselves been acting under legal advice. I therefore beg to request, that I may be allowed Counsel and that the Counsel be requested to visit the different localities in company with the Arbitrators, in order that I may have an opportunity of pointing out to him all the circumstances favorable to the Government. Murdo McIvor, Esq., has been employed on former occasions with success, and the knowledge which he has gained in conducting cases for the Department, points him out as the fittest person to be employed in conducting these cases.

An estimate, I believe, has been sent in to the Department, by Mr. James Stewart, and also by Mr. Chas. Legg, for the construction of a Dyke from Ringle's Point to the feeder, leading to the St. Louis River, and for an embankment on the West side of the feeder to the highest water mark; I beg to request that this Dyke and Bank may be constructed without delay, and that the Seigneur of Beauharnois be requested to construct a regulating gate on the feeder at the point intersected by the Dyke. A large amount of claims has been made for damages arising from the want of this protection, which will be done away with as soon as these will be completed. I also beg to request that a competent person be sent to take levels, starting from the feeder at highest water mark, and continuing the same level to the highlands West of the Seigniorial. These levels will show conclusively whether the water;

as asserted, passes through the woods to the St. Louis River, causing the rise of water for which the claims on this River are made.

Cross sections should also be taken at different points of the River, on both sides of Grande Isle, from which an approximate estimate might be arrived at, shewing the excess of water thrown into the North channel by the stoppage of the South channel, and the probable rise which such stoppage would cause in such a body of water as Lake St. Francis. It will also be necessary that a copy of the Water Registers kept on the Welland, Matilda, Cornwall, Beauharnois and Lachine Canals, from the earliest period at which such Registers were taken to the present time, should be furnished, in order to show whether the water is higher in the St. Lawrence than usual; and also the names of the persons who could attest to the accuracy of these Water Registers, in case they should be favourable to the defence.

To procure the titles to the Seigniori of Beauharnois, including Grande Isle or Seigniori of Damfield, and also to Mr. de Beaujeu's Seigniori.

I have the honor to be, Sir,

Your most obedient Servant,

J. F. McDONALD, C.E.

T. A. BEGLY, Esq., Secretary Public Works,
Quebec.

The following is a LIST of CLAIMS on the BEAUHARNOIS CANAL, Classified.

		£	s.	d.	£	s.	d.
FIRST.							
<i>Claims for Damages alleged to have been caused by the choking up of Culvert, at J. Sarwé's Farm, in 1851, Parish of St. Timothy:—</i>							
Hilaire Lefebvre		6	10	0			
Paschal Mercier		8	10	0			
Augustin Poirier		12	15	0			
J. B. Darpentigny		17	10	0			
Joachim Darpentigny		22	19	0			
Gesseppe Darpentigny		22	0	6			
Hyacinthe Lefebvre		38	5	0			
Joseph D'Aoust		3	0	0			
Michael Boyer		9	8	0			
François Plante		8	5	0			
Ambroise Plante		9	7	0			
					164	19	6
SECOND.							
<i>By Canal Water, Canal Cut, Want of Bridges, Service Ground, &c., Parish of St. Timothy:—</i>							
Spring, 1850	Louis Bergevin, (water from South Ditch)	15	0	0			
do	Michael Lebœuf, (water from South Ditch)	13	10	0			
1844-45 and 1850 ..	Joseph Lalonde, (use of Land, &c.)	43	2	6			
1844	Louis Leduc, (Sundries)	15	0	0			
1850	Pierre Leduc, (water from South Ditch)	42	0	0			
1844	Louis Duquaire, (Sundries)	22	10	0			
1843	Martin Fortier, (House burnt)	125	0	0			
1844 and 1845	James Night, (use of Land covered with timber) ..	25	0	0			
1844-5 and 1846 ..	Jos. Albert Mercier, (Crops, Fence, &c.)	30	0	0			
1851	Sylvin D. Arpentigny, (water from Ditch)	50	0	0			
1844	Louis Bergevin, fils, (water from Ditch)	55	0	0			
Don't say when ..	Joseph Boyer dit Peltier, (do and want of crossing).	13	10	0			
1851	Joseph Laroux, (water from Ditch)	5	0	0			
Don't say when ..	Joseph Lefebvre, (do, want of crossing, and Well)..	18	10	0			
1843	J. B. D'Aoust, (Crops, Fences)	7	10	0			
1845	Pierre Poirier, (water from Ditch, Fences, &c.)	43	5	0			
1846	Margueritte Picard, (water from Ditch)	31	0	0			
1846	Joseph Boyer, do	50	0	0			

LIST of CLAIMS on the BEAUHARNOIS CANAL, Classified.—(Continued.)

SECOND.—(Continued.)		£	s.	d.	£	s.	d.
1845 and 1847.....	Antoine Devin, (water from Ditch)	106	15	0			
1846.....	François Grenier, do	22	0	0			
1850.....	Felix Grenier, do	3	10	0			
1844.....	Pierre Lebouff, (Land encumbered)	32	8	0			
1850.....	Joseph Laroux, (personal injury).....	108	15	0			
1844-5-6-7 and 1848.	Antoine Leduc, (water from Ditch)	10	0	0			
1844-5 and 1846....	Antoine Poirier, (Fences, and inconvenience)	16	2	0			
1846.....	Thos. Leduc, (water from Ditch)	14	11	0			
1845.....	Jeremy Gerard, (want of crossing)	6	5	0			
					925	4	6
T H I R D .							
<i>By Canal Laborers, &c., Parish of St. Timothy:—</i>							
1843 and 1844.....	J. B. Hogue, fils, (Fences and destroyed)	27	10	0			
1843-4 and 1845....	J. B. Chatigney, (Quarry, Trees and Fences)	52	16	8			
1843 and 1844.....	Antoine Houle, (Trees, Fences, Crops, destroyed)	27	10	6			
1843 and 1844.....	Xavier Ethier, do	51	17	6			
1832.....	Nicolas Gagnier, (by Surveys, inconvenience).....	18	0	0			
1843 and 1844.....	Luc Boyer, (destruction of Crops)	21	5	0			
1843.....	François Peron, (Wood stolen)	27	0	0			
1843 and 1844.....	Laurent Dagenait (Quarry, Grande Isle)	87	10	0			
1844 and 1845.....	François Quenville, (Fences, Trees, &c., destroyed)	4	7	0			
1844.....	Noel Germain Boyer, (use of Land, Fences)	62	10	0			
1843 and 1844.....	Edouard Mailloux, père, (loss of crossing)	19	14	0			
1844 and 1845.....	Jacques D'Aoust, (Fences, crossing)	22	13	4			
1843 and 1844.....	Antoine Leduc, (Meadow destroyed).....	47	0	0			
1843 and 1844.....	Louis D'Aoust, (use of Land)	80	15	0			
1843 and 1844.....	Hyacinthe Lefebvre, (loss of Crops).....	27	5	0			
1844 and 1845.....	G—— Martin, (Trees, Crop)	31	15	0			
1843.....	François D'Aoust, do	4	7	6			
Don't say when	Bernard Beauvais, (Horse stolen)	56	0	0			
1844 and 1845.....	Ignace Tessier, (Wood, Fences, Crops)	23	9	9			
Don't say when	Isidore Brosseau, do	29	2	6			
1843 and 1844.....	Joseph Bergevin, (Trees, Grain, &c., destroyed)	40	0	0			
1842.....	Louis Provost, (Grain, Fences, and destroyed)	62	0	0			
1842 and 1843.....	Veuve Frs. Darvis, (by Surveys, Fences destroyed).....	14	10	0			
1843.....	Catherine Galerneau, (Colt, Pigs, Cow, killed)	21	0	0			
1843.....	Henry Leduc, (House and Crops injured)	11	5	0			
1843.....	Etienne Henault, (Barn, Stables, Wood, burnt)	90	0	0			
1843 and 1844.....	Laurent Miron, (Grain, Fences, &c., destroyed)	35	15	0			
1843.....	Antoine Leduc, fils, (Grain, Trees, &c., destroyed).....	45	15	0			
1843.....	J. B. Cousineault, (Horse stolen)	20	0	0			
1843.....	Pierre Soulineau, (Fences, Grain destroyed)	60	0	0			
1843.....	Joseph Laroux, (Quarry, Garden)	560	0	0			
					1682	13	0
F O U R T H .							
<i>By Canal Laborers, Parish of St. Clement:—</i>							
1843.....	Louis Shall, (Rent not paid, Cows and Pork stolen).....	12	7	6			
1843 and 1844.....	Basile Mathieux, (use of Land, and Grain)	13	6	4			
1844-5 and 1846....	François Poirier, (Crops destroyed, Bond not paid)	38	0	0			
1842-3-4 and 1845..	Veuve Josephite Lefebvre, (Land not paid, Crops, &c)	24	2	6			
1844.....	Pierre Lefort, (Grain and destroyed)	27	5	0			
1842-3-4 and 1845..	Joseph Daigneau, (Crops, and destroyed)	33	8	4			
1843 and 1844.....	J. B. Monpetit, (Rent not paid, Pork and Fat stolen)	40	10	0			
1844.....	Chs. D'Aoust, (Barn, &c., burnt)	170	0	0			
1843 and 1844.....	Joseph D'Aoust, (Rent, Board not paid)	25	5	0			
1844-5 and 1846....	Pierre Gendron, (Rent not paid, Crops)	31	7	6			
1843-4 and 1845....	Antoine Daigneau, fils, (water from Ditch)	20	18	4			
1843.....	Basile Gervais, (Land encumbered)	12	10	0			
1851.....	Antoine Monpetit, (extra Land taken)	4	2	6			
	Archambault, <i>Churé</i> , (Land flooded by Ditch).....	6	0	0			
					450	3	0

LIST OF CLAIMS ON THE BEAUHARNOIS CANAL, Classified.—(Continued.)

F I F T H .		£	s.	d.	£	s.	d.
<i>Claims arising from Construction of Dam at head of Canal, in 1850:—</i>							
Pierre Leduc, (cutting off water)..	no sum mentioned	.....	.....	.....
Hyacinthe Leduc, do .. do	do	.....	.....	.....
Owen Lynch, (reducing head of water at St. Timothy Saw Mill, rented by him.....)		1030	0	0			
Michael Beaurton, (loss of Logs by raising water)..		50	0	0			
Joseph Darpentigny, do ..		22	10	0			
					1102	10	0
					£ 4334	10	9

Amounting to the Sum of Four thousand three hundred and thirty-four pounds ten shillings and nine pence.

J. F. McDONALD.

QUEBEC, November 10th, 1852.

Sir,—I beg herewith to transmit you a list of claims for damages on the Beauharnois Canal, which are now prepared to be laid before the Provincial Arbitrators, and classified in the order in which they should be taken up.

I visited each claimant, and examined each locality, to ascertain on the spot, the causes which have given rise to the different claims in the accompanying list, and for the purpose of obtaining evidence which might prove favorable in ascertaining the amounts to which parties, who have just reason to complain, are entitled, and for the purpose of defeating the pretensions of such who claim damages to which they are not entitled.

As the claims included in the accompanying list are founded on causes which do not now exist, their proper adjustment must be arrived at through the evidence of persons who were cognizant of the facts alleged in the claims at the time, and by means of documents in the office of the Department; the postponement of their settlement cannot prove favorable to the Government, as important evidence which may now be obtained, may at a future period be unattainable, it is therefore desirable that these be submitted for arbitration without delay. A number of those persons now claiming on the line of the Canal, have been paid moneys for damages on previous occasions by Walter Shanly, Esquire, by the Honorable Joseph Bourret, and on awards made by the Provincial Arbitrators; it will therefore be necessary that the Report of Mr. Shanly, the receipts for moneys paid on his Report, the receipts for moneys paid by Mr. Bourret, and the award of the Provincial Arbitrators be furnished and produced when necessary to prevent fraud.

I have examined the forms of receipts to him by Mr. Shanly, and by Mr. Bourret for moneys paid by them; those taken by Mr. Shanly are in full of all damages up to the date on which they were drawn, and those taken by Mr. Bourret are also in full to the thirty-first day of January, 1845, but neither form of receipt describe the lot or property on which damages had been paid. These receipts will, I imagine, hold good against the parties personally, but not against the land in case it changes owner. All the claims now made for land damages should be submitted to the Arbitrators, whether the same has been previously paid or not, in order to obtain their award describing the property on which the claims have been made.

I have the honor to, Sir,
Your obedient Servant,

(Signed,) J. F. McDONALD, C.E.

T. A. BEGLY, Esquire, Secretary P.W.,
Quebec.

The following is a List of CLAIMS for DAMAGES alleged to have been caused by the CONSTRUCTION of the DAMS at the head of the BEAUIHARNOIS CANAL.

FIRST.—YEARLY RENT.

In rear of Farms at the head of the Canal, Parish of St. Timothy.

	£	s.	d.	£	s.	d.
Louis Gauthier Land flooded	19	0	0			
Edouard Mailloux do	30	0	0			
Basile Leduc, père, (12) do	16	0	0			
Alexis Viau, (Lot 11 & 12) do	33	10	0			
Pierre Leduc, fils do	6	0	0			
C. Archambault do	6	0	0			
Antoine Hénault, (Lot No. 9 and 10) do	4	0	0			
Charles Laroux do	50	0	0			
Antoine Leduc do	56	0	0			
Narcisse Hénault do	33	0	0			
Louis Gauthier do	3	0	0			
Eustache Viau do	30	0	0			
François Petre do	33	15	0			
François Bergevin do	26	0	0			
Veuve Louis Bergevin do	16	0	0			
Albert Mercier do	20	0	0			
Ignace Lessier do	7	10	0			
Pierre Leduc, fils do	30	0	0			
Henry Leduc do	4	0	0			
Olivier Leduc do	43	0	0			
Louis Decoigne do	30	10	0			
Jacques D'Aoust do	34	10	0			
Navier D'Aoust do	22	0	0			
Isidore Brosseau do	3	15	0			
Jacques Hébert do	6	0	0			
				563	10	0

SECOND.

Compensation in Full.

Louis Gauthier Land flooded				79	10	0
Peter Shannon do				102	0	0
Charles Laroux do				268	0	0
John Madrault do				105	0	0
Antoine Hénault do				90	0	0

THIRD.

Seigniorial Claims, Beauharnois, in Full.

1.—7,400 arpents of land flooded, at 30s	11100	0	0			
2.—26 arpents Village Lots, at £50	1300	0	0			
3.—14 $\frac{47}{100}$ arpents, for Public Works (Gt. Isle) at £10	145	17	6			
4.—1833 arpents, deteriorated in value, 10s	691	10	0			
5.—Deteriorated value of Saw-mill	500	0	0			
6.—Estimated loss in Lods et Ventes	1000	0	0			
7.—1500 acres flooded in Godmanchester, at 20s	1500	0	0			
				644	10	0

FOURTH.

On the River St. Louis.—Annual Claims.

Hyaacinthe Montpetit Flooding in Spring	6	0	0			
Louis Tessier do	19	0	0			
Joseph Lefebvre do	3	0	0			
Paschal St. Denis do	3	0	0			
Pierre Houle do	5	0	0			
Pierre Gagné do	6	0	0			
Pierre Leduc do	4	10	0			
Louis Côté do	29	1	3			
François Leduc do	5	0	0			
Joseph Lalonde, fils do	36	10	0			
Pierre Giroux do	8	10	0			
J. B. Sauvé do	22	10	0			
				16237	7	6

LIST of CLAIMS for DAMAGES alleged to have been caused by the CONSTRUCTION of the DAMS at the head of the BEAUIARNOIS CANAL.—(Continued.)

FOURTH.—(Continued.)		£	s.	d.	£	s.	d.
Joseph Lalonde	Flooding in Spring	21	15	0			
François Sauvé, fils	do	4	5	0			
Damasc D'Aoust	do	15	3	9			
Moyse Sauvé	do	21	5	0			
Pierre Leduc	do	8	15	0			
Martin Levesque	do	12	0	0			
Joseph Lefebvre	do	36	0	0			
J. B. Leger	do	10	0	0			
Marcille L'Hortie	do	9	5	0			
Jérémie L'Hortie	do	12	10	0			
John Sayer	do	32	0	0			
Felix Cardinal	do	28	0	0			
Joseph Balard	do	19	10	0			
Louis Roy	do	18	0	0			
Cyrile Lefebvre	do	44	0	0			
Olivier Sauvage	do	13	0	0			
Pierre Lemieux	do	23	10	0			
Ephraim Cardinal	do	28	0	0			
Joseph Consineau	do	16	0	0			
Joseph Boyer	do	7	0	0			
J. B. Houle	do	5	0	0			
J. B. Hogue	do	16	0	0			
Gendron Viau	do	25	0	0			
Maxime Laurin	do	10	15	0			
François Courville	do	29	7	6			
Joseph St. Pierre	do	9	0	0			
Xavier Courville	do	8	0	0			
Joseph Boyer	do	9	2	6			
Felix Bouchard	do	10	0	0			
Louis Leduc, père	do	58	5	0			
Benjamin Viau	do	14	0	0			
Cyprien Leduc	do	12	0	0			
Michel Lalonde	do	16	0	0			
Narcisse Chatel	do	10	0	0			
François Poirier	do	11	0	0			
Jean Baptiste Raymond	do	13	10	0			
Xavier Lamesse	do	8	10	0			
Louis Paquet	do	37	10	0			
François D'Aoust	do	4	0	0			
François Sauvé	do	17	0	0			
J. B. Charbonneau	do	8	0	0			
Joseph Hoyne	do	21	0	0			
François D'Aoust	do	13	15	0			
Augustin Poirier	do	20	0	0			
Médard Beaulieu	do	65	0	0			
Basile Leduc	do	15	10	0			
Paul Ravary	do	11	10	0			
J. B. Laverge	do	90	15	0			
Dosite Tellier	do	21	1	3			
François Hénault	do	25	0	0			
Antoine Leger Parisien	do	11	0	0			
Antoine Poirier	do	23	15	0			
Antoine Lefebvre	do	19	0	0			
Mercier Leberge	do	4	0	0			
François Houle	do	2	0	0			
Jacques Léger	do	4	0	0			
Laurent Belanger	do	8	0	0			
Louis Monpctit	do	24	0	0			
François Mercelle	do	28	10	0			

LIST of CLAIMS for DAMAGES alleged to have been caused by the CONSTRUCTION of the DAMS at the head of the BEAUHARNOIS CANAL.—(Continued.)

FOURTH.—(Continued.)

	£	s.	d.	£	s.	d.
J. B. Hénault	57	0	0			
Leon Chartrand	26	17	6			
Pierre Petit	17	0	0			
Joseph Leduc	23	10	0			
Louis Leduc, fils	21	15	0			
Hyacinthe Viau	4	0	0			
Scraphin Clément	8	15	0			
John Russell	12	0	0			
Hermenegilde Fortier	3	0	0			
Clement Houle	7	10	0			
Hubert Mallo	12	0	0			
Jean Baptiste Pigeon	6	0	0			
Ambroise Roy	4	0	0			
Basile Roy	4	0	0			
John McLewen	50	0	0			
Annual Claims on River St. Louis	£ 1530	3	9			

FIFTH.

On Grande Isle.—Annual Claim.

Ignace Benoit	25	0	0			
Simon Desforges	30	0	0			
Benjamin D'Arpentigny	14	10	0			
Jacques Marsouin	1	0	0			
Olivier Benoit	4	0	0			
Joseph Sauvé	16	0	0			
Joseph Amiot	6	0	0			
Gabriel Lecompte	5	0	0			
Jean Bougie	5	0	0			
J. B. St. Amour	14	0	0			
Maurice Sauvé	6	0	0			
Laurent Dagenais	22	0	0			
Pierre Bougie	18	0	0			
Hyacinthe Avon	2	0	0			
Joseph Dechamp	18	0	0			
Eli Lalonde	3	0	0			
Joseph Boyer	15	5	0			
Antoine Lecour	2	0	0			
Pierre Derocher	3	0	0			
Francis Labelle	3	0	0			
Pierre Pillore	4	0	0			
Pierre Bougie	4	0	0			
François Leduc	4	0	0			
Pierre Benoit	38	0	0			
François LaRivière	4	0	0			
Joseph Venner	4	0	0			
J. B. Ladrrien	5	0	0			
Pierre Desforges	2	0	0			
J. B. Leduc	10	0	0			
François Brauchaud	2	0	0			
Veuve E. Bergevin Brauchaud	17	0	0			
Ignace Benoit	21	10	0			
Pierre Bergevin, père	5	0	0			
	£ 333	5	0			

SIXTH.

On Clark's Island, in Full.

Alexander Clark	£	863	6	0
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LIST of CLAIMS for DAMAGES alleged to have been caused by the CONSTRUCTION of the DAMS at the head of the BEAUHARNOIS CANAL.—(Continued.)

SUMMARY.	Annual Claims.			Claims in Full.			
	£	s.	d.	£	s.	d.	
1.—Annual Claims at head of Canal	563	10	0				
2.—Claims in full do				644	10	0	
3.—Seigniorial Claims in full				16237	7	6	
4.—Annual Claim on River St. Louis	1830	3	9				
5.—Annual Claim on Grand Island	333	5	0				
6.—Claim in full on Clarke's Island				863	6	0	
	£	2426	18	9	17745	3	6

QUEBEC, November 20th, 1852.

Sir,—I beg to transmit you a classified List of claims on the Seignior of Beauharnois, and also claims of the Seignior of Beauharnois, for lands owned by him in the Township of Godmanchester, adjoining the Seignior on the West side.

The claims classed first and second, are for lands flooded on the rear of the farms shewn on the accompanying traced plan, numbered nine to twenty-four, and also for lands flooded on the front of lots numbered nineteen to twenty-four.

The second item in the claim of the Seignior, classed third, is also for a portion of the front of lots eighteen, nineteen and twenty, called village lots. The first and fourth items in the third class, or Seigniorial claim, are for unconceded wild lands flooded, or occasionally flooded, bounded on the East by the red line designated "Boundary of the Marsh" on accompanying sketch, to the South by conceded lands and the River St. Louis, to the West by the division line between Godmanchester and the Seignior of Beauharnois, and to the North by the conceded lands and Lake St. Francis. The seventh item in the third class, or Seigniorial claim, is for lands flooded in Godmanchester, adjoining the seignior of Beauharnois on the West side.

The fourth class of claims is for injury sustained by the Inhabitants owning farms on the River St. Louis, from the village of St. Louis to the East, to the feeder on both sides of the River St. Louis, and to Lot No. 37, on the South side to the North.

The claims on the front of lots eighteen to twenty-four at the head of the Canal, have been settled by Mr. James Stewart, excepting that portion claimed by the Seignior, called village lots. That portion of land above the head of the Canal called village lots in the Seigniorial claim, was purchased by the Agent of the Seignior during the time when the Canal was in progress of construction, with the view of establishing a village there, but the speculation so far has not succeeded. A road embankment has been constructed by the Department of Public Works from the head of the Canal to the high lands on the West, leaving part of these village lots to the North of the embankment, and part to the South.

By the construction of the Dams at the head of the Canal, the land lying North of the embankment has been flooded, and is not capable of being drained, it should therefore be measured. Part of these lots to the South of the embankment is also flooded, owing to the surface ditch leading from the head of the Canal to Marsh Terre Culvert not being sufficiently deep to drain the land. The ditch should be deepened, and an opening made from it to the Canal below the guard Lock, to carry off the spring freshets, which generally overflow the lands in the vicinity of the Lock, giving rise to claims for damages.

The land on the rear of lots nine to twenty-four has always been more or less injured by water. The inhabitants have constructed a ditch on the rear of their farms, discharging into Marsh Terre Culvert, and by this means they have improved their lands very much. Since the construction of the Dams, the Lake water passes into the ditch and over considerable part of the low lands, giving rise to the present claims. It has always been admitted that

the construction of the Dams has raised the water near the head of the Canal, and that in consequence the low lands attached to these farms, and also the low unconceded lands in their rear, and to the East of the feeder, have been flooded to a greater extent than formerly; in order to prevent this flooding, it has been proposed to construct a dyke from Knight's Point to the feeder, at the place marked on the plan b. Estimates for this work have been sent to the Department, and tenders for its construction asked, but nothing further has been done.

In addition to the proposed dyke, a regulating gate should be constructed on the feeder, at the South-west end of the dyke, and an embankment constructed on the west side of the feeder from the regulating gate to the point marked c.

The construction of these works would effectually reclaim all the low lands lying to the East of the feeder, and the benefits to the land arising therefrom would far exceed any damage which has been caused, and most particularly to the holder of the unconceded lands.

I made a partial examination of the land lying between the Seigniori line on the North-west and the feeder on the East. The land, with the exception of the ridge marked e. f. is low and wet, and was always considered unfit for settlement.

About the year 1845, it was in contemplation by the Seignior to drain these lands, and to construct an embankment from Knight's Point to the high lands West of the Seigniori, but nothing so far has been done to effect this object. Since the construction of the dams, these lands no doubt have been flooded to a greater extent than previously, and this circumstance has given the pretext for charging the whole to the Department of Public Works at the value of cultivable land, whereas in justice the Department is only accountable for the increased cost of constructing such a bank as was formerly contemplated, and without which those lands were valueless; the draining would be the same cost in either case. In my Report of the 20th September last, I recommended that levels should be taken from the feeder at the point marked "c" to the high lands west of the Seigniori, in order to ascertain whether the Lake water finds its way through the woods to the River St. Louis. I am still of the opinion that this course should be adopted, and at the same time that instructions should be given to make an estimate of the cost of constructing a bank from c to e, and for connecting the ridges from thence, where found low, to the high lands West of the Seigniori, shewing what portion of this work would be required to reclaim these lands if the dams had not been constructed.

An estimate should also be made for a bank along the margin of the Lake, at the place where the Seignior intended to make it, to ascertain whether the value of the lands lying between the proposed lines would warrant the increased expenditure of constructing it there.

The lands on both sides of the River St. Louis are, for the greater part low, and have always been more or less subject to spring freshets, this is admitted by the inhabitants, but they say the water only remained a short time, and subsided sufficiently early to enable them to do their spring ploughing, and to sow their crops; but that since the construction of the dams the water rises higher and remains longer on their lands than usual, and that many are prevented from getting in their crops sufficiently early; that they are flooded out of their houses, and that they are prepared to prove that the water last spring passed in a large stream from Lake St. Louis, at the house of Laguerre, to the River St. Louis, in the direction f, g, and that this is the cause of their lands being flooded to such an extent as to cause serious injury and loss. From my examinations I am of opinion that the water does pass in the direction indicated, and also, that it passes to the East of the ridge "c"; but the quantity so passing would not of itself be sufficient to cause the injury complained of. The feeder has increased in size from the action of the water each year since it was made, it is now navigated by bateaux, and in its present state discharges more water into the River St. Louis, than could possibly pass through the woods. The River St. Louis is but a small stream, and scarcely capable of discharging the water which must flow into it from natural causes in the spring of the year; it is therefore plain that an increased quantity supplied by these two artificial causes, must greatly increase the inconvenience, particularly near the St. Louis Mill-dam, and where the River is embarrassed with flood timber and trees.

For the protection of the Inhabitants it will be absolutely necessary to construct some defence against the water from the Lake. By referring to the accompanying Map, it will be seen that the construction of the dyke, regulating gate, and embankment, will effectually protect the settlers on the River St. Louis from future inundations, and that this is the only

mode by which that object can be obtained. I examined all the farms along the River, as far as claims have been made, and found that the water was then confined to its natural bed, but, from marks on trees, it was evident the water had stood for a long time two feet higher, and that the lands on both sides must have been flooded to a considerable extent. I do not think the Inhabitants, with few exceptions, have suffered serious loss in crops, as I observed in almost all cases, that the usual quantity of land had been cropped with wheat, oats, potatoes, &c., of excellent quality, equal in yield and as early as any in the surrounding country. As the improvements suggested bear strongly on all these claims, as their completion will be effected at a comparatively small cost to the amounts claimed, and as the value of land will be greatly enhanced thereby, I humbly suggest the propriety of their being carried into execution as soon as possible, and that any settlement of the claims be postponed till they are completed, in order that the benefits arising therefrom may be urged as a compensation in full or in part, as the case may be, for any injury or loss hitherto sustained.

From all the information I could obtain, I have no doubt the property of the Seigneur has been increased in value, by the construction of the Beauharnois Canal and Dams, taken as a whole, and that in equity no claim should now be made on the Government. Impressed with these opinions, I have endeavoured to obtain all the information which might be used for the purpose of defeating, or reducing, the claims now made; and in pursuit of this object, I found that the original grant is to the Brothers Beauharnois, "their children born in wedlock, and their Heirs forever, as their own," for six leagues in depth adjoining the Seigniory of Chateauguai, and six leagues in front along the River St. Lawrence with the adjacent Islands, "to leave the Roads necessary for the Public"—"to leave the beaches open to all fishermen, with the exception of those parts which may be required for fishing purposes;"—"And in case her Majesty should require any part of the said lands for the erection of Forts, Batteries, Armouries, Magazines, and other public works, she shall take it, as well as any timber necessary for the said public works, and firewood for the Garrisons of the said Forts, without giving any indemnity therefor."

On the 10th of May, 1833, a grant of all the unconceded lands in free and common socage, was made to Edward Ellice, Esquire, without the reservations contained in the original grant, except for mines of gold and silver, and for works of military defence; still the original reservations are of importance, as bearing on the claim for deteriorated value of *lods et ventes*, and on the claim for deterioration in value of the Saw-mill at St. Timothy, the supply of water for which is obtained by the construction of a dam from the main shore to a small island, which is not included in the deed of the 10th May, 1833. It will also, I think, bear on the claim of Mr. Owen Lynch, for damages claimed by him as lessee of the same Mill. I think both these documents should be submitted to the Honorable the Attorney General, and his opinion obtained.

The lands taken for public works and for which compensation is demanded in the third item of the Seigniorial claim, should be measured, to ascertain if the quantity is correct.

The fifth class of claims is for lands flooded or carried away by the action of the water on the North-west side of Laugen Isle, forming part of the Seigniory of Beauharnois. Near the lower end of the Island the banks are composed of clay, and have at all times been subject to wear by the action of frost, surface water, and the water of the St. Lawrence. The claims for flooded lands West of the Domain, are in general for small patches which formerly produced wild hay, and is of small value. Lots Nos. 0, 3, 4, 28 and 29 suffer considerable damage, and are now, in the low situations, too wet, where they were formerly cultivated.

The sixth class of claims is for land flooded and worn away on Clark's Island. On examining these lands, I found that a low piece of land on the North side of the Island, part of which had formerly been cultivated, and part of which produced wild hay, was then flooded; and that on the South side the water had raised to so great an extent as to cause the land to be washed away to a greater extent than formerly, particularly during westerly gales.

The South side of the Island could be protected by placing stone against the Bank; and as there is no doubt the Dams have caused a rise of water here, an estimate of the cost of protecting it should be made, and the quantity of land which has been worn away since the Dams were constructed, should be ascertained.

The flooding on the North side of this and Grande Isle, is owing, in part no doubt, to the increased quantity of water thrown into the North channel by the Dams, and to the natural rise of water in the St. Lawrence. As sufficient data have not yet been obtained to ascertain the actual rise of water caused by the Dams, the consideration of these claims should be deferred until such data shall have been obtained, as recommended in my Report on this subject, dated 20th September last.

I have the honor to be, Sir,
Your obedient Servant,

(Signed)

J. F. McDONALD, C.E.

T. A. BEGLY, Esq.,
Secretary, P.W., Quebec.

LIST of CLAIMS in GODMANCHESTER, PARISH of ST. ANICET, for FLOATING LAND, caused, as alleged, by the BEAUCHARNOIS DAMS.

FIRST.		£	s.	d.	£	s.	d.
<i>Claims below the River Laquirre.</i>							
1	Leon Leduc Land flooded ..	54	0	0			
2	John Tully Land and Steam Mill flooded ..	500	0	0			
3	Malcolm Campbell Land flooded ..	165	0	0			
4	Elijah Mathew do ..	12	0	0			
5	Archibald Cameron do ..	75	0	0			
6	John Wylie do ..	75	0	0			
7	Malcolm Stalker do ..	75	0	0			
8	Neil Rankin do ..	60	0	0			
9	Joseph Grenier do ..	40	0	6			
10	Dame Veuve G. Jasemin do ..	25	0	0			
11	Hugh Rankin do ..	175	0	0			
12	Patrick Curran do ..	75	0	0			
13	Louis Charitier do ..	95	0	0			
14	Alexis Charitier do ..	30	0	0			
15	Donald McKenzie do ..	130	0	0			
16	Donald Levingston do ..	50	0	0			
17	Veuve Antoine Quesnel do ..	45	0	0			
18	Joseph Caza do ..	142	0	0			
19	Philip Prunre do ..	2	10	0			
20	Hugh McKin do ..	25	0	0			
21	Amable Caza do ..	48	0	0			
22	James Curran do ..	25	0	0			
23	Allen Mason do ..	50	0	0			
					1973	10	0
SECOND.							
<i>Claims on River Laquirre.</i>							
1	John McDonald Lands flooded in 1 and 2 Con... ..	1125	0	0			
2	Leander Duhairre Lands flooded in 2 Con... ..	50	0	0			
3	Pierre Beauchene do do ..	40	5	0			
4	Michel Beauchene do do ..	80	0	0			
5	François Charlebois do do ..	12	10	0			
6	François Dagenais do do ..	81	10	0			
7	Pierre Charlebois do do ..	60	0	0			
8	Richard Higgins do do ..	60	0	0			
9	James Higgins do do ..	50	0	0			
10	Lawrence Sullivan do do ..	50	0	0			
11	Thomas Lahey do do ..	50	0	0			
					1644	5	0

LIST of CLAIMS in GODMANCHESTER, PARISH of ST. ANICET, for FLOATING LAND,
caused, as alleged, by the BEAUTARNOIS DAMS.—(Continued.)

THIRD.		£	s.	d.	£	s.	d.
<i>Claims in the Village of St. Anicett.</i>							
1	L. H. Masson.....Wharf, Land, Wood, &c..	362	6	10½			
2	L. H. Masson.....do do ..	508	0	0			
3	Joseph E. Wattier.....do do ..	175	0	0			
4	Etienne L. Ecuyer.....Land do ..	100	0	0			
5	G. H. Dumesnil.....do ..	25	0	0			
6	James Tobin.....do ..	400	0	0			
7	Antoine Caza.....do ..	200	0	0			
8	John Leslie.....do ..	36	0	0			
9	J. W. Parrent.....do ..	120	0	0			
10	A. Edouard Dupuis.....do ..	25	0	0			
11	Nesbert Dupuis.....do ..	25	0	0			
12	Joseph Boleau.....do ..	25	0	0			
13	Dame Veuve S. Rielly.....do ..	40	0	0			
14	Michel Curran.....do ..	55	0	0			
15	Fabrique St. Anicett.....do ..	150	0	0			
16	Alexander McDonald.....Cellar do ..	25	0	0			
17	G. H. Demisnil.....Cellar flooded..	50	0	0			
					2321	6	10½
FOURTH.							
<i>Claims above Village of St. Anicett.</i>							
1	J. Bte. Saumed dit Laginasse.....Land flooded ..	25	12	6			
2	J. B. Aubain.....do ..	25	0	0			
3	J. B. Quenville.....do ..	30	0	0			
4	Pierre Leblanc.....do ..	6	0	0			
5	Joseph Quenville.....do ..	18	0	0			
6	Joseph Classin.....do ..	25	0	0			
7	George Classin.....do ..	21	5	0			
8	Donald McKillopp.....do ..	75	0	0			
9	J. B. Quenville.....do ..	85	0	0			
10	Amable Caza.....do ..						
11	Louis Chaquette.....Land flooded ..	125	0	0			
12	Antoine Dancause.....do ..	18	15	0			
13	François Trepanier.....do ..	22	10	0			
14	L. H. Masson.....do ..						
15	Benjamin Seguin.....do ..	20	0	0			
16	Charles Deroches.....do ..	40	10	0			
17	J. B. Seguin.....do ..	60	0	0			
18	Joseph Amilotte.....do ..	15	15	0			
19	Augustin Leger dit Parisien.....do ..	57	10	0			
20	Edward Johnson.....do ..	20	0	0			
21	Paul Amelotte.....do ..	40	0	0			
22	Edward Ellice.....do ..						
23	Henry Caza.....Land flooded ..	60	0	0			
24	Joseph Dupuis, (moving House).....do ..	200	0	0			
25	Pierre Dupuis.....do ..	88	10	0			
26	Antoine Dupuis.....do ..	17	0	0			
27	Antoine Quenville.....do ..	21	0	0			
28	François Martin.....do ..	125	0	0			
29	Antoine Bonville.....do ..	30	0	0			
30	A. Godfrey Lelonde.....do ..	72	0	0			
31	Joseph Lelonde.....do ..	20	0	0			
32	François Lelonde.....do ..	90	0	0			
33	Samuel Rankin.....do ..	135	0	0			
34	François Carruru, (don't know where).....do ..	9	0	0			
35	Alexander McDonald.....do ..	20	0	0			
					1618	7	6
					£ 7557	9	4½

QUEBEC, November 25th, 1852.

Sir,—I beg to enclose you a list of claims for damages alleged to have been caused in the Township of Godmanchester, by the erection of the Dams at the head of the Beauharnois Canal. The claim of the Seigneur for lands in this Township, is included in those of the Seignior of Beauharnois.

Class First, includes all the claims made for flooding Lands, Mills, Roads, Houses, Wharfs, &c., between the line dividing the Seignior of Beauharnois from Godmanchester, and the River Laguerre. From the Seignior line to the farm of Mr. John Tully, being west half of Lot No. 12; there are no habitations on the front, except a wood station in Hungry Bay, where there is a Wharf kept by one Laguerre for loading cord wood, and another small clearing on Lot No. 9, for which no claim has been made. A small clearing was made on Lot No. 10, by Mr. Tully, about the time the Dams were constructed, but the land has never been cropped as it has since been flooded. The front road from St. Anicet Eastward, terminates on Lot No. 10. A low swell sets up landwards from the River, taking in parts of Lots 10, 11 and 12. The water of the River St. Lawrence did not cover this low land, except that part immediately bordering on a small Creek which runs through it, on the 19th of October last; but it was evident from marks on trees, that the water had been thirteen inches higher, and must have covered the road and low lands on each side in spring. A steam Saw Mill was erected by Mr. John Tully in the year 1848, on the west half of Lot No. 12, and some clearing made; the principal part of his claim is for alleged damages to the Saw Mill, of which, now, nothing remains but the frame and the ruins of the Boiler setting.

The frame for the Mill was built apparently partly in the water, for convenience sake, and it appears that the cylinder and other parts of the machinery were placed so low as to be flooded from the least rise in the water of the St. Lawrence. The Boiler was set sufficiently high to be out of reach of the highest water, but it has with the other machinery been taken away. The remains of the frame of the building shews that alterations were made, by which the machinery worked at a higher elevation than was originally intended. No injury appears to have been sustained by the building from high water, and I cannot conceive any reason why the Mill was not kept in operation, on the altered plan, if it was found profitable. The front of the farm has to a very limited extent been worn by the action of the water, but the damage on this account is trifling.

From Mr. Tully's farm to St. Anicet Village, the public highway passes in many places over low lands in the vicinity of Creeks, or immediately on the borders of Lake St. Francis. In these low places the road is flooded by the waters of the Lake, rendering its maintenance very expensive, indeed beyond the means of a number of the inhabitants, who are held to maintain the road through their farms, and who now refuse to do any work on it, and allege in their defence, that the dams at the head of the Beauharnois Canal have caused the flooding of the road, and that it is beyond their means to keep it up. From this state of things serious inconvenience is caused, as the road in many places is quite impassable.

Malcolm Campbell, Donald Livingston, Donald McKenzie, Joseph Caza, Vinor Antoine Quenel and Neil Rankin, are the principal sufferers from loss of cultivable lands. The other claims are for lands which have not yet been cultivated, or for trifling wear by action of water.

The Second class includes all the claims on the River Laguerre except that of Allan Mason, for the farm on the East side of that River, and bounded in front by the River St. Lawrence, which is included in the first class. The lands on the West side of Laguerre, are owned by Mr. John McDonald, and are bounded in front by the St. Lawrence.

The first part of his lands have not been improved but he suffers considerably from the flooding of the road, for the repairs of which he has sued in Court. The River Laguerre is without fall or current, rises and falls with the River St. Lawrence, and is divided into the East and West branches near the rear of the second concession. A portion of the land in the rear of the second and front of the third concessions has been cultivated, the land is low and would be flooded by a small rise in the St. Lawrence. When I examined these lands on the 20th October last, I found lands covered with water which had undoubt-

ed signs of previous cultivation, although the water had then subsided fully thirteen inches from what it had been in spring. From the information I got from disinterested parties, these lands have not been fit for cultivation since the year 1849, but the water has increased in height each year since that time till last spring.

The third class includes all the claims in the village of Anicet, with the farms immediately adjoining. A part of the East side of the neck of land on which the village is built, is low, and the water from the River sets in Westward towards the centre of the village, flooding some of the village lots and houses; the property on the Fabrique is situated on the North-east point, the water has worn away some portion of the land, but it is now protected by a stone wall built by the inhabitants against the bank. The principal claims are for alleged damages to wharves and cellars; whether damage had been sustained from the rise of the river could not be ascertained by inspection, as the water had subsided, and I had not a level with me to ascertain the difference between the St. Lawrence water and the bottom of the cellars; and the wharves that remained had been repaired. Neither could I ascertain whether the Wharfs on which claims had been made, had been erected with the permission of the Government; without which permission their claims will not, I suppose, be valid.

The fourth class includes all the claims from the Village of St. Anicet on the East, to the Indian lands on the West. At the time when I visited the places where the claims are made, the water had decreased considerably from what it was in the spring of last year; I could not perceive that any serious damage had been caused except to Meadow Marshes and low lands which have not been cultivated. One person, Joseph Dupuis, was obliged to move his house in consequence of the wearing away of the bank, but this would have been the case without any artificial aid, as this land in common with a great many other portions of the banks of the St. Lawrence, has already been subject to wear from the action of the water.

I did not meet with any person who had kept any reliable marks by which the actual rise of water in this locality could be obtained. The inhabitants who would be most likely to know about the rise of the water, are either interested in the issue of their claims, or if not personally interested, do not wish to say anything that would prove prejudicial to their neighbours without being obliged to do so under Oath. François Langlois, who has lived in the neighbourhood, and who has been in the habit of fishing and shooting along the River, asserts that he had seen the water as high before the Dams were made, as it has been at any time since. Mr. Thomas Farlinger, who was boating on the Lake St. Francis, and who was Captain of a Steamer at the time when the dams were built, says that the water during the fall of 1849, when the Dams were closed, raised only two inches on the Bar at Lancaster. He attributes this rise to natural causes, and says that the Dams did not raise the water at all on the upper part of the Lake.

On examining the survey for this Township, I find that the Lake forms its North boundary. The grant also made to the Heirs Ellice, states that the Lake St. Francis forms the North boundary of the Township. I believe that where Navigable Rivers form the boundaries of farms, it is not customary to measure wild meadows as part of the lots, but only such land as produce the larger class of trees. This is a question of considerable importance as applied to the present claims, and will be more particularly entered into in a future Report.

I have the honor to be, Sir,

Your obedient Servant,

J. F. McDONALD, C.E.

QUEBEC, November 29th, 1852.

Sir,—In your letter of Instructions of the 19th August, 1852, on the claims arising from the construction of the Beauharnois Dams, I am directed to “proceed on a tour of visits to the properties on which the claims are made, with a view of making your observations thereon, and of procuring witnesses in each case, whose evidence, when brought before the Arbitrators, will be serviceable to the public interests.” I now beg to Report, that in carrying out these Instructions, I found there were material points on which difference of opinion existed between persons most desirous of giving impartial evidence with reference to the rise of water caused by the Dams, separate from that which was due to the natural rise of the St. Lawrence; and this is the real difficulty which exists in arriving at a just conclusion. Persons who live along the Lake shore and who daily see the rise and fall of the water, are, for the most part, interested in the issue of the claims for damages. From these no opinion could be got, except such as would confirm their claims; others again assert that the Dams have not raised the water to any sensible degree, and that, in course of time, it will again subside to its usual height; and there are still others who assert that the waters in Lake St. Francis have been higher than usual since the Dams were made, but that a great part of this rise is due to natural causes.

I also found that a diversity of opinion existed as to whether the water found way to the River St. Louis through the woods from Hungry Bay. Several attempts have been made in previous years to obtain sufficient data to lead to a just conclusion on this point; but all failed to be satisfactory; because in the Spring of the year, when the water was sufficiently high to do damage on the River St. Louis, there was so much water in the woods as to render it impossible to make a satisfactory examination, and the water left no marks by which its highest rise could be obtained when it had subsided, as stated in Mr. James Stewart's Report, dated 3rd June, 1851, pages 2, 3 and 4. From personal observation, I was of opinion that the water had passed through the woods, and that the inhabitants, from this cause, and from the water which passed to the River St. Louis, through the Feeder constructed by the Seigneur of Beauharnois, had just reason to complain; and also, that the Dams had raised the water in Lake St. Francis.

My instructions did not authorize me to make any instrumental examinations by which these questions could be definitely settled, I therefore reported to the Department what I had done up to the 20th September last, and at the same time suggested the propriety of sending a competent person to take levels, from the feeder to the high lands West of the Seigniory; and also to take soundings and measurements on each side of Grande Isle, to ascertain what quantity of water had been thrown into the North channels by the Beauharnois Dams, so that such evidence might be produced when the cases should be submitted to the Arbitrators.

In your letter of the 29th September, in answer to the above Report, my duty is explained to be “to prepare such evidence and to collect such information, especially as to the grounds having been flooded prior to the erection of the Dams, against the meeting of the Arbitrators, as would tend to protect the public interests.”

Where claims have been allowed to stand over for such a length of time, and particularly claims for flooding lands, some of which are flooded only for a short period, or where the water has remained for such a length of time as to obliterate former traces of the margin of the River, recourse must be had to the evidence of persons who were acquainted of the facts connected with the cases as they occurred.

Mr. James Stewart examined these claims in 1851. His Report dated 3rd of June, of that year, is of importance, as it gives the conditions of the farms on which claims were made at that period.

There is abundant proof that the St. Lawrence has been rising, from natural causes, above and below Lake St. Francis, each year since 1849, and that the whole damage caused by high water on that Lake is not attributable to the Dams. I have, therefore, given a great deal of time in collecting evidence that could be produced on this subject. In most cases, the claimants will bring forward witnesses to prove that the water has risen in Lake St. Francis, three feet, and that a sudden rise took place as soon as the Dams were closed, and that the claimant's properties have been injured by water since that time. By this mode of reasoning they would throw the onus on the Department of proving that the whole or any part of this rise of water is attributable to other causes than the construction of the Dams.

A mark was shewn me on Mr. Kenneth McLaughlin's Wharf, at Lancaster, from which it appears that the water has risen since that mark was made, three feet three inches; but this must have been when the St. Lawrence was at its lowest in 1843 or 1844. I found the water at Lancaster, on the 23rd of October last, one foot three inches higher than it was in August, 1842.

Mr. Marsh, and other inhabitants of Dundee, assert that the water in Salmon River, maintains an average of one foot more water since the Dams were made.

Mr. Thomas Farlinger, who has been navigating on the Lake St. Francis and Salmon River for years, says that the water, in the fall of 1849, raised only two inches on the bar at Lancaster, and the same in Salmon River, but that the water was rising all summer.

Mr. John McDonald, of River Lagure, says that the water there has been, by the agency of the Dams, raised one foot; but that the rise was not observed till the ice took, and that their lands remained covered during 1850, and the rise has increased each year since.

François Langlois, who lives below St. Anicet, and who has been in the habit of fishing and shooting along the River St. Lawrence for years past, says that he has, on former occasions, seen the water as high as it has been at any time since the Dams were built.

Mr. John Curry, who lives on the Province Line, says that the water rose at his place, in the fall of 1849, about nine inches, and that the rise was gradual.

Mr. Thomas Hill, who is in charge of the Light House at Lancaster, says that the water rose in November, 1849, nine inches; in May, 1850, it rose twenty-two inches, and in 1851, twenty-five inches higher than it was in 1849.

Mr. Henry Roebuck, of Coteau du Lac, says that the water in the Lake has risen nine inches by the agency of the Dams alone; but that he has on one occasion seen the water before the Dams were made, as high as it has been at any time since.

Mr. John Kell, who has been in charge of the Saw Mill at Coteau du Lac, during the past eleven years, says that the water in the Rapids rose four inches in the fall of 1849; that it was eight inches higher in 1851, and sixteen inches higher on the 14th October last, than it was in the fall of 1849, before the Dams were closed so as to affect the water. This information he gave from marks which he had on piers at the head of the flume.

Mr. Alexander Davidson, who is an Agent for an Insurance Company at Coteau, built a Boat House at the foot of the Lake in the summer of 1849, and from marks which he had on the building, he ascertained that the water in the Lake did not rise more than six inches in the fall of 1849, and that this is the full extent that the Dams caused the rise of the Lake; that the water was fifteen inches higher on the 15th October, 1852; than it was in the summer of 1849. I may here remark that the spike driven by Mr. James Stewart, in the pier at Grosse Point, shewed that the water had risen sixteen inches from the time it was driven till the 16th October, 1852, so that the depths of water, as observed at these three points, nearly correspond.

I was of opinion that the old Government Locks at Coteau du Lac, Split Rock, and Cascades, would furnish more direct information as to the actual rise caused by the Dams, than could be obtained by any other means. The Lock at Coteau du Lac is placed where the increased rise of water in the North channel must shew on the metre-sills, being in a narrower part of the Rapids and near the head of Grande Isle.

The Locks at Split Rock and Cascades are placed six or seven miles below the foot of Grande Isle, and it is reasonable to suppose that the water thrown into the North channel by the Dams, would find its natural level before it reached the Cascades Locks. Being of opinion that such was the case, I made inquiry of Mr. Houston, of Coteau du Lac, and Mr. Robinson, of Lancaster, (who were in charge of these Locks when they were in use before the completion of the Beauharnois Canal,) whether the depth of water on the metre-sills had been registered during the time they were in charge? They informed me that the depth had frequently been taken and transmitted to the Royal Engineer Department at Montreal. I then took with me two witnesses, Mr. Alexander Davidson, and Mr. Houston, of Coteau du Lac; measured the depths of water on the upper metre-sills, and found four feet six inches at Coteau du Lac, three feet eight and a half inches at Split Rock, and four feet two inches at the Cascades Locks. The weather at the time was calm, but the water at Coteau du Lac had fallen half an inch during the time we were absent at the Cascades; this would not, however, alter the results materially.

On applying at the Royal Engineer's Office, in Montreal, I was informed that most of these documents, &c., had been burnt by the fire in that city, in June last, and fears were entertained that the returns of the water-depths made by the persons in charge of the Coteau, Split Rock, and Cascades Locks, had shared the fate of other papers; but a book was found in which the depths of water taken on the metre-sills (supposed to be in the year 1845, the date of the entries being in the winter of 1845-46), were as follows:—

Coteau du Lac.....	Four feet three inches.
Split Rock.....	Three feet nine inches.
Cascades.....	Four feet six inches.

These figures would shew that the water in the Rapids, on the 14th of October, 1852, was three inches higher at Coteau, and four inches lower at the Cascades Locks than it was at the time the depths had been taken in 1845, and that the Dams have raised the water in the Coteau Rapids seven inches. By comparing the depths at Split Rock, the difference or rise in Coteau Rapids would be only three and a half inches; but the water at Split Rock cannot be relied on, as part of the upper wing of the Lock is carried away, while those at Coteau and Cascades are perfect.

Major Stehelin very kindly offered any further information in his power to give, but informed me that it would be necessary to apply officially to the officer in command of the Royal Engineers.

On the 26th of March, 1849, Mr. James Stewart, in presence of Duncan McDonell and Peter Shannon, had a spike driven into the Pier at Grosse Pointe at the surface of the water. In his Report to the Department of Public Works, dated 3rd June, 1851, he states that the rise in the surface of the water at the Guard Lock, to the surface of water at this spike is one foot three inches, and that this difference should be deducted from the depths registered at the Guard Lock, to ascertain the level of the Lake St. Francis before the dams were made. As Grosse Pointe is isolated by flooded lands which surround it, there was no possible way for me to prove the correctness of his levels, which can only be done in winter.

The lower and last dam was closed on the 28th of November, 1849. The depth of water registered on the upper metre-sill of the Guard Lock at Beauharnois Canal on the 21st of November, 1849, (seven days before the dam was finally closed) is eleven feet six inches. On the 28th December following, or one month after the Dam was finally closed, the depth was the same, eleven feet six inches. The water on the metre-sill did not at any time between the 21st of November and the 28th of December following, exceed eleven feet six inches, but fluctuated below that figure as it was acted on by the wind.

The average monthly depth of water on the metre-sill of the Guard Lock increased from April till the 21st of November, 1849, and then remained without any further increase till the 28th of December. By this it would appear that the Lake above filled up gradually as the closing of the dam progressed, and that all the rise due to the dams took place about the time they were finished, or at farthest, one month afterwards, and that any rise which took place after the 28th of December, 1849, is attributable to other causes, as, for instance, the formation of ice on the main shore, around Islands and on Shoals in the rapids, or from a general rise in the St. Lawrence from natural causes.

The depths of water registered on the Sills of the upper Canals, do not in the whole shew any rise in the St. Lawrence during the season of 1849. I therefore think that a direct list of the rise of water at the head of the Beauharnois Canal, as ascertained by the water Register, and the spike put at the surface of the water at Grosse Pointe before the dams were begun, will be nearer the truth than anything that can be got at by a combination of figures taken from the water Registers at any other places, because there was a general rise of water in the St. Lawrence in the year 1850, and in each year since the dams were made. Take then the depth of water registered on the metre-sill there on the day that the spike was driven at surface water.

				feet.	inches.
Grosse Pointe 26th March, 1849,	...	...	...	9	7
Add rise in surface water from G. L. to Grosse Pointe, same time.				1	3

	feet.	inches.
Depth on M. S., when water was level to Grosse Pointe,	10	10
Average registered water on metre-sill of G. Lock, from 1st till the 27th December, 1849, inclusive,	11	4

	feet.	inches.
Rise caused by the dams in Lake St. Francis,	0	6

Up to the 27th day of December, 1849, say six inches beyond what it was on the day the spike was driven into the Pier at Grosse Pointe. If the highest registered water be taken to the 27th of December, it will give eight inches rise, but the average highest will be the correct one, as the fluctuations are due to the action of the winds.

Again, take the average height of water at the said Guard Lock, B. Canal, in the month of December, for three years preceding the erection of the dams.

	highest.		lowest.		mean.		
	ft.	in.	ft.	in.	ft.	in.	
Say, 1846-7-8	9	8	9	5	9	7	
Add rise to Grosse Pointe,	1	3	1	3	1	3	
Registered for December, 1849,	10	11	10	8	10	10	} Rise 9 inches.
Registered for December, 1850,	12	1	11	1	11	7	
	12	2	11	0	11	7	

This would show a rise of nine inches in December, 1849 and 1850, over the mean highest of the same month in 1846-7-8.

	highest.		lowest.		mean.		
	ft.	in.	ft.	in.	ft.	in.	
Take April, 1846-7-8, including the rise from Guard Lock to Grosse Point,	11	5	10	9	11	1	} Rise 1 ft. 3 inches.
Water Registered for April, 1850,	12	11	11	9	12	4	
May, 1846-7 and 8,	11	5	11	0	11	2	} Rise 1 ft. 4½ inches.
Registered for May, 1850,	13	0	12	2	12	6½	
June, 1846-7 and 8,	11	4	11	1	11	3	} Rise 1 ft.
Registered for June, 1850,	12	6	12	0	12	3	
July, 1846-7 and 8,	11	2	10	11	11	0	} Rise 11 inches.
Registered for July, 1850,	12	0	11	10	11	11	
August, 1846-7 and 8,	10	11	10	7	10	10	} Rise 11 inches.
Registered for August, 1850,	12	0	11	6	11	9	
September, 1846-7 and 8,	10	11	10	6	10	8	} Rise 11 inches.
Registered for September, 1850,	12	0	11	2	11	7	
October, 1846-7 and 8,	11	2	10	4	10	7	} Rise 1 ft.
Registered for October, 1850,	12	0	11	2	11	7	
November, 1846-7 and 8,	11	0	10	4	11	8	} Rise 6 inches.
Registered for November, 1850,	11	6	10	10	11	2	

The greatest rise during the season of navigation and agriculture in 1850, over the average for the same months for 1846-7 and 8, is one foot four inches and a half, being in May; the lowest is six inches, being in November, and the average is 11 5-8, being 5 5-8 inches more than in December, 1849. This statement shews that the land covered by water in the fall of 1849, through the agency of the Dams, was, in 1850, covered by the natural rise of the St. Lawrence, and that the Dams caused the flooding of lands beyond what was due to natural causes in 1850, to the extent that would be covered by six inches perpendicular rise in the Lake: and so the calculation might be carried on for each year, the last six inches rise in each year being attributable to the effect of the Dams.

There is no doubt that, in consequence of contracting the outlet at the foot of the Lake, the rise caused by the Dams will be greater when the water is high, and less when it is low, than it was in December, 1849.

The water will not rise quite as high at the upper end of the Lake as it does near the Dams, but the difference will be trifling on such a level piece of water. The same quantity of water must pass down as formerly in a given time, the current must be the same, there must, therefore, be the same descent in the Lake, except the ratio due to the extra depth and width given to the Lake by the Dams; this would not be much.

A great part of the damages claimed, is for low land and wild meadows, which would be covered in the year 1852 by the natural rise of the St. Lawrence, and which, by the custom of the country, would not be measured as part of the farms, still the titles give all the land to the River St. Lawrence.

Mr. Bouchette informs me that two cases have been decided in Court, where the Seigniors, whose lands were bounded in front by the St. Lawrence or the waters of certain Rivers, (subject to inundations), and by a certain depth specified in the titles, claimed to be bounded in front by the highest water marks. This, if established, would give the proprietors their full depth, with the additional use of the rejected lands in front, for which they did not pay. The decisions in these cases should be obtained, as a guide in establishing the front boundaries of lands on which the present claims are made.

When the proper margin of the Lake shall have been established, the inhabitants will be entitled to be paid for all the land that would be covered beyond that, by a perpendicular rise of six inches in the Lake. Some of the claims are for lands washed away by the action of the water; in every case where such claim has been made, it can be proved that in the usual state of the Lake, before the Dams were made, the land washed away more or less; but certainly it wears away faster since the Dams were constructed, and the wear will continue unless the Banks are protected. The Government should, therefore, be held to make good the proportion due to the rise of water caused by the Dams.

From all the circumstances connected with these claims, it will be easily observed that to measure the quantity of land that has been flooded or washed away by the extra rise of water caused by the Dams each year, would be a work of immense labor. In general, the claims are much beyond the actual losses sustained, and in many cases claims are made where no injury has been caused by the Dams. Justice therefore demands, that the greatest caution should be taken in investigating each case, in order that it may be fairly dealt with, while from the excitement prevailing among the sufferers, it will, I think, be advisable to deal with them as liberally as a due regard to the public interests will permit.

I have the honor to be, Sir,
Your obedient Servant,

(Signed) J. F. McDONALD, C.E.

T. A. BEGLY, Esq.,
Secretary P.W., Quebec.

LIST OF CLAIMS FOR DAMAGES by the BEAUBARNOIS DAMS, from the CEDARS to the PROVINCE LINE.

		£	s.	d.	£	s.	d.
1	W. Waters	Garden and Fence..	32	7	6		
2	G. H. Dumesnel	Flooding land and houses..	350	0	0		
3	Alexander Perry	Flooding land	20	0	0		
4	Joseph Giroux	do	100	0	0		
5	Rev. Jacob J. S. Mountain	Land worn away..	50	0	0		
6	Abraham H. McIntire	do	50	0	0		
7	Widow Gillis	do	7	10	0		
8	Joseph Asselin	do	80	0	0		
9	do	Wharf worn away..	100	0	0		
10	John Bermingham	Land worn away..	25	0	0		
11	Joseph W. Parrent	do	150	0	0		
12	Smith & Wilkins	do	150	0	0		
13	Orten Pease	do	30	0	0		
14	John Bermingham	do	30	0	0		
15	Smith & Wilkins	do	50	0	0		
16	do	Wharf flooding	25	0	0		
17	Jean Baptiste Brieur, père	Land worn away..	50	0	0		
18	Amable Lalonde	House injured..	50	0	0		
19	Hon. G. R. S. de Beaujeu	Land worn away..	15	0	0		
20	Alexander Perry	Land and House flooded..	35	0	0		
21	do	Wharf destroyed..	115	0	0		
22	J. B. Asselin	Land worn away..	45	0	0		
23	Cyprien Gauthier	Land and Barn..	50	0	0		
24	H. H. Whitnass	Land worn away..	150	0	0		
25	do	Wharf damaged..	30	0	0		
26	Robert Denson	Land worn away..	150	0	0		
27	Joseph Marlo	do	75	0	0		
28	Veuve Dubois	do	10	0	0		
29	Benjamin Boyer	do	17	10	0		
30	Augustin Brieur	do	17	10	0		
31	Louis Deschamps	do	37	10	0		
32	Joseph Bireau	do	37	10	0		
33	Joseph Asselin	do	150	0	0		
34	Hyacinthe Asselin	do	150	0	0		
35	Denis Verosineau	do	150	0	0		
36	Scraphin Sauvé	Land worn away and Apple Trees..	150	0	0		
37	Guill. Mitchel	Land worn away..	30	0	0		
38	Pierre Groux	do	40	0	0		
39	Heirs Martin	do	30	0	0		
40	Joseph Lalonde	do	15	0	0		
41	Guill. Lalonde	do	65	0	0		
42	Veuve François Régis Prieur	do	150	0	0		
43	François Prieur, fils	do	150	0	0		
44	Cyprien Gauthier	do	25	0	0		
45	Jean Baptiste Lalonde	do	25	0	0		
46	Joseph Prieur	do	25	0	0		
47	Veuve François Régis Prieur	do	52	10	0		
48	Charles Challes	do	22	10	0		
49	Joseph Deschamps	do	25	0	0		
50	Joachim Lalonde	do	50	0	0		
51	Hyacinthe Lalonde	do	52	0	0		
52	Jean Baptiste Sauvé	do	28	0	0		
53	François Monpetit	do	75	0	0		
54	Oliver Bray	do	75	0	0		
55	Edward Sullivan	do	150	0	0		
56	Michael Fournier	do	155	0	0		
57	Jean Baptiste McKie	do	75	0	0		
58	Joseph Lalonde	do	75	0	0		
59	Oliver Bray	do	25	0	0		
60	Joseph W. Parent	do	50	0	0		

LIST of CLAIMS for DAMAGES by the BEAUHARNOIS DAMS, from the CEDARS to the PROVINCE LINE.—(Continued.)

		£	s.	d.	£	s.	d.
61	Joseph Lelonde	Land worn away ..	21	6	8		
62	François Xavier Beauchemin	do	8	6	8		
63	Joseph Lelonde	Wharf and Land flooded ..	15	0	0		
64	William Duckett	Land worn away ..	50	0	0		
65	do	Wharf destroyed ..	55	0	0		
66	Jean B. Elie	Land flooded and worn away ..	84	0	0		
67	J. B. Cedelot	do	40	0	0		
68	André Elie	do	44	0	0		
69	Veuve Étienne Leblanc ..	do	76	17	6		
70	William Duchet	do	78	15	0		
71	Joseph Veroneau dit Denys	do	317	10	0		
72	Israel Lalonde	Land flooded and House ..	103	15	0		
73	J. B. Lelonde	do	274	10	0		
73½	A. A. Fillon	Land flooded	165	0	0		
74	Pierre Denis dit Picard	do	280	0	0		
75	Joseph Asselin	do	175	0	0		
76	Joseph Menville	do	100	0	0		
77	Jean Baptiste Brieur	do	75	0	0		
78	Augustin Monpetit	do	75	0	0		
79	Hon. G. R. S. de Beaujeu ..	do	75	0	0		
80	Hyacinthe Asselin and Pierre Dennis ..	do	150	0	0		
81	Hyacinthe Monpetit	do	100	0	0		
82	Oliver Bray	do	100	0	0		
83	Hon. G. R. S. de Beaujeu ..	do	100	0	0		
84	do	do	100	0	0		
85	do	do	100	0	0		
86	do	do	100	0	0		
87	Paul Cedelot	do	150	0	0		
88	Basile Poirier	do	75	0	0		
89	Pierre Leblanc	do	75	0	0		
90	Hon. G. R. S. de Beaujeu ..	do	112	10	0		
91	do	do	112	10	0		
92	John Birmingham	do	112	10	0		
92½	G. Gauthier	do	50	0	0		
93	Hon. G. S. de Beaujeu	do	112	10	0		
94	Jean Baptiste McKie	do	110	0	0		
95	Veuve François Bissonnette	do	106	0	0		
96	Hon. G. R. S. de Beaujeu ..	do	75	0	0		
97	do	do	75	0	0		
98	Albert Fournier	Flooded and worn away ..	75	0	0		
99	Louis Lafontaine	do	75	0	0		
100	François Xavier Jaunes ..	do	50	0	0		
101	Veuve Emilius Watier	do	225	0	0		
102	Thomas Ledweedge	do	322	0	0		
103	Jean Baptiste Leblanc	do	100	0	0		
104	Amable Leblanc	do	100	0	0		
105	Joseph Dechamps, fils	do	100	0	0		
106	François Xavier St. Amand ..	do	100	0	0		
107	Giles Beron	do	100	0	0		
108	Charles McPherson	do	350	0	0		
109	William McKie	do	25	0	0		
110	Duncan McKie	Worn away ..	150	0	0		
111	William McKie	do	200	0	0		
112	William Berss	do	25	0	0		
113	Charles McPherson	do	300	0	0		
114	Walter Campbell	do	200	0	0		
115	William Sherwell	do	35	0	0		
116	John Curry, fils	do	200	0	0		
						2732	0 0

LIST of CLAIMS for DAMAGES by the BEAUBARNOIS DAMS, from the CEDARS to the PROVINCE LINE.—(Continued.)

	£	s.	d.	£	s.	d.
117 Hon. G. R. S. de Beaujeu—For Mortmain on £10,368 0s. 10d., being amount of damages claimed by Inhabitants of his Seignories, as well as by himself, at one-fifth of the value.....	2073	12	2			
118 For a Wharf on Lot No. 41, destroyed	150	0	0	2223	12	2
119 Hon. G. R. S. de Beaujeu—For damage by flooding Islands in Rapids, &c.....				301	5	0
			£	13476	10	6
CLASS SECOND.—(PLANK ROAD.)						
Hon. G. R. S. de Beaujeu.—Mortmain on £2,286 1s. 1d., being amount of damages to property in his Seignories, by constructing the Plank Road.....	443	19	9			
Land taken from farms, and other losses by himself	950	0	0	1393	14	9

MONTREAL, December 3rd, 1852.

Sir,—I beg to enclose you a list of claims for damages to property on the North Shore of the St. Lawrence, from the Village of the Cedars to the Province line, arising as asserted in consequence of the construction of the dams at the head of the Beauharinois Canal in the summer of 1849.

The First item is for damages to a Garden and its fence in the Cedars Village, which is situated below the foot of Grande Isle, where the waters of the St. Lawrence must, to a certain extent find its natural level, and consequently the extra water thrown into the North Channels at the head of the rapids, will be but little felt.

The fence and banks of the Garden, some shrubs were injured by the action of the water, about the last of June past, when the Westerly gales which occurred at that time, increased the height of water in the rapids to a very unusual height; but the same unusual rise was observed at the Cascades, where, it must be admitted, the Dams could have no influence. I am therefore of the opinion, that this damage would have occurred although the dams had never been built.

The Second item in these Claims is flooding lands and injuring houses on a farm owned by Mr G. F. Demesnel, in the vicinity of Coteau Fort, I did not see Mr. Demesnel at the time I visited this place, I could not see that any damage had been caused to this property, and the neighbours are of opinion that no damage had been done.

The Third item claimed by Mr. Alexander Perry, is for a low piece of ground on the point of his farm, the natural discharge of surface water which produced wild hay, the damage if any is very trifling.

The Fourth claim by Joseph Gironx is also for low lands in front of his farm, part of which has evidently been under cultivation, but the larger portion must have been too low for any use except for pasture land.

The Fifth claim, by the Reverend Jacob S. Mountain, is for land worn away from his lot, which is so situated as to be exposed to all the action of the Southerly and Westerly winds; during calm or when the wind is from the North or East, no inconvenience is felt from the action of the water, except that the cellar of the dwelling is kept damp when the water is high, which is said to cause the building to settle, the land had always been subject to wear, but there is no doubt the dams have increased it. The reverend owner has erected a stone wall all round the exposed part of his lot, which it is hoped will in future protect it.

Claims 6 and 7 are for land worn away on the front of lots 1 and 2; the front of lot one, on the West side, is worn away to the road, which is now protected by stone; on No.

2 the are high and gravelly, but it is evident the did wear during the last season to a small extent, but I think this can only happen when the water is unusually high.

Claims 8 to 25 inclusive, are for Lands, Water Lots, Wharves, &c., in the Village of Co-teau du Lac; generally the land flooded or worn away has not been used for gardens or for buildings, but some lots which had been purchased for the purpose of building on them were under water, and houses which are in exposed situations suffer from the damp caused by the spring in heavy gales. Prominent points of land, which it appears had withstood the action of the waves in former times, have since the water has raised been considerably worn away. The Wharves which had stood for a number of years before the dams were made, had been partly destroyed by the action of the water, and in consequence the owners had to raise them higher. It appears from all the information I could obtain that these wharfs were built without permission from Government.

Claims 26 to 65 inclusive, are for lands worn away, and for a wharf. The lands are but little above the level of the water, but sufficiently high to receive no damage except from wear, these have been under cultivation and are considered the best part of the farms. The banks are of clay which easily washes away, leaving but trifling deposit of sand to form a beach. Attempts have been made by some of the proprietors to protect the land by driving stakes in front of the bank, and interlacing them with brush; in some cases this mode of protection has been successful, but in other places the brush has been washed away, leaving the bank exposed; by observing those parts of the banks which have been protected, the extent to which the land, on each side, has worn away since this protection was made, can be seen.

Claims 66 to 74, and also part of Claim 75, are for flooding and wearing lands which have been under cultivation, some of these lands have been constantly flooded since the spring of 1850, but the water has, each succeeding year, covered the land to a greater extent. I was shewn a garden which had been cultivated up to the present season, but was this year too wet to produce anything. The inhabitants in this locality have suffered more than in any other place, in proportion to the extent of the land they have. It is admitted that the water flooded part of this land before the Dams were built, but that the land was usually left dry sufficiently early to enable them to sow their crops.

Claims 75 to 107, are for flooding lands which have never been cultivated, and were only used for the wild hay and wood, they furnished part of the front of the clearing on the farms. Claims 101 and 102, were under cultivation, and preparations for extending the clearing towards the River were made, but since the Dams were erected, they have been too wet for any agricultural purposes.

The property on which Claim No. 108 is made, lies immediately East of the River aux Beaudet, the front is wearing away by the water, and part of the West side, on which formerly a large quantity of wild hay was saved, is now covered with water.

Claims 109, 110, 111 and 112, are for lands on McKie's point; these lands are sufficiently high to be out of reach of flooding by the highest waters. A small portion of the fronts of the lots have been worn away, but the damage has been trifling. The lands embraced on Claims 113, 114, 115 and 116, lie to the west of McKie's point, and bear evidence of considerable wear from the action of the waves; the banks are of clay from 6 to 10 feet high, the water works at the foot of the bank, undermining it so as to cause it to cave in, in large masses, which are afterwards carried away, leaving no deposit to form a beach for the protection of the remainder.

Claims 117 and 118, made by the Honorable G. R. S. DeBeaujeu, for mortmain on the amount of claims made by himself and the inhabitants living on his Seignior, and for a Wharf said to have been carried away; are in the first place subjects for legal opinion. Claim No. 119, is also made by Mr. DeBeaujeu, for damage asserted to have been caused to the Islands in front of his Seignior. These Islands are sufficiently elevated to be above the highest waters, the shores are stoney and do not appear to have been worn by the action of the water, and I cannot therefore see that any damage has been done to them.

The Claims in Class No. 2, are for damages caused by the construction of the Plank Road, I have been informed that some action has been taken in reference to these claims, and they are inserted in this list, because they are enumerated in Mr. DeBeaujeu's claim, and not for the purpose of taking any further action on them.

The Claims are all numbered from the East as they occur in rotation towards the West. Claims one to four are in the Seigniorie of Soulanges, and the remainder in the Seigniorie of New Longueuil. The original Titles include the Islands, Islets, and Shoals, in the vicinity. The title to the Seigniorie of New Longueuil is indefinite, makes no reservations whatever except that it is to be "subject to the conditions &c., as usual." The low lands in front of this Seigniorie at Point Aux Foin, has always been considered too low for cultivation and would not by the custom of the country be measured as part of the Seigniorie. This question could be settled by measuring from the rear of the Seigniorie towards the St. Lawrence, and if the full depth of three Leagues, as named in the title, be found besides this low land, the Government would not, I suppose, be bound to pay for flooding lands which were not granted or sold; but the question would still remain as to whether the Seignior could claim all in the front, under the name of Shoals or Islets. It may also be questionable under this title whether proprietors had a right to construct Wharfs and Buildings on the Flats, Shoals and Beaches, without permission from the Government.

The lands in this Seigniorie, on which claims are made for flooding, cannot be drained except at an outlay beyond the value of the lands.

All the lands on which claims are made for destruction, can be protected with piles and brush, being cheaper than stone; an estimate of the cost should be made, and the inhabitants should be made to bear part of the expense as these lands have always been subject to wear away, and this wear would always continue unless some mode were adopted to arrest it. It cannot be denied that the construction of the Dams at Beauharnois, has added to the difficulty under which the Inhabitants have always labored on this account, but in justice the Government should only be held accountable for addition they have caused. My general report on the rise of water in Lake St. Francis, will shew to what extent the water has been raised here.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,) J. F. McDONALD.

MONTREAL, December 7th, 1852.

Sir,—I beg to transmit you the following claims for damages alleged to have been caused in the Township of Dundee, commonly known as the Indian Lands, by the construction of the Dams at the head of the Beauharnois Canal, in the summer of 1849:—

1st. Antoine Latulippe, West half of Lot No. 4, and East half Lot 5, flooding 60 acres of land,	... ..	£90 0 0
2nd. Isidore Courville, Lots 6 and 7, for flooding 200 acres of land,	... ..	300 0 0
		£390 0, 0

The principal damage that the above claimants have suffered from high water is for wild meadow; part of their cultivated land has also been flooded for the last two years. From the appearance of the land, I should judge that it must have been found too low for cultivation before the Dams were made, except during very low water in the St. Lawrence. A slight rise of water would cover a large portion of this land. The two lots owned by Mr. Courville have, this year, been abandoned as unfit to support a family in its present condition.

I have not been able to obtain a sight of any maps, or the original titles to the Indians for this tract of land, I am therefore unable to say whether this low marsh in front of the Township has been granted to them.

The front of the Township on the St. Lawrence is principally wild meadow; the Indians lease this land to individuals at yearly rents, for the purpose of cutting marsh hay. I have been informed that the Government has, on many occasions, sanctioned and confirmed these leases; which imply a recognition of the right of the Indians to the land.

In former years, before the Dams were made, large quantities of wild hay were saved on this marsh; but since the Dams were made, only the higher parts of the land can be mowed,

and particularly for the last two years. I beg to refer you to my general Report on the rise of water in Lake St. Francis as applicable to these claims.

I have the honor to be, Sir,
Your obedient Servant,

J. F. McDONALD, C.E.

T. A. BEGLY, Esq.,
Secretary P.W., Quebec.

The following is a LIST of CLAIMS for alleged DAMAGES to the LANDHOLDERS in the Front of the TOWNSHIP of LANCASTER, in consequence of the erection of the BEAUMARQUIS CANAL, in the year 1849.

	£	s.	d.	£	s.	d.
1 John Curry, for wearing bank, E. $\frac{1}{2}$ of Lot 1	50	0	0			
$\frac{1}{2}$ John McKee, (see No. 51, in chain) do do	100	0	0			
2 William Curry, do do	100	0	0			
3 Duncan McPherson, wearing bank and damage to buildings, Lot 2, and W. $\frac{1}{2}$ of 3	200	0	0			
4 John Dunn, wearing bank, E. $\frac{1}{2}$ Lot 4	100	0	0			
5 William Dunn, wearing bank, W. $\frac{1}{2}$ Lot 4	100	0	0			
6 Alexander Fraser, wearing bank, Lot No. 5	100	0	0			
7 George Dunn, flooding land, wearing bank and removing buildings, Lot 6, E. $\frac{1}{2}$	247	0	0			
8 Joseph Wood, flooding land, wearing bank, and damage to buildings, W. $\frac{1}{2}$ Lot 6	295	0	0			
9 Thomas D. Ross, overflowing land, E. $\frac{1}{2}$ Lot 7	48	0	0			
10 Alexander Ptolmcy, flooding land, W. $\frac{1}{2}$ Lot 7	48	0	0			
11 William French, flooding land, and wearing bank, E. $\frac{1}{2}$ Lot No. 8	36	0	0			
12 Widow Alexander McBain, flooding land, W. $\frac{1}{2}$ Lot 8 ..	60	0	0			
13 Archibald McBain, do do do ..	114	0	0			
14 Joseph Gume, do do E. $\frac{1}{2}$ Lot 9 ..	174	0	0			
15 John Perry, do do W. $\frac{1}{2}$ Lot 9 ..	50	0	0			
16 Murdoch Ross, flooding land, and damage to mill site, Lot No. 10, E. $\frac{1}{2}$ No. 11	676	0	0			
17 Peter McGill, flooding land, W. $\frac{1}{2}$ Lot 11	144	0	0			
18 John Gunn, damage to mill site, E. $\frac{1}{2}$ Lot 11	100	0	0			
19 John Sutherland, flooding land, Lot 12	15	0	0			
20 Margaret McLcan, do E. $\frac{1}{2}$ 13	50	0	0			
21 Murdoch McPherson, flooding land, wearing bank, damage to Cellar and building, W. $\frac{1}{2}$ 13 and Lot 14 ..	250	0	0			
22 John McPherson, flooding land, Lot 15	840	0	0			
23 John McBean, do do, Lot 16	910	0	0			
24 William McBean, flooding lands, E. $\frac{1}{2}$ Lot 17	150	0	0			
25 Alexander F. McBain, do do W. $\frac{1}{2}$ Lot 17	180	0	0			
26 John Gilmour, do do W. $\frac{1}{2}$ Lot 18	210	0	0			
27 Samuel Pollock, do do E. $\frac{1}{2}$ Lot 18	125	0	0			
28 Alexander McBain, do do E. $\frac{1}{2}$ Lot 19	90	0	0			
29 Widow McBain, flooding land, and damage to farm, yard, and buildings, W. $\frac{1}{2}$ Lot 19	150	0	0			
30 John McLennan, flooding land, E. $\frac{1}{2}$ Lot 20	100	0	0			
31 Farquhar McBain, do do, W. $\frac{1}{2}$ Lot 20	90	0	0			
32 Dougal Cameron, do do, Lot 21	250	0	0			
33 Philip Empey, do do, E. $\frac{1}{2}$ Lot 22	90	0	0			
34 Donald Munroe, do do, W. $\frac{1}{2}$ Lot 22	45	0	0			
35 Charles Edgar, do do, E. $\frac{1}{2}$ Lot 23	100	0	0			
36 Thornton Westley, do do, W. $\frac{1}{2}$ Lot 23	138	0	0			
37 Charles Westley, flooding land, wearing bank, loss of wharf, damage to cellar and yard, Lot No. 24	350	0	0			

LIST of CLAIMS for alleged DAMAGES to the LANDHOLDERS in the Front of the TOWNSHIP of LANCASTER, in consequence of the erection of the BEAUFORT CANAL, &c.
—(Continued.)

	£	s.	d.	£	s.	d.
38 James Cameron, flooding land, wearing bank, and destroying fences, Lot No. 25	277	0	0			
39 Farquhar McBean, wearing bank, E. $\frac{1}{2}$ 26	100	0	0			
40 Norman McLeod, do do, W. $\frac{1}{2}$ 26	100	0	0			
41 Daniel Ross, flooding lands, and wearing banks, E. $\frac{1}{3}$ of 27 and W. 28	150	0	0			
42 John McLennan, wearing bank, Lot 30	50	0	0			
43 John Devine, do do, E. $\frac{1}{2}$ Lot 31	25	0	0			
44 George Grant, do do, W. $\frac{1}{2}$ Lot 31	25	0	0			
45 Duncan McDonald, wearing bank, and loss of wharf, Lot No. 32	115	0	0			
46 Peter Finney, flooding land, wearing bank, and damage to Saw Mill, Lot 34	225	0	0			
47 James Falkner, flooding land, and wearing bank, E. $\frac{1}{2}$ of Lot 35	62	0	0			
48 Daniel Falkner, flooding land and wearing banks, W. $\frac{1}{2}$ of Lot 35	30	0	0			
49 Murdoch Ross, flooding land, part of W. $\frac{1}{2}$ Lot 35, and part of Lot 37	50	0	0			
50 William Falkner, senior, flooding land, W. $\frac{1}{2}$ 36	75	0	0			
51 Entered between No. 1 and 2, part of Lot 1						
Total Claims in Lancaster				£ 8129	0	0
CLAIMS IN CHARLOTTENBURGH.						
1 Alexander McGillis, flooding land, Lot A	405	0	0			
2 John McLaughlin, do do, part C	490	0	0			
3 Malcolm Denywall, do do, part D and E	500	0	0			
4 Angus Cameron, do do, F	225	0	0			
5 Archibald McDougall, do do, E. $\frac{1}{2}$ F	45	0	0			
6 Alexander Fergusson, do do, parts of Lots D, C and G, 1st Concession	344	0	0			
7 Alexander McNaughton, flooding land, Lot H	175	0	0			
8 Daniel Keenan, do, Lot I	60	0	0			
9 Allan McDonell, do, parts of Lots I and K	92	0	0			
10 Kenneth McLaughlin, do, do, K and L	90	0	0			
11 Martin Tobin, do, part of Lot No. 1	300	10	0			
12 Donald Frazer, flooding lands, S. part of Lot 1, all of 2 and $\frac{1}{2}$ of 3, and $\frac{1}{2}$ of K and L	222	0	0			
13 Donald McDougal, flooding lands, Lots W. $\frac{1}{2}$ of 3, E. $\frac{1}{2}$ of 4 front	78	0	0			
14 Duncan McDougal, flooding land, W. $\frac{2}{3}$ of No. 4, Charlottenburgh, and Lot 33, in Lancaster	150	0	0			
15 Angus McDonald, flooding lands, Lot 5	89	0	0			
16 Honorable P. McGill, do, 7	35	0	0			
17 Alexander Grant, do, 8	30	0	0			
18 Angus McDonell, do, W. $\frac{1}{2}$ of 9	35	0	0			
19 William Hamilton, flooding land, and damage to wharf, (Hamilton's Island)	290	0	0			
20 David Summers, flooding land, and damage to wharf, (Summers' Island)	115	0	0			
21 R. S. McDonald, flooding land, Lots E. $\frac{1}{2}$ of 58 and 59, North of River aux Raisins	25	0	0			
22 Murdoch McLennan, damage to mill privilege, S. $\frac{1}{2}$ of Lot 49, River aux Raisins	500	0	0			
Total in Charlottenburgh				£ 4295	10	0
Total in Lancaster and Charlottenburgh				£ 12424	10	0

MONTREAL, December 11th, 1852.

Sir,—I beg to transmit you herewith a list of claims for damages, alleged to have been caused by the construction of the dams at Beauharnois, to lands on the borders of Lake St. Francis, in the Townships of Lancaster and Charlottenburg, Canada West.

Claims one to six inclusively, are for the wearing of the banks by the action of the water. The banks of the Lake here are similar to the bank immediately above McKie's Point, being composed of clay, and subject to wear underneath, causing large masses to cave into the water, which are afterwards washed away, leaving no deposit to form a beach for the protection of what remains. This bank is not so much exposed as that above McKie's Point, being on the opposite side of the bay and something sheltered from Westerly winds, still the wear on the banks is continuous during high water, and it is asserted that the wear has greatly increased since the erection of the dams.

I could not find any objects or marks along the shore by which an estimate of the probable yearly wear could be arrived at, or the probable increase caused by the Dams be ascertained.

Claims seven and eight are for flooding arable land, marsh land, wearing of the banks and damage to buildings; some of the land on these farms, which had evidently been under cultivation in previous years, was during high water last season unfit for cultivation. The wearing of the banks here is not of serious extent. I could not find that damage to any great extent had been caused to buildings which can fairly be attributable to the effect of the dams. The wild meadows have suffered, but those are not of much value.

Claims nine to thirty-six are for flooding arable lands, marsh land, wood land, and causing back water to two mill sites, and trifling wear to the bank included in claim eleven.

The lands bordering on the Lake at this place are low. Several small creeks enter the Lake at different places, whose waters, for some distance into the interior, are on a level with the Lake. The low lands on each side of these creeks, which when the water was low in the St. Lawrence were capable of cultivation, have been flooded during the last season and part of the season of 1851.

The front of this Township was for a long time considered too low for settlement, and no sales or grants of land along the front were made for this reason; since that time, as I was informed, surveys were made and lands granted or sold, but still the front, at the place called "Pointe Mouillée," was considered unfit for any use, and a base line was run a little South of the present high way, cutting off the low lands and marshes, and the farms fronted on this base line. When the lands became settled, this broken front was taken and used by the inhabitants as a continuation of their farms, and they now demand damage from the Government for flooding it. The water last season flooded lands beyond the place shewn me as the base line, but this broken front forms a considerable item in the claims. The maps of this Township remaining of record in the office of the Crown Land Department have not this base line laid down, and the side lines are continued to the Lake as if that formed the front boundary.

Some of the farms are described in a book kept for that purpose, as bounded in front by Lake St. Francis, and others again as starting from certain posts planted on the front.

Neither the description book nor the maps shew anything definitely with regard to this broken front, but evidence can be procured to shew that a base line was run, and that a broken front was left, which was not included in the farms. The original patents, which should be examined when the claims are submitted for arbitration, will probably define the boundaries of the lands granted in them. When I visited this part of the county for the purpose of obtaining evidence as to the extent of the damage done, I was not aware that any claims would be made for mill sites, but since the claims have been sent in I find that three such claims have been made. From the best information I have been able to obtain, without making a personal inspection, I am of opinion that there are no good mill sites on any of the small creeks which enter the lake at this place, and that such as there are, would not be injured by the small rise of water caused by the Dams.

Claims thirty-seven and thirty-eight are principally for lands flooded by a small creek which runs through the farms: the banks are quite low and the lands level. Fields which shewed evidence of cultivation were partly flooded when I visited the place, but when the

St. Lawrence will lower to its usual level, these lands will again be fit for cultivation. The wearing of the banks included in these claims are trifling.

I could not obtain much information as to the extent of injury to a wharf claimed, except that it was a small one, made for the purpose of loading wood and of no great value.

Claims thirty-nine to fifty are principally for wearing of the banks, and flooding from water setting back into creeks, and for small flats in front; some damage has been suffered from these causes, but not to any great extent.

The inhabitants residing near the upper end of the Lake assert, that since the Dams have been erected, the wind has different, and to their properties, more injurious effect on the water of the Lake than formerly; that now the water rises during Easterly winds, to the full force and effect of which their properties are exposed, whereas, before the Dams were made, the water rose during Westerly winds from which their properties were sheltered. I do not see how the Dams could have any such effect, Easterly winds will now, as formerly, raise the water at the upper end of the Lake, when it begins to blow, but continued Easterly winds will keep back the water in the upper Lakes, and reduce, for the time, the quantity passing down the St. Lawrence, and the reverse will be the case during continued Westerly winds.

Charlottenburgh is situated at the upper end of Lake St. Francis, on the North shore; the Eastern boundary is at the River aux Raisins. Claims have been made for damage in this Township, from the River aux Raisins, extending for about five miles Westward; the claims and amounts will be found in the accompanying list headed "claims in Charlottenburgh," numbered one to twenty-two. These are all for flooding land, except nineteen and twenty which include damage to Wharfs, and twenty-two for damage to Mill privileges.

A large portion of the claims is for land which has always been unfit for cultivation, and useful only for its timber and the wild hay it produced. When I visited this place in October last, I saw parts of a number of farms, which had evidence of previous cultivation, that were still too wet, and must have been covered with water in the spring, to so late a period as to prevent there being cropped.

The public highway was in an impassible state, as well as the private roads leading to it, and during high water the inhabitants were obliged to pass from place to place in canoes. The marshes in front, which in former years supplied abundant wild hay, have not been of any use since the year 1850. The inhabitants of the place called "Muddy Bay," from the low situation of their farms have suffered severely, and their peculiar situation from the impassible state of the roads is very trying; a very small rise in the Lake would injure the lands here, and I have no doubt they will always suffer from the effects of the Dams.

The original surveys, as I was informed, did not extend to the River St. Lawrence; as the lands in front were too low for any agricultural purposes, but I could not obtain any information as to the place where the base line was established. The Maps and descriptions of this part of the Township, remaining of record in the office of the Crown Land Department, are equally obscure with those for "Point Mouillée" in Leucaster; yet they show that the surveys did not reach the St. Lawrence, but that the front commenced at certain posts planted for the occasion. Evidence may yet be obtained to shew when these posts had been set up, and the Patent Deeds may also describe the property so as to lead to the discovery of the front boundary.

Two claims are made for injury to Wharfs, one at Hamilton's Island, and one at Summers' Island. I do not think the effect of the Dams could be felt so far up the River, as to do damage to these Wharfs. A claim has also been made for damages to a Mill site on the River aux Raisins, the place is not named. From my knowledge of this River I can say, that there is not a mill privilege on it below Martintown. There are Rapids in the River, but the fall is not sufficient for any available purpose as a mill privilege; the water of the St. Lawrence before the Dams were made, occasionally set up as far as Williams-town, and this shews that the fall is not sufficient to drive machinery; and if there were sufficient fall, no individual would be allowed to put a Dam on the River here, as the Government have spent money to render the River navigable for small Barges.

Those portions of land which are flooded in both Townships are incapable of being drained, and there is no doubt that during the high water which has prevailed for the last three years, the inhabitants have suffered loss both in arable and marsh land; but I think

the land formerly cultivated will be useful when the St. Lawrence subsides to its usual level, except extreme low lands which will doubtless suffer from excess of moisture; and the wild marshes will only be useful during low water, as these were but little elevated above the Lake before the Dams were made.

The banks, as shewn above, are wearing away in many places by the action of the water, and this has been the case to a greater or less extent since the first settlement of the Township; but the wear has increased considerably since the erection of the Dams. The bank can be protected from wear at a small cost compared with the amounts claimed for damages. The inhabitants should bear part of the expense of protection, because the Government is responsible only for the extra cost of such protection beyond what it would have been before the Dams were made, and for the extra wear caused by the rise of six inches in the Lake.

The water in the St. Lawrence has been rising from natural causes for some years past; and I have been informed by Captains of vessels and others, who visited the Upper Lakes, during the last summer, that inhabitants whose properties were in low situations, on the borders of the Upper St. Lawrence, Lakes Ontario, Erie, St. Clair and the outlet of the River Thames, have suffered severely from inundation, and many were forced for a time to leave their properties. This would have been the case with properties similarly situated on the borders of the Lake St. Francis, although the Dams had never been built. It is therefore unjust to attribute the whole loss and suffering on each side of the Lake St. Francis to the effect of the Dams at Beauharnois.

From the extent and amounts of the claims, it would appear that they are based on the supposition that the Dams are the cause of all the damage which has been done by high water in Lake St. Francis; they are, therefore, much greater than the real state of things will justify, on each case being examined. From my general report it will be seen that from the best information which can be obtained, the water was raised by the Dams six inches at the lower end of the Lake, and that this rise is all that can fairly be attributed to that cause, any rise beyond that must be attributed to natural causes. The rise at the upper end of the Lake will be less than at the lower end. In the River immediately above the Lake St. Francis the effect of the Dams would decrease rapidly, as the fall is greater than in the Lake.

I took the liberty of requesting Captains Louison Hilliard, John McArthur, and John Trowell, from whom I obtained much general information on the subject of the rise of water in the Upper Lakes, to take particular notice of their subsequent trips, so as to enable them to give me additional and definite information: this I have no doubt they will do, but I have not since heard from them. I also requested Henry J. Jones, Esq., of the Crown Land Department, to obtain information with reference to the water in the Upper Lakes; he has just now returned and informs me that the water in Lakes St. Clair, Erie and Huron is about three feet above its usual level, is higher than it was ever known to be, except in 1838, when it was about the same as it is at present. That the Baldoon settlement on Lake St. Clair, the settlement at the mouth of the River Thames, and all lands situated two or three feet above ordinary water level on the borders of the Upper Lakes, which, in former years, had been under cultivation, have, for the last season, been entirely useless; and in these situations, forest trees, the growth of over thirty years, which outlived the effects of the high water in 1838, have, this past season, been entirely destroyed.

I have the honor to be, Sir,

Your obedient Servant,

J. F. McDONALD, C.E.

T. A. BEGLY, Esq.,

Secretary P.W., Quebec.

STATEMENT of DAMAGES PAID on BEAUHARNOIS CANAL, to 1846, inclusive.

		£	s.	d.	£	s.	d.
February 2, 1844	Rev. O. Archambault	28	11	7			
	do	52	10	0			
May 28, 1845	do	6	5	0			
October, 1844	do	12	4	6			
do 1842	Amable Bourdon	5	13	8			
August, 1843	do	88	2	0			
January, 1844	do	14	0	0			
July 21, 1845	do	20	0	0			
October, 1844	do	5	16	0			
December, 1845	do	3	15	0			
August, 1846	Alexander Bourdon	1	5	0			
	do	3	0	0			
	do	5	12	6			
October, 1842	Joachim Brossois	48	7	9			
January 25, 1844	do	70	0	0			
October, 1842	do	4	0	0			
August, 1843	do	8	0	0			
January 25, 1844	do	62	11	0			
	do	125	4	0			
	do	23	10	0			
December, 1845	do	8	15	0			
October, 1844	do	3	5	0			
do do	do	3	0	0			
do 1842	do	6	7	0			
August, 1843	Joseph Bergevin	7	0	0			
	do	9	5	0			
January 26, 1844	do	58	13	1			
	do	68	0	0			
February 2, do	do	62	3	3			
	do	90	0	0			
August, 1846	do	2	0	0			
October, 1844	do	5	0	0			
May, 1845	do	2	10	0			
October, 1842	do	3	10	6			
August, 1843	François Bergevin	2	19	4			
	do						

		£	s.	d.	£	s.	d.
January, 1844	do	6	8	0			
October, 1842	do	41	10	0			
do 1844	do	43	13	7			
do 1842	do	25	0	0			
August, 1843	do	1	5	0			
January 26, 1844	do	2	2	0			
	do	1	17	6			
October, 1844	Jean Baptiste Bourassa	57	14	9			
do 1842	do	80	0	0			
do 1842	do	4	2	6			
August, 1843	do	0	5	0			
January, 1844	do	4	10	0			
do 27, 1844	do	57	19	6			
October, 1844	do	85	0	0			
May, 1845	do	4	10	0			
August, 1846	do	1	16	0			
October, 1844	do	1	1	2			
do 1844	do	7	14	0			
do 1842	do	1	10	0			
February 1, 1844	do	3	1	8			
August, 1843	do	62	3	3			
October, 1844	do	107	0	0			
do 1842	do	3	14	6			
February 2, 1844	do	9	1	6			
October, 1844	do	1	0	0			
January, 1845	do	9	1	6			
October, 1842	do	62	3	3			
August, 1843	do	75	0	0			
February 2, 1844	do	1	10	0			
October, 1844	do	15	9	0			
do 1842	do	3	1	10			
August, 1843	do	1	5	0			
October, 1842	do	0	16	9			
August, 1843	do	0	15	0			
do do	do	3	0	0			
February, 1844	do	1	17	6			
	do	41					

STATEMENT of DAMAGES PAID on BEAUHARNOIS CANAL, to 1846, inclusive.—(Continued.)

	£	s.	d.
February, 1844	80	0	0
do do	62	3	0
do do	60	0	0
October, do	6	5	10
do do	8	3	4
do 1842	0	15	0
August, 1843	2	10	0
February 1, 1844	99	2	0
do do	7	10	0
do 2, do	51	15	0
do do	86	15	0
August, 1843	145	5	0
October, 1844	9	6	8
do do	9	14	0
do 1842	0	10	0
August, 1843	1	13	4
January, 1844	22	2	4
do do	32	10	0
October, do	4	16	8
do do	5	0	0
do 1842	0	10	0
August, 1843	11	12	6
January, 1844	65	17	7
do do	68	0	0
October, do	3	17	6
August, 1843	175	11	6
February, 1844	154	5	2
do do	1	19	8
December, 1845	4	9	2
October, 1844	8	10	0
do do	15	11	6
do do	1	11	3
do do	1	1	0
do do	2	0	0

	£	s.	d.
do do	6	3	4
do do	8	11	3
do do	0	2	11
do do	12	4	5 ¹ / ₂
October, 1844	1	10	0
do 1842	0	5	0
May, 1845	25	5	0
October, 1842	44	4	3
August, 1843	50	0	0
January, 1844	1	16	8
do do	3	4	0
do do	1	0	0
do 1842	1	3	0
do do	75	0	0
do do	15	0	0
February, 1844	154	4	0
do do	6	12	0
August, 1843	106	15	0
October, 1842	1	10	0
do 1842	6	12	0
August, 1843	39	12	0
October, 1844	64	0	0
do do	1	2	6
do do	1	1	12
do do	2	1	4
do do	1	0	0
do do	18	4	7
do do	91	18	4
do do	3	14	0
do do	10	16	4
do do	40	16	4
do do	17	10	0
do do	12	10	0
do do	3	2	0
do do	5	1	0
do do	8	5	0
do do	7	6	5
do do	9	7	3

	£	s.	d.
August, 1843	3	13	4
December, 1845	1	17	6
August, 1846	9	12	0
October, 1844	11	0	0
August, 1843	9	1	6
October, 1844	2	0	6
September, 1844	11	16	8
August, 1843	1	10	0
February, 1844	27	9	6
December, 1845	34	5	0
August, 1846	6	5	0
do do	1	17	6
October, 1844	6	14	7
January, do	58	2	0
do do	75	0	0
February, do	25	0	0
October, do	10	14	2
do do	0	15	0
August, 1843	0	15	7½
January, 1844	30	19	3
May, 1845	20	0	0
December, 1845	9	7	6
October, 1844	6	17	8½
do do	0	15	0
February, 1844	58	5	2
do do	80	0	0
October, do	5	2	6
January, 1846	4	13	9
October, 1844	16	12	5½
do 1842	1	0	0
August, 1843	9	0	0
February, 1844	58	0	4
do do	70	0	0
May, 1845	1	11	0
August, 1846	3	7	8

	£	s.	d.
October, 1844	3	6	8
do do	1	10	0
do do	8	0	6
August, 1843	5	15	0
January, 1844	57	6	3
do do	24	0	0
October, do	6	15	0
do 1842	0	15	0
January, 1844	47	18	0
do do	47	10	0
August, 1843	6	0	0
do 1846	30	0	0
October, 1844	6	0	0
February, 1846	10	7	2
do do	13	11	8
October, do	1	6	3
do do	0	14	0
do do	6	0	0
do 1842	0	5	0
do do	2	5	0
August, 1843	107	10	0
February, 1844	6	13	4
do do	1	17	6
October, 1842	63	12	2
August, 1843	182	0	0
January, 1844	28	19	7
do do	7	10	0
August, 1843	3	15	0
February, 1844	2	5	10
May, 1845	4	5	0
August, 1846	1	15	8½
October, 1844	2	3	9
do do	9	0	0
do do	2	10	0
do do	252	5	9
October, 1843	18	5	0

STATEMENT of DAMAGES PAID on BEAUHARNOIS CANAL, to 1846, inclusive—(Continued.)

	£	s.	d.	£	s.	d.
Antoine Hénault.....	99	10	0			
do do.....	11	10	0			
J. Baptiste Hénault.....	38	17	7			
do do.....	103	0	0			
do do.....	9	1	6			
Margaret Hénault.....	8	0	0			
Louis Julien.....	3	12	4			
do do.....	3	16	6			
Widow Julien.....	20	17	9			
do do.....	6	12	0			
do do.....	76	13	5			
Joseph Janvier.....	180	0	0			
do do.....	6	19	2			
do do.....	4	15	0			
do do.....	5	2	10			
do do.....	35	12	1			
do do.....	60	0	0			
Ambroise Julien.....	5	0	0			
do do.....	2	3	9			
do do.....	8	0	10			
do do.....	5	0	0			
do do.....	8	5	0			
do do.....	3	0	0			
do do.....	3	0	0			
do do.....	4	13	6			
do do.....	6	0	0			
do do.....	57	6	3			
do do.....	80	0	0			
do do.....	9	10	0			
do do.....	6	0	0			
do do.....	6	0	0			
Pierre Lemieux.....	2	16	0			
do do.....	3	10	5			
do do.....	139	7	0			
do do.....	200	0	0			

	£	s.	d.	£	s.	d.
Hyacinthe Leduc.....	4	4	0			
do do.....	49	3	0			
do do.....	25	10	0			
do do.....	1	10	0			
do do.....	9	0	0			
do do.....	02	5	0			
do do.....	181	2	4			
do do.....	20	14	0			
do do.....	3	4	0			
do do.....	7	10	0			
do do.....	3	1	8			
Antoine LeBeuf.....	3	18	0			
do do.....	37	5	4			
do do.....	37	10	0			
do do.....	8	10	0			
do do.....	3	4	0			
do do.....	5	7	6			
do do.....	2	16	3			
do do.....	40	18	0			
do do.....	50	0	0			
do do.....	6	3	9			
do do.....	5	18	8			
do do.....	2	10	0			
do do.....	42	5	0			
do do.....	125	0	0			
do do.....	7	6	8			
do do.....	6	0	7½			
do do.....	4	2	10			
do do.....	5	2	0			
do do.....	85	12	1			
do do.....	70	0	0			
do do.....	2	10	0			
do do.....	2	0	0			
do do.....	6	12	10			
do do.....	4	1	3			
do do.....	3	10	0			
do do.....	8	17	2			
do do.....	0	10	0			

STATEMENT of DAMAGES PAID on BEAUHARNOIS CANAL, to 1846, inclusive.—(Continued.)

		£	s.	d.	£	s.	d.
August, 1843	Guillaume Lalonde	0	18	9			
January, 1844	do	32	15	5			
May, 1845	do	30	0	0			
December, 1845	do	7	10	0			
October, 1844	do	8	2	6			
do 1842	do	14	8	9			
August, 1843	Antoine Lectuc	0	10	0			
do do	do	1	5	0			
do do	do	1	5	0			
January, 1844	do	18	2	10			
do do	do	40	0	0			
October, 1842	do	1	10	0			
August, 1843	do	6	12	0			
do do	do	1	5	0			
do do	do	39	12	0			
February, 1844	do	74	0	0			
March, do	do	2	12	6			
May, 1845	do	2	10	0			
August, 1846	do	4	3	4			
October, 1844	do	4	0	0			
do do	do	6	15	0			
do do	do	1	10	0			
do do	do	4	7	10			
do do	do	3	2	8			
do 1842	J. Baptiste Lavoie	1	17	6			
August, 1843	do	1	1	1			
February, 1844	do	43	0	8			
do do	do	50	0	0			
May, 1845	do	10	0	0			
July, do	do	10	0	0			
August, 1846	do	9	12	0			
October, 1844	do	5	6	0			
do do	do	10	2	6			
August, 1843	Basil LeBeauf	1	1	5			
do do	do	1	1	5			

		£	s.	d.	£	s.	d.
February, 1844	do	47	6	4			
January, 1845	do	55	0	0			
October, 1844	do	11	16	0			
do 1842	do	11	8	4			
August 1843	Pierre Bazil Leduc	0	15	0			
do do	do	1	5	0			
do do	do	12	5	0			
do do	do	41	8	3			
do do	do	80	0	0			
October, do	Pierre Leduc	6	2	6			
do 1842	do	1	5	0			
February, 1844	do	41	8	10			
October, 1842	do	75	0	0			
January, 1844	do	12	0	0			
October, 1842	do	12	1	6			
February, 1844	do	1	10	0			
do do	do	55	2	7			
do do	do	44	0	0			
October, 1844	do	2	11	8			
January, 1845	do	6	9	0			
May, do	do	1	13	0			
July, do	do	1	18	9			
November, 1846	do	3	15	0			
do do	do	15	0	0			
do do	do	7	19	9			
October, 1844	do	3	8	4			
do do	do	2	4	2			
do do	do	1	0	0			
do do	do	1	0	0			
February, 1844	Joseph Lafleur	20	14	5			
do do	do	20	14	5			
do do	do	6	17	2			
do do	do	1	5	0			
October, 1842	Thomas Leduc	8	1	11			
January, 1844	do	8	1	11			

STATEMENT of DAMAGES PAID on BEAUHARNOIS CANAL, to 1846, inclusive.—(Continued.)

		£	s.	d.	£	s.	d.
October, 1842	Thomas Leduc	23	0	0			
February, 1844	do	0	15	0			
	do	41	8	10			
	do	85	0	0			
October, 1844	do	2	8	11			
do 1842	Antoine Lafleur	1	10	0			
August, 1842	do	2	5	0			
October, 1842	Louis Langevin	7	10	0			
do do	Louis René Leduc	6	0	0			
August, 1843	do	5	8	0			
February, 1844	do	118	9	7			
October, do	Basil Leduc	1	18	8			
do 1842	do	0	10	0			
March, do	do	60	17	8			
October, do	do	60	10	0			
do do	do	3	5	8			
January, 1844	Baptiste Lalonde	7	12	9			
do do	Louis Lemay	0	10	0			
do do	do	2	0	0			
June, 1845	do	13	7	8			
May, do	Mrs. Louis Lemay	12	10	0			
	do	8	15	0			
October, 1844	do	5	0	0			
do do	do	33	3	0			
October, 1844	do	3	10	0			
December, 1845	do	3	3	6			
October, 1842	do	2	0	0			
August, 1843	Hyacinthe Lefebvre	11	10	0			
January, 1844	do	49	4	7			
	do	51	16	1			
February, do	do	72	18	4			
do do	do	6	12	6			
do do	do	0	10	0			

		£	s.	d.	£	s.	d.
do do	Fences	7	14	5½			
do do	do	4	16	8			
August, 1843	do	1	17	3			
February, 1844	do	62	0	0			
	do	50	0	0			
January, 1845	do	17	8	0			
October, 1844	do	10	2	6			
August, 1843	do	9	0	0			
do do	do	2	5	0			
do do	do	2	5	0			
February, 1844	do	27	14	3			
	do	9	5	0			
December, 1845	do	30	0	0			
October, 1844	do	3	15	0			
August, 1845	do	1	5	0			
	do	10	0	0			
do 1843	do	3	0	0			
February, 1844	do	16	9	0			
do do	do	7	10	0			
October, do	do	1	13	4			
January, 1844	do	58	1	5			
do do	do	80	0	0			
October, do	do	3	0	0			
do 1843	do	6	15	0			
August, do	do	60	0	0			
January, 1844	do	58	4	6			
	do	80	0	0			
March, do	do	3	10	0			
May, 1845	do	20	7	0			
do do	do	15	0	0			
do do	do	30	0	0			
do do	do	40	0	0			
October, 1844	do	3	10	0			
May, 1845	do	2	1	8			
October, 1844	do	1	5	0			
August, 1846	do	5	0	0			

STATEMENT of DAMAGES PAID on BEAUHARNOIS CANAL, to 1846, inclusive.—(Continued.)

		£	s.	d.	£	s.	d.
October, 1844	Charles Laroque	2	12	4			
December, 1845	Michel Longtin	11	6	10½			
October, 1842	Auguste Miron	10	11	6			
August 1843	do	2	3	9			
January, 1844	do	39	8	0			
October, 1844	do	60	0	0			
do	do	8	19	9			
do	Xavier Meloche	3	10	0			
August, 1843	do	17	11	10½			
February, 1844	do	121	8	4			
May, 1845	do	125	0	0			
December, 1845	do	1	17	6			
October, 1844	do	1	17	6			
do	do	12	8	1½			
August, 1843	Antoine Mathieu	1	1	8			
January, 1844	do	0	13	4			
December, 1845	do	16	7	9			
October, 1844	do	20	2	0			
do	do	3	15	7			
August, 1843	do	1	1	0			
January, 1844	do	9	1	6			
October, do	do	62	2	4			
do	do	90	0	0			
do	do	3	0	6			
do	do	1	0	0			
do	do	35	5	3			
do	do	24	15	0			
do	do	7	7	0			
do	do	8	7	11			
do	do	2	16	3			
do	do	10	0	0			
do	do	62	10	0			
do	do	23	19	0			

		£	s.	d.	£	s.	d.
October, 1843	do	10	0	0			
do	do	25	0	0			
do	do	6	0	0			
do	Ethienne Monpetit	12	10	0			
August, 1843	do	3	0	0			
January, 1844	do	52	16	6			
July, 1845	do	47	10	0			
August, 1843	do	45	0	0			
February, 1844	do	62	8	3			
October, do	do	75	0	0			
August, 1843	do	4	8	6			
February, 1844	do	1	5	0			
May, 1845	do	9	4	3			
August, 1846	do	49	14	7			
October, 1844	do	50	0	0			
do	do	2	11	0			
do	do	1	9	9			
do	do	3	2	5			
do	do	14	0	0			
do	do	47	6	6			
January, 1844	do	17	14	4			
October, 1845	do	11	5	0			
August, 1846	do	12	10	0			
October, 1844	do	8	10	0			
January, do	do	17	14	4			
October, do	do	3	0	0			
do	do	8	0	0			
August, 1843	do	1	5	0			
June, 1845	do	30	0	0			
October, 1842	do	11	0	6			
August, 1843	do	3	14	4½			
January, 1844	do	57	6	0			
October, do	do	35	0	0			
do	do	8	5	7½			
do	do	8	18	0			

STATEMENT of DAMAGES PAID on BEAUHARNOIS CANAL, to 1846, inclusive.—(Continued.)

			£	s	d	£	s	d
October, 1842.	Etienne Parisien	Damages awarded by Manuel and Sauv�	1	0	0	1	0	0
do do	do	do	1	0	0	1	0	0
August, 1843.	Antoine Poirier	Fences	2	1	3	2	1	3
do do	do	do	31	1	7	31	1	7
February, 1844	do	Land, in full	60	0	0	60	0	0
	do	Inconvenience, in full	62	3	0	62	3	0
	do	Land, in full	85	0	0	85	0	0
October, 1842	do	Inconvenience, in full	0	10	0	0	10	0
August, 1843	do	Damages awarded by Manuel and Sauv�	1	5	0	1	5	0
	do	Fences	4	13	9	4	13	9
February, 1844	do	do	56	5	0	56	5	0
	do	Land, in full	26	2	6	26	2	6
January, 1845	do	Inconvenience, in full	21	3	0	21	3	0
October, 1844	do	Land for Cultverts	0	0	10	0	0	10
do do	do	Fences	3	17	3 ¹	3	17	3 ¹
do do	do	do	7	19	7	7	19	7
do do	do	do	1	5	0	1	5	0
do 1842	do	Balance	0	10	0	0	10	0
February, 1844	Amable Poirier	Damages awarded by Manuel and Sauv�	31	1	0	31	1	0
	do	Land	65	0	0	65	0	0
October, do	do	Inconvenience	1	0	0	1	0	0
	do	Damages awarded by P. T. Masson	2	4	1	2	4	1
	do	Fences	0	5	0	0	5	0
	do	do	0	10	0	0	10	0
do 1842	Augustin Poirier	Damages awarded by Manuel and Sauv�	4	10	0	4	10	0
August, 1843	do	Fences	47	2	8	47	2	8
February, 1844	do	do	50	0	0	50	0	0
	do	Land, in full	69	7	10	69	7	10
	do	Inconvenience, in full	151	12	6	151	12	6
	do	Land, in full	3	7	6	3	7	6
March, do	do	Damage to Crops	2	0	0	2	0	0
October, do	do	Damages awarded by P. T. Masson	0	0	0	0	0	0
	do	do	0	10	0	0	10	0

			£	s	d	£	s	d
January, 1846.	do	Damages to Crops in 1843	1	15	0	1	15	0
October, 1844	do	Fences	6	3	4	6	3	4
	do	do	7	16	0	7	16	0
do 1842	Pierre Poirier	Damages awarded by Manuel and Sauv�	1	13	0	1	13	0
do 1844	do	Fences	83	10	0	83	10	0
do 1843	F. X. Poitra	Moving House, Barn, &c., of Louis Decoigne	17	10	0	17	10	0
November, 1843	do	Moving Outhouses, Albert Mercier	62	3	3	62	3	3
February, 1844	Francois Poirier	Land, in full	80	0	0	80	0	0
	do	Inconvenience, in full	2	11	3	2	11	3
October, do	do	Damages awarded by P. T. Masson	12	0	0	12	0	0
do do	do	Fences	3	0	0	3	0	0
do do	do	Damages awarded by P. T. Masson	5	0	0	5	0	0
May, 1845	J. Baptiste Potvin	Damages to Garden and Trees	18	18	0	18	18	0
	do	Damages taking Materials for Embankment	10	2	9	10	2	9
December, 1845	do	Two and three-fourth years, Land occupied by Spoil-bank	29	14	0	29	14	0
May, do	do	Damages taking Materials for Embankment	6	5	0	6	5	0
December, do	do	Two and a half years, Land occupied by Spoil-bank	4	0	0	4	0	0
May, do	do	Fences	8	5	4	8	5	4
December, do	do	Land	5	4	6	5	4	6
October, 1844	Etienne Potvin	Damages awarded by Manuel and Sauv�	0	10	0	0	10	0
May, 1845	Pierre Pilon	Land	15	1	3	15	1	3
October, 1844	Antoine Potvin	Fences	2	10	0	2	10	0
do 1842	J. M. Quevillon	Damages awarded by Manuel and Sauv�	30	0	0	30	0	0
February, 1844	do	Damage to Trees	30	0	0	30	0	0
September, do	do	Moving his Barn	30	0	0	30	0	0
August, 1846	do	Land for Collector's House	6	17	6	6	17	6
July, 1845	do	Two and three-fourth years' occupation Land by Spoil-bank	30	10	0	30	10	0
December, 1845	do	Damages awarded by Manuel and Sauv�	4	12	6	4	12	6
October, 1842	Francois Roy	Fences	30	19	0	30	19	0
August, 1843	do	do	40	0	0	40	0	0
January, 1844	do	Land, in full	0	15	0	0	15	0
	do	Inconvenience, in full	6	0	0	6	0	0
October, 1842	Xavier Rapin	Damages awarded by Manuel and Sauv�	32	10	10	32	10	10
August, 1843	do	Fences	32	10	0	32	10	0
February, 1844	do	Land, in full	5	16	0	5	16	0
	do	Inconvenience, in full	7	6	8	7	6	8
May, 1845	do	Two years' occupation of Land by Spoil-bank	3	12	6	3	12	6
August, 1846	do	Land						
	do	Fifteen months occupation of Land by Spoil-bank						

STATEMENT of DAMAGES PAID on BEAUHARNOIS CANAL, to 1846, inclusive—(Continued.)

		£	s.	d.
October, 1844	Xavier Rapin	2	0	0
February, do	Joseph Roy	34	8	4
	do	30	0	0
July, 1845	John Ross	39	1	10 ³ / ₄
October, 1842	Joseph St. Michel	4	15	0
August, 1843	do	5	15	0
January, 1844	do	57	6	6
	do	24	0	0
October, do	do	6	5	0
do 1842	Pierre St. Michel	10	0	2
August, 1843	do	1	7	1
January, 1844	do	77	5	11
	do	20	0	0
October, do	do	12	6	3
do 1842	Pierre Saulnier	1	15	0
February, 1844	do	45	19	3
	do	60	0	0
January, 1845	Xavier Sauvé	1	0	0
October, 1842	do	1	0	0
do do	Joaachim Sauvé	1	0	0
February, 1844	do	62	3	3
	do	85	0	0
October, do	do	3	11	6
do do	do	7	13	0
do 1842	Noël St. Michel	1	0	0
	do	62	3	3
	do	85	0	0
August, 1843	do	1	17	6
February, 1844	do	4	11	3
	do	62	0	0
January, 1845	do	80	0	0
October, 1844	do	28	7	0
	do	10	0	0

		£	s.	d.
August, 1843	John Sinson	0	16	0
October, do	do	16	0	0
do 1844	François Sauvé	4	17	11
do do	do	5	6	6
do do	Ambroise Sauvé	0	7	6
do do	Louis S. Onge	13	16	1 ³ / ₄
do do	B. Saulnier	3	16	0
do 1842	François Tessier	0	15	0
February, 1844	Paul Trottier	72	6	0
	do	81	5	0
October do	do	12	19	6
do 1842	do	0	15	0
April 1843	François Troitier	10	5	0
August, do	Ignace Tessier	1	2	6
February, 1844	do	9	14	0
	do	3	0	0
May, 1845	do	5	11	0
July do	do	7	0	0
October, 1844	do	1	2	0
August, 1843	do	1	1	2
February, 1844	Michel Tessier	1	5	0
	do	14	7	9
May, 1845	do	15	0	0
	do	2	1	0
August, 1846	do	3	6	8
October, 1844	do	2	10	7
August, 1843	do	3	13	4
January, 1844	Louis Trudel	50	14	4
	do	47	10	0
October, do	do	6	10	0
August, 1846	do	25	0	0
October, 1842	Gabriel Urribise	1	0	0
do do	do	3	4	0
do do	do	1	10	0
August, 1843	Alexis Viau	5	0	0
February, 1844	do	107	18	7

STATEMENT of DAMAGES PAID on BEAUHARNOIS CANAL, to 1846, inclusive.—(Continued.)

		£	s.	d.	£	s.	d.
July, 1845	Alexis Viau	152	15	0			
March, 1844	Felix Vinet	17	0	0			
October, do	Alexis Viau	2	5	0			
do 1842	do	12	6	8			
August, 1843	Joseph Watier	8	15	0			
January, 1844	do	10	2	6			
	do	57	10	0 $\frac{1}{2}$			
May, 1845	do	120	0	0			
	do	10	0	0			
	do	4	10	0			
December, 1845	do	4	1	3			
August, 1846	do	0	10	5			
October, 1844	do	7	19	4			
August, 1846	Joseph Gervais	4	10	0			
October, 1844	do	8	3	10			
					£	15066	15
							11 $\frac{1}{2}$

LIST OF DAMAGES PAID ON THE BEAUHARNOIS CANAL, from September, 1846, to 1st
January, 1853.

		£	s.	d.	£	s.	d.
September, 1846	Elizabeth Cown, (Quarry)	141	7	7			
November, do	J. Mauvain, do	113	19	6			
	Pierre Durocher, do	99	6	9			
December, 1846	J. Bte. Hénault, (Fence and Ditch)	24	10	0			
	do (Land)	* 9	1	6			
	Ambroise Julien, (Fence and Ditch)	24	10	0			
	Margaret Hénault, (Land)	* 9	1	6			
	G. and J. Crawford	126	4	3			
	B. McGrann & Co.	75	0	0			
March, 1847	— Bourrasa	10	0	0			
August, do	G. Beaudet	253	16	5			
October, do	R. McGrann	5	13	0			
November, do	Jos. Bergevin dit Langevin	20	0	0			
	J. Bte. Cabana	7	10	0			
	Jos. St. Michel	12	10	0			
	Walker Shanly, (paid by him, see paylist)	1056	18	6			
January, 1848	Joachim Brossois dit Bourdignon	30	0	0			
February, do	Pierre Curtier	2	10	0			
	Joseph Rouselle	10	0	0			
April, 1848	Pierre St. Michel	15	0	0			
May, do	Charles D'Aoust	18	5	0			
	D. A. McDonald	47	10	0			
	Honoré Laurin	10	0	0			
August, 1848	Pierre Lemieux	56	5	0			
	Jos. Albert Mercier	16	17	6			
	J. Bte. Lavoix	46	17	6			
	H. Lefebvre dit Noel	23	2	6			
September, 1848	Fabrique St. Timothé	80	0	0			
October, do	J. Bte. Rapin	13	8	9			
	Ant. St. Jean dit LeBœuf	15	0	7			
	Alex. Bourdon	1	1	6			
	E. Bergevin dit Langevin	23	10	0			
	D. A. McDonald	89	13	0			
January, 1849	Joseph Watier	21	13	4			
	Antoine Leduc, Scnr.,	3	12	6			
April, 1849	Frs. D'Aoust	2	10	0			
May, do	E. McKenzie	52	0	0			
	Antoine Leduc	5	0	0			
	L. G. Brown	37	10	0			
October, 1850	Joseph Bergevin	11	16	9			
April, do	Ignace Benoit	40	3	1			
May, do	do	1	18	1			
September, do	François D'Aoust	35	0	0			
	J. Bte. Lactro	5	0	0			
	L. B. Galarneau	17	10	0			
	Pierre Bougie	45	0	0			
	Wm. Griffith	11	0	0			
	Peter Shannon	4	10	0			
October, 1850	Xavier D'Aoust	95	0	0			
	Louis Gauthier	50	0	0			
	Basil Leduc	17	0	0			
	Theodule Gauthier	23	7	5			
	Antoine Hénault	115	0	0			
	Augustin Maitlon	6	17	6			
	François Bergevin	30	0	0			

LIST of DAMAGES PAID on the BEAUHARNOIS CANAL, from September, 1846, to 1st
January, 1853.—(Continued.)

		£	s.	d.	£	s.	d.
December, 1850	P. M. Leduc	22	10	0			
	Honoré Benoit	102	10	0			
	Charles Leroux	10	0	0			
	Antoine Leduc	26	0	0			
January, 1851	Eustache Viau and wife	27	10	0			
February, do	Louis Bergevin	40	0	0			
	J. Bte. Lacroix	120	0	0			
November, 1852	Stephen May	3	5	0			
do do	J. Bte. Lalonde	55	0	0			
	Sundries paid by Jas. Stewart	77	18	4			
					3609	12	4
	* Deduct				18	3	0
					£ 3591	9	4

RETURN
OF
SUMS PAID BY GOVERNMENT,
AND
CORRESPONDENCE
BETWEEN
ENGINEERS AND OTHER OFFICERS,
RELATIVE TO CERTAIN
RAIL-ROADS.

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Printed by order of the Legislative Assembly.  
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QUEBEC:

PRINTED BY JOHN LOVELL, AT HIS STEAM PRINTING ESTABLISHMENT MOUNTAIN, STREET.

1853.

RETURN

TO AN ADDRESS from the Legislative Assembly, to His Excellency the Governor General, dated the 8th November last, praying His Excellency to be pleased to cause to be laid before the House a Return shewing : 1st. "The sums paid by the Government up to this date to "the Corporation of the Railway now in progress between Toronto and "Barrie on Lake Simcoe, of the Great Western Railway and its "branches, and of the St. Lawrence and Atlantic Railway; and the "sums agreed to be paid for which Provincial Debentures are about to "issue to each of the said Railway Companies, and so as to show the "whole payments, votes of credit or pledges for principal or interest or "both from Government in aid of Railways."—2nd. "Copy of any "Reports or other Official Correspondence that may have taken place "between the Engineers and other officers employed by the Govern- "ment, to report upon the condition and progress of the above Rail- "ways or the expenditure on the same, and the Executive Government "or any Head of a Department or Bureau thereof, since the close of "the last Session of the Legislature.

By Command,

A. N. MORIN,
Secretary.

Secretary's Office,
Quebec, 28th February, 1853.

~~~~~  
No. 822.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 12th November, 1852.

SIR,—I have the honor this day to acknowledge receipt of your communication of yesterday's date, and in reply have the honor to state,—

That the "Toronto and Barrie" Railroad Company have, up to this period, received no sum either in Cash or Debentures from the Government, but by Order in Council of  $\frac{2}{3}$  instalment £100,000 sterling, 6 per cent. Debentures at 25 years, payable in London, are now under preparation for transmission to England for negotiation on account of such Company. By the said Order in Council it would appear that the said Company will be entitled to receive Provincial Debentures to the extent in all of £275,000 sterling.

The Great Western Railway Company have, up to this period, received neither Cash or Debentures from the Government, but Debentures of the Province 6 per cent. at 25 years for £200,000, sterling, have been transmitted to London for negotiation on account of said Company, but no advice of sale have so far been received as

regards the St. Lawrence & Atlantic Railway Company; Debentures of the Province to the extent of £400,000 sterling have been negotiated in London on account of said Company, in accordance with statements laid before the Legislature during the present Session, the proceeds of which have been paid over to said Company under authority, with the exception of a sum of some £62,500 currency in the chartered Banks, at interest, awaiting the order of the Railroad Board.

I may in conclusion remark that when the Debentures for said Companies are negotiated in England, the proceeds are place to the credit of the Province with their Agents in London, subject to the Draft of the Receiver and Inspector General, conjointly, for the benefit of said Companies, under Order of Council.

It is not in the power of this Department to communicate any further information on the subject referred to.

I have the honor to be,

Sir,

Your most obedient servant,

Hon. A. N. Morin,  
Provincial Secretary, &c., &c.,  
Quebec.

E. P. TACHÉ,  
Rec. General.

PUBLIC WORKS, QUEBEC,  
25th February, 1853.

SIR,—I am directed to acknowledge the receipt of your letter of the eleventh of last November, requesting, by command of His Excellency the Governor General, that you might be furnished by this Department with “copy of any Reports or “other official correspondence that may have taken place between the Engineers and “other officers employed by the Government to Report upon the condition and “progress of the Railway now in progress between Toronto and Barrie on Lake “Simcoe, of the Great Western Railway and its branches, and of the St. Lawrence “and Atlantic Railway, or the expenditure on the same, and the Executive Govern- “ment, or any head of a Department or Bureau thereof, since the close of the last Session of the Legislature.”

With reference to your request, as above, I am now instructed to transmit to you the following documents, connected with the respective Railways mentioned by you.

#### ONTARIO, SIMCOE AND HURON UNION RAILWAY.

Copy of Letter from S. Keefer, Esq., dated 31st May, 1852.

Copy of Report of S. Keefer, Esq., dated 15th June, 1852.

Copy of Letter from S. Keefer, Esq., dated 17th June, 1852.

Copy of Report of F. Cumberland, Esq., dated 2nd November, 1852.

#### GREAT WESTERN RAILWAY.

Copy of Letter from Secretary of Public Works to Chief Engineer of Public Works, dated 8th October, 1852.

Copy of Report of S. Keefer, Esq., dated 14th October, 1852.

Copy of Report of S. Keefer, Esq., dated 22nd December, 1851.

Copy of Letter from S. Keefer, Esq., dated 12th January, 1853.

Copy of Letter from S. Keefer, Esq., dated 19th January, 1853.

#### ST. LAWRENCE AND ATLANTIC RAILWAY.

Copy of Letter from the Honorable H. H. Killaly, dated 24th October, 1851.



Copies of Documents shewing expenditure on the Railway, to 1st July, 1852.  
 Copy of Memorandum of S. Keefer, Esq., dated 6th November, 1852.  
 Copy of Report of S. Keefer, Esq., dated 9th December, 1852.  
 Copy of Report of S. Keefer, dated 18th December, 1852.

I have the honor to be,

Sir,

Your obedient servant,

THOMAS A. BEGLY,  
 Secretary.

E. A. Meredith, Esq.,  
 Assistant Secretary.

TORONTO, 31st May, 1852.

SIR,—I beg to report that I have completed my out-door examination of the Northern Railroad, and am now engaged in the Office endeavoring to make myself fully acquainted with all the subjects in reference to this Road, to which my attention has been directed by instruction.

The line has not been located any further north than Barrie. From thence to Lake Huron two lines have been run, one to Nottawasaga and the other to Penetanguishine. The Directors have come to no decision as to the proper one to be selected. Much difference of opinion prevails, while interested parties are anxiously watching the progress of events. My own opinion will be given in my next Report.

Upon the 62 miles between this City and Barrie, a good deal of work has been done, and from the progress now making there is every probability that the Road, as far as Bradford, will be in operation this Fall. The result of my inspection is by no means favorable to the character of the work so far as it has gone.

Instead of a first class Road, as the contract implies, it is scarcely equal to a second class Road. No part of the line has been graded for double tract, and all the mechanical structures have been adopted for single tract only, while for the most part, they are of a temporary and perishable character. As to gradients and curvature, several improvements can yet be made which will be of material advantage.

The Contractors engage by their contract to build a Road similar in its character to the Western Section of the New York and Erie Railroad, this Road it is therefore essential I should see before I can satisfactorily report, and as it will take the Engineers and other Officers of the Northern Railroad some three or four days to furnish me with the papers and documents called for, I propose to start immediately for Buffalo and run over the first 100 miles of the Road. At the same time I shall take the opportunity of ascertaining the dimensions of the largest Steamers plying to the Sault St. Mary, and endeavor to obtain some information in reference to the trade and commerce of Lake Superior.

Until I have obtained all the information I desire, it would be injudicious to make any disclosures, and I would therefore recommend that the above information be considered strictly Departmental. To enter further into detail at present is therefore unnecessary. My Report will be accompanied with such practical suggestions for the future management of this Road, as the peculiar circumstances under which it was begun, and is now situated, seem to demand. It is my impression that if the Government is to have any thing to do with this Road it will be for their interest to take the initiative without delay.

I have the honor to be,

Sir,

Your obedient servant,

SAMUEL KEEFER,  
 C. E. P. W.

Thomas A. Begly, Esq.,  
 Secretary Public Works, Quebec.

*1st June.* P. S. I delayed my departure this morning in the hope of meeting the Chief Commissioner, having learned by Telegraph that he was coming here to day. If I do not see him before noon to day, I shall leave in the afternoon Boat

S. K.

TORONTO, 15th June, 1852.

SIR,—Having completed the examinations in reference to the Toronto, Simcoe and Lake Huron Railroad as required by instructions received from the Chief Commissioner, I have now the honor to report thereon as follows:—

#### DESCRIPTION OF THE ROAD.

The Road extends from Harbour of Toronto, and connecting with Lake Simcoe at Barrie, will terminate upon the Georgian Bay of Lake Huron, either at Nottawasaga or Penetanguishine, as may hereafter be decided on; if at the former place its length will be 90 miles, if at the latter 107 miles.

The location has been made as far North as Barrie, a distance of 63 miles from Toronto, and the Contractors have worked upon 41 miles of this portion.

To the northward of Barrie two lines have been run to Lake Huron; one to the mouth of the Nottawasaga River, measuring 27 miles, the other to Penetanguishine, measuring 44 miles, and after some further examinations as to the prospect of forming a safe and commodious harbour at the former Bay, the two competing lines will be submitted for the decision of the Directors.

The terminus at Toronto has not as yet been fully decided on. As now located the Road approaches the City from the North West, and passing through the garrison reserve enters Front Street at the foot of Bathurst Street, opposite the Queen's Wharf. From thence by the conditions annexed to the aid granted by the City Corporation, the Company is under obligations to extend their Road along Front Street to the Market Square, and also to continue it along Palace Street to Parliament Street in the eastern quarter of the City, occupying nearly the whole frontage. The attention of the Directors, however, has lately been turned to the more suitable and appropriate arrangement of laying the Road upon the projected Esplanade, on a level with the wharves, and thereby bring it into more immediate connection with the warehouses and shipping. The Esplanade extends along the whole frontage of the City, and is intended to be 100 feet in width, sufficient to accommodate both this and the Guelph line.

For the present wants of the Road, however, as well as for its future and permanent accommodation, it is proposed to run a branch laterally down to the Queen's wharf by a curve of 647 feet radius, giving the line a southerly direction, the same as that of the wharf. At this point the Harbour usually remains open all the winter, and this connection with the Lake business is therefore of the greatest importance.

On leaving the City limits the Road takes a northerly direction through the populous and productive Townships of York, Vaughan and King, reaching the summit between Lakes Simcoe and Ontario at a distance of 26 miles from the City, 752 feet above the latter, and 282 above the former, near the head-water of the east branch of the Humber, in the Township of King; crosses Yonge Street near Mitchell's corner, 27 miles by rail, from Toronto, and entering Whitchurch descends by the east branch of the Holland River, traverses east and west Gwillimsbury, passing through or near the Villages of Newmarket, Holland Landing, and Bradford, skirting the westerly side of the Holland Marsh, and passing through Innisfil to near the shore of Kempenfeldt Bay, follows along the shore of that Bay to Barrie. The line touches upon the waters of Lake Simcoe at the Holland River and at Barrie.

On this portion of the Road the maximum grade going north is represented to be 60 feet to a mile, and of this there are 1067 miles distributed amongst 8 planes, the longest of which is  $4\frac{1}{4}$  miles. The maximum grade going south is  $52\frac{3}{10}$  feet per mile of which there are 744 miles distributed amongst 8 planes the longest of which is  $1\frac{1}{2}$  miles.

The direct or air-line between Toronto and Barrie is 52 miles. The distance by the mail route 57 miles, and by the Railroad 63 miles. Compared with the air-line, the length of the Railway exceeds it by 21 per cent. The curvature on this distance measures 16 miles and is equal to 2176 degrees of the circle. The least radius after leaving the City limits is 1432 feet, the number of curves 74. (For more detailed information in reference to grades and curvatures see the tables (Appendix No. 1), and the plan and profile herewith submitted all of which have been obtained from the Chief Assistant Engineer, Mr. D. P. DeWitt).

PROGRESS OF THE WORK.

The work performed by the Contractors in grading, bridging, masonry and fencing, is equal to  $24\frac{1}{4}$  miles of finished Road formation, exclusive of the superstructure. Timber has been prepared and delivered for 30 miles of superstructure. The right of way purchased for 19 miles. Of Iron-rail 9000 tons has been contracted for, 2000 tons of which purchased in the City of New York have been shipped and 118 tons of it have already been delivered. A locomotive engine and 6 burthen cars have also been purchased and are expected to arrive here during the present month. The Iron-rail weighs 57 lbs. to the lineal yard, and is from the manufactory of Guest & Co., England. The greater proportion of the work now done is upon the first 40 miles, between Toronto and Bradford, which is rather more than half completed. The average daily force now employed consists of 1150 men and 250 horses; with this force, and at the rate of progress now making, it is confidently expected that the portion of the Road from Toronto to Bradford will be brought into operation about the 1st October next, considerably in advance of the time stated in the contract. From Bradford to Barrie, 23 miles, it is expected the grading will be completed, and the Contractors propose to prepare the line for the superstructure by the 1st of January next. The time allowed by contract for the completion of the first portion is 15th May, 1853, for the second 1st December, 1853, and for the the whole to Lake Huron, 1st June, 1854. In all probability, therefore, the Company will be in a position to claim the Government guarantee early next year, provided their work shall then be approved of. The amount of work now done toward Road formation, not including superstructure, is about one quarter of the whole, and for this the Contractors have received estimates to the amount of £100,000; the payments made to them amount to £83,290, which they have received as follows:

|                                                                                                                                                                                     |        |    |             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----|-------------|
| County of Simcoe Bonds of 1st January, 1852, payable in 20 years, leaving interest at 6 per cent. per annum, payable half yearly, £20,000 0 0                                       |        |    |             |
| The Company "Special Bonds," payable in 10 years, interest at 6 per cent. in meantime,.....                                                                                         | 15,000 | 0  | 0           |
| 9058 shares of ordinary stock,.....                                                                                                                                                 | 48,290 | 0  | 0           |
|                                                                                                                                                                                     |        |    | 83,290 0 0  |
| In addition to the above, the Company's disbursements for Salaries and incidental expenses amount to.....                                                                           | 312    | 13 | 7           |
| And for "Preliminary Expenses" paid to Mr. Capriol, 44 bonds of £250 each, dated 7th Jany., 1851, payable 2nd Jany., 1858, with interest half yearly at 6 per cent. per annum,..... | 11000  | 0  | 0           |
|                                                                                                                                                                                     |        |    | 11,312 13 7 |
|                                                                                                                                                                                     |        |    | 94,602 13 7 |

If the Road is made to terminate on Lake Huron at the mouth of the Nottawasaga River, the contract will amount to £62,500; but if at Penetanguishine, it will be about £668,750.

Their contract, however, does not include station houses, work and machine shops, or the purchase of land for the same, nor any expenditure at the termini for piers and docks, nor more than £300 per mile for Road furniture. These with the general and contingent expenses of the Company are estimated by the Chief Engineer, Mr. H. C. Seymour, in his Report to the Directors to amount to £750 per mile, making the total cost per mile £7000.

CHARACTER OF THE ROAD—It will have the broad gauge of Canada,  $5\frac{1}{2}$  feet between the rails.

No part of the Road has been graded for double track, and with the exception of the bridge on piles across the Holland River, none of the mechanical structures have been adopted for any more than a single track. In this respect the Road differs from the trunkline, and generally from other first class Roads in this and the neighbouring country, which for the most part have all their more important structures prepared and arranged for the accommodation of a second track.

The curves and gradients compared with other lines which have been surveyed or commenced in Canada, are not so favorable for doing an economical business as may be seen by reference to the following table:

TABLE OF CURVES AND GRADIENTS.

| Name of Road.                      | Miles of least Rad. | Curvature.            | Maximum grade ascending in direction of greatest tonnage. |                     | Maximum grade ascending in direction of least tonnage. |                      |
|------------------------------------|---------------------|-----------------------|-----------------------------------------------------------|---------------------|--------------------------------------------------------|----------------------|
|                                    |                     |                       | Least Radius.                                             | Miles.              | Grade per mile.                                        | Miles. | Grade per mile. |
| Toronto, Simcoe and Huron,.....    | ...                 | 1432                  | ...                                                       | 53 ft. going South  | ...                                                    | 60 feet going North. |
| Great Western,.....                | 1                   | 1910                  | ...                                                       | 45 ft. going East.  | ...                                                    | 45 feet going West.  |
| Toronto and Kingston, (Survey,)..  | ...                 | 5280                  | ...                                                       | 30 ft. do do        | ...                                                    | 40 feet do           |
| Kingston and Montreal, (do) ...    | ...                 | Report not published. | ...                                                       | ...                 | ...                                                    | ...                  |
| St Lawrence and Atlantic,.....     | ...                 | Not ascertained.      | ...                                                       | ...                 | ...                                                    | ...                  |
| Guelph, (Survey,).....             | ...                 | 3820                  | 3.5                                                       | 20 ft. going East.  | 6.0                                                    | 53 feet going West.  |
| Prescott and Bytown, .....         | 1.1 9               | 2865                  | ...                                                       | 30 ft. going North. | ...                                                    | 30 feet going South. |
| L. S. Louis and Province Line,.... | ...                 | 2865                  | ..                                                        | 40 ft. going North. | ...                                                    | 40 feet going South. |
| Montreal and Rouse's Point, .....  | ...                 | Not ascertained.      | ...                                                       | ...                 | ...                                                    | ...                  |

In passing over the line, it certainly did appear that a grade of 53 feet per mile rising to the north and 45 feet towards the south might have been obtained at some increase of cost and distance; such, at least, was my impression, but it would require instrumental examination to test the accuracy of this opinion. The Road attains an elevation of 750 feet above Lake Ontario in the distance of 21 miles, giving an average rise of about 36 feet per mile. Before this line was adopted, however, I learn that two others had been explored to the right and left by the valleys of the Don and Humber. In both of which I find by the exhibit of gradients submitted by the Engineer, (Appendix No. 2, grades as high as 72 feet per mile—see the Engineer's Report annexed, No. 2,) and still the fact of grades having been obtained on the Guelph line, where the mountain range has to be traversed nearly at right angles, with its direction over a summit of 920 feet above Lake Ontario, so much more favorable than those of the northern Road, would lead one to the conclusion that the same grades might have been obtained upon the latter. But however desirable it may be to reduce these grades to a par with any other Canadian Roads, too much work has been laid out already upon the present location to warrant any material change; some of them may yet be improved and considerably reduced by sinking

the grade at the top of the plane and raising it at the bottom, but the long maximum grade of  $4\frac{1}{4}$  miles, 60 feet per mile going north between the 16th and 20th miles, fixes it beyond hope of improvement, and stamp the character of the Road. This cannot be obviated except by change of line and increase of distance and curvature, or by such an amount of excavation at the summit of embankment at the bottom of the plane as would delay the opening of the Road for another season.

The same remark might be made with reference to the maximum grade in the 27th and 28th mile, ascending towards the South; but several other grades of the same inclination may be considerably reduced. A maximum grade once adopted, the Engineer appears to have used it at places, when at a little more expense, a better one might have been chosen, and the Road made less undulating. Such is the case, for instance, on the 3rd mile when the line approaches the City, crossing Dundas Street, the principal thoroughfare to the westward on a curve of 2865 feet radius, and a grade of 60 feet, 4 feet below the present level of the Road. A grade of 45 feet, would, at some more expense to the Contractors, lower the Road sufficiently to let the common Road pass over it by a bridge. The Guelph Road might pass under the street at the same place, and might then come into Town parallel and between the same fences with the northern for a distance of four miles. Without this modification the Guelph Line ought not to sacrifice its grades, but select another line where they can easily be maintained. The maximum grades ascending south in the 12th and 13th miles might also be reduced to 40 feet per mile.

In respect to curvature, there appears to be more of it, particularly approaching Newmarket and Barrie, than a just regard to the future economical working of the Road would warrant. In 63 miles there are 74 curves which, when added together, take us six times round the circle and eight of which are of the minimum radius of 1432 feet. Without instrumental examination I would not, however, pretend to say how many curves might be dispensed with or enlarged to a greater radius, but it appears certain that the two curves numbered in the plan and the annexed table of curves as Nos. 35 and 36, might have been avoided, and a straight line adopted in place of them, with scarcely any increase of cost to the Contractors.

The whole series of reverse curves from 30 to 36-7 in number, of 1432 and 1910 feet radius occurring in the distance of two miles, and within four minutes run of an engine, present a very bad appearance on the Plan and are highly objectionable; they will very sensibly increase the cost of maintenance, and their influence will be felt in the repair of track and repairs of engines and cars.

The broad gauge demands easy curves, and if so much work had not been laid out on these sections appearing to establish the present locations, a change might still be made for the better. It would be advisable to ascertain whether it might not yet be possible to adopt one uniform and easy curve for the whole. But if no better improvement can be made, it would be proper to insist upon the straight line in lieu of 35 and 36 even at the sacrifice of the work which has been laid out upon them.

Some other curves near Barrie numbered 72 and 73, and where, as yet, nothing more than the clearing has been accomplished, might possibly be avoided by taking a straight line. I shall take occasion to revert to this subject again in the latter part of this Report. From the 28th section onwards towards Barrie, I found several wooden culverts laid through the bank, some deeply covered, and others barely laid upon the soil. The Engineer in charge assured me these would all be taken out and replaced by stone culverts, which would be built at once if stones could be procured in the neighbourhood suitable for the purpose, and if not they would be built by the Contractors after the Road was in operation, when stones of the proper kind could be transported over it from a distance. The bridges, though few and unimportant, are all built of wood, without stone abutments, and occasionally one is found without the proper stone foundation under the ground sill. To prevent the heaving of these bridges from the frosts of winter, it will be necessary that their foundations be carefully and permanently laid.

All the square box culverts are built of dry rubble, and I would suppose, although I had not the means of ascertaining it, that the sizes of many of them will be found inadequate to the discharge of the floods in spring; some of those I saw were not well built, and will have to be taken up and relaid with better material. Those to be built in future should be made larger. The present ones are mostly 2 feet square inside. They ought to be at least  $3\frac{1}{2}$  feet high, to admit a man inside to clean them out or make repairs; and all culverts under banks, exceeding 10 feet in height, should be laid in cement.

The largest culvert on the whole 63 miles to Barrie, is a brick arch of 6 feet span, on the 6th mile; the mason's and bricklayer's work is faithfully performed, but the same cannot be said for the carpenters, for the sheet piling at the ends, intended to prevent the foundation being undermined, was a mere imposition, of no use whatever.

Sufficient care has not been observed on all occasions in removing material from the Road bed, which is unsuitable for it. On section 29, a portion of the bank, some 4 or 5 feet high, over a swampy piece of ground, was mostly made of the muck taken from the sides; but the Engineer informed me this would all be done over again. The muck removed, a proper seat prepared for the bank, and material brought from the adjacent cuttings to build it properly, as required by the specification, and as I had seen it done in section 54.

The drainage of "*barrowing*" pits and "*side-cuttings*" appears to have been properly attended to, but in some few cases provision had not been made to give escape to the water dammed up by the road bank. In passing the summit through what is commonly called "the Oak Ridges," such provision may not be necessary, from the peculiar nature of the formation, the drainage in many parts of which does not take the ordinary course of rivulets and streams, but goes off through *sink holes* in the soil. In those cases when, from the presence of clay, the soil may prove impervious to the water-drains, or culverts will have to be made; and it will also be necessary to make occasional *catch-water* drains at the top of the slope, through cuttings, and *off-take drains* laterally, where the water remains stagnant at the two sides of the Road.

For the most part the Road passes through a country very favourable for making a permanent Road bed; the soil is generally sand, loam, or gravel; nearly all the cuttings furnish excellent material for ballast.

The water courses are generally passed near their sources and the drainage is comparatively light, so that the road, once properly constructed, can be cheaply maintained in perfect order.

A large proportion of the ties which have been delivered, are of Hemlock—a kind of wood which, in this Province, has heretofore been deemed unfit for being used even on plank roads. It will hold a spike well, while it lasts, but its life is considered of short duration. The contract allows the use of White Oak, Red Beach, Chestnut, Cedar, Tamarack, Black Ash, Bitternut, Cherry, White Pine, Hemlock, or such other timber as the Engineer may approve of. Red Beech, Black Ash, White Pine, and Hemlock, I should consider unfit for the work; but, with regard to the last mentioned, I would not condemn it without making some further inquiry.

#### THE CONTRACT.

The tender made by the present Contractor is dated 16th Nov., 1850, and was based upon the previous survey made by Mr. Higham. In this they proposed,—  
 "To construct the Road, including land (a maximum cost to be agreed upon); also  
 "excavations, embankments, bridges, and all other structures required for a good  
 "and substantial Railway; also, a well constructed and permanent track, with an  
 "improved pattern of H rail, weighing not less than 56 lbs. to the yard; and also  
 "so many cars and engines as were estimated to be wanted by Mr. Higham in his  
 "report, all of first rate quality and plan, for the sum of \$25,000 per mile."

For which they agreed to take payment from the following sources:—  
 Bonds of the County of Simcoe, ..... £50,000  
 Private subscriptions of Toronto secured by the 6 per cent. bonds of the  
 Company, ..... 50,000  
 Stock of the Company (with privileges of Charter,) ..... 150,000  
 (Provided the City of Toronto give a bonus of £25,000 as a consideration) and the  
 balance in 6 per cent. Debentures guaranteed by the Government, or in Stock, at  
 the option of the Contractors.

This proposition was accepted by the Directors on the 27th Nov., 1850. On the 26th Dec., 1850, a memorandum of an agreement was drawn up at Toronto, which was afterwards, on the 16th March, 1852, reduced to regular contract form, and a specification for this manner of performing the work added. This instrument is yet imperfect for the want of the signature of the President and the corporate seal, but it has been signed by all the Contractors and may be considered as binding on all the parties.

In this contract they agree to build "*a single track Railroad upon a well constructed and permanent track upon the route as now located,*" and staked out to near the town of Barrie, and thence to such point on Lake Huron as the Directors shall select—"in perfect running order and fit for use in every particular, and in its general character, style and description of work, appertaining to its construction, equal in all substantial particulars to the Western portion of the New York and Erie Railroad, lately completed," including all the necessary land, fencing, road and farm crossings, eight wood sheds, and water stations (not to exceed in cost £1000), two turn tables, switches, turnouts, (not to exceed 10,000 feet in length and not included in the longitudinal measurement of the work) and the necessary switches for the said turnouts, gates, drains, guard board, ballasting engines, and cars and all appurtenances thereto belonging or necessary for the proper working of the Road, of the most approved construction. The said cars and engines not to exceed in cost the sum of £300 per mile. The Company to build engine-houses and stations. All Engineers (except the Chief Engineer of the Company) to be named and appointed by Directors, but paid and approved of by the Contractors. Payments to Contractors to be made monthly, upon the following scale of prices:

|                                    |                |
|------------------------------------|----------------|
| Right of Way .....                 | £ 250 per mile |
| Grading, bridging and masonry..... | 2875 "         |
| Engineering .....                  | 300 "          |
| Agencies and contingencies .....   | 250 "          |
| Timber for superstructure .....    | 300 "          |
| Chairs and spikes .....            | 300 "          |
| Iron rail .....                    | 1500 "         |
| Laying track .....                 | 175 "          |
| Cars and engines .....             | 300 "          |

Total..... £6250 "

The specification annexed to this contract corresponds generally with the printed one I have obtained of the manner of doing the work on the Western Section of the New York and Erie Railroad, which provides for the best class of stone masonry in the culverts and abutments of bridges. For the latter the stones are specified to be of good quality and proper thickness, the face to the rock dressed, and the joints not to exceed  $\frac{1}{2}$  inch in thickness and to be well laid in cement. But towards the close I find the following Clauses added: Masonry corresponding with the foregoing descriptions will be required when stones suitable for that purpose can be obtained within a reasonable distance of the work, of which the Engineer shall be the judge. Where suitable stones for the above masonry cannot be obtained, rubble

may, at the discretion of the Engineer, be substituted, composed of the best description rubble stone or boulders that can be found within a reasonable distance of the work, to be laid and shaped in a good workmanlike manner under the direction of the Engineer.

AND FINALLY,

Either wood, bricks or stone may be used for the different structures, at the discretion of the Engineer.

After having inspected the work now in progress under this contract and specification, and not finding its character such as might reasonably have been expected from the terms of the tender and the previously quoted Clause of the more formal contract, wherein reference is made to the Western portion of the New York and Erie Railroad, I considered it important, before closing this Report, that I should go and examine it also; which with your approval I have done in a hurried manner, while going over the Road both ways, and attentively reviewing it from the back window of the last car of the train. The result of this examination is as follows:

The New York and Erie Railroad is divided into four grand Divisions, which are known as the Eastern, the Delaware, the Susquehanna, and the Western, each exceeding 100 miles in length. The western part of the Western is, as I learn, the portion last finished, and my examination extended over the first 90 miles east of Dunkirk to the Belvidere Station. On this portion the maximum grades ascending towards the east, in the direction of the greatest tonnage, are 40 feet per mile, in order to attain which a good deal of slate rock excavation had to be encountered.

The maximum grade in the contrary direction is 53 feet per mile.

Uniformity of grade seems to have been particularly attended to, and to this every obstacle is made to yield; on the other hand there is more curvature than a first class road ought to have, some of the curves might have been thrown out and the line made more direct at a little more expense of cutting; in no case, however, does the Engine slacken its speed for the curves on this division, and yet it might be more prudent to do so. All bridges and culverts have been made, and the Road has been graded for a single track only; all culverts are built permanently of stones, the smaller ones laid dry, the rest in cement; abutments to all bridges built of solid cut stone laid in hydraulic cement. Road and farm crossings and cattle guards towards the west end where material was scarce for masonry, are built of tressel work, but where stone was abundant, of good masonry in cement. The slopes of cuttings and embankments left in an unfinished state. Bridges are built after Howe's Patent, and covered from the weather; others again, after Burn's "Arch and Truss," and left unprotected.

The switches are below the general character of the Road, especially for a broad gauge Road like this, the connecting rods are too slight, of  $1\frac{1}{4}$  inch round iron instead of  $1\frac{1}{2}$  inch, and the signals attached to them too small and indistinct.

The rails are of the very best quality; in the whole length of 90 miles, I did not see a single rail thrown out from failure of any kind, but on the sharp curves between the Dunkirk station and the wharf in most trying situations, some are slightly bruised.

The wood and water stations are of the plainest description; much of the wood is unprotected from the weather. The fencing is very indifferent.

From a fair comparison of the two Roads, taken in connection with a just and equitable interpretation of the contract, I think it is right to assure—

1st. That all culverts should be built in a permanent and sufficient manner, of stone or brick, without using any timber, except for the foundations, and then only when such foundations are likely to be always under water.

2nd. That the abutments of all bridges should be built of the best description of cut stone masonry, laid in hydraulic cement, and the superstructure of the more important bridges properly protected against the influence of the weather.



3rd. That the maximum grades which have been adopted on the Northern Road are not sanctioned by the contract or the example referred to in it, and therefore that wherever it may still be practicable, they should be reduced as much as possible.

There is no stipulation in the contract either as to grades or curvature, the limits of these appear to have been arbitrarily assumed by the Engineer; had the maximum gradient of 60 feet per mile been reduced to 53 feet, and the minimum curvature of 1432 feet radius to 1910 feet, the character of the Road would have been materially improved, greater speed and regularity might have been attained, greater loads carried with the same engine, and the expense of repairs and maintenance would have been reduced. The fact of the existence of heavier grades and sharper curves on some of the best roads in the United States, is not in my opinion sufficient to warrant their adoption in this country, where the ground is more favorable to the construction of Railroads, and when, by proper care in the commencement, the Railroad system may be rendered much more efficient than even its heretofore wonderful results would leave room to expect. Had this Road been a part of the Main Trunk Line, I would consider it indispensable that the grades and curvature should be adjusted to the same scale as the rest, let the cost be what it may; but as it is not likely to have any competition for many years to come, and runs in a direction perpendicular to the Trunk Line, and has had so much work laid out upon it, tending to fix its character on the scale adopted, it does not appear that any material change can be insisted upon; but if there does not appear to be sufficient reason for reducing all the heaviest grades, and enlarging all the lesser radii, there are at least some very material improvements that can be made in both as before referred to, which might fairly be demanded.

If there are gradients on the Eastern and Susquehanna division of the New York and Erie, as high as 60 feet per mile both ways, and curves of so small a radius, as 955 feet; if on the Western Road from Albany to Boston, there are gradients of 82 feet in a mile and 116 feet per mile on the Baltimore and Ohio, it only shows that, with respect to these lines nature had imposed insurmountable obstacles to the adoption of those which were better adapted for economy and speed, and that we may be able to transport freight and passengers over the Northern cheaper than they can be carried over any of these Roads, but yet not so cheaply as they can be taken over the Great Western and the other branches of the Trunk Line.

#### SUPERINTENDENCE.

The other engagements in the United States of the Chief Engineer of the Company, Mr. H. C. Seymour, it would appear, are such as to prevent him devoting that share of his attention to the Northern Road, which the best interest of that Road seem to demand, and the want of his personal supervision seems very justly to have created some dissatisfaction amongst the Directors.

The work has been conducted heretofore under the immediate direction of his Chief Assistant Engineer Mr. D. P. DeWitt, who has accompanied me over the Road, and kindly furnished me with all the information and explanations, which, under your instructions I have thought it necessary to call for.

It is the business of the assistant Engineers under Mr. DeWitt, to make all the surveys, stake out the work, give the levels and working plans, and make the measurements of all work for the sub-contractors, both for lettings and for monthly estimates; in point of fact, to do the same duties for the principal Contractors which on other roads have to be done for the Company, and in respect to whom they stand in a similar relation.

The Directors have expressed their anxiety to have the Road finished in a satisfactory and creditable manner, and the Contractors, although the commencements which they have made, and the work which they have done up to this time has not

been calculated to give entire confidence or satisfaction, have, each one of them with whom I have spoken, expressed a desire to meet the wishes of the Railway Board, and a readiness to make such alterations or changes for their satisfaction as may reasonably be desired.

Therefore adopting the supposition that the Government will grant the guarantee provided, all reasonable conditions be compiled with, I think no time should be lost in taking such action as may be considered most conducive to the public advantage. If the Government is to pay half the cost of the Road, it is but reasonable that it should have some voice in the direction, and therefore I take the liberty of offering the following:

#### PRACTICAL SUGGESTIONS.

I think it would be more satisfactory to all parties that an Engineer should be appointed jointly by the Railway Board and the Board of Directors, who should devote his whole time to the work, and should have full power under the authority of this Board to regulate curves and gradients, to report upon the termini, and upon all other matters for the information of the direction, and to require that all the work shall be executed in a permanent and satisfactory manner according to the full intentions of the contracting parties, and the necessary and reasonable requirements of the Railway Board. The charges and alterations which have been recommended in the previous part of this Report, if approved of, might form a part of the Engineer's instructions.

The Contractors would, of course, retain their own Engineers, who would continue to superintend the work as heretofore under the direction of the Chief Engineer appointed by the Directors.

The Contractors have heretofore been paid upon the brief certificate of the Chief Engineer that they are entitled to receive so much upon their contract, without any detailed statement being submitted to the Directors, shewing what work had actually been performed. I think the Directors who, as I learn, have all along been dissatisfied with these returns, have a just right to call for this detail upon the presentation of each certificate, and to require that the amount thereof should be based upon actual measurements and quantities of work performed under the contract, the same as the monthly certificates have been made out heretofore under the Department of Public Works.

With respect to the joint entry into the City of the two Roads, the Northern and the Guelph, as has been suggested by parallel lines, and within the same fences, and passing under Dundas street at the same Road bridges, I consider it important that some understanding should become to by the two Companies, in order that their united capital might be applied to making a suitable approach and terminus. The water frontage which each will require for its business, is yet the property of the Crown, and should be granted to them only on such terms as will give adequate facilities to each, and in proportion to its just acquirements without unduly favouring either, so as to secure the general welfare of all. This will form one subject for a Special Report from the Engineer who shall be appointed.

With respect to the northern terminus on Lake Huron, it will be understood from what I have stated in the first of this Report that, it would be premature to offer any opinion until a Report has been received of the surveys that are yet to be made; a personal examination would occupy more time than my other engagements would afford. I shall merely add, that from what I have learned of the nature of the formation at the mouth of the Nottawasaga River, as well as from the chart, I should say that the construction of a harbour at that place, in the full acceptance of the term and suitable for the wants of an extended trade, was a matter of impossibility. It remains to be seen what may be the result of the examination at the Islands called the Hen and Chickens. The advantages of a terminus on Nottawasaga Bay are:

- 1st. That the soil in this region is productive, and better adapted for settlement—and,  
 2nd. The Bay is less obstructed by ice any year than at Penetanguishine—and  
 3rd. As settlement advances and business increases, the Road can be extended onwards to Owen's Sound and Saugeen.

But at Penetanguishine, on the other hand, there is at once an excellent harbour, which it cannot be denied is of the greatest importance to the success of the undertaking, looking forward, as all parties do, to the through business with the Western States and territories bordering upon Lakes Huron, Superior and Michigan. As regards their comparative merits as harbours, I beg to refer to the accompanying letter, Appendix No. 3, from Captain Bayfield to the President of the Company, from whom it was obtained.

Before closing this Report, I desire to make a suggestion in reference to *cattle guards*. In the Act for the Northern Road, and in all the Railway Acts which I have yet examined, provision is made for gates at road and farm crossings, to prevent cattle getting upon the track. This arrangement, I imagine, has been taken from the practice in England; but in the United States more convenient and effectual contrivance has been adopted, denominated cattle guards, which consists simply of a pit, sunk across the track, in the line of the side fences, about 12 feet long, 6 feet wide, and 4 or 5 feet deep. The rails are laid across this pit, and the top left open, making a void over which cattle dare not venture to pass. Thus the opening and shutting of gates is avoided, as well as all the danger attendant upon them. It would be advisable to have all Railway Acts amended in this particular. It is the intention of the Contractors to place cattle guards upon the Northern Road.

As you may desire to have the opinion of the Chief Engineer, Mr. H. C. Seymour, upon the contract and the state of the Road, subsequently to his last inspection, I beg to refer you to his Reports of the 8th March, and 15th May, 1852, which you will find in the Appendix No. 4 and 5. I also add a Letter from the Chief Assistant, Mr. D. P. DeWitt, giving the information called for in reference to the Road, Appendix No. 6. A copy of the contract is also submitted.

I was desirous of adding an Estimate of the value of the work to be done upon the present location, but have not as yet obtained the necessary returns from the Engineer in charge to enable me to make it, without going into a lengthened calculation, from the longitudinal section herewith transmitted, which my other engagements would not admit of. The changes, however, which the Contractors may be called upon to make in the grades, curves, and manner of completing the mechanical structures, would affect this Estimate, and render it unimportant. Such an Estimate can be made at any future day, if required.

The progress made by the Contractors on the different parts of the Road may be seen at a glance, by reference to the accompanying profile, the parts tinted red shew the work done up to the 1st instant.

To save repetition, I have added a memorandum in the Appendix (No. 7) of the alterations proposed in the foregoing Report in the manner of constructing this road, which you will find convenient for reference, and a copy which, if approved, might be forwarded to the Directors, as the conditions of the guarantee. I have not said anything respecting the business prospects of this Road, as it did not appear to be necessary, more especially as the Chief Engineer, Mr. H. C. Seymour has done full justice to the subject in his last Report to the Directors, and has in a very able manner given a clear, convincing and encouraging statement of its anticipated business.

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

SAMUEL KEEER,  
 Chief Engineer, Public Works.

NOTE.—The changes and alterations that might be made, as they occurred to me are marked in pencil upon the plans with observations, but as it would be impossible without making Surveys that would take several weeks to accomplish, to fix any of those definitely. I have not ventured to put any of them in ink; they will be of service, however, to the Engineer who may be appointed, as the plan will have to be sent to him for his guidance.

SAMUEL KEEFER.

APPENDIX No. 1.

Ontario, Simcoe and Huron Union Railroad.—List of Curves shewing the length, radii and the inclination of the gradient.—Also, an exhibit of gradient shewing the total rise and fall and their length in miles and parts.

| No. of Curve. | No. degrees per chord of 100 feet. | Radii in feet. | Length in ft. | Gradient per mile. | No. of Curve. | No. degrees per chord of 100 feet. | Radii in feet. | Length in ft. | Gradient per mile. |
|---------------|------------------------------------|----------------|---------------|--------------------|---------------|------------------------------------|----------------|---------------|--------------------|
| 1             | 2                                  | 2865           | 616           | 16                 | 37            | 3                                  | 1910           | 266           | 6                  |
| 2             | 2                                  | 2865           | 535           | 16                 | 38            | 3                                  | 1910           | 300           | 52.8               |
| 3             | 2                                  | 2865           | 800           | 26                 | 39            | 4                                  | 1432           | 1025          | 52.8               |
| 4             | 2 $\frac{1}{4}$                    | 2292           | 560           | 26                 | 40            | 3                                  | 1910           | 333           | 5                  |
| 5             | 2                                  | 2865           | 2050          | 60                 | 41            | 4                                  | 1432           | 1275          | 5                  |
| 9             | 1                                  | 5730           | 2555          | 60                 | 42            | 3                                  | 1910           | 533           | 5                  |
| 7             | 2                                  | 2865           | 822           | 60                 | 43            | 4                                  | 1432           | 1100          | 5                  |
| 8             | 2                                  | 2865           | 750           | 60                 | 44            | 4                                  | 1432           | 1847          | 5                  |
| 9             | 3                                  | 1910           | 650           | 60                 | 45            | 3                                  | 1910           | 758           | 5                  |
| 10            | 2                                  | 2865           | 912           | 60                 | 46            | 3                                  | 1910           | 500           | 10                 |
| 11            | 1                                  | 5730           | 817           | 60                 | 47            | 3                                  | 1910           | 1492          | 0                  |
| 12            | 1                                  | 5730           | 1700          | 60                 | 48            | 3                                  | 1910           | 1303          | 0                  |
| 13            | 2                                  | 2865           | 900           | 0                  | 49            | 3                                  | 1910           | 3100          | 4                  |
| 14            | 2                                  | 2865           | 958           | 60                 | 50            | 2                                  | 2865           | 1350          | 4                  |
| 15            | 3                                  | 1910           | 700           | 60                 | 51            | 2                                  | 2865           | 700           | 4                  |
| 16            | 1                                  | 5730           | 1900          | 60                 | 52            | 2                                  | 2865           | 500           | 5                  |
| 17            | 1                                  | 5730           | 575           | 60                 | 53            | 2                                  | 2865           | 400           | 12                 |
| 18            | 1                                  | 5730           | 900           | 60                 | 54            | 2                                  | 2865           | 600           | 16                 |
| 19            | 3                                  | 1910           | 550           | 60                 | 55            | 2                                  | 2865           | 800           | 13                 |
| 20            | 2                                  | 2865           | 600           | 60                 | 56            | 2                                  | 2865           | 600           | 10                 |
| 21            | 2                                  | 2865           | 550           | 60                 | 57            | 2                                  | 2865           | 1400          | 15                 |
| 22            | 2                                  | 2865           | 450           | 6                  | 58            | 2                                  | 2865           | 700           | 21                 |
| 23            | 3                                  | 1910           | 2250          | 43                 | 59            | 2                                  | 2865           | 900           | 26                 |
| 24            | 3                                  | 1910           | 1223          | 17                 | 60            | 2                                  | 2865           | 1100          | 0                  |
| 25A           | 3                                  | 1910           | 1500          | 23                 | 61            | 2                                  | 2865           | 1600          | 22                 |
| 25            | 3                                  | 1910           | 700           | 22                 | 62            | 3                                  | 1910           | 900           | 22                 |
| 26            | 3                                  | 1910           | 1200          | 22                 | 63            | 3                                  | 1910           | 1800          | 0                  |
| 27            | 3                                  | 1910           | 300           | 38                 | 64            | 3                                  | 1910           | 1800          | 60                 |
| 28            | 3                                  | 1910           | 1500          | 52.8               | 65            | 3                                  | 1910           | 1400          | 60                 |
| 29            | 3                                  | 1910           | 2150          | 52.8               | 66            | 2                                  | 2865           | 525           | 13                 |
| 30            | 3                                  | 1910           | 633           | 52.8               | 67            | 3                                  | 1910           | 1166          | 21                 |
| 31            | 3                                  | 1910           | 900           | 52.8               | 68            | 3                                  | 1910           | 1060          | 37                 |
| 32            | 4                                  | 1432           | 1450          | 52.8               | 69            | 2                                  | 2865           | 1630          | 15                 |
| 33            | 3                                  | 1910           | 1300          | 9                  | 70            | 3                                  | 1910           | 2600          | 52.8               |
| 34            | 4                                  | 1432           | 900           | 9                  | 71            | 4                                  | 1432           | 2325          | 52.8               |
| 35            | 3                                  | 1910           | 1400          | 9                  | 72            | 3                                  | 1910           | 1200          |                    |
| 36            | 4                                  | 1432           | 637           | 9                  | 73            | 3                                  | 1910           | 1100          |                    |
|               |                                    |                |               |                    | 74            | 2                                  | 2865           | 8500          |                    |

Ascent and Descent—Toronto to Barrie,.....

45488

## Ontario, Simcoe and Huron Union Railroad, &amp;c.—(Continued.)

|                         | Ascent.      | Descent.    | Elevation of Summit above Lake Ontario. |
|-------------------------|--------------|-------------|-----------------------------------------|
| Toronto to Summit,..... | 790.03 feet. | 64.55 feet. | 751.37                                  |
| Summit to Barrie, ..... | 325.37 "     | 584.02 "    |                                         |
| Total,.....             | 111.540 "    | 648.57 "    |                                         |

Gradient in feet per mile and length in miles and parts.

|                         | 60 feet. | 50 to 60. | 40 to 50. | 20 to 40. | 0 to 20. | Level. | Total. | Total<br>52.8 |
|-------------------------|----------|-----------|-----------|-----------|----------|--------|--------|---------------|
| Toronto to Summit,..... | 8.89     | 2.58      | 0.70      | 4.56      | 2.33     | 1.30   | 20.36  | 7.44          |
| Summit to Barrie, ..... | 1.78     | 6.17      | 1.67      | 10.07     | 17.52    | 5.47   | 42.68  |               |

Maximum grade going North, 60 feet per mile 10.67 miles.

Do. do. South, 52.8 do 7.44 do.

## APPENDIX No. 2.

TORONTO, July 20th, 1851.

To the Hon. H. S. BOULTON, President, &c.

SIR,—Mr. D. P. DeWitt, the Chief Assistant Engineer acting under my directions, has surveyed several routes for the line of your Road between Toronto and Bradford or Holland River, and also a line thence through Barrie to Lake Huron at the mouth of the Nottawasaga River. I beg leave to present herewith his statement relative to these surveys and the maps and profiles of the principal lines examined by him. From the personal examinations I have made of the country, and from a careful inspection of all the features of the various lines as determined by the surveys, I am now enabled to advise you of the route which in my opinion it is most desirable to adopt for the line of your Road, having reference to commercial and economical considerations.

Three routes have been instrumentally surveyed, and are designated as the Don, Middle, and Humber routes.

The Don Route has grades of too great an inclination, and is too long, compared with the other lines, to justify its selection.

The Humber route is of the same length as the middle, but has more curvature and grades of greater inclination. The maximum grades of the middle route are 60 feet per mile going North and 52 8-10ths going South, or in the direction the greatest trade with average grades of about 30 feet per mile. The road, if constructed on this route, will have less curvature and can be kept in repair at less cost than on either of the other routes.

After you shall have selected the route, I will direct a careful location of the line as required by your charter, correcting and improving it as far as possible, and lay before you the maps, plans and specification, representing the plan and character of the work to be constructed by Contractors.

I will also submit estimates of the cost of operating the Road and the probable business and profits of the same, founded upon such data as is usually relied upon in like cases.

The Board are no doubt aware that the maximum grades of the New York and Erie Railroad are 60 feet per mile in both directions, and that for most of its length it has much more and sharper curvature than yours; also that the Western Road between Albany and Boston has grades of 82 feet; the Baltimore and Ohio, 116

feet per mile. You will be able, therefore, to transport on the middle route cheaper than on any of the roads named, and I would advise the selection of this route, on which, after it shall be accurately located, to construct your Road and to adopt the general location as represented on the map herewith as far as Barrie.

I am, sir, very respectfully,  
Your obedient servant,

(Signed,)

H. C. SEYMOUR,  
Chief Engineer.

ENGINEERS' OFFICE, TORONTO,  
July 28th, 1851.

H. C. SEYMOUR, Esq.,  
Chief Engineer of the  
Huron, Ontario and Simcoe Railroad Union Co.

SIR,—I have the honor to submit, for your consideration, the maps and profile of the experimental Surveys made under your directions, extending from Lake Ontario, at the City of Toronto, to Lake Huron.

As the Charter has been materially changed since the Surveys made by Mr. Higham, inasmuch as the route is now required to touch at Barrie, or some westerly point upon the waters of Lake Simcoe, and consequently passing over a different part of the country, the information derived from his Surveys afforded no guide to the present explorations.

Three distinct Routes have been examined, viz., the Eastern or Don Route, commencing near the mouth of the Don River, thence through the Townships of Scarborough, Markham, Whitchurch, Gwillimbury, through the Villages of Unionville, New Market, Holland Landing, to the Village of Bradford.

The Central Route, commencing near the Queen's Wharf, thence following Bathurst St., or Brock St., (the adoption of one or the other of these streets as the route, yet to be decided), thence in a north-westerly direction to lot 30, 3rd concession, Old Survey, in the Township of York; thence northwardly, through the Townships of Vaughan and King, to the summit in Lot No. 11, 2nd Concession of King; thence north-easterly, crossing Yonge St.  $1\frac{1}{4}$  mile south of Marchilles Corners; thence following the valley of the South Branch of the Holland River, intersecting the Eastern or Don Route at the Village of New Market. The Western or Humber Route, diverging from the Central Route  $1\frac{1}{2}$  miles from the foot of Bathurst Street; thence westwardly, in the Township of York, to the Village of Weston; thence following the Humber River, crossing the East Branch of this stream at the Village of Pine Grove; thence approaching gradually and crossing into the 9th Concession of the Township of Vaughan, near Cherry's Hill; thence in a north-easterly direction crossing the line between the Townships of Vaughan and King, in the 9th Concession, of Vaughan; thence crossing into the 8th Concession of King to the summit near the centre of the 8th; thence northwardly, crossing the West Branch of the Holland River near Oak Trees; thence following the north side of the Holland Marsh to the Village of Bradford.

The accompanying exhibit of gradients furnishes a correct comparison between the three lines, as to ascent, descent, &c.

The line from Bradford to Barrie follows the edge of the Holland Marsh, in the Township of West Gwillimbury, to the line between this Township and Innisfil, in Lot 20, Concession 14 of West Gwillimbury; thence westwardly to the summit in Lot 16, 10th Concession of Innisfil; thence to Thompson's Creek, crossing the Creek in Lot 14, concession 13, of Innisfil; thence in a north-westerly direction to the Village of Barrie.

The tabular form before referred to will show the maximum grade, ascent, descent, &c.

|                                                                          |    |    |        |
|--------------------------------------------------------------------------|----|----|--------|
| The distance from Toronto to Bradford, <i>via</i> Don Line, is .....     | 43 | 07 | MILES. |
| “ “ “ Central Line, is.....                                              | 40 | 82 |        |
| “ “ “ Humber “ is.....                                                   | 40 | 88 |        |
| “ Bradford to Barrie.....                                                | 23 | 21 |        |
| “ Barrie to Nottawasaga Bay.....                                         | 24 | 35 |        |
| Total distance from Toronto to Nottawasaga, <i>via</i> Central Route, is | 88 | 38 |        |

As material changes will in all probability be made in the line from Barrie to Lake Huron, the terminus not being established, I have not thought it necessary to enter into detail upon this portion of the Route.

Respectfully yours,

(Signed,)

D. P. DEWITT,  
Chief Assist. Engineer.

An Exhibit of Gradients.

| [Designation.                                | Don Route. |          |                   | Central Route. |          |                   | Humber Route. |          |                 |                   |
|----------------------------------------------|------------|----------|-------------------|----------------|----------|-------------------|---------------|----------|-----------------|-------------------|
|                                              | Ascent.    | Descent. | Height of Summit. | Ascent.        | Descent. | Extent of Summit. | Ascent.       | Descent. | Ext. of Summit. | Ext. of Bradford. |
| From Toronto to Summit,.                     | 942        | 167      | 798               | 861            | 138      | 751               | 730           | 75       | 689             | 481               |
| From Summit to Bradford,.                    | 10         | 400      | ....              | 7              | 278      | ....              | 44            | 289      |                 |                   |
| Total for each Direction,...                 | 952        | 567      | ....              | 868            | 416      | ....              | 774           | 314      |                 |                   |
| Total ascent and descent of each Route,..... | ....       | 1519     | ....              | 1284           | ....     | ....              | 1088          |          |                 |                   |

Grades per mile, and length of Grades from Toronto to Summit, in Ridges:

|                    | 151 feet maximum. | 160 feet maximum. | 72 feet maximum. | 60 feet maximum. | 52 ft. 8 in. maximum. | 60 to 151 feet. | 60 to 106 feet. | 60 to 72 feet. | 50 to 60 feet. | 40 to 50 feet. | 20 to 40 feet. | 0 to 20 feet. | Level. | Total. | Total to Bradford. |
|--------------------|-------------------|-------------------|------------------|------------------|-----------------------|-----------------|-----------------|----------------|----------------|----------------|----------------|---------------|--------|--------|--------------------|
| Don Line,.....     | 0.74              | .....             | .....            | .....            | .....                 | 3.54            | .....           | .....          | 6.95           | 1.40           | 7.20           | 7.77          | 0.41   | 28.01  | 43.07              |
| Central Line,..... | .....             | .....             | .....            | 6.22             | .....                 | .....           | .....           | .....          | 5.87           | 1.84           | 5.96           | 5.20          | 0.36   | 25.45  | 40.82              |
| Humber Line,.....  | .....             | .....             | 1.2              | .....            | .....                 | .....           | .....           | 3.9            | 2.91           | 2.70           | 6.32           | 4.28          | 4.80   | 26.11  | 40.88              |

Grades, &c., from Ridges to Bradford.

|                    |      |      |      |      |      |       |       |
|--------------------|------|------|------|------|------|-------|-------|
| Don Line,.....     | 1.6  | 0.28 | 0.81 | 2.44 | 9.38 | 0.60  | 15.06 |
| Central Line. .... | 2.65 | 2.08 | 0.93 | 9.41 | 0.30 | 15.37 |       |
| Humber Line,.....  | 1.96 | 4.67 | 0.48 | 2.81 | 7.19 | 1.56  | 14.67 |

Grades, &c., from Bradford, to Barrie.

|                                |      |      |      |      |      |      |       |      |
|--------------------------------|------|------|------|------|------|------|-------|------|
| Bradford and Barrie Line,..... | 0.43 | 3.27 | 2.44 | 8.44 | 7.44 | 1.19 | 23.21 | .... |
|--------------------------------|------|------|------|------|------|------|-------|------|

| Bradford and Barrie Route. |          |                   |
|----------------------------|----------|-------------------|
| Ascent.                    | Descent. | Extent of Barrie. |
| Bradford to Barrie,.....   | 331      | 328               |
|                            | 659      | 484               |

APPENDIX No. 3.

CHARLOTTETOWN, PRINCE EDWARD ISLAND,  
8th March.

DEAR SIR,—In reply to your letter of 9th ultimo, which reached me by last mail, and in which you request my opinion as to the best terminus of the Railroad now constructing between Lake Simcoe and Lake Huron, I have no hesitation in stating that the excellent Harbor of Penetanguishine should be preferred as being, beyond comparison, superior to any harbor that could be constructed at the mouth of the Nattawasaga River, or in any other part of the Bay into which it discharges its waters. I very much doubt whether a harbor to admit any other than small vessels could be constructed at the mouth of the Nattawasaga, so as not to be liable to be barred up with the sand by the heavy N. W. Gales of the fall and winter; but even if that difficulty could be surmounted, the entrance to such a harbor must necessarily be so narrow as to be inaccessible except in fine weather, because of the heavy seas which those winds send into so large and open a bay, and which would render the position of a vessel unable to get in, perilous in the extreme. It seems to me that a Railroad should connect the principal harbors and Towns of a country, and as Penetanguishine is the only good harbor for shipping in the eastern part of Lake Huron, I think it must become the site of a considerable Town before many years.

I remain, dear Sir,  
Very truly yours,

(Signed,)

H. W. BAYFIELD



## APPENDIX No. 4.

TORONTO, 8th March, 1852.

Honorable H. S. BOULTON,  
President, &c.

SIR,—I have carefully examined the contract which the Board has caused to be prepared for the purpose of more fully explaining the original agreement between your Company and M. C. Story & Co., and compared the same with the original agreement at your request. I will make some suggestions in relation to the matters contained in the proposed contract.

I suppose the object had in view by the Directors and Contractors in the paper herewith is not to alter the existing agreements, but to explain it, and to put it in such clear and legal form as shall prevent disagreement between the parties as to the character and amount of work to be done and the compensation therefor.

Under the present agreement Contractors are required to furnish all the land necessary for the Roadway at a maximum cost to be agreed upon. They have agreed and are bound to make all the embankments, excavations, bridges and all other structures for a "good and substantial Roadway." They further agree to furnish and lay a permanent track with iron rail weighing fifty-six pounds per yard, &c.

This, no doubt, constrains Contractors to complete a Railway with a single track which shall be in all respects a good one. They further agree to furnish cars and engines as stated in Mr. Higham's Report. The contract requires the Contractors to do all the engineering required and generally to make the work specified good, substantial and permanent, consequently to use good materials and workmanship.

You ask me if it requires them to ballast the roadway, so far as I know: ballasting has not been required to be done under contracts, unless specially stated and required by the contract. To make a permanent track as required by the contract, I do not suppose in the absence of a specific requirement you can require Contractors to place gravel or sand to a certain depth over the roadway, whether any occurs along the line in their excavations or not, nor to cover the roadway with broken stone. I think you can require them to select from their cuttings as they work them, the best materials they afford, and to reserve them for the surface of the roadway, and you can require them to lay the lines in the most permanent manner adopted on any road, giving them a firm bearing on the road bed by the free use of hand rams, and to prepare the road bed by drains, side-ditches, &c., so as to ensure stability and permanency. I see no requirement in the contract, binding Contractors to construct fences. They are to furnish land, but I do not think that fences can be considered as land, or that the fact that they agree to furnish land carries with it an obligation to construct the fences, nor do I think fences a part of the roadway or superstructure.

Fences are not, in my opinion, any part of the work required under the contract; I think that in now agreeing upon the maximum price for land, say \$1000 per mile, you should also agree upon a fair value of fencing per mile or rod, and upon a final settlement, allow Contractors the difference between the cost of land and fencing, and the rate agreed upon.

I do not discover that the contract makes any provision whatever for the erection of any stations, depots, or other structures of the kind. These structures are necessary to the economical use of a Roadway, and are a part of the ordinary appliances for its operation.

The Roadway "Track" "cars" and engines are complete without them, as structures and machines, and I do not discover that Contractors have agreed to prepare the Railroad with all, or except as stated any of the appliances necessary for its economical use.

I was present when Mr. Story made and signed his proposition in New York, and he there stated that he did not propose to build any stations or shops, as it would be impossible to know their cost, and he thought that the price named was no more than enough to cover the cost of Railway and lands. When Mr. Story executed the contract in this City, you conversed with him on this subject, but I did not hear him assent to your suggestions, that he would erect any stations. He did say something to this effect, that upon completion of the locations and plans of construction of the Road, contractors could better judge of the value of the work they had undertaken, and that in all matters they would deal with a liberal spirit as large Stockholders would naturally do.

If Contractors now undertake, as I think they will, to construct any stations, they will, in my judgment, so far undertake work not required by their present agreement with you.

They are, without doubt, required to build road and farm crossings, those being a part of the "roadway."

It is right and proper that side tracks should be constructed by them, and I notice they are willing to make in all 800 feet, which is enough to pass trains at, say 14 passenger and freight stations, and will meet the requirements of the business of the Road at the outset, except the double tracks which will be required at the termini.

I would suggest that the Road should be completed to Bradford or Holland River, at its opening, instead of Mitchell's Corner, thence to Barrie or adjacent, thence to its termination.

The contract as drawn, except as above noted, conforms as far as I can see to the time, spirit and intent, of the original agreement, and it is necessary to the interest of both parties that the whole matter be closed at an early day.

I will, should you direct, prepare the contract for the execution, but should rather do this in connection with your Attorney than alone.

I am, Sir, very respectfully,  
Yours, &c., &c.,

(Signed,)

H. C. SEYMOUR,  
Chief Engineer.

APPENDIX No. 5.

TORONTO, *May 15th*, 1852.

To Hon. H. J. BOULTON,  
President Ontario, Simcoe  
and Huron, Union, Railroad Company.

SIR,—I returned yesterday from a careful examination of the line between this point and Bradford.

The progress of the work during the past inclement Winter has been very satisfactory. The grading is far advanced towards completion, and will be very nearly completed to Bradford by the first of August.

Between Bradford and Barrie a large amount of work has been done and the grading will all be completed this fall to the latter place. The progress of the work last Winter required that some wooden sluices should be placed under embankments at times when stone or brick masonry could not be made. At some points on the line it is impossible to find stone suitable for these structures, and as in very many of our first class roads wood must be used. The culverts made of wood will in many cases be taken up this season, and stone or brick substituted; in other cases they will remain till suitable materials can be transported over the line. It is not an unusual thing to place wooden sluices in Railway embankments and you will find them in nearly all our roads, and in all where stone is not found along the line.

These structures are now all being made of stone or brick.

The Contractors have purchased their iron for the whole line, and portions of it have been shipped to this port from New York. They will commence laying the iron in about six weeks. They have under my advice purchased one engine now nearly completed at Portland, Maine. This was the only engine that could be obtained in time, as it requires several months to construct these machines, and the Portland shop is the only one in America that had engines of 5½ feet gauge in process of construction.

The engine will be here in some six or eight weeks; the location of the shops in this City should be decided upon and arrangements made for their construction at once. I suppose that the Board may be able to make contracts with the Contractors for such shops as may be required at the outset. They will construct a water station as soon as possible after the location of shops shall be determined. The rapid progress of the work at the present time will enable Contractors to complete the Road to Bradford in October next, and to Barrie early next Spring.

The northern division from Barrie to Lake Huron, should be located at the earliest date possible. A locating party will be placed on the line after next week, with instructions to run a line for location from Barrie to Nottawasaga Harbor, and also to examine a line to the "Hen and Chickens," which is said to be a good harbor. As soon as these lines shall be examined, the maps and plans of location will be submitted.

Before this is done it will afford me pleasure, and I think it will be necessary to visit the proposed points of termination, with the Board, or so many of them as may be appointed for this purpose, and carefully examine the harbor and routes.

Very respectfully, &c.,

H. C. SEYMOUR,  
Chief Engineer.

Toronto, May 15th, 1852.

ENGINEER'S OFFICE, ONTARIO, SIMCOE,  
AND HURON, UNION RAILROAD,

TORONTO, *May 15th*, 1852.

To Hon. H. J. BOULTON,  
President of Ontario, Simcoe,  
and Huron, Union Railroad.

SIR,—The following statement represents, in a general way, the progress made in the construction of your Railroad. Iron is all purchased, to be delivered within 100 days. Two thousand tons are being shipped from New York, some of which is expected to arrive daily; the balance, 7,000 tons, is to be delivered in Quebec or Montreal, all made in England.

Twenty-five miles and more of grading, bridging, &c., completed.

Thirty miles of timber for superstructure delivered on the line.

Deeds for nineteen miles of right of way obtained, and nearly all the land as far North as Barrie has been contracted for, and deeds are being taken as rapidly as examinations into titles can be made.

The grading on sixty two miles is in rapid progress, and will be completed this Fall.

Forty-two miles of the Road will be completed and in use in October next. Over seven hundred thousand yards of excavation and embankment is now made.

One engine of 22 tons has been purchased and will be delivered in a few weeks.

Respectfully submitted.

H. C. SEYMOUR,  
Chief Engineer.

ENGINEER'S OFFICE, TORONTO,  
June 1st, 1852.

To the President and Directors  
of the Ontario, Simcoe, and Huron  
R. R. U. Company.

I have the honor to acknowledge (in the absence of the Chief Engineer) the receipt of your communication, enclosing a "copy of a letter dated 24th instant, from S. Keefer, Esquire, an Engineer acting for the Board of Works connected with the Government, and asking for information under six different heads."

In compliance with your wishes, I beg leave to submit the following:

1st. The plan and profile of the line of Road as located, shewing curves and gradients.

2nd. 9,000 tons of iron have been contracted for, 2,000 tons of which, purchased in the City of New York have been shipped, and 118 tons have already arrived and been partly distributed upon the road.

A locomotive engine and six burthen cars have also been purchased, and are expected to arrive here during the present month.

3rd. The daily average force upon the line consists of 1150 men and 250 horses.

4th. The time allowed by the contract for the completion of sections 1 to 27 inclusive, comprising a distance of about 27 miles, extending from the City of Toronto to the Yonge Street crossing, near Mitchell's Corner, is January 1st, 1853. From sections 27 to 40, extending from Yonge Street to Bradford, a distance of about 13 miles, May 15th, 1853. From sections 40 to 63, extending from Bradford to Barric, a distance of about 23 miles, December 1st, 1853. From Barrie to the terminus on Lake Huron, June 1st, 1854. It is proposed, however, to complete the grading from the City of Toronto to the Village of Bradford, provided no serious obstacle should impede the progress of the work, on or before the 1st day of October next. From Bradford to Barric under favorable circumstances, the grading can be completed and it is proposed to prepare the line for the superstructure on or before January 1st, 1853.

5th. The amount expended upon the Road up to May 15th, 1852, is as follows:

|                                               |        |   |   |
|-----------------------------------------------|--------|---|---|
| 19 miles right of way, at £250.....           | £4750  | 0 | 0 |
| 30 " timber for superstructure, at £300,..... | 9000   | 0 | 0 |
| 14½ " grading, bridging, at £2874,.....       | 70,200 | 0 | 0 |
| " engineering, .....                          | 9450   | 0 | 0 |
| Agencies and contingencies, .....             | 6600   | 0 | 0 |

£100,000 0 0

6th. The number of miles of Road remaining to be built and the cost thereof, will necessarily depend upon the location of the terminus upon Lake Huron. If the mouth of the Notawasaga River should be selected, there would remain about 68 miles to be completed, and the probable cost would be £530,000. If the terminus should be at Penetanguishinc Bay, the increased cost would amount to about £75,000.

This estimate includes depôts, machines, shops and rolling stock necessary to an economical and proper working of the Road.

I have the honor to be,

Sir,

Your obedient servant,

D. P. DEWITT,  
Chief Assistant Engineer.

## MEMORANDUM

Of the alterations proposed in the manner of constructing the Toronto, Simcoe and Lake Huron Railroad, as recommended in my Report :

1st. That all culverts shall be built in a permanent and sufficient manner, of stone or brick, without using any timber, except for the foundation, and then only in places where they are likely to be always under water. All wood culverts to be taken out, and replaced by stone ones, and such stone ones as have been badly built, to be taken up and rebuilt in a permanent manner with better material. Proper sheet piling to be put at the ends of the brick culvert on section 6. All square box culverts yet to be built shall not be less than  $3\frac{1}{2}$  feet in height, and in places where the bank exceeds ten feet in height they shall be laid in cement.

2nd. The drainage to be made perfect. All stagnant water to be drawn off by drains or culverts—catch water drains to be made for the protection of slopes in cuttings, and lateral off-take drains wherever they may be necessary.

3rd. The abutments of all bridges shall be built of the best description of cut stone masonry laid in hydraulic cement, and the superstructure of the more important ones properly protected against the influence of the weather.

The abutments of farm crossings to be built in like manner, permanent stone foundations to be laid under the ground sills of tressel work—and walls of cattle guards built of good rubble masonry in cement.

4th. The maximum grades in both directions shall be reduced as much as practicable. The 60 feet grade going North, reduced to 53 feet, and the 53 feet going South to 45 feet wherever the nature of the ground will admit of it. A gradient of  $43\frac{1}{2}$  feet per mile shall be adopted in lieu of the maximum grade passing Dundas Street, which shall be carried *over* the Railroad by a suitable and permanent bridge. If possible the radius of the curve at this point shall be enlarged to the maximum of the Guelph Road, 3820 feet.

5th. That inasmuch as there are no less than 74 curves in the distance of 63 miles to Barrie, and some of them, particularly the reserve curves about New Market and Barrie, are highly objectionable, as many of them as possible shall be thrown out and shall be substituted either by straight lines or more easy curves. The minimum radius to be enlarged to 1910 feet, wherever the nature of the ground will admit of it—For example, if after instrumental examination it shall be found a straight line can be used in place of the reverse curves 72 & 73, near Barrie, it shall be done; likewise the curves 35 and 36 near New Market shall be superceded by a straight line, even at the sacrifice of the work already performed, and a straight line taken in place of 37 and 38, and if at any part of the line it shall be found upon careful examination that curves may be avoided, or eased off, it shall be done.

6th. No beech, black ash, white pine, or hemlock ties to be used for cross ties, but with respect to the last mentioned, as a considerable quantity has been got out, and as they are confidently asserted by the Contractors to be equally as durable as tamarack or cedar, their rejection or acceptance will be left an open question until further enquiry can be made.

SAMUEL KEEFER,  
Chief Engineer Public Works.

Hon. John Young,  
Chief Commissioner of Public Works,  
Quebec.

TORONTO, 15th June, 1852.

TORONTO, 17th June, 1852.

SIR,—I have the honor to forward herewith my Report upon the Toronto, Simcoe and Lake Huron Railroad. It has grown to a greater length than I at first intended; but in order to meet the whole question where so many difficulties present themselves, as well as for the purpose of more fully informing the Railway Board upon all matters relating to this Road, I have bestowed more time upon this than it is hoped any of my future Railway Reports will demand. The plans and profile and contract will be forwarded by Express to save postage.

The appointment of an Engineer, it will be seen, is a matter of immediate necessity, and I earnestly hope the Railway Board may be fortunate in the selection of an experienced and skilful Engineer, one whose ability and discretion can be relied upon. So far as I have yet conversed with the Contractor, they seem desirous of completing the Road to the satisfaction of the authorities. The only thing to be regretted is that the plans of this location had not been submitted for the approval of the Railway Board at an earlier date, before commencing the work, for then the character of it might have been improved, to make it correspond more entirely with that of the Trunk Line generally.

I desire to state that from the Directors, the Contractors and Engineers, I have received every facility and attention that could be desired, and if any thing is yet wanting which my report does not furnish, I am sure they will most readily supply it.

I shall leave for Hamilton to-morrow morning, and after examining the Great Western Road and Port Stanley Harbor, I intend to leave for the Sault St. Mary sometime about the 1st July, but as time will not admit of making up a full Report on the Great Western before leaving, I intend merely to give the result of my examination in a short Report, deferring the other until my return from the Sault.

To pay the expenses of my Assistant going to the Sault, as well as such other expenses at that place, as Mr. Livingston may not be authorized to discharge, I beg to request that you will be pleased to place the sum of £200 at my command, and to direct that I may be informed of the channel through which it can be obtained.

I have the honor to be,

Sir,

Your obedient servant,

SAMUEL KEEFER,

Chief Engineer Public Works.

Hon. John Young,

Chief Commissioner, Public Works,  
Quebec.

TORONTO, 2nd November, 1852.

GENTLEMEN,—Herewith I beg to submit an Abstract of the General Estimate for the construction of your Line, exclusive of the Harbor works on Lake Huron, viz :

|                                                         |          |   |   |
|---------------------------------------------------------|----------|---|---|
| 92 miles of Road as per contract, at £6250 per mile,... | £575,000 | 0 | 0 |
| Depôt services as per detailed Report, .....            | 26,000   | 0 | 0 |
| Rolling Stock do. do. ... ..                            | 72,000   | 0 | 0 |
|                                                         | <hr/>    |   |   |
|                                                         | £673,000 | 0 | 0 |

Of this sum, £275,000 sterling, will be provided by Government Guarantee, leaving £349,000 to be provided by the Company.

Referring to my original Report submitted to and approved by the Honorable the Railway Commissioners, I have to report that the changes in the location, in manner of construction and management recommended therein, are now in satisfactory course of execution, and that the work is being performed to my approval.

That the contract by which the full completion and equipment of the Road in manner required by the Honorable the Railway Commissioners, will be secured on equitable terms, has been agreed upon with M. C. Story & Co., and only awaits the sanction of the Commissioners for execution. That the expenditure upon the Road to this date, by the Company, inclusive of iron at Quebec, and of Company's service, has been £348,882 or £14,882 in excess of the total amount of the guarantee, and that the said supplementary contract provides for the immediate execution of the Harbor works, the cost of which, as before stated, has not been included in the above amounts.

I have the honor to be,  
Gentlemen,  
Your most obedient servant,  
(Signed,) FRED. CHAMBERLAIN,  
Chief Engineer.

The President and Directors of  
The Ontario, Simcoe and Huron R. R. Co.

PUBLIC WORKS, QUEBEC,  
8th October. 1852.

SIR,—I am directed to inform you, that the Board of Railway Commissioners have called upon this Department for your Report upon the Great Western Railway, the Company having applied for the Government Guarantee to the extent of £200,000 sterling, stating that they have expended over £500,000. The Board are of opinion that, under the Railway Guarantee Act, the Company must either divide the entire line into sections of not less than 50 miles in length, or adopt the entire line, which, under the circumstances, may, perhaps be the most convenient course, in either case the aid of the Government Guarantee can only be given on the Board being satisfied that one half of the Road has been completed.

Sir Allan N. MacNab has been written to by the Board of Railway Commissioners, calling his attention to the 18th 19th and 20th Sections of the Act 14th and 15th Victoria, cap. 73, and requesting that you may be furnished with such information on the subject by the Company, as will enable you to Report thereon to the Board, so that a Report may be furnished by them to His Excellency in Council, in accordance with the law.

I am, Sir, &c., &c.,

(Signed,)

THOMAS A. BEGLY,  
Secretary.

S. Keefer, Esq.,  
Chief Engineer, Public Works.

BROCKVILLE, 14th October, 1852.

SIR,—In reply to your letter of the 8th instant, I beg to state that I have not yet made out any detailed Report upon the Great Western Railway. In the *ad interim* Reports which I sent in immediately after my inspection, I stated that the work was proceeding in good faith, that all the structures upon it were of a permanent character, that the grades and curves and all other arrangements generally, were such as were calculated to render it a first class road. The total expenditure up to that time was £383,039 including £14,043 for the Galt branch.

I have not been furnished with all the information necessary for making a detailed Report, not having received the Engineer's Estimate of the entire cost of the Road in the manner called for by the Commissioners' instructions.

Such information as I collected while on my Inspection tour, is in the office at Quebec, and when I have received the further information alluded to in your letter, I will return to Quebec and make out my Report.

The Road has been divided into three parts, as follows :

1st. The Eastern Division, from Niagara River to Hamilton.

2nd. The Central Division, from Hamilton to London.

3rd. The Western Division, from London to Windsor.

According to Mr. Stewart's Report, the Eastern Division is 42 $\frac{1}{10}$  miles long and is estimated to cost ..... £248,667

The Central ..... 75 $\frac{8}{10}$  do ..... 533,271

The Western ..... 110 do ..... 456,582

Total..... 227 $\frac{9}{10}$  ..... Total £1,238,520

The Company desiring to avail themselves of the provisions of the Railway Guarantee Act, will have to intimate the manner in which they intend to claim the Guarantee, whether by divisions or upon the whole Line, and furnish me with the necessary information to enable me to Report thereon.

I have, &c., &c.,

SAMUEL KEEFER.

Chief Engineer, Public Works.

Thomas A. Begley,  
Secretary Public Works, Quebec.

MONTREAL, 22nd December, 1852.

SIR,—In compliance with instructions from the Commissioners of Public Works, I have the honor to submit, for their information, the following Report upon the Great Western Railway:—

My examination of this Road was commenced on the 18th June last, and completed on the 2nd July, where, from being obliged by instructions to proceed immediately to the Survey of the Sault Ste. Mary Canal, as well as from the necessity of allowing the Engineer of the Road a reasonable time for furnishing the information called for, I was unable to do more than briefly to Report a favourable opinion, and that I was satisfied with the general character of the work. Since then my time has been wholly occupied with other business for the Department of a more pressing nature, and it is only since completing my Report on the St. Lawrence and Atlantic Railway that I now find leisure to Report upon this Road. In replying to your letter of the 8th October last, I stated again that the works were proceeding in good faith, that all the structures were of a permanent character, that the grades and curves, and all other arrangements generally, were such as were calculated to render it a first-class Road, and that the total expenditure, up to this period of my examination, was £383,039, including £14,043 for the Galt Branch. I shall now proceed to give the information called for by the Commissioners and as required by law, adopting such an arrangement thereof as appears most convenient for reference.

#### 1ST.—THE LOCATION.

This line of Road occupies a position in reference to the Railroads of the Eastern and Western States, somewhat similar to that of the Welland Canal in reference to the navigation of the Lakes. It affords the shortest and best line for connecting them. In making his location the Engineer, aiming at a combination of Canadian and American interests, boldly struck out the most direct course which the great natural advantages of the country offered. Starting from the Niagara River, a little



below the Falls, where a Suspension Bridge for the accommodation of the Railroads is now in course of construction, the line crosses the Welland Canal and descends to the water at Hamilton. He then crosses the Desjardins Canal, and passes in a very direct course through Woodstock, London and Chatham, to Windsor opposite to Detroit, the whole distance being  $228\frac{1}{2}$  miles, exceeding the direct, or "air" line, passing through Hamilton and London, only by about four miles.

It is proposed to cross the Welland Canal just below Lock 11, by extending the wing walls of that Lock and placing a swing bridge, opening from the east or basin side of the Canal, in the same relative position as the swing bridge lately placed at the foot of Lock 24 in the Village of Thorold. I can see no objection to this arrangement; to place the bridge midway between Locks 10 and 11, as proposed by Mr. Woodruff, the Engineer in charge of the Canal, would not only prove an injury to the navigation, but a serious inconvenience to the Road; as regards the Canal, it would divide a most convenient basin into two inconvenient ones, too small to afford the necessary accommodation for passing vessels in both directions at the same time; and as regards the Railroad, it would break up a long straight line  $16\frac{3}{4}$  miles in extent, and oblige the introduction of three or four extra curves, increasing the expense and the hazard of running the Road. It must be remembered that the place where the road passes the Canal, from its situation, and the extensive water power at command, is likely to become the seat of a manufacturing Town of some importance. When this ground is built upon, the approach to the bridge by a curve, will have the view obstructed by the buildings; the engine driver will not be able to see if the bridge is open or shut, and the greatest inconvenience and danger will result from such an arrangement of the crossing. The preservation of the straight line is therefore as important to the Canal as it is essential to the safety of the life and property embarked upon the rail. It does not appear to me that any better arrangement can be made, or that any other plan can be devised that will give less inconvenience to both interests. With respect to swing bridges over a Canal, I have ever found that less inconvenience results from placing them immediately at the head or foot of a Lock, than when placed by themselves separately; in the latter position they are more subject to collisions, and cause greater delay and injury to vessels than when sheltered by the walls of a Lock; here vessels being obliged to stop, the bridge offers no delay, it may be kept closed during the lockage, and when the vessel moves on, it has not sufficient headway to do any damage. On the other hand, if placed in the midst of a basin or dividing a tract, the vessel must slacken speed to pass it, and in windy weather such passage becomes extremely inconvenient.

The positions of the bridges on the Lachine Canal very forcibly illustrate these remarks, for while several collisions have happened to the bridges at Brewster's and Côte St. Paul, those at the head of Locks 2 and 3 have never received any injury.

The location of the Road through Hamilton is of a very expensive character. The design is obvious,—to make Hamilton an important terminus for the business of the West. To accomplish this, the Burlington Heights had to be cut through, the Desjardins Canal crossed, and the heavy Copetown cut encountered—all formidable obstacles. Undoubtedly the descent of the Main track to the water at this place, gives to the Road more of a Provincial character, but it has been at very great expense to the Company, and at a sacrifice of time in the use of the Road; for it cannot now be opened so soon as it might have been upon another location.

Upon inquiry as to whether the preliminary surveys ever extended to a line South of Hamilton, and between it and the Mountain, I was informed that such had been made, but the result was unfavourable. The discussion of the question of location, I perceived, would come too late to be of any practical advantage, for the work was then too far advanced upon the one already made to admit of any change. On the supposition, therefore, that a practicable line for the Main Trunk could have

been obtained, passing immediately under the Mountain at Hamilton, and not descending within 100 feet of the water (leaving the business of that City to descend to the water by a branch), then gradually ascending the Mountain to Ancaster and passing on through Brantford (which would be a great object gained), it was still too late to agitate the question; for, suppose it capable of demonstration that a great saving could be effected, the Road completed in a short time, and the general interest promoted by the line designated above, it would only serve to show that when the Government is likely to be called upon for their guarantee, the question of location was one which ought to be selected before the work was commenced. That a good road will be built upon the present location, I see no reason to doubt; and, in the achievement of works of such local and general benefit by Companies, it seems desirable to leave the location and management as free as possible.

There is but one more point in the location to which it is necessary I should allude, namely, the position of the terminus at Windsor.

The plan prepared by the Company's Chief Engineer, Mr. R. J. Benedict, gave an ample and commodious portage on the River directly opposite to the central portion of the City of Detroit. It stopped, at the ferry, and the travel between that City and the Canadian side, did not cross the rails. The distance by ferry from his terminal buildings to those of the Michigan Central Railroad, with which the Great Western connects, was only one quarter of a mile more than to the nearest part of the City. I entirely approved of this arrangement, because it was economical, avoided interference with the ferry, and appeared sufficient for all reasonable purposes. It has been sought, however, on the part of those directly entrusted in the Michigan Central, to have the Road extended down the River to a point directly opposite their station, in order to shorten their ferry, and avoid any possible connexion with the Pontiac Railroad which enters more into the heart of the City. This change would oblige the Great Western to buy up and absorb the whole water frontage at Windsor, compel the common travel by the two ferries between this place and Detroit to cross the rails, and put the Company to a great deal of unnecessary expense. I would therefore strongly urge that Mr. Benedict's plan for the terminus at Windsor be still adhered to.

## 2. PROGRESS OF THE WORK.

From the earliest commencement of the Road, the attention of the Directors has been more especially devoted to pushing forward the works of the Central division (from Hamilton to London) on which the greatest amount thereof is situated.

The force employed upon the three divisions on the 15th July last was as follows:

|                        |                |             |
|------------------------|----------------|-------------|
| Eastern division,..... | 1,676 men, and | 210 horses. |
| Central " .....        | 3,494 " "      | 653 "       |
| Western " .....        | 2,432 " "      | 265 "       |
| Total,.....            | 7,602 " "      | 1,128 "     |

Besides 3 steam Excavators and 10 steam and Horse Pile Drivers.

The amount of work performed up to the 1st July was—

|                                                        |
|--------------------------------------------------------|
| 3,178,727 cubic yards material moved, earth, rock, &c. |
| 17,233 " masonry laid,                                 |
| 7,124 " stones delivered,                              |
| 493,711 Ft. Bd. M. of timber in Bridges completed.     |
| 1,381,937 do delivered.                                |

The total expenditure to the 1st June was..... £368,996  
Exclusive of the Galt branch which amounted to..... 14,043

Total,..... £383,039

For particulars of this expenditure, see the printed Statement annexed, marked (A.)

No part of the track has yet been laid, and it is not intended to open any portion of the Road until the whole line can be brought into use.

The time of completion was stated by the Engineer to be August, 1853, but for my own part, judging from the extent of work remaining to be done, I do not think it likely to be completed before November of the same year.

#### CHARACTERISTICS OF THE ROAD.

It is intended that this Road shall possess the distinguished advantage over all other American Roads, of having no level crossing in common with the ordinary country roads. The grade line has been so arranged as to allow the travel to pass over the Railway by bridges, or under it by culverts, and the track will be fenced in throughout its whole length. Arrangements most favorable for avoiding collisions upon a road intended for frequent trains at high velocity.

It is to have the Provincial gauge of 5 feet 6 inches between the Rails, while the American Roads with which it connects to the East and West are of a different gauge, namely 4 feet 8½ inches between the rails.

It will be graded for a single track, but the masonry of all bridges and culverts will be adopted for a double track. The single track will be 14 feet wide in embankments and 24 feet in excavations; double track 24 feet wide in embankments and 34 feet in excavations, slopes generally 18 inches base to one foot rise, ballast 2 feet thick, cross ties exclusively of oak, 9 feet long, not less than 6 × 8, and laid 28 inches apart from centre to centre. The rails which have been furnished are of three different patterns. The T rail weighing 70 lbs to the lineal yard, the bridge rail 70 lbs to the yard and the compound rail 84lbs to the yard. Great attention is paid to the joints and the different modes devised with each kind of rail for avoiding the shock in passing from one rail to another, seem well adapted for that purpose.

The maximum grade going eastward between the Detroit River and Hamilton, in the direction of the heaviest freight is 30 feet per mile, and between Hamilton and the Niagara River 39 feet per mile, while those going westward are 19 feet per mile between Niagara River and Hamilton, and 49,90 feet per mile from Hamilton to Windsor.

The summit east of Hamilton is at the St. David's Road, 3 miles from the Niagara River, and is 362,6 feet above Lake Ontario. The summit westward of Hamilton is at Woodstock, and is 762 feet above Ontario.

From the very complete returns furnished by the Chief Engineer of the Road, and appended to this Report (marked B.) it will be observed that the parts of the Road which are level, and under a grade of 5 feet per mile, amount to 118½ miles, more than half its whole length.

The minimum radius of curvation is 1496 feet, but that is confined to one curve of only a quarter of a mile in extent. There is one other curve of 1657 feet radius, and after that, there is none of less than 2865 feet radius; the curvation altogether, amounts to 10,34 degrees of deflection, while the whole distance, 228½ miles from Niagara River to Detroit River, the parts which are straight measure 211.40 miles and the parts curved, 17,10 miles. There is one straight line on this Road between London and Chatham 55 miles in length.

I have prepared the following Table for the purpose of exhibiting the comparative grades and curves upon the different portions of the Trunk Line and other connecting roads, as well as the state of the works, or the progress of the survey will warrant.

| Name of Road.                                                                 | Maximum grade ascending in direction of |                   |                | Minimum | Curvation.           |              |
|-------------------------------------------------------------------------------|-----------------------------------------|-------------------|----------------|---------|----------------------|--------------|
|                                                                               | Length in miles.                        | Greatest traffic. | Least traffic. |         | Radius of curvation. | See degrees. | See distance. |
|                                                                               |                                         | Feet per mile.    | Feet per mile. | Feet.   |                      | Miles.       |
| 1. The Great Western, Niagara River to Hamilton,.....                         | 42½                                     | 39                | 19             | 2865    | 204½                 | 3.24         |
| Hamilton to Windsor,.....                                                     | 186½                                    | 30                | 50             | 1496    | 829½                 | 13.86        |
| Total,.....                                                                   | 228½                                    | 39                | 50             | 1496    | 1034                 | 17.10        |
| 2. Toronto to Guelph,.....                                                    | 47½                                     | 36                | 53             | 3820    |                      |              |
| 3. Ontario, Simcoe and Lake Huron,.                                           | 100                                     | 53                | 60             | 1496    |                      |              |
| 4. Main Trunk, Toronto to Kingston,.                                          | 165                                     | 26½               | 40             | 2865    |                      |              |
| Kingston to Montreal,.....                                                    | 178                                     | 26½               | 40             | 2865    |                      |              |
| Total,.....                                                                   | 343                                     | 20½               | 40             | 2865    |                      |              |
| 5. St. Lawrence and Atlantic,.....                                            | 126½                                    | 58                | 58             | 1146    | 3768                 | 32½          |
| 6. Quebec and Richmond,.....                                                  | 100                                     |                   |                |         |                      |              |
| 7. Atlantic and St. Lawrence, 147½, }<br>S. L. and Al. Island Pond Sec. 15½ } | 163½                                    | 45                | 60             | 955     |                      |              |
| 8. Bytown and Prescott,.....                                                  | 53½                                     | 30½               | 29             | 2865    |                      | 6½           |

#### 4TH.—QUALITY OF WORK.

The masonry of the bridges and arched culverts is laid in hydraulic cement, and as far as allowed, was of the most solid and durable character.

The design for each work was appropriated to its situation and uses. I had a favorable opportunity of observing the manner in which the foundations of some of the principal works upon the line were prepared and laid, and was gratified to find the engineering and workmanship so creditable to all concerned. If the works continue to be prosecuted in the same faithful and efficient manner in which they have been commenced, the Road will undoubtedly prove what it was intended to be, a first class Road.

#### 5TH.—ESTIMATED COST.

According to the Returns marked (C.) and (D.) furnished by the Engineer and Secretary, the total cost of the Road will be £1,810,836, when completed and equipped for business, which is equal to £7925 per mile, on an average of the whole line. From these Returns I have compiled the following abstract, in order to exhibit more clearly the relative cost and rate per mile of each Division; these estimates are based upon the contract prices, a copy of which, marked (F.) is attached to this Report.

ESTIMATED COST OF THE GREAT WESTERN RAILWAY,  
According to the Returns furnished by the Engineer and Secretary of the Road.

| PARTICULARS.                                                                             | Eastern Division.<br>42½ miles. |                | Central Division.<br>75.9 miles. |                | Western Division.<br>110.36 miles. |                | Whole line.<br>228.51 miles. |                | Remarks.                                                                                                                                                                                                     |               |
|------------------------------------------------------------------------------------------|---------------------------------|----------------|----------------------------------|----------------|------------------------------------|----------------|------------------------------|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
|                                                                                          | Cost.                           | Cost per mile. | Cost.                            | Cost per mile. | Cost.                              | Cost per mile. | Cost.                        | Cost per mile. |                                                                                                                                                                                                              |               |
|                                                                                          | £                               | £              | £                                | £              | £                                  | £              | £                            | £              |                                                                                                                                                                                                              |               |
| Grading, including grubbing and clearing...                                              | 116685                          | 2762           | 386917                           | 5097           | 153943                             | 1395           | 657545                       | 2877           | *The estimate for right of way having been omitted in the Returns above referred, the amount was obtained on the 21st Dec. by a Telegraph from the Secretary. The amount paid £67600<br>Amt. remaining 35000 |               |
| Masonry including foundations ...                                                        | 53862                           | 1275           | 86831                            | 1144           | 13707                              | 124            | 154400                       | 676            |                                                                                                                                                                                                              |               |
| Bridging and bridge superstructure ...                                                   | 24166                           | 571            | 38400                            | 506            | 46893                              | 425            | 109459                       | 479            |                                                                                                                                                                                                              |               |
| Fencing ...                                                                              | 5906                            | 140            | 10557                            | 139            | 15209                              | 138            | 31672                        | 139            |                                                                                                                                                                                                              |               |
| Permanent way, including rails and ballast                                               | 69000                           | 1632           | 119026                           | 1568           | 161885                             | 1467           | 349911                       | 1531           |                                                                                                                                                                                                              |               |
| Buildings, stations and machine shops ...                                                | 9375                            | 221            | 36313                            | 479            | 16812                              | 152            | 62500                        | 274            |                                                                                                                                                                                                              |               |
| Engineering ...                                                                          | 12500                           | 298            | 31250                            | 412            | 12500                              | 113            | 56250                        | 246            |                                                                                                                                                                                                              |               |
| Totals ...                                                                               | 291494                          | 6899           | 709294                           | 9345           | 420949                             | 3814           | 1421737                      | 6222           |                                                                                                                                                                                                              |               |
| Right of Way and Depôts' Grounds...                                                      | ...                             | ...            | ...                              | ...            | ...                                | ...            | ...                          | ...            |                                                                                                                                                                                                              | Total £102600 |
| Rolling Stock, 20 Locomotive Engines, 4 eight wheel Mail and Express Cars                | ...                             | ...            | ...                              | ...            | ...                                | ...            | ...                          | ...            |                                                                                                                                                                                                              |               |
| 28 eight wheel Passenger Cars, 8 do Baggage                                              | ...                             | ...            | ...                              | ...            | ...                                | ...            | ...                          | ...            | *102600                                                                                                                                                                                                      |               |
| 20 Emigrant do Platform                                                                  | ...                             | ...            | ...                              | ...            | 116725                             | 511            | ...                          | ...            |                                                                                                                                                                                                              |               |
| 150 House freight do                                                                     | ...                             | ...            | ...                              | ...            | ...                                | ...            | ...                          | ...            | 128725                                                                                                                                                                                                       |               |
| 25 four wheel repair do                                                                  | ...                             | ...            | ...                              | ...            | ...                                | ...            | ...                          | ...            |                                                                                                                                                                                                              |               |
| Machinery for Shops at Hamilton, London, Windsor and Elgin, and Turn Tables for Road ... | ...                             | ...            | ...                              | ...            | 12000                              | 53             | ...                          | ...            | 564                                                                                                                                                                                                          |               |
| Interest ...                                                                             | ...                             | ...            | ...                              | ...            | ...                                | ...            | ...                          | ...            | 157774                                                                                                                                                                                                       |               |
| Discount ...                                                                             | ...                             | ...            | ...                              | ...            | ...                                | ...            | ...                          | ...            |                                                                                                                                                                                                              |               |
| Commission and Brokerage ...                                                             | ...                             | ...            | ...                              | ...            | ...                                | ...            | ...                          | ...            |                                                                                                                                                                                                              |               |
| Contingent Expenses ...                                                                  | ...                             | ...            | ...                              | ...            | ...                                | ...            | ...                          | ...            | 690                                                                                                                                                                                                          |               |
| Totals ...                                                                               | ...                             | ...            | ...                              | ...            | ...                                | ...            | ...                          | ...            | 1810836                                                                                                                                                                                                      |               |

The large amount of interest in this estimate is accounted for by the fact, that the Company have agreed to allow the Shareholders 6 per cent upon the paid up stock during the construction of the Road. It is an item, however, which cannot fairly be charged against construction, for it is in fact only so much money returned to the Shareholders. After the opening of the Road they must of course depend upon the profits of the undertaking. The system of accounts kept with the Road appears to be clear and satisfactory.

By an agreement with the American Shareholders, two gentlemen were appointed on their behalf to examine the works and accounts, Mr. N. S. Benton, Auditor, and Mr. J. F. Clarke, Commissioner. The latter gentleman has recently been appointed the Chief Engineer of the Road, in lieu of Mr. Benedict, who has resigned.

With respect to the amount which the Company may desire to claim under the Provincial Guarantee, I am not informed. According to the Act, their work is not sufficiently advanced to entitle them to the benefits of its provisions, as no part of the Road has yet been brought into operation, while the plan of opening the whole at once, though undoubtedly good policy for the Directors, is unfavourable to their claim to the Guarantee, as regulated by law.

In consideration, however, of the good faith in which the works have been proceeding, the strenuous efforts made to carry them through, and the strong probability of their completion within a year from this time, a liberal course in dealing with the Directors would be fully justified.

The two points to which I would, in concluding, more particularly direct the attention of the Commissioners, are *first*, the crossing of the Welland Canal, and *secondly*, the terminus at Windsor. With regard to the latter, I might add, that the exclusive connection with the Michigan Central, proposed to be established and perpetuated, by placing the terminus lower down the River, might hereafter operate injuriously to the interests of the Great Western, inasmuch as the Pontiac Road is already of considerable perspective value to it, while doubtless other Roads will yet be made, centering in Detroit, whose business ought to be kept in view in all these arrangements.

All of which is respectfully submitted for the consideration of the Commissioners, by

Sir,  
Your obedient servant,

(Signed,) SAMUEL KEEFER,  
Chief Engineer, P. W.

P. S.—Full and complete Plans of the Location and Profiles of the Road have been prepared by the Engineer, at my request, and are now lodged in the Office of the Department at Quebec. It is most desirable that every Road Company to which the Provincial Guarantee is extended, should likewise furnish similar Plans and Profiles of their line, for the information of the public.

(Signed,) SAMUEL KEEFER.



## B.

TABLE of Grades from Niagara River to Detroit River.

## EASTERN DIVISION.

| Length of Grade in Miles. | Ascent per Mile. | Descent per Mile. | Level. | Total Ascent of Grade. | Total Descent of Grade. | Total above Lake Ontario. Feet. | Remarks.                               |
|---------------------------|------------------|-------------------|--------|------------------------|-------------------------|---------------------------------|----------------------------------------|
| 0.435                     |                  |                   | Level. |                        |                         | 327.06                          | St. David's Road at East end of Grade. |
| 2.408                     | 14.78            |                   |        | 35.56                  |                         | 362.62                          |                                        |
| 0.094                     |                  |                   | Level. |                        |                         | 362.62                          |                                        |
| 1.609                     |                  | 33.79             |        |                        | 54.40                   | 308.22                          |                                        |
| 0.948                     |                  | 39.07             |        |                        | 37.00                   | 271.22                          | Welland Canal.                         |
| 0.757                     |                  | 18.48             |        |                        | 14.00                   | 257.22                          |                                        |
| 2.954                     |                  | 38.54             |        |                        | 113.88                  | 143.34                          |                                        |
| 0.189                     |                  |                   | Level. |                        |                         | 143.34                          |                                        |
| 1.213                     |                  | 34.84             |        |                        | 42.24                   | 101.10                          |                                        |
| 0.757                     |                  |                   | Level. |                        |                         | 101.10                          |                                        |
| 0.948                     |                  | 10.56             |        |                        | 10.00                   | 91.10                           |                                        |
| 0.568                     |                  | 7.39              |        |                        | 4.20                    | 86.90                           |                                        |
| 1.325                     |                  | 21.12             |        |                        | 28.00                   | 58.90                           |                                        |
| 0.948                     | 4.64             |                   |        | 4.40                   |                         | 63.30                           |                                        |
| 2.442                     |                  |                   | Level. |                        |                         | 63.30                           |                                        |
| 3.238                     |                  | 3.70              |        |                        | 11.99                   | 51.31                           |                                        |
| 2.462                     |                  |                   | Level. |                        |                         | 51.31                           |                                        |
| 1.326                     | 8.97             |                   |        | 11.90                  |                         | 63.21                           |                                        |
| 2.083                     |                  | 10.56             |        |                        | 22.00                   | 41.21                           |                                        |
| 0.265                     |                  |                   | Level. |                        |                         | 41.21                           |                                        |
| 0.682                     | 16.80            |                   |        | 11.52                  |                         | 52.73                           |                                        |
| 0.284                     |                  |                   | Level. |                        |                         | 52.73                           |                                        |
| 0.473                     |                  | 16.27             |        |                        | 7.75                    | 44.98                           |                                        |
| 0.094                     |                  |                   | Level. |                        |                         | 44.98                           |                                        |
| 0.852                     | 4.22             |                   |        | 3.60                   |                         | 48.58                           |                                        |
| 0.852                     |                  | 15.84             |        |                        | 13.50                   | 35.08                           |                                        |
| 00.94                     |                  |                   | Level. |                        |                         | 35.08                           |                                        |
| 0.758                     | 13.20            |                   |        | 10.00                  |                         | 45.08                           |                                        |
| 0.189                     |                  |                   | Level. |                        |                         | 45.08                           |                                        |
| 0.758                     |                  | 12.14             |        |                        | 9.20                    | 35.88                           |                                        |
| 0.947                     |                  |                   | Level. |                        |                         | 35.88                           |                                        |
| 1.326                     |                  | 7.40              |        |                        | 9.80                    | 26.08                           |                                        |
| 1.704                     |                  | 1.06              |        |                        | 1.80                    | 24.28                           |                                        |
| 1.988                     | 3.17             |                   |        | 6.25                   |                         | 30.53                           |                                        |
| 0.663                     | 19.00            |                   |        | 12.60                  |                         | 43.13                           |                                        |
| 0.189                     |                  |                   | Level. |                        |                         | 42.13                           |                                        |
| 2.083                     |                  | 12.00             |        |                        | 25.30                   | 17.83                           |                                        |
| 0.189                     |                  |                   | Level. |                        |                         | 17.83                           |                                        |
| 1.160                     | 7.92             |                   |        | 9.17                   |                         | 27.00                           |                                        |
| 42.25                     |                  |                   |        |                        |                         |                                 |                                        |

## CENTRAL DIVISION.

|       |       |       |        |        |       |        |                                       |
|-------|-------|-------|--------|--------|-------|--------|---------------------------------------|
| 0.076 |       |       | Level. |        |       | 27.00  | Beverly Branch.<br>Fairchild's Creek. |
| 0.891 |       | 29.56 |        |        | 21.00 | 6.00   |                                       |
| 0.701 |       |       | Level. |        |       | 6.00   |                                       |
| 5.929 | 45.45 |       |        | 269.52 |       | 275.52 |                                       |
| 4.501 | 49.90 |       |        | 224.71 |       | 500.23 |                                       |
| 3.882 | 1.84  |       |        | 7.17   |       | 507.40 |                                       |
| 0.852 |       | 3.96  |        |        | 3.37  | 504.03 |                                       |
| 0.795 | 7.92  |       |        | 6.30   |       | 510.33 |                                       |
| 1.856 |       | 14.78 |        |        |       | 482.45 |                                       |
| 0.182 |       |       | Level. |        |       | 482.45 |                                       |
| 1.117 | 18.48 |       |        | 20.65  |       | 503.10 |                                       |
| 0.037 |       |       | Level. |        |       | 503.10 |                                       |



TABLE of Grades from Niagara River to Detroit River.—(Continued.)

## CENTRAL DIVISION.—(Continued.)

| Length of Grade in Miles. | Ascent per Mile. | Descent per Mile. | Level. | Total Ascent of Grade. | Total Descent of Grade. | Total above Lake Ontario. Feet. | Remarks.                              |
|---------------------------|------------------|-------------------|--------|------------------------|-------------------------|---------------------------------|---------------------------------------|
| 0.984                     | .....            | 23.76             | .....  | .....                  | 23.40                   | 479.70                          | Dumfries Branch.                      |
| 0.359                     | .....            | .....             | Level. | .....                  | .....                   | 479.70                          |                                       |
| 2.859                     | 40.12            | .....             | .....  | 114.76                 | .....                   | 594.46                          |                                       |
| 0.591                     | .....            | .....             | Level. | .....                  | .....                   | 594.46                          |                                       |
| 1.586                     | .....            | 22.96             | .....  | .....                  | 36.40                   | 558.02                          | Grand River.                          |
| 0.208                     | .....            | .....             | Level. | .....                  | .....                   | 558.02                          |                                       |
| 1.212                     | 13.74            | .....             | .....  | 16.64                  | .....                   | 574.66                          |                                       |
| 1.079                     | 21.64            | .....             | .....  | 23.37                  | .....                   | 598.03                          |                                       |
| 0.246                     | .....            | .....             | Level. | .....                  | .....                   | 598.03                          |                                       |
| 0.549                     | 21.91            | .....             | .....  | 12.03                  | .....                   | 610.06                          | River Nith at west end of this level. |
| 2.481                     | .....            | .....             | Level. | .....                  | .....                   | 610.06                          |                                       |
| 1.704                     | 38.01            | .....             | .....  | 64.80                  | .....                   | 674.86                          |                                       |
| 0.757                     | .....            | .....             | Level. | .....                  | .....                   | 674.86                          |                                       |
| 1.325                     | 10.56            | .....             | .....  | 14.00                  | .....                   | 688.86                          |                                       |
| 0.852                     | .....            | 21.12             | .....  | .....                  | 18.00                   | 670.86                          | Horner's Creek.                       |
| 0.587                     | .....            | .....             | Level. | .....                  | .....                   | 670.86                          |                                       |
| 0.947                     | 21.12            | .....             | .....  | 20.00                  | .....                   | 690.86                          |                                       |
| 1.401                     | 10.56            | .....             | .....  | 14.80                  | .....                   | 705.66                          |                                       |
| 1.515                     | 15.84            | .....             | .....  | 24.00                  | .....                   | 729.66                          |                                       |
| 0.378                     | .....            | .....             | Level. | .....                  | .....                   | 729.66                          |                                       |
| 0.757                     | .....            | 15.84             | .....  | .....                  | 12.00                   | 717.66                          |                                       |
| 1.041                     | 12.67            | .....             | .....  | 13.20                  | .....                   | 730.86                          |                                       |
| 0.984                     | 31.68            | .....             | .....  | 31.20                  | .....                   | 762.06                          |                                       |
| 0.549                     | .....            | .....             | Level. | .....                  | .....                   | 762.06                          | Summit level.                         |
| 1.590                     | .....            | 22.17             | .....  | .....                  | 35.28                   | 726.78                          |                                       |
| 0.151                     | .....            | .....             | Level. | .....                  | .....                   | 726.78                          |                                       |
| 0.568                     | .....            | 22.76             | .....  | .....                  | 12.60                   | 714.18                          |                                       |
| 0.321                     | .....            | .....             | Level. | .....                  | .....                   | 714.18                          | Depôt Woodstock.                      |
| 1.426                     | .....            | 23.76             | .....  | .....                  | 34.18                   | 680.00                          |                                       |
| 0.189                     | .....            | 10.56             | .....  | .....                  | 2.00                    | 678.00                          |                                       |
| 1.136                     | .....            | .....             | Level. | .....                  | .....                   | 678.00                          |                                       |
| 5.113                     | .....            | 7.6               | .....  | .....                  | 39.12                   | 638.88                          |                                       |
| 3.958                     | .....            | 3.69              | .....  | .....                  | 14.70                   | 624.18                          |                                       |
| 1.515                     | 13.20            | .....             | .....  | 20.00                  | .....                   | 644.18                          |                                       |
| 0.037                     | .....            | .....             | Level. | .....                  | .....                   | 644.18                          |                                       |
| 1.666                     | .....            | 4.22              | .....  | .....                  | 7.24                    | 636.94                          |                                       |
| 0.946                     | .....            | 11.18             | .....  | .....                  | 9.50                    | 627.44                          |                                       |
| 1.704                     | .....            | .....             | Level. | .....                  | .....                   | 627.44                          |                                       |
| 1.325                     | .....            | 17.95             | .....  | .....                  | 23.80                   | 603.64                          |                                       |
| 0.378                     | .....            | .....             | Level. | .....                  | .....                   | 603.64                          |                                       |
| 1.326                     | 17.16            | .....             | .....  | 22.75                  | .....                   | 626.39                          |                                       |
| 0.189                     | .....            | 4.48              | .....  | .....                  | 0.85                    | 625.54                          |                                       |
| 4.661                     | .....            | 4.75              | .....  | .....                  | 21.87                   | 603.67                          |                                       |
| 1.041                     | .....            | 15.84             | .....  | .....                  | 17.17                   | 586.50                          |                                       |
| 0.511                     | .....            | .....             | Level. | .....                  | .....                   | 586.50                          |                                       |
| 0.408                     | .....            | 21.64             | .....  | .....                  | 9.01                    | 577.49                          |                                       |
| 75.91                     | .....            | .....             | .....  | .....                  | .....                   | .....                           |                                       |

## WESTERN DIVISION.

|       |       |       |        |        |       |        |  |
|-------|-------|-------|--------|--------|-------|--------|--|
| 0.578 | ..... | 21.64 | .....  | .....  | ..... | 565.19 |  |
| 0.435 | ..... | 15.84 | .....  | .....  | ..... | 558.29 |  |
| 1.212 | ..... | 21.64 | .....  | .....  | ..... | 532.05 |  |
| 0.056 | ..... | ..... | Level. | .....  | ..... | 532.05 |  |
| 2.462 | ..... | ..... | .....  | 105.95 | ..... | 638.00 |  |

TABLE of Grades from Niagara River to Detroit River.—(Continued.)

WESTERN DIVISION—(Continued.)

| Length of Grade in Miles. | Ascent per Mile. | Descent per Mile. | Level. | Total Ascent of Grade. | Total Descent of Grade. | Total above Lake Ontario Feet. | Remarks.        |
|---------------------------|------------------|-------------------|--------|------------------------|-------------------------|--------------------------------|-----------------|
| 2.083                     |                  |                   | Level. |                        |                         | 638.00                         |                 |
| 0.757                     |                  | 23.76             |        |                        | 18.00                   | 620.00                         |                 |
| 0.946                     |                  | 7.39              |        |                        | 7.00                    | 613.00                         |                 |
| 1.704                     |                  | 23.76             |        |                        | 40.50                   | 572.50                         |                 |
| 0.303                     |                  |                   | Level. |                        |                         | 572.50                         |                 |
| 0.644                     |                  | 23.76             |        |                        | 15.30                   | 557.20                         |                 |
| 1.193                     |                  | 15.84             |        |                        | 18.90                   | 538.30                         |                 |
| 0.076                     |                  |                   | Level. |                        |                         | 538.30                         |                 |
| 2.240                     | 15.84            |                   |        | 35.40                  |                         | 573.70                         |                 |
| 0.852                     | 2.64             |                   |        | 2.25                   |                         | 575.95                         |                 |
| 1.136                     |                  | 15.84             |        |                        | 18.00                   | 557.95                         |                 |
| 0.947                     |                  | 3.16              |        |                        | 3.00                    | 554.95                         |                 |
| 2.272                     |                  | 15.84             |        |                        | 36.00                   | 518.95                         |                 |
| 0.700                     |                  |                   | Level. |                        |                         | 518.95                         |                 |
| 1.382                     |                  | 15.84             |        |                        | 21.90                   | 497.05                         |                 |
| 3.030                     |                  |                   | Level. |                        |                         | 497.05                         |                 |
| 1.515                     |                  | 1.05              |        |                        | 1.60                    | 495.45                         |                 |
| 1.515                     |                  | 4.30              |        |                        | 8.80                    | 486.65                         |                 |
| 1.136                     |                  |                   | Level. |                        |                         | 486.65                         |                 |
| 0.757                     |                  | 4.22              |        |                        | 3.20                    | 483.45                         |                 |
| 2.083                     |                  |                   | Level. |                        |                         | 483.45                         |                 |
| 1.136                     |                  | 1.05              |        |                        | 12.00                   | 471.45                         |                 |
| 1.704                     |                  |                   | Level. |                        |                         | 471.45                         |                 |
| 1.893                     |                  | 7.39              |        |                        | 14.00                   | 457.45                         |                 |
| 1.325                     |                  | 2.11              |        |                        | 2.80                    | 454.65                         |                 |
| 2.840                     |                  | 4.22              |        |                        | 12.00                   | 442.65                         |                 |
| 1.893                     |                  |                   | Level. |                        |                         | 442.65                         |                 |
| 1.515                     |                  | 9.50              |        |                        | 14.40                   | 428.25                         |                 |
| 1.893                     |                  | 15.84             |        |                        | 30.00                   | 398.25                         |                 |
| 1.136                     |                  | 5.28              |        |                        |                         | 392.25                         |                 |
| 1.041                     |                  | 15.84             |        |                        | 16.50                   | 375.75                         |                 |
| 2.765                     |                  |                   | Level. |                        |                         | 375.75                         | River Thames,   |
| 3.447                     |                  | 2.37              |        |                        | 8.19                    | 376.56                         |                 |
| 2.215                     |                  |                   | Level. |                        |                         | 376.56                         |                 |
| 7.575                     |                  | 1.90              |        |                        | 14.14                   | 353.16                         |                 |
| 0.946                     |                  |                   | Level. |                        |                         | 353.16                         | Chatham.        |
| 8.143                     |                  | 1.90              |        |                        |                         | 337.68                         |                 |
| 3.295                     |                  |                   | Level. |                        |                         | 337.68                         |                 |
| 0.379                     | 10.56            |                   |        | 4.00                   |                         | 341.68                         | Baptiste River. |
| 0.113                     |                  |                   | Level. |                        |                         | 341.68                         |                 |
| 0.379                     |                  | 10.56             |        |                        | 4.00                    | 337.68                         |                 |
| 1.421                     |                  |                   | Level. |                        |                         | 337.68                         |                 |
| 0.379                     | 10.56            |                   |        | 4.00                   |                         | 341.68                         |                 |
| 0.095                     |                  |                   | Level. |                        |                         | 341.68                         |                 |
| 0.379                     |                  | 10.56             |        |                        | 4.00                    | 337.68                         |                 |
| 3.789                     |                  |                   | Level. |                        |                         | 337.68                         |                 |
| 2.083                     | 3.69             |                   |        | 7.70                   |                         | 345.38                         |                 |
| 0.189                     |                  |                   | Level. |                        |                         | 345.38                         |                 |
| 2.273                     |                  | 3.69              |        |                        | 8.40                    | 336.98                         |                 |
| 0.189                     |                  |                   | Level. |                        |                         | 336.98                         |                 |
| 0.379                     | 10.56            |                   |        | 4.00                   |                         | 340.98                         |                 |
| 0.189                     |                  |                   | Level. |                        |                         | 340.98                         | River Ruseam.   |
| 0.454                     |                  | 10.56             |        |                        | 8.40                    | 336.18                         |                 |
| 1.439                     |                  |                   | Level. |                        |                         | 336.18                         |                 |
| 0.776                     | 1.05             |                   |        | 82                     |                         | 337.00                         |                 |
| 0.359                     |                  |                   | Level. |                        |                         | 33.700                         |                 |
| 0.208                     | 10.56            |                   |        | 2.00                   |                         | 339.00                         |                 |
| 0.094                     |                  |                   | Level. |                        |                         | 339.00                         |                 |
| 0.189                     |                  | 10.56             |        |                        | 2.00                    | 337.00                         |                 |

TABLE of Grades from Niagara River to Detroit River.—(Continued.)

WESTERN DIVISION.—(Continued.)

| Length of Grade in Mils. | Ascent per Mile. | Descent per Mile. | Level. | Total Ascent of Grade. | Total Descent of Grade. | Total above Lake Ontario. Feet. | Remarks      |  |
|--------------------------|------------------|-------------------|--------|------------------------|-------------------------|---------------------------------|--------------|--|
| 0.511                    | .....            | .....             | Level. | .....                  | .....                   | 337.00                          | River Belle. |  |
| 0.378                    | 10.56            | .....             | .....  | .....                  | 4.00                    | 341.00                          |              |  |
| 0.094                    | .....            | .....             | Level. | .....                  | .....                   | 341.00                          |              |  |
| 0.284                    | .....            | 10.56             | .....  | .....                  | 3.00                    | 338.00                          |              |  |
| 2.803                    | .....            | .....             | Level. | .....                  | .....                   | 338.00                          | Crane River. |  |
| 0.284                    | 10.56            | .....             | .....  | 3.00                   | .....                   | 341.00                          |              |  |
| 0.113                    | .....            | .....             | Level. | .....                  | .....                   | 341.00                          |              |  |
| 0.188                    | .....            | 5.28              | .....  | .....                  | 1.00                    | 340.00                          |              |  |
| 0.549                    | .....            | .....             | Level. | .....                  | .....                   | 340.00                          |              |  |
| 1.890                    | 1.05             | .....             | .....  | 2.00                   | .....                   | 342.00                          | Pike Creek.  |  |
| 0.473                    | .....            | .....             | Level. | .....                  | .....                   | 342.00                          |              |  |
| 0.189                    | 10.56            | .....             | .....  | 2.40                   | .....                   | 344.40                          |              |  |
| 4.640                    | .....            | .....             | Level. | .....                  | .....                   | 344.40                          |              |  |
| 2.083                    | 7.39             | .....             | .....  | 15.00                  | .....                   | 359.40                          |              |  |
| 0.568                    | .....            | .....             | Level. | .....                  | .....                   | 359.40                          |              |  |
| 2.785                    | .....            | 13.20             | .....  | .....                  | 25.00                   | 334.40                          |              |  |
| 100.35                   |                  |                   |        |                        |                         |                                 |              |  |

SUMMARY OF TABLE OF GRADES.

| Denomination of Grade.               | Name of Division. |          |          | Total in Miles. |
|--------------------------------------|-------------------|----------|----------|-----------------|
|                                      | Eastern.          | Central. | Western. |                 |
|                                      | Miles.            | Miles.   | Miles.   |                 |
| Level and under 5 ft. per mile,..... | 17360             | 26559    | 74441    | 118360          |
| 5 to 10 ft. per mile, .....          | 4382              | 5916     | 7761     | 18059           |
| 10 to 20 " " .....                   | 12465             | 16576    | 17353    | 46394           |
| 20 to 30 " " .....                   | 1326              | 10890    | 8342     | 20558           |
| 30 to 40 " " .....                   | 6724              | 2688     | .....    | 9412            |
| 40 to 45, 45, " .....                | .....             | 8786     | 2462     | 11248           |
| 45, 45, to 49, 90 .....              | .....             | 4500     | .....    | 4500            |
| Total, .....                         | 42257             | 75915    | 110359   | 223531          |

Engineer's Office, G. W. R. R.,  
Hamilton, 1st July, 1852.

TABLE OF CURVES ON Great Western Railroad from Niagara River to the Detroit River.

EASTERN DIVISION.

| Number of Curve. | Radius. | Total Deflection. | Length of Curves in Feet. | Gradient. | Remarks. |
|------------------|---------|-------------------|---------------------------|-----------|----------|
| 1                | 2865    | 68° 40            | 3433                      | 14.78     |          |
| 2                | 5730    | 31° 18            | 3130                      | 14.78     |          |
| 3                | 5730    | 31° 50            | 2300                      | 33.79     |          |
| 4                | 7640    | 8° 33             | 1153                      | 33.79     |          |
| 5                | 5730    | 25° 47            | 2580                      | 18.48     |          |
| 6                | 5730    | 32° 0             | 3200                      | 38.54     |          |
| 7                | 11460   | 3° 43             | 744                       | 8.97      |          |
| 8                | 11460   | 2° 44             | 547                       | 15.84     |          |
|                  |         | 204° 35           | 17087                     |           |          |

CENTRAL DIVISION.

|    |       |         |                                   |       |                                                                                                                                                                                              |
|----|-------|---------|-----------------------------------|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | 2865  | 45° 43  | 2300                              | 45.45 | On Burlington Bay.<br>These Curves were originally in one, but were separated to put a Tangent between them to cross Desjardins Canal. It can be laid out as 1910 feet Radius.<br>In Dundas. |
| 2  | 2865  | 19° 36  | 924                               |       |                                                                                                                                                                                              |
| 3  | 1496  | 53° 34  | 1399                              |       |                                                                                                                                                                                              |
| 4  | 1657  | 42° 26  | 1212                              |       |                                                                                                                                                                                              |
| 5  | 5730  | 17° 00  | 1700                              |       |                                                                                                                                                                                              |
| 6  | 2865  | 48° 00  | 2392                              |       |                                                                                                                                                                                              |
| 7  | 5730  | 16° 30  | 1650                              |       |                                                                                                                                                                                              |
| 8  | 5730  | 15° 30  | 1550                              |       |                                                                                                                                                                                              |
| 9  | 2855  | 16° 00  | 800                               |       |                                                                                                                                                                                              |
| 10 | 2865  | 30° 00  | 1500                              |       |                                                                                                                                                                                              |
| 11 | 5730  | 5° 00   | 500                               |       |                                                                                                                                                                                              |
| 12 | 5730  | 17° 00  | 1707                              |       |                                                                                                                                                                                              |
| 13 | 5730  | 8° 53   | 888 |  |  | 49.90 | Grand River Plains. |
| 14 | 5730  | 7° 00   | 700                               |       |                                                                                                                                                                                              |
| 15 | 5730  | 6° 00   | 600                               |       |                                                                                                                                                                                              |
| 16 | 11460 | 6° 00   | 1200                              |       |                                                                                                                                                                                              |
| 17 | 5730  | 12° 53  | 1288                              |       |                                                                                                                                                                                              |
| 18 | 5730  | 10° 00  | 1000                              |       |                                                                                                                                                                                              |
| 19 | 5730  | 14° 28  | 1447                              |       |                                                                                                                                                                                              |
| 20 | 2865  | 31° 31  | 1584½                             |       |                                                                                                                                                                                              |
| 21 | 5730  | 10° 45  | 1100                              |       |                                                                                                                                                                                              |
| 22 | 5730  | 17° 36  | 1800                              |       |                                                                                                                                                                                              |
| 23 | 5730  | 3° 50   | 350                               |       |                                                                                                                                                                                              |
| 24 | 5730  | 4° 00   | 400                               |       |                                                                                                                                                                                              |
| 25 | 5730  | 6° 30   | 700                               | 49.86 | In Woodstock.                                                                                                                                                                                |
| 26 | 5730  | 6° 30   | 700                               |       |                                                                                                                                                                                              |
| 27 | 5780  | 12° 00  | 2400                              |       |                                                                                                                                                                                              |
| 28 | 5730  | 4° 00   | 400                               |       |                                                                                                                                                                                              |
| 29 | 6876  | 10° 50  | 1300                              |       |                                                                                                                                                                                              |
| 30 | 5730  | 14° 10  | 1417                              |       |                                                                                                                                                                                              |
| 31 | 9822  | 1° 45   | 300                               |       |                                                                                                                                                                                              |
| 32 | 6031  | 4° 45   | 500                               |       |                                                                                                                                                                                              |
| 33 | 5730  | 18° 45  | 1875                              |       |                                                                                                                                                                                              |
| 34 | 5730  | 20° 00  | 2000                              |       |                                                                                                                                                                                              |
| 35 | 5730  | 14° 20  | 1433 <sup>3</sup> / <sub>10</sub> |       |                                                                                                                                                                                              |
| 36 | 5730  | 13° 56  | 1393                              |       |                                                                                                                                                                                              |
| 37 | 5730  | 13° 58  | 1397 <sup>3</sup> / <sub>10</sub> |       |                                                                                                                                                                                              |
| 38 | 5730  | 17° 54  | 1790 <sup>1</sup> / <sub>10</sub> |       |                                                                                                                                                                                              |
|    |       | 630° 38 | 47597                             |       |                                                                                                                                                                                              |

TABLE OF CURVES ON Great Western Railroad, &amp;c.—(Continued.)

## WESTERN DIVISION.

| Number of Curve. | Radius. | Total Deflection. | Length of Curves in Feet. | Gradient. | Remarks. |
|------------------|---------|-------------------|---------------------------|-----------|----------|
| 1                | 5730    | 7° 06             | 710                       | 21.64     |          |
| 2                | 5730    | 2° 50             | 283                       | 15.84     |          |
| 3                | 2865    | 8° 0              | 400                       | 21.64     |          |
| 4                | 2865    | 8° 0              | 400                       | 21.64     |          |
| 5                | 5730    | 34° 14            | 3423                      | 21.64     |          |
| 6                | 5730    | 46° 52            | 4686                      | Level.    |          |
| 7                | 11460   | 11° 38            | 2327                      |           |          |
| 8                | 11460   | 24° 20            | 4866                      | 19.00     |          |
| 9                | 11460   | 17° 38            | 3522                      | Level.    |          |
| 10               | 11460   | 11° 28            | 2293                      | Level.    |          |
| 11               | 5730    | 26° 42            | 2670                      | 13.20     |          |
|                  |         | 198° 48           | 25580                     |           |          |

## SUMMARY OF CURVES IN MILES.

| Division.      | Radius in Feet. |       |       |       |       |       |      |        |       | Totals. |
|----------------|-----------------|-------|-------|-------|-------|-------|------|--------|-------|---------|
|                | 11460           | 9822  | 7640  | 6876  | 6031  | 5730  | 2865 | 1657   | 1496  |         |
| Eastern, ..... | 0244            | ..... | 0218  | ..... | ..... | 2124  | 0650 | .. ... | ..... | 3236    |
| Central, ..... | 0228            | 0057  | ..... | 0246  | 0095  | 6103  | 1798 | 0229   | 0265  | 9021    |
| Western, ..... | 2463            | ..... | ..... | ..... | ..... | 2230  | 0151 | .....  | ..... | 4844    |
| Total, .....   | 2935            | 0057  | 0218  | 0246  | 0095  | 10457 | 2599 | 0229   | 0265  | 17101   |

Engineer's Office, G. W. R. R.,  
Hamilton, 1st July, 1852.

TABLE of Tangent Lines on the Great Western Railroad, from the Niagara to the Detroit River.

| Eastern Division. |                  | Central Division. |                  | Central Division. |                  |   |        |
|-------------------|------------------|-------------------|------------------|-------------------|------------------|---|--------|
| No.               | Length in Miles. | No.               | Length in Miles. | No.               | Length in Miles. |   |        |
| 1, .....          | 0,284            | 13                | 0,309            | 38                | 4,729            |   |        |
| 2, .....          | 1,216            | 14                | 8,067            | Total, ..         | 66,894           |   |        |
| 3, .....          | 0,229            | 15                | 1,202            |                   |                  |   |        |
| 4, .....          | 1,735            | 16                | 0,447            | W. Division.      |                  |   |        |
| 5, .....          | 1,357            | 17                | 0,709            |                   |                  |   |        |
| 6, .....          | 16,669           | 18                | 0,575            |                   |                  |   |        |
| 7, .....          | 5,113            | 19                | 0 819            |                   |                  |   |        |
| 8, .....          | 12,418           | 20                | 0,644            |                   |                  | 1 | 0,363  |
| Total, .....      | 39,021           | 21                | 1,980            |                   |                  | 2 | 0,043  |
|                   |                  | 22                | 1,484            |                   |                  | 3 | 0,390  |
|                   |                  | 23                | 1,864            |                   |                  | 4 | 0,376  |
| Central Division. |                  | 24                | 1,966            |                   |                  | 5 | 3,785  |
| 1, .....          | 1,639            | 25                | 9,691            |                   |                  | 6 | 3,768  |
| 2, .....          | 0,290            | 26                | 4,870            |                   |                  | 7 | 55,133 |
| 3, .....          | 0,269            | 27                | 0,612            | 8                 | 12,990           |   |        |
| 4, .....          | 0,077            | 28                | 1,470            | 9                 | 12,924           |   |        |
| 5, .....          | 0,612            | 29                | 0,449            | 10                | 14,783           |   |        |
| 6, .....          | 0,406            | 30                | 1,656            | 11                | 0,960            |   |        |
| 7, .....          | 0,361            | 31                | 1,211            | Total, ..         | 105,515          |   |        |
| 8, .....          | 0,297            | 32                | 1,074            |                   |                  |   |        |
| 9, .....          | 0,429            | 33                | 1,082            |                   |                  |   |        |
| 10, .....         | 0,102            | 34                | 4,428            |                   |                  |   |        |
| 11, .....         | 2,919            | 35                | 4,000            |                   |                  |   |        |
| 12, .....         | 0,627            | 36                | 1,480            |                   |                  |   |        |
|                   |                  | 37                | 2,014            |                   |                  |   |        |

SUMMARY of Tangent Lines and Curves.

| Eastern Division.    |        | Central Division.    |        | Western Division.    |         |
|----------------------|--------|----------------------|--------|----------------------|---------|
|                      | Miles. |                      | Miles. |                      | Miles.  |
| Tangent Lines, ..... | 39,021 | Tangent Lines, ..... | 66,894 | Tangent Lines, ..... | 105,515 |
| Curves, .....        | 3,236  | Curves, .....        | 9,021  | Curves, .....        | 4,844   |
| Total, .....         | 42,257 | Total, .....         | 75,915 | Total, .....         | 110,359 |

Total length of Tangent Lines, ..... 211,430  
 Total length of Curves, ..... 17,101

Total in Miles, ..... 228,531

## AMOUNT of work done on Great Western Railroad up to 30th day of June, 1852.

| Division.         | Yards excavation earth. | Yards 3rd classification. | Yards indurated. | Yards Loose Rock. | Yards Solid Rock. |
|-------------------|-------------------------|---------------------------|------------------|-------------------|-------------------|
| Eastern .....     | 165,695                 | 22,982                    | 100              | .....             | 2,893             |
| Central .....     | 1,813,571               | 230,461                   | 104,520          | 203,484           | 150,891           |
| Western .....     | 253,107                 | .....                     | .....            | .....             | .....             |
| Galt Branch ..... | 188,800                 | .....                     | .....            | 1,600             | 5,700             |
| Totals.....       | 2,421,173               | 253,443                   | 104,620          | 205,084           | 159,484           |

## Masonry on Great Western Railroad, ending 30th day of June, 1852.

| Division.        | Yards of Masonry. | Yards of Masonry. | Yards excavation Foundations. | Stone delivered. |
|------------------|-------------------|-------------------|-------------------------------|------------------|
| Eastern .....    | .....             | 764               | 4,105                         | 594              |
| Central .....    | 2349              | 13,490            | 27,568                        | 6530             |
| Western .....    | .....             | 50                | 2,321                         | .....            |
| Galt Branch..... | 80                | 590               | .....                         | .....            |
| Totals.....      | 2429              | 14,804            | 34,924                        | 7124             |

## Bridging on Great Western Railroad, ending 30th day of June, 1852:

| Division.         | F. in Brs. complete. | Timber delivered. |
|-------------------|----------------------|-------------------|
| Eastern .....     | .....                | 117,000           |
| Central .....     | 413,455              | 929,929           |
| Western .....     | .....                | 209,700           |
| Galt Branch ..... | 80,316               | 108,308           |
| Totals.....       | 493,771              | 1,364,907         |

## SUMMARY of Amount of work done on Great Western Railroad.

|           |                                       |
|-----------|---------------------------------------|
| 3,178,728 | Yards of materials moved to 1st July. |
| 17,233    | Yards of Masonry laid to do.          |
| 7,124     | Yards of Stone delivered to do.       |
| 493,771   | Feet B. M. in Bridges complete do.    |
| 1,381,937 | Feet B. M. Timber delivered do.       |

Engineer's Office, G. W. R. R.,  
Hamilton, 1st July, 1852.

STATEMENT of the number of Men and Horses employed on the Great Western Railroad on the 5th of July, 1852.

| No. | Division.              | Totals. |         |
|-----|------------------------|---------|---------|
|     |                        | Men.    | Horses. |
| 1   | Eastern Division ..... | 1676    | 210     |
| 2   | Central Division ..... | 3494    | 653     |
| 3   | Western Division ..... | 2432    | 265     |
| 4   | Galt Branch .....      | 354     | 76      |
|     |                        | 7956    | 1304    |

3 Steam Excavators,—10 Steam and Horse pile drivers.

Engineer's Office, G. W. R. R.,  
Hamilton, 15th July, 1852.

C.

ESTIMATED cost of Great Western Railroad.

EASTERN DIVISION.

|                                                                                           |                    |           |
|-------------------------------------------------------------------------------------------|--------------------|-----------|
| Grading, including Grubbing and Clearing, .....                                           | \$466,741          | 89        |
| Masonry, including Foundations, .....                                                     | 215,447            | 56        |
| Bridging and Bridge Superstructure, .....                                                 | 96,662             | 62        |
| Fencing, .....                                                                            | 23,625             | 00        |
| Superstructure, including Rails and Ballast, Buildings, Stations,<br>Machine Shops, ..... | 276,080            | 00        |
| Engineering, .....                                                                        | 37,500             | 00        |
|                                                                                           | <u>\$1,165,977</u> | <u>07</u> |

CENTRAL DIVISION.

|                       |                    |           |
|-----------------------|--------------------|-----------|
| Grading, .....        | 1,547,667          | 67        |
| Masonry, .....        | 347,321            | 32        |
| Bridging, .....       | 153,600            | 42        |
| Fencing, .....        | 42,230             | 00        |
| Superstructure, ..... | 476,106            | 00        |
| Buildings, .....      | 145,250            | 00        |
| Engineering, .....    | 125,000            | 00        |
|                       | <u>\$2,837,175</u> | <u>41</u> |

WESTERN DIVISION.

|                       |                    |           |
|-----------------------|--------------------|-----------|
| Grading, .....        | 615,772            | 03        |
| Masonry, .....        | 54,827             | 96        |
| Bridging, .....       | 187,572            | 30        |
| Fencing, .....        | 60,836             | 00        |
| Superstructure, ..... | 647,540            | 00        |
| Buildings, .....      | 67,250             | 00        |
| Engineering, .....    | 50,000             | 00        |
|                       | <u>\$1,683,798</u> | <u>29</u> |



## GALT BRANCH.

|                      |              |
|----------------------|--------------|
| Grading,.....        | \$104,674 00 |
| Masonry,.....        | 21,798 89    |
| Bridging,.....       | 11,257 00    |
| Fencing,.....        | 6,496 00     |
| Superstructure,..... | 74,823 00    |
| Buildings,.....      | 10,000 00    |
| Engineering,.....    | 15,000 00    |
|                      | <hr/>        |
|                      | \$214,043 89 |

## ROLLING STOCK.

|                                                                                                 |              |
|-------------------------------------------------------------------------------------------------|--------------|
| 20 Locomotive Engines.                                                                          |              |
| 28 Eight Wheel Passenger Cars.                                                                  |              |
| 4 Do. Mail and Express.                                                                         |              |
| 8 Do. Baggage.                                                                                  |              |
| 20 Do. Emigrant.                                                                                |              |
| 100 Do. Platform.                                                                               |              |
| 150 Do. House Freight.                                                                          |              |
| 100 Four Do. Gravel.                                                                            |              |
| 25 Do. Repair.                                                                                  |              |
| 15 Do. Hand, .....                                                                              | 466,900 00   |
| Machinery, for Shops at Hamilton, London, Windsor and<br>Elgin, and Turn Tables for Road, ..... | 48,000 00    |
|                                                                                                 | <hr/>        |
|                                                                                                 | \$514,900 00 |

## SUMMARY.

|                                    |                |
|------------------------------------|----------------|
| Eastern Division,.....             | 1,165,977 07   |
| Central Division,.....             | 2,837,175 41   |
| Western Division,.....             | 1,683,798 29   |
| Galt Branch,.....                  | 244,043 89     |
| Rolling Stock and Machinery, ..... | 514,900 00     |
|                                    | <hr/>          |
|                                    | \$6,445,894 66 |

## D.

APPROXIMATE AMOUNT of Interest, Agencies, Discounts and Contingent Expenses incurred and to be incurred, during construction of Great Western Railroad, estimated till 31st August, 1853.

|                                                                                                         | £     | s. | d. | £     | s. | d. |
|---------------------------------------------------------------------------------------------------------|-------|----|----|-------|----|----|
| Interest on Stock Payments, Bonded Debt and Bank Account per Company's<br>Books, 30 June, 1852.....     | 10648 | 0  | 0  |       |    |    |
| Do. on Stock paid in (from July, 1852, to 31st August, 1853).....                                       | 20370 | 0  | 0  |       |    |    |
| Do. on Arrears.....                                                                                     | 742   | 0  | 0  |       |    |    |
| Do. on remaining calls Canadian and American Stock, (from 1st July,<br>1852, to 31st August, 1853)..... | 9040  | 0  | 0  |       |    |    |
| Do. on English Stock, do. do. ....                                                                      | 12718 | 0  | 0  |       |    |    |
| Do. on Bonded Debt, do. do. ....                                                                        | 30625 | 0  | 0  |       |    |    |
| Do. on Loan from Bank of Upper Canada.....                                                              | 3600  | 0  | 0  |       |    |    |
| Do. Government Loan, say £250,000 currency, for 9 months.....                                           | 11250 | 0  | 0  |       |    |    |
|                                                                                                         | <hr/> |    |    |       |    |    |
|                                                                                                         |       |    |    | 98993 | 0  | 0  |

|                                                                                                                                                                                  |       |   |   |                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---|---|--------------------|
| Discounts,—On sale of Municipal Debentures per Company's Books to 31st June, 1852 .....                                                                                          | 7123  | 0 | 0 |                    |
| On Municipal Debentures on hand and receiveable .....                                                                                                                            | 7500  | 0 | 0 |                    |
|                                                                                                                                                                                  |       |   |   | 14623 0 0          |
| Commissions and Brokerage,—On sale of Company's Bonds to 30th June, 1852                                                                                                         | 10619 | 0 | 0 |                    |
| Do. do. do. on second issue do.                                                                                                                                                  | 7500  | 0 | 0 |                    |
| Agency on Stock Collections do. ....                                                                                                                                             | 500   | 0 | 0 |                    |
|                                                                                                                                                                                  |       |   |   | 18618 0 0          |
| Contingent Expenses,—Law Charges, Travelling Expenses, Salaries, Stationery, Printing, London Agency, Police Force on Line, &c., &c., per Company's Books, to 30th June, 1852... | 16040 | 0 | 0 |                    |
| Do. do. do. to 31st August, 1853                                                                                                                                                 | 9500  | 0 | 0 |                    |
|                                                                                                                                                                                  |       |   |   | <u>£157774 0 0</u> |

(Signed,)

Q. N. KENDRICK,

Accountant.

Office of G. W. R. R.,  
Hamilton, 29th September, 1852.

E.

SCHEDULE of Prices on Western Division, Great Western Railroad.

| No. of Sections. | Excavation per Yard. |                     |            | Masonry per Cubic Yard.    |                                       | Foundations. |                         |                         |                        | Road and Farm Bridges per thousand feet, board measure. | Timber in Sluices & Cattleguards per thousand feet, B measure. | Bridges per Lineal foot. |                |               | Superstructure per mile including Ties, Ballast, and Workmanship. |
|------------------|----------------------|---------------------|------------|----------------------------|---------------------------------------|--------------|-------------------------|-------------------------|------------------------|---------------------------------------------------------|----------------------------------------------------------------|--------------------------|----------------|---------------|-------------------------------------------------------------------|
|                  | Common earth.        | 3rd Classification. | Indurated. | Brick arches for Culverts. | Brick abutments faced with Cut Stone. | Concrete.    | Piling per Lineal foot. | Timber per Lineal foot. | Plank per M. ft. B. M. |                                                         |                                                                | 130 feet Span.           | 160 feet Span. | 40 feet Span. |                                                                   |
| 1                | \$                   | \$                  | \$         | 5 \$                       | 6 \$                                  | 4 1/2        |                         | 10                      | 12                     | 18                                                      |                                                                |                          |                |               | 1800                                                              |
| 2                |                      | 30                  |            | 5 1/2                      | 5 1/2                                 | 4 1/2        | 25                      | 10                      | 12                     | 18                                                      |                                                                | 23                       |                |               | 1800                                                              |
| 3                |                      |                     |            | 5 1/2                      | 5 1/2                                 | 4 1/2        |                         | 10                      | 12                     | 18                                                      |                                                                |                          |                |               | 1800                                                              |
| 4                |                      |                     |            | 5 1/2                      | 5 1/2                                 | 4 1/2        |                         | 10                      | 12                     | 18                                                      |                                                                |                          |                |               | 1800                                                              |
| 5                |                      |                     |            | 6 1/2                      | 6 1/2                                 | 5            |                         |                         |                        | 18                                                      |                                                                |                          |                |               | 1800                                                              |
| 6                |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                |               | 1800                                                              |
| 7                |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                |               | 1800                                                              |
| 8                |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                |               | 1800                                                              |
| 9                |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                |               | 1800                                                              |
| 10               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                |               | 1800                                                              |
| 11               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 12                       |                |               | 1800                                                              |
| 12               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 12                       |                |               | 1800                                                              |
| 13               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 12                       |                |               | 1800                                                              |
| 14               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                |               | 1800                                                              |
| 15               |                      |                     |            |                            |                                       | 5 1/2        |                         | 10                      | 12                     | 18                                                      |                                                                | 28                       |                |               | 1800                                                              |
| 16               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 12                       |                |               | 1800                                                              |
| 17               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 12                       |                | 15            | 1800                                                              |
| 18               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                |               | 1800                                                              |
| 19               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                |               | 1800                                                              |
| 20               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                | 15            | 1800                                                              |
| 21               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                | 15            | 1800                                                              |
| 22               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                | 15            | 1800                                                              |
| 23               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                | 15            | 1800                                                              |
| 24               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                | 15            | 1800                                                              |
| 25               |                      |                     |            |                            |                                       |              |                         |                         |                        | 18                                                      |                                                                | 15                       |                | 15            | 1800                                                              |
| 26               |                      |                     |            |                            |                                       |              |                         | 20                      |                        | 18                                                      |                                                                | 15                       |                | 15            | 1800                                                              |

E.—SCHEDULE of prices on Central Division, Great Western Railroad.

| No. of Section. | Excavation per cubic yard. |                     |                             |             |             |             | Masonry per cubic yard. |               |                   |           |                         | Foundations.            |                         |                |                | Road and Farm Bridge per thousand feet, broad measure. |                |                |      |      | Bridges per Lineal foot. |      |      |      |      | Superstructure per mile, including ties, ballast and workmanship. |      |      |      |      |      |      |      |      |      |      |
|-----------------|----------------------------|---------------------|-----------------------------|-------------|-------------|-------------|-------------------------|---------------|-------------------|-----------|-------------------------|-------------------------|-------------------------|----------------|----------------|--------------------------------------------------------|----------------|----------------|------|------|--------------------------|------|------|------|------|-------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|
|                 | Common earth.              | 3rd classification. | Indurated earth and cement. | Quick sand. | Loose rock. | Solid rock. | Arched Culverts.        | Box Culverts. | Bridge abutments. | Concrete. | Piling per Lineal foot. | Timber per Lineal foot. | Plank per M feet, B. M. | 100 feet span. | 125 feet span. | 130 feet span.                                         | 140 feet span. | 160 feet span. | 2000 | 2000 | 2000                     | 2000 | 2000 | 2000 | 1800 |                                                                   | 1800 | 1800 | 1800 | 1800 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| 1.....          | 18                         | 18                  | 60                          | 50          | 35          | 75          | 4 1/2                   | 2 1/2         | 4                 | 6 1/2     | 4 1/2                   | 4                       | 30                      | 10 a 16        | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 2000 |      |
| 2.....          | 20                         | 35                  | 50                          | 50          | 30          | 50          | 5 1/2                   | 2 1/2         | 4                 | 6         | 4 1/2                   | 4                       | 20                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 2000 |      |
| 3.....          | 18                         | 30                  | 50                          | 50          | 35          | 50          | 4 1/2                   | 2 1/2         | 4                 | 4 1/2     | 4                       | 4                       | 20                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 2000 |      |
| 4.....          | 16                         | 30                  | 50                          | 60          | 35          | 50          | 4 1/2                   | 2 1/2         | 4                 | 5         | 4 1/2                   | 4                       | 20                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 2000 |      |
| 5.....          | 18                         | 30                  | 50                          | 60          | 35          | 50          | 4 1/2                   | 2 1/2         | 4                 | 5         | 4 1/2                   | 4                       | 20                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 2000 |      |
| 6.....          | 22                         | 35                  | 50                          | 60          | 35          | 50          | 5                       | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 2000 |      |
| 7.....          | 16                         | 22                  | 50                          | 60          | 35          | 50          | 5                       | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1800 |      |
| 8.....          | 18                         | 30                  | 50                          | 60          | 35          | 50          | 6 1/2                   | 5             | 5                 | 7         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1800 |      |
| 9.....          | 17                         | 35                  | 50                          | 60          | 35          | 50          | 5                       | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1800 |      |
| 10.....         | 18                         | 30                  | 50                          | 60          | 35          | 50          | 6                       | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1800 |      |
| 11.....         | 19                         | 30                  | 50                          | 60          | 35          | 50          | 6                       | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1800 |      |
| 12.....         | 18                         | 30                  | 50                          | 60          | 35          | 50          | 6                       | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1800 |      |
| 13.....         | 17                         | 30                  | 50                          | 60          | 35          | 50          | 4 1/2                   | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1700 |      |
| 14.....         | 17                         | 30                  | 50                          | 60          | 35          | 50          | 4 1/2                   | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1700 |
| 15.....         | 17                         | 30                  | 50                          | 60          | 35          | 50          | 4 1/2                   | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1700 |
| 16.....         | 20                         | 35                  | 50                          | 60          | 35          | 50          | 4 1/2                   | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1700 |
| 17.....         | 18                         | 30                  | 50                          | 60          | 35          | 50          | 4 1/2                   | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1700 |
| 18.....         | 18                         | 30                  | 50                          | 60          | 35          | 50          | 4 1/2                   | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1700 |
| 19.....         | 19                         | 30                  | 50                          | 60          | 35          | 50          | 4 1/2                   | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1700 |
| 20.....         | 20                         | 30                  | 50                          | 60          | 35          | 50          | 4 1/2                   | 5             | 5                 | 5         | 5                       | 5                       | 25                      | 10             | 12             | 4                                                      | 4              | 4              | 4    | 4    | 4                        | 4    | 4    | 4    | 4    | 4                                                                 | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1700 |

Engineer's Office, Great Western Railroad, Hamilton, 1st July, 1852.

E.—SCHEDULE of the Prices on Eastern Division, Great Western Railroad.

| No. of Section. | Excavation per cubic yard. |                     |                             |             |             | Masonry per cubic yard. |                  |               |                  | Foundations. |  |  |           | Bridges per Lineal foot. |                         |                          |                                                         |                | Superstructure per mile, including ties, ballast and workmanship. |                |                |                |                |
|-----------------|----------------------------|---------------------|-----------------------------|-------------|-------------|-------------------------|------------------|---------------|------------------|--------------|--|--|-----------|--------------------------|-------------------------|--------------------------|---------------------------------------------------------|----------------|-------------------------------------------------------------------|----------------|----------------|----------------|----------------|
|                 | Common earth.              | 3rd classification. | Indurated earth and cement. | Quick sand. | Loose rock. | Solid rock.             | Arched Culverts. | Box Culverts. | Bridge abutment. |              |  |  | Concrete. | Piling per Lineal foot.  | Timber per Lineal foot. | Plank per M. feet, B. M. | Road and Farm Bridges per thousand feet, broad measure. | 100 feet span. |                                                                   | 125 feet span. | 130 feet span. | 140 feet span. | 160 feet span. |
| 1.....          | 17                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 2.....          | 17                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 3.....          | 14                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 4.....          | 14                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 5.....          | 14                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 6.....          | 14                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 7.....          | 14                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 8.....          | 14                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 9.....          | 14                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 10.....         | 11                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 11.....         | 11                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 12.....         | 11                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 13.....         | 11                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 14.....         | 11                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 15.....         | 11                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 16.....         | 15                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 17.....         | 16                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |
| 18.....         | 15                         |                     |                             |             |             |                         |                  |               |                  |              |  |  | 4         |                          |                         |                          | 10                                                      |                |                                                                   |                |                |                | 2000           |

Engineer's Office, Great Western Railroad, Hamilton, 1st July, 1852.

MONTREAL, 12th January, 1853.

SIR,—I have the honor to acknowledge the receipt of your letter of the 10th instant, transmitting a Resolution of the Railway Board in reference to my Report upon the Great Western Railway.

In compliance with the wishes of the Railway Board I have, by Telegraph, called on the Secretary of the Great Western Railroad to furnish me with the gross expenditure up to the latest period on the entire line, and upon each division of it, which I will forward as soon as received.

I am led to suppose that this is the only point on which the Board desire to be informed. The statement of expenditure given by me was that corresponding with the date of my inspection, and I had assumed (incorrectly as it appears) that when the Company advanced this claim for the Provincial Guarantee, they would, at the same time, give the Board a full statement of their expenditure up to the latest period.

With regard to my Report, I would beg, most respectfully, to remark that the words of the Resolution are not, in my opinion, justly applicable to it, "it appearing evident that Mr. Keefer had not directed his attention to the Act of Parliament amending the Railway Guarantee Act, 14 and 15 Vic., cap. 73, Sec. 18, 19 and 20, "It was &c., &c."

Now if my Report of the 22nd ultimo, be again referred to, it will be found that my attention was most particularly directed to these very Sections of the Act above cited.

Under the several heads of Location, Progress of Work, and expenditure thereon up to 1st June, Characteristics of the Road, Comparison of Grades, Quality of Work, Estimated Cost, when completed, and in the concluding remarks I have given all that it appears to me, could be given in the then existing state of the work, to meet the requirements of this and the previous Acts. Towards the latter part of the Report will be found the following observation:—"With respect to the amount which the Company may desire to claim under the Provincial Guarantee, I am not informed according to the Act, the work is not sufficiently advanced to entitle them to the benefit of its provisions as no part of the Road has yet been brought into operation, while the plan of opening the whole at once, though undoubtedly good policy for the Directors, is unfavorable to their claim to the Guarantee as regulated by Law." This is the conclusion at which I arrived, after consulting the Act 12 Vic., cap 29, Sec. 2, and comparing it with Act (referred to in the Resolutions) 14 and 15 Vic., cap. 73, Sec. 19, so that I cannot see how it can be fairly stated that I have not directed my attention to the Act of Parliament amending the Railway Guarantee Act.

May I, in conclusion, request the favour of having these explanations laid before the Railway Board in vindication of my Report and thereby an obligation will be conferred on,

Sir,

Your obedient servant.

(Signed,)

SAMUEL KEEFER

Thomas A. Begly, Esquire,  
Secretary Public Works,  
Quebec.

MONTREAL, 19th January, 1853.

SIR,—In compliance with the Resolution of the Railway Board, a copy of which was sent to me in your letter of the 10th instant, I have now the honor to transmit the Statements yesterday received from the Managing Director of the Great Western Railway, shewing the sectional expenditure upon that Road up to the 31st December last, and the latest estimated cost of the same. I am informed that a copy of these Statements has also been transmitted to the Hon. the Commissioner of Railways.

With reference to these Statements, I beg to observe that the apparent discrepancy between the total and estimated cost therein given, and that stated in my Report, can easily be reconciled, by adding to the Statement, now transmitted, the Cost of the Right of Way, and the expense of Interest, Discount and Contingencies, which appears to have been omitted in making it up.

These corrections being made, the estimate will stand thus:—

|                                                                                                                     |            |       |   |
|---------------------------------------------------------------------------------------------------------------------|------------|-------|---|
| The total estimated cost of the whole Road, according to Statement dated 12th January, 1853, now furnished, is..... | £1,551,030 | 13    | 4 |
| Add, omitted therein, Right of Way,.....                                                                            | 102,600    | 0     | 0 |
| Interest, Discount, and Contingencies, .....                                                                        | 157,704    | 0     | 0 |
|                                                                                                                     |            | <hr/> |   |
| Total....                                                                                                           | £1,811,404 | 13    | 4 |
| Total according to my Res., 22nd December, .....                                                                    | 1,810,836  | 0     | 0 |
|                                                                                                                     |            | <hr/> |   |
| Difference....                                                                                                      | £568       | 13    | 4 |
|                                                                                                                     |            | <hr/> |   |

The total expenditure on the construction account up to 31st December, 1852, including Rolling Stock, is given as ..... £859,009 6 10

I believe that I have now fully complied with the wishes of the Railway Board, and have furnished you with the exact amount of expenditure, up to the latest period, on the entire line, and also on each of the sections.

I have the honor to be, &c.,

(Signed,)

SAMUEL KEEFER,  
C. R. P. W.

Thos. A. Begly, Esq.,  
Secretary Railway Works,  
Quebec.

SECTIONAL EXPENDITURE till 31st December, 1852, on the Eastern Division of the Great Western Railroad, extending from the Eastern limits of the City of Hamilton to the Suspension Bridge, Niagara Falls, also shewing the latest estimated cost of some portion of the line.

| No. of Sect.                  | Length of Section. | Grading. |       |       | Masonry. |       |       | Bridging. |       |       | Total Expenditure. |       |       | Estimated Cost. |       |       |       |
|-------------------------------|--------------------|----------|-------|-------|----------|-------|-------|-----------|-------|-------|--------------------|-------|-------|-----------------|-------|-------|-------|
|                               |                    | £        | s.    | d.    | £        | s.    | d.    | £         | s.    | d.    | £                  | s.    | d.    | £               | s.    | d.    |       |
| 1                             | 3100 feet.         | 1321     | 7     | 6     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 2                             | 5500               | 930      | 12    | 6     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 3                             | 5100               | 434      | 10    | 0     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 4                             | 5200               | 837      | 7     | 0     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 5                             | 4200               | 1020     | 0     | 1     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 6                             | 6300               | 1845     | 10    | 1     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 7                             | 1300               | 7867     | 11    | 0     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 8                             | 10900              | 1220     | 10    | 4     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 9                             | 8700               | 4942     | 18    | 2     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 10                            | 10600              | 461      | 10    | 10    | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 11                            | 19400              | 3519     | 8     | 6     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 12                            | 3.22 miles         | 82       | 16    | 1     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 13                            | 1.89               | 512      | 6     | 7     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 14                            | 3.86               | 1586     | 9     | 9     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 15                            | 4.09               | 3181     | 8     | 3     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 16                            | 3.99               | 861      | 4     | 3     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 17                            | 4.16               | 1835     | 15    | 10    | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| 18                            | 3.60               | 1578     | 7     | 6     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| Superstructure                | including Iron     | .....    | ..... | ..... | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| Fencing                       | .....              | .....    | ..... | ..... | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| Engineering and contingencies | .....              | .....    | ..... | ..... | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| Right of Way                  | .....              | .....    | ..... | ..... | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
| Mile s. 46.                   | .....              | 34039    | 12    | 3     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
|                               |                    | 20646    | 19    | 3     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
|                               |                    | 4797     | 0     | 10    | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
|                               |                    | 126953   | 19    | 2     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |
|                               |                    | 292494   | 5     | 4     | .....    | ..... | ..... | .....     | ..... | ..... | .....              | ..... | ..... | .....           | ..... | ..... | ..... |

Q. M. KENDRICK,  
Accountant.

Office of Great Western Railroad,  
Hamilton, 12th January, 1853.

SECTIONAL EXPENDITURE till 31st December, 1852, on the Central Division of the Great Western Railroad, extending from the Eastern Limits of the City of Hamilton to the Western Limits of the Town of London, also shewing the latest estimated cost of the same portion of the Line.

| No. of Sect.                  | Length of Section. | Grading. |    |    | Masonry. |    |    | Bridging. |       |       | Total Expenditure. |    |    | Estimated Cost. |       |          |
|-------------------------------|--------------------|----------|----|----|----------|----|----|-----------|-------|-------|--------------------|----|----|-----------------|-------|----------|
|                               |                    | £        | s. | d. | £        | s. | d. | £         | s.    | d.    | £                  | s. | d. | £               | s.    | d.       |
| 1                             | 3.14 miles         | 45269    | 5  | 10 | 10640    | 5  | 8  | 2490      | 15    | 10    | 58400              | 8  | 4  | 152806          | 12    | 10       |
| 2                             | 2.61               | 24924    | 8  | 5  | 3652     | 8  | 10 | 280       | 0     | 7     | 28856              | 17 | 10 | 38410           | 5     | 0        |
| 3                             | 1.83               | 24082    | 17 | 1  | 19305    | 1  | 6  | 1125      | 0     | 0     | 44512              | 18 | 7  | 56907           | 17    | 2        |
| 4                             | 2.48               | 9195     | 3  | 0  | 2456     | 3  | 9  | 25        | 0     | 0     | 11676              | 6  | 9  | 19764           | 1     | 3        |
| 5                             | 8200 feet          | 23601    | 12 | 3  | 1598     | 15 | 0  | 168       | 15    | 0     | 25369              | 18 | 3  | 35758           | 16    | 2        |
| 6                             | 2.17 miles         | 13885    | 15 | 8  | 130      | 15 | 0  | 506       | 17    | 8     | 14526              | 8  | 4  | 20934           | 10    | 1        |
| 7                             | 28000 ft.          | 7466     | 19 | 11 | 1242     | 18 | 6  | 548       | 15    | 0     | 9258               | 13 | 5  | 10513           | 18    | 11       |
| 8                             | 5.11 miles         | 18075    | 0  | 1  | 5887     | 6  | 4  | 4164      | 13    | 1     | 28126              | 19 | 6  | 34125           | 15    | 0        |
| 9                             | 3.03               | 9276     | 5  | 2  | 7467     | 18 | 6  | 2930      | 12    | 2     | 19674              | 15 | 10 | 28979           | 15    | 2        |
| 10                            | 33000 ft.          | 21039    | 0  | 9  | 1383     | 1  | 2  | 3430      | 19    | 5     | 25853              | 1  | 4  | 35644           | 13    | 10       |
| 11                            | 28000              | 10107    | 14 | 10 | 720      | 2  | 11 | 977       | 19    | 9     | 11805              | 19 | 4  | 25392           | 7     | 8        |
| 12                            | 25800              | 6244     | 2  | 1  | 90       | 13 | 1  | 393       | 15    | 10    | 6728               | 11 | 0  | 13201           | 7     | 7        |
| 13                            | 27740              | 5392     | 11 | 8  | 365      | 13 | 4  | 199       | 9     | 6     | 5957               | 14 | 6  | 15957           | 7     | 10       |
| 14                            | 16200              | 2141     | 3  | 7  | 250      | 1  | 6  | 375       | 0     | 0     | 2766               | 5  | 1  | 8342            | 4     | 11       |
| 15                            | 18200              | 4748     | 8  | 6  | 533      | 9  | 0  | 231       | 10    | 0     | 5513               | 7  | 6  | 8589            | 5     | 1        |
| 16                            | 12600              | 3002     | 0  | 6  | 260      | 11 | 5  | 578       | 10    | 0     | 3841               | 1  | 11 | 6182            | 6     | 3        |
| 17                            | 18900              | 7839     | 11 | 8  | 528      | 4  | 10 | 113       | 17    | 0     | 8481               | 13 | 6  | 10155           | 19    | 0        |
| 18                            | 13820              | 4624     | 16 | 0  | 30       | 11 | 3  | 15        | 17    | 1     | 5071               | 4  | 4  | 10732           | 12    | 0        |
| 19                            | 27280              | 2388     | 7  | 6  | 1831     | 9  | 7  | 342       | 12    | 6     | 4562               | 9  | 7  | 12631           | 9     | 8        |
| 20                            | 24833              | 3600     | 17 | 0  | 50       | 0  | 0  | .....     | ..... | ..... | 3650               | 17 | 0  | 8468            | 11    | 0        |
| 1                             | 85000              | 231      | 5  | 0  | 6141     | 9  | 5  | 375       | 0     | 0     | 6747               | 14 | 5  | 12239           | 10    | 0        |
| Superstructure including Iron |                    |          |    |    |          |    |    |           |       |       | 77585              | 16 | 3  | 126026          | 10    | 0        |
| Fencing                       |                    |          |    |    |          |    |    |           |       |       | 5946               | 19 | 6  | 10557           | 10    | 0        |
| Engineering and contingencies |                    |          |    |    |          |    |    |           |       |       | 16870              | 0  | 4  | 31250           | 0     | 0        |
| Buildings and machinery       |                    |          |    |    |          |    |    |           |       |       | 7104               | 1  | 10 | .....           | ..... | .....    |
| Right of Way                  |                    |          |    |    |          |    |    |           |       |       | 39200              | 8  | 6  | .....           | ..... | omitted. |
| Mile s.                       | 77.50              | 247240   | 6  | 6  | 64567    | 3  | 7  | 19675     | 0     | 5     | 477590             | 12 | 9  | 728501          | 6     | 5        |

Q. M. KENDRICK,  
Accountant.

Office of Great Western Railway Company,  
Hamilton, 12th January, 1853.



SECTIONAL EXPENDITURE till 31st December, 1852, on the Western Division of the Great Western Railroad, extending from the Western Limits of the Town of London to Windsor, on Detroit River, also shewing the latest estimated cost of some portion of the Road.

| No. of Sect.                  | Length of Section. | Grading. |    |    | Masonry. |    |    | Bridging. |    |    | Total Expenditure. |    |    | Estimated Cost. |    |          |
|-------------------------------|--------------------|----------|----|----|----------|----|----|-----------|----|----|--------------------|----|----|-----------------|----|----------|
|                               |                    | £        | s. | d. | £        | s. | d. | £         | s. | d. | £                  | s. | d. | £               | s. | d.       |
| 2                             | 9500               | 5918     | 9  | 6  | 1111     | 18 | 11 | 2759      | 7  | 6  | 9789               | 15 | 11 | 16612           | 16 | 0        |
| 3                             | 18000              | 5355     | 10 | 2  | 2133     | 10 | 10 | 26        | 16 | 0  | 7516               | 3  | 0  | 15144           | 9  | 2        |
| 4                             | 10000              | 119      | 0  | 0  |          |    |    |           |    |    | 119                | 0  | 0  | 6401            | 4  | 10       |
| 5                             | 16000              | 2938     | 0  | 0  | 2494     | 17 | 9  | 210       | 15 | 0  | 5643               | 12 | 9  | 14092           | 6  | 5        |
| 6                             | 14000              | 2021     | 7  | 7  | 183      | 2  | 4  | 48        | 15 | 0  | 2253               | 4  | 11 | 7959            | 14 | 11       |
| 7                             | 14000              | 1419     | 12 | 6  | 89       | 17 | 6  |           |    |    | 1509               | 10 | 0  | 1509            | 2  | 6        |
| 8                             | 17000              | 1752     | 0  | 0  | 441      | 17 | 7  |           |    |    | 2193               | 17 | 7  | 3309            | 2  | 3        |
| 9                             | 24000              | 1342     | 2  | 9  |          |    |    | 327       | 15 | 0  | 1669               | 17 | 9  | 3699            | 13 | 0        |
| 10                            | 22000              | 1404     | 0  | 0  |          |    |    | 155       | 15 | 0  | 1559               | 15 | 0  | 4115            | 4  | 11       |
| 11                            | 27000              | 2743     | 1  | 6  | 237      | 6  | 6  |           |    |    | 2980               | 8  | 0  | 6355            | 3  | 9        |
| 12                            | 28000              | 3279     | 13 | 9  | 194      | 18 | 9  |           |    |    | 3474               | 12 | 6  | 6474            | 3  | 3        |
| 13                            | 26000              | 3215     | 0  | 0  |          |    |    | 175       | 1  | 6  | 3390               | 1  | 6  | 4765            | 4  | 10       |
| 14                            | 28000              | 2317     | 10 | 0  |          |    |    | 86        | 5  | 0  | 2403               | 15 | 0  | 5440            | 2  | 0        |
| 15                            | 24000              | 6817     | 10 | 0  |          |    |    | 1614      | 15 | 10 | 8432               | 5  | 10 | 13481           | 0  | 4        |
| 16                            | 26000              | 4135     | 18 | 9  |          |    |    | 203       | 15 | 0  | 4339               | 13 | 9  | 7465            | 9  | 0        |
| 17                            | 26000              | 4577     | 10 | 0  |          |    |    | 52        | 10 | 0  | 4630               | 0  | 0  | 6400            | 7  | 6        |
| 18                            | 26000              | 2754     | 13 | 2  |          |    |    | 35        | 0  | 0  | 2991               | 13 | 2  | 4670            | 5  | 0        |
| 19                            | 26000              | 2064     | 5  | 4  |          |    |    |           |    |    | 2064               | 5  | 4  | 5411            | 16 | 0        |
| 20                            | 25000              | 1364     | 19 | 1  |          |    |    | 75        | 0  | 0  | 1439               | 19 | 1  | 11486           | 15 | 0        |
| 21                            | 28000              | 1866     | 5  | 7  |          |    |    | 75        | 0  | 0  | 1941               | 5  | 7  | 13369           | 1  | 3        |
| 22                            | 27000              | 2598     | 10 | 0  |          |    |    | 206       | 5  | 0  | 2804               | 16 | 0  | 5636            | 5  | 0        |
| 23                            | 27000              | 1342     | 5  | 10 |          |    |    | 64        | 17 | 6  | 1407               | 3  | 4  | 8366            | 15 | 0        |
| 24                            | 27000              | 2728     | 19 | 0  |          |    |    | 95        | 0  | 4  | 2823               | 19 | 4  | 6802            | 10 | 0        |
| 25                            | 27000              | 3883     | 16 | 3  |          |    |    | 1893      | 10 | 6  | 5777               | 5  | 9  | 6976            | 7  | 6        |
| 26                            | 25655              | 10096    | 13 | 2  | 392      | 4  | 4  | 1376      | 7  | 6  | 11865              | 4  | 9  | 30222           | 3  | 2        |
| Superstructure including Iron |                    |          |    |    |          |    |    |           |    |    | 112619             | 8  | 0  | 154885          | 0  | 0        |
| Fencing                       |                    |          |    |    |          |    |    |           |    |    | 2007               | 4  | 9  | 14809           | 0  | 0        |
| Engineering and contingencies |                    |          |    |    |          |    |    |           |    |    | 9082               | 11 | 0  | 12500           | 0  | 0        |
| Right of Way                  |                    |          |    |    |          |    |    |           |    |    | 23171              | 11 | 4  |                 |    | omitted. |
| Miles                         | 109.80             | 98008    | 12 | 11 | 7280     | 0  | 6  | 9482      | 11 | 5  | 241701             | 19 | 11 | 401310          | 1  | 7        |

Q. M. KENDRICK,  
Accountant.

Office of Great Western Railway Company,  
Hamilton, 12th January, 1853.

## SUMMARY.

|                        | Expenditure on Construction Acct. till 31st Dec., 1852. |             | Estimated Cost. |       |
|------------------------|---------------------------------------------------------|-------------|-----------------|-------|
|                        | £                                                       | s. d.       | £               | s. d. |
| Eastern Division,..... | 126953                                                  | 19 2        | 292494          | 5 4   |
| Central Division,..... | 477590                                                  | 12 9        | 728501          | 6 5   |
| Western Division,..... | 241701                                                  | 19 11       | 401310          | 1 7   |
| Rolling Stock,.....    | 12762                                                   | 15 0        | 128725          | 0 0   |
|                        | £                                                       | 859009 6 10 | 1551030         | 13 4  |

Q. M. KENDRICK,

Accountant.

Office of Great Western Railway Company,  
Hamilton, 12th January, 1853.

## OMITTED.

|                                          |   |           |    |   |
|------------------------------------------|---|-----------|----|---|
| Add Right of Way,.....                   | £ | 102,600   | 0  | 0 |
| Interest, Discount & Contingencies,..... |   | 157,774   | 0  | 0 |
|                                          |   | <hr/>     |    |   |
| Total,.....                              | £ | 1,811,404 | 13 | 4 |
| Total according to previous Return,..... |   | 1,810,836 | 0  | 0 |
|                                          |   | <hr/>     |    |   |
| Difference,.....                         | £ | 568       | 13 | 4 |

Montreal, 19th January, 1853.

S. KEEFER.

MONTREAL, 24th October 1851.

SIR,—Application having been made by the St. Lawrence and Atlantic Railroad Company, for the Guarantee provided for under 12 Vic., cap. 29, and as it is necessary that prior to their being entitled to the benefit of such Guarantee, the Board of Railroad Commissioners shall make certain Reports thereon to the Governor in Council, I have the honor to report, for the information of those Commissioners, upon such portion of the details as appear to me to fall more immediately within the sphere of my combined duties as one of the Commissioners of Public Works, and of the Railroad Commissioners.

The Commissioners are enabled from my statement and description of the Works in January last, and their own subsequent acquaintance with and visit to them, to make the necessary Report on the several points enumerated in the 18th Section, chap. 73, 14 and 15 Vic., the principal of which, connected with my combined duties, are the approval of the selected line of Road, of the intended gauge, the form and weight of the rail, and the general mode of construction of the Road and the works connected therewith. Since my inspection of the Road, a considerably increased length of it has been completed, or so nearly, as to be now available for public travel, and the amount of work done in continuation is not only more than half of the entire length, but constitutes much more than half of the entire cost of the whole Line.

By the 20th Section, chap. 73, 14 and 15 Vic., the Railroad Board are required to report that the land for the whole Railway has been acquired and paid

for, and as the most satisfactory mode of satisfying the Board on this point, I had an interview with the Vice President of the Board this day, who informs me that the entire line of Road is not only located, but the land acquired and the works in various stages of progress on nearly the entire length of it. That Officer has sent instructions to the Officer in Sherbrooke, to send to the Board such documents as will satisfy them fully on this head; a point that, although it might in certain cases be of importance, is but of trivial consequence in this, as from the valuation and unoccupied character of the land, no difficulty whatever could, under the several Acts, exist to the acquisition of it.

I am, Sir,

Thomas A. Begly, Esq.,  
Secy. to Commissioners  
of Railroads.

Your obedient servant,  
(Signed)

H. H. KILLALY.

EXPENDITURE of the St. Lawrence and Atlantic Railroad Company up to 1st July, 1852.

CONSTRUCTION.

|                           |         |    |    |        |                |
|---------------------------|---------|----|----|--------|----------------|
| 1st Section,.....         | £262169 | 8  | 8  |        |                |
| 2nd " .....               | 270089  | 4  | 7  |        |                |
| 3rd " .....               | 139293  | 16 | 11 |        |                |
| 4th " .....               | 39353   | 1  | 9  |        |                |
|                           | £710905 | 11 | 11 |        |                |
| Incidental Expenses,..... | 12501   | 7  | 11 |        |                |
|                           |         |    |    | 723426 | 19 10          |
| Equipment,.....           |         |    |    | 47955  | 1 2            |
|                           |         |    |    |        | <u>£771362</u> |
|                           |         |    |    |        | <u>1 0</u>     |

CONSTRUCTION.—1ST SECTION.

|                             |      |    |   |         |                    |
|-----------------------------|------|----|---|---------|--------------------|
| 1851.                       |      |    |   |         |                    |
| Nov. 30.—To Balance,.....   |      |    |   | £251971 | 18 0               |
| Dec. " To Expenditure,..... | £929 | 8  | 8 |         |                    |
| 1852.                       |      |    |   |         |                    |
| Jany. " To do,.....         | 2625 | 7  | 8 |         |                    |
| Feby. " To do,.....         | 2045 | 10 | 3 |         |                    |
| March " To do,.....         | 1404 | 3  | 0 |         |                    |
| April " To do,.....         | 673  | 14 | 1 |         |                    |
| May " To do,.....           | 737  | 10 | 0 |         |                    |
| June " To do,.....          | 1781 | 17 | 0 |         |                    |
|                             |      |    |   |         | <u>10197 10 8</u>  |
|                             |      |    |   |         | <u>£262169 8 8</u> |

CONSTRUCTION.—2ND SECTION.

|                           |       |    |    |         |                   |
|---------------------------|-------|----|----|---------|-------------------|
| 1851.                     |       |    |    |         |                   |
| Nov. 30.—To Balance,..... |       |    |    | £253738 | 0 1               |
| Dec. " To do,.....        | £4590 | 3  | 7  |         |                   |
| 1852.                     |       |    |    |         |                   |
| Jany. " To do,.....       | 2311  | 17 | 5  |         |                   |
| Feby. " To do,.....       | 1104  | 8  | 10 |         |                   |
| March " To do,.....       | 4946  | 10 | 7  |         |                   |
| April " To do,.....       | 871   | 6  | 2  |         |                   |
| May " To do,.....         | 1125  | 3  | 3  |         |                   |
| June " To do,.....        | 1401  | 14 | 8  |         |                   |
|                           |       |    |    |         | <u>16351 4 6</u>  |
|                           |       |    |    |         | <u>270089 4 7</u> |

## CONSTRUCTION.—3RD SECTION.

|       |                              |         |         |       |
|-------|------------------------------|---------|---------|-------|
| 1851. | Nov. 30.—To Balance, .....   | £102263 | 12      | 0     |
|       | Dec. " To Expenditure, ..... | £8652   | 18      | 0     |
| 1852. | Jany. " To do .....          | 5909    | 10      | 9     |
|       | Feb'y. " To do .....         | 5482    | 17      | 7     |
|       | March " To do .....          | 3480    | 18      | 4     |
|       | April " To do .....          | 2594    | 9       | 8     |
|       | May " To do .....            | 4950    | 4       | 8     |
|       | June " To do .....           | 5959    | 5       | 11    |
|       |                              |         | 37030   | 4 11  |
|       |                              |         | £139293 | 16 11 |

## CONSTRUCTION—4TH SECTION.

|       |                            |       |        |     |
|-------|----------------------------|-------|--------|-----|
| 1851. | Nov. 30.—To Balance, ..... | £471  | 12     | 8   |
|       | Dec. " To do .....         | £1357 | 6      | 4   |
| 1852. | Jany. " To do .....        | 2011  | 18     | 8   |
|       | Feb'y. " To do .....       | 2413  | 18     | 4   |
|       | March " To do .....        | 2611  | 3      | 8   |
|       | April " To do .....        | 1061  | 13     | 6   |
|       | May " To do .....          | 2382  | 3      | 3   |
|       | June " To do .....         | 27043 | 5      | 4   |
|       |                            |       | 38881  | 9 1 |
|       |                            |       | £39353 | 1 9 |

## EQUIPMENT.

|       |                         |        |        |     |
|-------|-------------------------|--------|--------|-----|
| 1851. | Nov. 30.—Balance, ..... | £39990 | 18     | 7   |
|       | Dec. " do .....         | £358   | 17     | 11  |
|       | Jany. " do .....        | 43     | 6      | 3   |
|       | Feb'y. " do .....       | 37     | 2      | 8   |
|       | McLean & Wright, .....  | 5024   | 16     | 4   |
|       | "Magog," .....          | 2500   | 0      | 0   |
|       |                         |        | 7964   | 3 2 |
|       |                         |        | £47955 | 1 9 |

## INCIDENTAL EXPENSES.

|                                     |       |    |             |
|-------------------------------------|-------|----|-------------|
| Office Expenses, .....              | £     | s. | d.          |
| Advertising and Printing, .....     | £107  | 0  | 5           |
| Contingencies, .....                | 4     | 6  | 0           |
| Interest, .....                     | 1692  | 5  | 4           |
| Interest on Debentures, .....       | 1456  | 16 | 4           |
| Interest on City Bonds, .....       | 1500  | 0  | 0           |
| Do do .....                         | 2250  | 0  | 0           |
| Incidental Expenses, .....          | 1500  | 0  | 0           |
| Interest on Provincial Bonds, ..... | 290   | 19 | 10          |
|                                     | £3700 | 0  | 0           |
|                                     |       |    | £12501 7 11 |

*Memorandum*—Of the information required in reference to the St. Lawrence and Atlantic Railway, to enable the undersigned to report thereon in accordance with the instructions received from the Commissioners of Public Works,

1. A plan and profile of the Road as located, and on the scale now drawn—  
The plan to shew the width of land taken from each lot, the name of the proprietor, the number, concession and Township or Parish. The profile to shew the cuts and fills on each division, the contour of the ground, the grade lines and the elevation of each change of grade above the datum line or tide water at Three Rivers.

Also, a general plan, on a small scale, shewing the connection of this Road with the Atlantic and St. Lawrence, the Island Pond Section, and the possible future connection with the Connecticut and Passumpsic Railroad, and the several trial lines, surveyed previously to making the final location.

2. A detailed tabular statement of the gradients, together with a summary of the same classified—a list of the courses, their radii and deflection—the length of each and the gradients upon which it occurs, and a summary of the same, classified according to their radii—a table of tangents, shewing the length of each, and a summary of tangents and courses, shewing the total length of Road to Province Line.

The detailed statement of grades to shew the length of each plane, its rate of ascent or descent per mile ; its total ascent or descent and the elevation of each change of grade above the datum line.

The summary of gradients to shew the number of miles of road, level and under 5 feet per mile, 5 to 10 feet, 10 to 20 feet, 20 to 30 feet, 30 to 40 feet, 40 to 50 feet, and 50 to 58 feet. (It is desirable to obtain the same, if possible, in reference to the Atlantic and St. Lawrence Road.)

(3. A statement of the amount expended in the construction of this Road to the Province Line, on each division, up to 31st October, 1852, the estimated amount required to complete the same from that date, and the total cost thereof under the following heads :—

|     |                                                                                                                                                                                                                                                                                                          | Expended to<br>31st October,<br>1852. | Required<br>to<br>complete. | Total Cost. |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------|-------------|
| 1.  | Grading, including {<br>Earth Excavation .....<br>Rock .....<br>Rip Rap Wall .....<br>Grubbing and Clearing ...                                                                                                                                                                                          |                                       |                             |             |
| 2.  | Masonry and Foundation. {<br>In Mortar .....<br>Dry Wall .....<br>Timber and Plank .....                                                                                                                                                                                                                 |                                       |                             |             |
| 3.  | Bridging and Bridge Superstructure .....                                                                                                                                                                                                                                                                 |                                       |                             |             |
| 4.  | Fencing .....                                                                                                                                                                                                                                                                                            |                                       |                             |             |
| 5.  | Building Stations, and Machine Shops .....                                                                                                                                                                                                                                                               |                                       |                             |             |
| 6.  | Permanent Way, {<br>Iron Rails, Chains and Spikes.<br>Ties .....<br>Ballast .....<br>Laying Tract .....<br>Distribution of Iron .....                                                                                                                                                                    |                                       |                             |             |
| 7.  | Engineering .....                                                                                                                                                                                                                                                                                        |                                       |                             |             |
| 8.  | Rolling Stock, {<br>Locomotives for Freight.....<br>Do. Passengers.....<br>1st Class Passenger Cars .....<br>2nd do. do. ....<br>Mail and Baggage.....<br>Platform .....<br>Freight .....<br>Gravel Cars .....<br>Hand Cars .....<br>Snow Ploughs .....<br>Turn Tables.....<br>Machinery and Shops ..... |                                       |                             |             |
|     |                                                                                                                                                                                                                                                                                                          |                                       |                             |             |
|     |                                                                                                                                                                                                                                                                                                          |                                       |                             |             |
|     |                                                                                                                                                                                                                                                                                                          |                                       |                             |             |
|     |                                                                                                                                                                                                                                                                                                          |                                       |                             |             |
|     |                                                                                                                                                                                                                                                                                                          |                                       |                             |             |
|     |                                                                                                                                                                                                                                                                                                          |                                       |                             |             |
|     |                                                                                                                                                                                                                                                                                                          |                                       |                             |             |
| 9.  | Right of Way .....                                                                                                                                                                                                                                                                                       |                                       |                             |             |
| 10. | Interest .....                                                                                                                                                                                                                                                                                           |                                       |                             |             |
| 11. | Discount .....                                                                                                                                                                                                                                                                                           |                                       |                             |             |
| 12. | Agencies .....                                                                                                                                                                                                                                                                                           |                                       |                             |             |
| 13. | Contingent Expenses, {<br>Law Charges.....<br>Travelling Expenses.....<br>Salaries .....<br>Stationery and Printing.....<br>Other Expenses.....                                                                                                                                                          |                                       |                             |             |
|     |                                                                                                                                                                                                                                                                                                          |                                       |                             |             |
|     |                                                                                                                                                                                                                                                                                                          |                                       |                             |             |
|     |                                                                                                                                                                                                                                                                                                          |                                       |                             |             |
|     |                                                                                                                                                                                                                                                                                                          |                                       |                             |             |

4. A financial statement of the ways and means by which the liabilities of the Company have been met, and of the resources from which it is proposed to complete the undertaking. This statement to include the gross amount realized from the Government Guarantee.

5. A statement of the force employed upon the Road on the 1st November, 1852. The probable period of completion of each division. The number of miles of tract laid and still to lay; do. of sidings do. The form of rail, and rate per lineal yard; the works from whence supplied, and price per ton delivered in Montreal.

The weight of chain wrought and cast—length and weight of spikes—the number and weight per mile.

The length, face and thickness of ties, and the kind of wood allowed to be used.

Number of Engine Houses and Shops, and the number of Station Houses and Water Tanks built and remaining to be built.

The total length of trussed bridging on the Road, classified according to their span.

A copy of the plan of Brompton Bridge.

A statement of the contract prices for the different classes of work on each station.

A copy of the general specification for grading and forming the Road.

The estimated cost of reducing the gradients west of the St. Francis to 45 feet per mile, to make them correspond with the maximum grade between Richmond and the Province Line.

(Signed,)

SAMUEL KEEFER,  
Chief Engineer, P. W.

Montreal, 6th November, 1852,

MONTREAL, 9th December, 1852.

SIR,—I have the honor to represent, that after completing my out-door examination of the St. Lawrence and Atlantic Railroad, on the 4th ultimo, I called upon the officer of the Company to furnish me the information necessary to enable me to make up my Report in accordance with the Commissioner's instructions.

The whole of the information called for, has not yet been received, but I am this day furnished with the Company's financial statement, from which I beg to report the following results:—

|                                                                                                                               |                |
|-------------------------------------------------------------------------------------------------------------------------------|----------------|
| The total expenditure upon the Road from Montreal to the Province line—a distance of 126—miles up to 31st Oct., 1852, is..... | £986,201 3 5   |
| The estimated cost of completion up to the opening of the entire Line is.....                                                 | 150,771 0 0    |
|                                                                                                                               | £1,136,972 3 5 |
| One half of this, the amount claimed by the Company for the Provincial Guarantee is.....                                      | £586,486 1 8   |
| Bonds have been drawn on account of the Company's claim for £400,000 sterling,.....                                           | 486,666 13 4   |
| Leaving a balance in currency.....                                                                                            | £81,819 8 4    |

Equal to £67,500 sterling, as the amount for which the Company may claim the Provincial Guarantee upon the full opening of the Road on the 1st August next, and for which provision must be made by a further issue of Bonds to that amount.

Subordinate to this, however, and in respect to their more immediate claim for the Provincial Guarantee up to the 31st October, it appears that—

|                                                                    |                |           |          |
|--------------------------------------------------------------------|----------------|-----------|----------|
| The total expenditure up to that date was.....                     | £986,201       | 3         | 5        |
| One half of which is .....                                         | 493,100        | 11        | 8        |
| And on account of which the Company has received to same date..... | £409,666       | 13        | 4        |
| And on the 8th November last.....                                  | 25,000         | 0         | 0        |
|                                                                    | <u>434,666</u> | <u>13</u> | <u>4</u> |
|                                                                    | Leaving,       | £58,333   | 18 4     |

As the present amount of the Company's claim for Provincial aid on account of outlay already made upon the Road.

The Company claims the Guarantee upon the whole Road, 96 miles of which is in operation, and the remaining 30 miles well advanced and expected to be completed by 1st August next.

I am unable to report further upon the general characteristics of the Road, until I receive the balance of the information called for, and which is now expected every day.

I have only to add that, in reply to a Telegraph from the Hon. Inspector General, I have already sent him the result first stated, informing him that the balance of bonds to be issued to provide against the completion of the Road, will be £67,500 sterling.

My detailed and final Report will be sent as soon as it can possibly be completed after I have obtained all the necessary information.

I have the honor to be,  
Sir,  
Your most obedient servant.

(Signed,) SAMUEL KEEFER.  
Chief Engineer, P. W.

Thomas A. Begly, Esq.,  
Secretary Public Works,  
Quebec.

MONTREAL, 18th Dec., 1852.

SIR,—In compliance with your instructions from the Commissioners of Public Works, I have the honor to submit the following Report upon the St. Lawrence and Atlantic Railroad for their information :—

My examination of that Road was commenced on the 30th October last, and completed on the 4th ultimo; on my return to this City, I called upon the officers of the Company for the information detailed in the memorandum, a copy of which marked (A) is appended to this Report. It was not until the 9th instant that I received from the Secretary of the Company the financial statement called for in that memorandum; meanwhile, my attention was devoted to the prosecution of the survey for the Montreal and Kingston Railroad, and the various other matters which I had in hand for the Department, but immediately upon the receipt of this statement, I reported its results in order that there might be no delay on my part. Since then, having received the balance of the information called for (with the exception of the

copies of the Plans and Profiles which it will occupy some considerable time to make, and which are not material to enable me to close this Report,) I shall now proceed to give the information called for by the Commissioners, and as required by law, adopting such an arrangement thereof as appears most convenient for reference.

Before entering, however, upon the various subjects of this Report, I beg to remark, that the Provincial aid having been already extended to this Road, after a previous examination and Report by the Honorable H. H. Killaly, by the issue of Bonds on account of it to the extent of £400,000 sterling, equal to £486,666 13s. 4d. currency, of which sum the Company has actually received up to the present time £484,666 13s. 4d., it does not appear to me that the question of granting such aid to the undertaking is one now to be considered otherwise than as respects the balance which the Company may fairly claim to receive upon the opening of the entire line.

### 1. THE LOCATION.

Portland being the nearest sea-port on the Atlantic to Montreal, it was manifestly the interest of the Company, having once selected that point on the Atlantic for the terminus of the through business, to endeavour to reach it by the shortest and most feasible line. How far their best interests have been promoted by the line selected, time will tell. In affecting a junction with the Atlantic and St. Lawrence Railway, a considerable detour has been made. The general bearing or direct course from Montreal to Portland is nearly  $68^{\circ}$  E. from the true meridian, and the distance by that line 203 miles; the direct line from Montreal to the point where the Road crosses the boundary line between Canada and the United States is  $50^{\circ}$  E., and the distance 92 miles. In reaching the latter point, the Road first takes the general direction  $78^{\circ}$  E., 72 miles to the River St. Francis, and thence up the St. Francis and the Coaticook on a general course of N.  $18^{\circ}$  E.,  $54\frac{1}{2}$  miles to the boundary line, making the whole distance by rail  $126\frac{1}{2}$  miles, and exceeding the direct or "air" line by  $34\frac{1}{2}$  miles. The distance by rail to Portland is 290 miles, exceeding the air line by 87 miles.

The junction with the Atlantic and St. Lawrence Company does, however, take place at the line  $45^{\circ}$ , but at a point 16 miles to the southward, at Island Pond. By an arrangement between the two Companies, the St. Lawrence and Atlantic Company is to build and operate this 16 miles of Road in the State of Vermont.

The work is in progress, and will be completed simultaneously with the portion in Canada; but, being without the Province, the Provincial Guarantec cannot of course be extended to it, and therefore I did not feel called upon to examine it or to take account of its cost in the Report now laid before the Commissioners.

The junction at Island Pond offers this advantage to the Canadian Road, that it may from thence connect both with Portland and Boston. The Connecticut and Pasumpska Road is now completed to St. Johnsbury, in Vermont, within 30 miles of Island Pond.

The direct course from Montreal to Island Pond leads to the South of Lake Memphremagog, over ground, which is understood for the most part to be favorable. It is not at all unlikely that the shortest line will be occupied at some future day. In proportion as the through business in that direction of the Sea-coast increases, in the same degree will competition for it bring into use the shortest and more feasible lines.

The chief advantages of the location which has been made are, 1st, the securing of the important way traffic at St. Hyacinthe, Melbourn, Richmond, Sherbrooke and Lenoxville; and 2nd, that 72 miles of the Road, or more than half, is made common to the trunk line between Montreal and Quebec.



Before making the final location on the Western Bank of the Coaticook, I learn that several trial lines were surveyed, none of which afforded the same advantages as the one selected. The last nine miles nearest the line 45° is very expensive, from the heavy cutting required to carry the Road along the slope of the hill. From merely riding over the line, it appeared to me that the Road there might have occupied the valley and avoided much of this heavy cutting; but, without making a survey, it is impossible to speak with any confidence of the advantage which might result from the selection of such a line.

## 2. PROGRESS OF THE WORK.

The Road is now in operation from Montreal to Sherbrooke, a distance of 96 miles. The grading, masonry, &c., of the remaining 30½ miles to the Province line, is well advanced, and it is confidently expected that the whole will be completed and in operation by the 1st of August next,—excepting the ballasting of some portions, which can be finished to better advantage after the Road is in operation. By that time it is also expected that the Atlantic and St. Lawrence Road will be completed, and the whole line from Montreal to Portland will then be brought into use.

The force employed upon the Road up to the 1st November, consisted of 2347 men, and 483 horses and carts.

There had been laid 98 miles of single track and 6 miles of sidings, and there remain 28½ miles of single track and 4 miles of sidings yet to be laid.

As the Provincial Guarantee by the Act 14 and 15 Vic., cap. 73, Sec. 24, extends to the equipment of the Road, I may add that the rolling stock now provided and that which has been contracted for against the opening of the entire line, is as follows:—

### LOCOMOTIVE ENGINES.

|                                                                          |           |
|--------------------------------------------------------------------------|-----------|
| 13 first class locomotives on the Road, and 9 contracted for—Total,..... | 22        |
| 2 second ditto, .....                                                    | 2         |
| 15 locomotives in use—9 contracted for—Total, .....                      | <u>24</u> |

### CARS.

|                                                                     |     |
|---------------------------------------------------------------------|-----|
| 7 first class Passengers' Cars in use—3 contracted for—Total, ..... | 10  |
| 2 second do. do. 5 do. do. ....                                     | 7   |
| 2 Baggage Cars do. 2 do. do. ....                                   | 4   |
| Express Cars do. 3 do. do. ....                                     | 3   |
| 23 Covered House do. 120 do. do. ....                               | 143 |
| 93 Platform Cars do. 90 do. do. ....                                | 183 |

|                  |                           |     |
|------------------|---------------------------|-----|
| 127 Cars in use. | 223 contracted for—Total, | 350 |
|------------------|---------------------------|-----|

Engine-houses and stations have been built at Longueuil, Richmond and Sherbrooke; one workshop at Longueuil, 3 way stations and tanks built, and 5 more yet to build; wood sheds and freight sheds have been erected at different places along the line, and a temporary shed for stowing goods on the wharf at Longueuil.

## 3. CHARACTERISTICS OF THE ROAD.

This Road has the Provincial Gauge of 5 feet 6 inches between the rails, corresponding with the gauge adopted by the Atlantic and St. Lawrence Rail-road Company, but differing from all other connecting or competing lines leading towards Boston and New York.

It has been graded, generally, for a single track, but all the bridge abutments and larger culverts have been built for a double track, and in a permanent manner.

It will have ten miles, or about 8 per cent of sidings; throughout the level Country the track is generally well elevated so as to be above the snow in winter.

The maximum grade going eastward in the direction of the greatest traffic, is 58 feet per mile, but this is limited to one plane westward of the St. Francis. The maximum grade in the same direction eastward of the St. Francis, does not exceed 45 feet to a mile. The maximum grade going west is also 58 feet per mile, but limited to the summit west to the St. Francis.

The minimum radius of curvature is 1146 feet. The line westward of the St. Francis is very direct, and has few curves, while from the nature of the location along the banks of the St. Francis and the Coaticook the curvature is very considerable.

The following table exhibits the comparative grades and curves upon the different portions of the Provincial Trunk Line, and other connecting Roads as nearly as the progress of the works or the surveys will admit of.

| NAME OF ROAD.                                     | Length<br>in<br>Miles. | Max. grade ascending,<br>in feet, per Mile. |                                      | Min. radius<br>of Curvature<br>in feet. |
|---------------------------------------------------|------------------------|---------------------------------------------|--------------------------------------|-----------------------------------------|
|                                                   |                        | In direction<br>of greatest<br>traffic.     | In direction<br>of<br>least traffic. |                                         |
| 1. Great Western, Niagara River to Hamilton ..... | 42½                    | 39                                          | 19                                   | 2865                                    |
| Hamilton to Windsor .....                         | 186½                   | 30                                          | 50                                   | 1496                                    |
| 2. Toronto and Guelph .....                       | 47½                    | 36                                          | 53                                   | 3820                                    |
| 3. Ontario, Simcoe and Lake Huron .....           | 100                    | 53                                          | 60                                   | 1496                                    |
| 4. Main Trunk—Toronto to Kingston .....           | 165                    | 26½                                         | 40                                   | 2865                                    |
| Kingston to Montreal .....                        | 178                    | 26½                                         | 40                                   | 2865                                    |
| 5. St. Lawrence and Atlantic .....                | 126½                   | 58                                          | 58                                   | 1146                                    |
| 6. Quebec and Richmond .....                      | 100                    |                                             |                                      |                                         |
| 7. Atlantic and St. Lawrence .....                | 147½                   | 45                                          | 60                                   | 955                                     |
| St. Lawrence and Atlantic Island Pond ...         | 15¼                    |                                             |                                      |                                         |
| 8. Bytown and Prescott .....                      | 163½                   |                                             |                                      |                                         |

From the accompanying statement of gradients marked (C), furnished by the Company's Engineer, it is worthy of notice that fully one-third of the whole Road is level; that the grades of 45 feet per mile and under (including the level portions) amount to 82 per cent., and that those exceeding 45 feet per mile are only 18 per cent. of the whole distance of the Province Line.

The grades of 58 feet per mile ascending eastward, is situated in the Township of Durham, on a spur of the range of hills west of St. Francis. This plane is 6,900 feet in length, but is immediately connected with three other ascending planes of 46, 52, and 54 feet per mile, altogether extending over a distance of nearly five miles, with only an intervening level run of 1,500 feet. The effect of these grades is to limit the load which a locomotive can draw, and consequently to increase to a certain extent the transportation; and although it may not be expedient or advisable at the present time to incur the expense of reducing them to a par with the rest of the Road (estimated by the Engineer to cost £20,000 for a grade of 45 feet per mile), yet there is every likelihood that the establishment of an extensive through business will ultimately demand it. They were adopted at a time when, from all previous surveys, it was supposed impossible to pass the summit with grades of less than 60 feet per mile, and before the survey by the Western Coaticook had shewn that grades as low as 45 feet per mile could be obtained.

It is also to be remarked that going from Montreal towards the sea, the ascending grades are 59 miles in extent, the descending grades 25½ miles, and the level parts nearly 42 miles.

The first summit West of the St. Francis is in Durham, and is 582.67 feet above the St. Lawrence.

The next summit is at the boundary line 1221.79 feet above the St. Lawrence. The summit of the Island Pond section in the state of Vermont is 1350 feet above the same level.

As regards alignment, it may be observed from the statement of curves marked (D) that of the whole distance to the Province line, 94 miles are straight and  $32\frac{1}{2}$  miles curved, and the curvature in the aggregate amounts to 3768 degrees of deflection.

All the larger Bridges are constructed upon the "*Howe Truss*" principle without arcs. The spans vary in extent from 50 to 174 feet, altogether there are 4011 feet of Bridging on this Road, which is equal to  $1\frac{1}{8}$  per cent. of its entire length. Engineers are still divided in opinion with respect to the best plan to be adopted for wooden Bridges. Several different systems have been tried. There are Town's lattice Bridge, Major Long's Truss, Howe's Truss, with and without arc, Burr's Arch and Truss, and latterly McAllum's Truss. Up to this period, practice seems mostly divided—between Howe's and Burr's; the former is generally adopted throughout New England, where it first originated, and the latter is altogether preferred throughout Pennsylvania, in which State are numerous fine examples of this system.

The Bridges on this road have been in use for some considerable time, sufficient certainly to test their qualities; so far, they have answered well. They require adjustment occasionally, and, as business increases, I think it will be advisable to give them the auxiliary support of an arc. In the case of the Brompton Bridge, especially, the span of which was originally 184 feet, but lately reduced to 174 feet, I should consider the arc indispensable, and would recommend it to be put on immediately. It would be advisable to cover all the larger Bridges to protect them against the influence of the weather, and from accident by fire.

The piers and abutments of all the larger Bridges are built of solid masonry laid in common lime mortar. No cement has been used. The smaller culverts are laid dry without any mortar.

For single track, the road is graded 15 feet wide in embankments, and 22 feet in excavations. The slopes are generally one and a-half foot base to one foot rise; ballasting, 2 feet in depth; cross ties, 9 feet long, and not less than 6 x 8 inches, laid 30 inches apart from centre to centre. Tamarack, cedar, hemlock, and some black ash ties have been used.

The Road has been furnished with the Bridge rail, weighing 63 lbs. to the lineal yard, and for the most part with wrought iron chairs, weighing 13 lb. each. The rails have been furnished by the Coalbrooke-dale and Ebbwoall Companies, and are of good quality. The cost from £8 2s. 6d. to £12 per ton, delivered at Montreal.

#### 4TH.—*Quality of Work.*

The masonry of the Piers and abutments of all the larger Bridges as well as all the larger culverts, as before stated, is laid in common lime mortar; it is generally of a good substantial character, plain and without pretension to display, just what might be considered suitable for the occasion. It would perhaps have been better had the joints of the face stones, for a depth of 6 to 9 inches, been laid in hydraulic cement, as it would have prevented the action of the water from affecting the face of the walls, but the expense of transporting this material along the line, was considered an objection.

All the square box culverts are laid up dry without the use of mortar. In most parts of the country, particularly along the Coaticook, the material for making

a dry wall is not good, and consequently these culverts are inferior to similar works on other Roads, where better material is found. From being for the most part situated upon a side hill, they are more exposed to accidents; this is one of the most objectionable features in the character of the unopened parts of this Road, but if the difficulty of procuring and transporting good material to make a better class of work be taken into account, the extra expense would scarcely be warranted, particularly as such culverts are not generally placed under high banks, when their removal in case of accident would be a matter of serious moment.

The workmanship of the wooden Bridges is generally of a good character.

The Engine Houses and Stations at Longueuil and St. Hyacinthe, are plain brick buildings, but those at Sherbrooke, though built of the same material, have a much better appearance, and are much more suitable to the character of a Provincial Road.

Upon the whole therefore, I see nothing either in the character or quality of the work, to disqualify the Company from receiving the benefit of Provincial aid, as provided by Law. The expenditure in construction appears to have been regulated by a prudent economy, and while intending to make a good permanent Road, with suitable and sufficient structures, nothing has been spent unnecessarily in expensive modes of building. The amount to which they may be entitled to receive the Provincial Guarantee may now be considered.

5TH.—*The cost of the Road.*

According to the official Returns furnished me by the Secretary, (see statement B. annexed,) it appears that the amount expended up to the 31st October, 1852, upon the construction of the Road from Montreal to the Province Line, including land, buildings, equipments, engineering, interest, discount and contingencies, was..... £986,201 3 5

The amount required to complete the Road up to the opening of it, is estimated at..... 150,771 0 0

Total, £1,136,972 3 5

which is equal to £8,988 per mile.

From the manner in which the accounts have been kept, the Secretary is unable at present to furnish me with the detailed cost of the several divisions in the manner called for in my memorandum marked (A.) but from his statement, marked B., I have compiled the following abstract, which I apprehend will be sufficient to satisfy the Railway Board in regard to the information required to determine the amount of Guarantee to which the Company may be entitled by Law.

|                |                                               |                    |
|----------------|-----------------------------------------------|--------------------|
| Section No. 1, | extends from Longueuil to St. Hyacinthe,..... | 30 miles.          |
| “ “ 2,         | “ “ St. Hyacinthe to Richmond,...             | 42 “               |
| “ “ 3,         | “ “ Richmond to Sherbrooke,.....              | 24 “               |
| “ “ 4,         | “ “ Sherbrooke to Province Line,...           | 30½ “              |
| Total,         |                                               | <u>126½ miles.</u> |

## ABSTRACT of Statement furnished by the Secretary.

| Heads of Expenditure.                                                                        | Expended to 31st October, 1852. |    |    | Amount required to complete. |    |    | Total Cost. |    |    |
|----------------------------------------------------------------------------------------------|---------------------------------|----|----|------------------------------|----|----|-------------|----|----|
|                                                                                              | £                               | s. | d. | £                            | s. | d. | £           | s. | d. |
| For grading, masonry, } Sec. 1.... 30 m.                                                     | 165756                          | 15 | 5  | 5150                         | 0  | 0  | 170906      | 15 | 5  |
| Bridging, Super- } " 2.... 42 "                                                              | 277416                          | 15 | 1  | 7040                         | 0  | 0  | 284456      | 15 | 1  |
| structure and Per- } " 3.... 24 "                                                            | 154627                          | 4  | 9  | 4150                         | 0  | 0  | 158777      | 4  | 9  |
| manent way,..... } " 4.... 30½ "                                                             | 155174                          | 4  | 6  | 67156                        | 0  | 0  | 222330      | 4  | 6  |
| Total..... 126½                                                                              | 752974                          | 19 | 9  | 83196                        | 0  | 0  | 836470      | 19 | 9  |
| Building machinery and wharves.                                                              |                                 |    |    |                              |    |    |             |    |    |
| Lands and Stations.                                                                          |                                 |    |    |                              |    |    |             |    |    |
| Fencing.                                                                                     |                                 |    |    |                              |    |    |             |    |    |
| Rolling Stock.                                                                               |                                 |    |    |                              |    |    |             |    |    |
| Locomotives..... £30296                                                                      | 9                               | 2  |    |                              |    |    |             |    |    |
| Passenger Cars..... 4174                                                                     | 12                              | 2  |    |                              |    |    |             |    |    |
| Freight and Platform..... 25846                                                              | 18                              | 11 |    |                              |    |    |             |    |    |
| Snow Ploughs..... 317                                                                        | 1                               | 5  |    | 60000                        | 0  | 0  | 120634      | 19 | 6  |
| Engineering.....                                                                             |                                 |    |    |                              |    |    | 27589       | 4  | 10 |
| Interest and discount.                                                                       |                                 |    |    |                              |    |    | 61475       | 16 | 0  |
| Contingencies.                                                                               |                                 |    |    |                              |    |    | 18984       | 12 | 4  |
|                                                                                              |                                 |    |    | 986201                       | 3  | 5  | 175771      | 0  | 0  |
| Deduct the cost of works which } cannot be executed until after } the opening of the Road. } |                                 |    |    |                              |    |    | 25000       | 0  | 0  |
| Totals..... £                                                                                | 986201                          | 3  | 5  | 150771                       | 0  | 0  | 1136972     | 3  | 5  |

## 6TH.—AMOUNT OF PROVINCIAL GUARANTEE.

From the present condition of the works, I have no doubt it will require the whole of the Estimate of £150,771 to get the Road in operation, and it is to be observed that, in making up this Estimate there does not appear any allowance for Engineering, Interest, Discount or Contingencies. The whole of the work is under contract at fair and reasonable prices; see annexed statement, marked (E).

The Directors claim the Guarantee upon the whole Road, half its cost when completed will be ..... £568,486 1 8

I learn that Guaranteed Bonds have been issued on account of this work to the amount of £400,000 sterling, equal to 486,666 13 4

Leaving a balance in currency ..... £ 81,819 8 4  
equal to £67,500 sterling, as the amount which the Company may claim to receive the Provincial Guarantee, upon the full opening of the Road on the 1st August next, and for which it may be necessary to make immediate provision by a further issue of guaranteed Bonds to that amount.

In respect, however, to the more immediate claim of the Company for the guarantee upon the half of their actual expenditure, up to the 31st October last, it appears from their Statements that their total outlay up to that date was

£986,201 3 5

One-half this amount is ..... £493,100 11 8

On account of which they have received up to the same date the sum of ..... £409,666 13 4

And on the 8th November last 25,000 0 0, 434,666 13 4

Leaving currency,.....

£58,433 18 4

as the present amount of the Company's claim for Provincial aid on account of outlay already made upon the Road.

The land for the Road has all been acquired and paid for as far as practicable. From the difficulty in a few instances of obtaining titles, there is still a balance of about £2,500 to be paid on this account.

The total amount of Provincial Guarantee claimed by the Company, as before stated, is £568,486 1s. 8d. currency, which is equal to £4,494 per mile. Upon obtaining this amount the construction account of this Road will probably be closed, and all other expenditure thereafter must be charged against revenue.

In view of the interest which the Province has in this Road in common with the Stockholders, I beg, before closing this Report, to offer a few remarks upon the position, in which it appears to me, it will be found when opened for business next summer.

While extensive preparation have been made at Portland for receiving and storing wheat, flour, and other articles of freight expected to be transported over this Road, there is at Longueuil nothing more than a temporary shed which has to be removed every winter, and a wharf terminating in 6 feet water, alongside of which no large sized and well laden vessel can find a berth. The necessity for more wharf and storage accommodation is apparent upon the least reflection, and is a subject which demands immediate and serious attention. It will be found to be affected by the other Railroads centering in Montreal, by the harbor and dock improvements, and by the projected bridge in front of the City.

Again the maximum gradient of 58 feet per mile, overcoming the intermediate summit west of St. Francis is an objectionable feature which ought to be removed. If this ascent were reduced to 45 feet per mile, it would greatly improve the character of the Road, and place it on a par with its connecting line to Portland. No heavier gradient than 45 feet per mile would then oppose a load going towards tide water.

And lastly, the suggestions made in regard to the bridges, in the former part of this Report, may be considered worthy the attention of the Railway Board. The Documents marked F, G and H, attached to this Report, may be found useful for future reference.

All of which is nevertheless most respectfully submitted for the consideration of the Commissioners, by

Sir,

Your very obedient servant,

(Signed,)

SAMUEL KEEFER,  
Chf. Engr. P. Works.

Thos. A. Bogly, Esquire,  
Secretary Public Works,  
Quebec.

21st December, 1852.

P. S. Upon further reference to the Official Returns, while engaged in making out the foregoing Report, I perceived that the cost of the Road per mile, exclusive of engineering, discount, interest and contingences, would amount to £8,133, according to the Engineer's Estimate. Having previously learned that a contract had been entered into with Messrs. Blackwood, & Co. for the whole Road, at a price per mile much below this Estimate. I addressed a letter to the Secretary on the 17th instant, a copy of which is transmitted herewith, in order to learn the conditions of the contract, and to ascertain the reasons which induced the Directors to release the Contractors from their obligations, but up to this time have not been favored with an answer. I have kept back this Report as long as possible in hopes of receiving one; but, knowing the anxiety of the Railway Board to obtain my Report, I am at last obliged to send it without these explanations. They shall be forwarded, however, as soon as received.

SAMUEL KEEFER.

## (A.)

MEMORANDUM of the information required in reference to the St. Lawrence and Atlantic Railway to enable the undersigned to report thereon in accordance with the instructions received from the Commissioners of Public Works.

(1.) A plan and profile of the Road as located and on the scale as now drawn. The plan to show the width of land taken from each lot, the name of the Proprietor, the number, Concession, and Township or Parish. The profile to show the cuts and fills on each division, the contour of the ground, the grade lines and the deviation of each change of grade above the datum line or tide water at Three Rivers.

Also, a general plan on a small scale, shewing the connexion of this Road with the Atlantic and the St. Lawrence, the Island Pond section, the possible future connexion with the Connecticut and Passumpsic Railroad, and the several trial lines surveyed previously to making the final location.

(2.) A detailed tabular statement of the gradients, together with a summary of the same, classified; a list of the curves, their radii and deflections, the length of each and the gradient upon which it occurs, and a summary of the same classified according to their radii; a table of tangents shewing the length of each, and a summary of tangents and curves showing the total length of road to the Province line.

The detailed statements of grades to show the length of each place, its rate of ascent or descent per mile, its total ascent or descent, and the elevation of each change of grade above the datum line.

The summary of gradients to show the number of miles of Road, level and under 5 feet per mile, 5 to 10 feet, 20 to 30 feet, 30 to 40 feet, 40 to 50 feet, and 50 to 58 feet (it is desirable to obtain the same, if possible, in reference to the Atlantic and St. Lawrence Road.)

(3.) A STATEMENT of the amount expended in the construction of the Road to the Province Line, on each Division, up to the 31st October, 1852, the estimated amount required to complete the same from that date, and the total cost thereof, under the following heads:—

|                                                   | Expended to<br>31st October,<br>1852.   | Required<br>to<br>complete. | Total Cost. |
|---------------------------------------------------|-----------------------------------------|-----------------------------|-------------|
| 1. Grading, including {                           |                                         |                             |             |
|                                                   | Earth Excavation . . . . .              |                             |             |
|                                                   | Rock . . . . .                          |                             |             |
|                                                   | Rip Rap Wall . . . . .                  |                             |             |
|                                                   | Grubbing and Clearing . . . . .         |                             |             |
| 2. Dry Masonry and {                              |                                         |                             |             |
| Foundation.                                       | In Mortar . . . . .                     |                             |             |
|                                                   | Dry Wall . . . . .                      |                             |             |
|                                                   | Timber and Plank . . . . .              |                             |             |
| 3. Bridging and Bridge Superstructure . . . . .   |                                         |                             |             |
| 4. Fencing . . . . .                              |                                         |                             |             |
| 5. Building Stations, and Machine Shops . . . . . |                                         |                             |             |
| 6. Permanent Way, {                               |                                         |                             |             |
|                                                   | Iron Rails, Chairs and Spikes . . . . . |                             |             |
|                                                   | Ties . . . . .                          |                             |             |
|                                                   | Ballast . . . . .                       |                             |             |
|                                                   | Laying Tract . . . . .                  |                             |             |
|                                                   | Distribution of Iron . . . . .          |                             |             |
| 7. Engineering . . . . .                          |                                         |                             |             |
| 8. Rolling Stock, {                               |                                         |                             |             |
|                                                   | Locomotives for Freight . . . . .       |                             |             |
|                                                   | Do Passengers . . . . .                 |                             |             |
|                                                   | 1st Class Passenger Cars . . . . .      |                             |             |
|                                                   | 2nd do. do. . . . .                     |                             |             |
|                                                   | Mail and Baggage . . . . .              |                             |             |
|                                                   | Platform . . . . .                      |                             |             |

(3.) STATEMENT of the amount expended in the construction of Roads to the Province Line, &c.—(Continued.)

|                                                                                                                                              | Expended to<br>31st October,<br>1852 | Required<br>to<br>complete. | Total Cost. |
|----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|-----------------------------|-------------|
| { Freight .....<br>Gravel Cars .....<br>Hand Cars .....<br>Snow Ploughs .....<br>Turn Tables.....<br>Machinery and Shops .....               |                                      |                             |             |
| 9. Right of Way .....                                                                                                                        |                                      |                             |             |
| 10. Interest.....                                                                                                                            |                                      |                             |             |
| 11. Discount.....                                                                                                                            |                                      |                             |             |
| 12. Agencies .....                                                                                                                           |                                      |                             |             |
| 13. Contingent Expenses, { Law Charges.....<br>Travelling Expenses.....<br>Salaries.....<br>Stationery and Printing..<br>Other Expenses..... |                                      |                             |             |

(4) A financial statement of the ways and means by which the liabilities of the Company have been met, and of the resources from which it is proposed to complete the undertaking. This statement to include the gross amount realized from the Government Guarantee.

(5.) A statement of the force employed upon the Road on the 1st of November, 1852—the probable period of completion of each division.

The number of miles of track laid and still to lay.

Do., do., of sidings do.

The form of Rail and weight per lineal yard, the works from whence supplied, and price per ton, delivered in Montreal.

The weight of chairs, wrought and cast, length and weight of spikes, the number and weight per mile.

The length, face, and thickness of ties, and the kinds of wood allowed to be used.

Number of Engine houses and shops, and the number of station-houses and water-tanks built, and remaining to be built.

The total length of truss bridging on the Road, classified according to their spans; a copy of the plan of Brompton Bridge.

A statement of the contract prices for the different classes of work on each section.

A copy of the general specification for grading and forming the road.

The estimate cost of reducing the gradients West of the St. Francis to 45 feet per mile, to make them correspond with the maximum grade between Richmond and Province Line.

(Signed,)

SAMUEL KEEFER,  
Chief Engineer P. W.

Montreal, 6th November, 1852.



(B.)

SAINT LAWRENCE AND ATLANTIC RAILROAD,  
MONTREAL, 9th December, 1852.

SIR,—With the object of meeting your requisition for information as to the actual cost of the work, executed on the Company's Railway, and the estimate cost of the work remaining to be executed to render the undertaking complete.

I beg now to furnish the following Statement :

The amount expended up to the 31st October last, in payment of the Grading, masonry and foundations, bridging and bridge superstructure, and permanent way is according to the annexed papers, 1, 2, 3, 4:—

|                                                       |          |    |   |
|-------------------------------------------------------|----------|----|---|
| For the 1st Section, .....                            | £165,756 | 15 | 5 |
| “ “ 2nd “ .....                                       | 277,416  | 15 | 1 |
| “ “ 3rd “ .....                                       | 154,627  | 4  | 9 |
| “ “ 4th “ .....                                       | 155,174  | 4  | 6 |
| Total,                                                | £752,974 | 19 | 9 |
| The Building and Machinery, including the Wharves ... | 41,214   | 13 | 7 |
| The Lands and Stations, .....                         | 18,876   | 3  | 3 |
| The fencing,.....                                     | 4,430    | 14 | 2 |

ROLLING STOCK.

|                                                    |          |    |    |
|----------------------------------------------------|----------|----|----|
| Locomotives, .....                                 | 30,296   | 7  | 2  |
| Passenger Carriages,.....                          | 4,174    | 12 | 0  |
| Freight and Platform, .....                        | 25,846   | 18 | 11 |
| Snow Ploughs, .....                                | 317      | 1  | 5, |
| .....                                              | 60,634   | 19 | 6  |
| The Engineering, .....                             | £27,589  | 4  | 10 |
| The Interest and Discount, ....                    | £61,475  | 16 | 0  |
| The Contingencies, .....                           | 18,984   | 12 | 4  |
| .....                                              | 80,460   | 8  | 4  |
| Total expenditure on Railway and Equipments, ..... | £986,201 | 3  | 5. |

The resources, from which the Company has realized funds to meet this expenditure are shewn by the annexed paper, marked B 5.

The estimated cost of the works remaining to be executed in completion of the Railway and its full equipment, up to the date at which it is proposed to open it for traffic between the St. Lawrence and Atlantic, is shewn by the papers already referred to, 1, 2, 3, 4, to be as follows :

|                                                           |          |   |   |
|-----------------------------------------------------------|----------|---|---|
| 1st Section, .....                                        | £ 5,150  | 0 | 0 |
| 2nd “ .....                                               | 7,040    | 0 | 0 |
| 3rd “ .....                                               | 4,150    | 0 | 0 |
| 4th “ .....                                               | 67,156   | 0 | 0 |
| Buildings and Machinery, .....                            | 16,075   | 0 | 0 |
| Lands and Stations, .....                                 | 2,500    | 0 | 0 |
| Fencing, .....                                            | 13,700   | 0 | 0 |
| .....                                                     | £115,771 | 0 | 0 |
| Of these works, however, a portion estimated at about ... | 25,000   | 0 | 0 |
| Cannot be executed until after the opening of the line.   | .....    |   |   |
| Leaving                                                   | £90,771  | 0 | 0 |

As the amount required for expenditure.

## EXPENDITURE UP TO 1ST AUGUST NEXT,

|                                                                |                   |        |   |   |
|----------------------------------------------------------------|-------------------|--------|---|---|
|                                                                | Brought over..... | 90,771 | 0 | 0 |
| The estimated cost of the equipment now in preparation is..... |                   | 60,000 | 0 | 0 |

Making a total of..... £150,771 0 0  
as the estimated cost of works yet incomplete.

The payments which may be made under the heads of Interest, Engineering and Contingencies it is proposed to meet from the Receipts of the Road in operation. The total Expenditure up to 31st October, is..... £986,201 3 5  
One half of this amount is..... £493,100 11 8

On account of which the Company has received up to  
31st October..... £409,666 13 4  
And on 8th November last.... 25,000 0 0

---

434,666 13 4

Leaving a balance of..... £58,433 18 4  
as the amount of the Company's claim for Provincial aid on account of the outlay made. The total expenditure to 31st October,..... £986,201 3 5  
with the estimate cost of incomplete works..... 150,771 0 0

Will form a total ultimate cost of up the to the opening of the Line. £1136,972 3 5  
One half of this sum is,..... £568,486 1 8

The Provincial Guarantee Bonds drawn on account of the Company's claim amount to £400,000 sterling which at 2s. 4d., is... 486,666 13 4

Leaving in currency,..... £81,819 8 4  
or sterling, about..... £67,500 0 0

The estimate of the works required to be completed is..... £150,771 0 0

The balance of the outstanding liabilities of the Company on account of works executed is stated at,..... £84,000 0 0

Since reduced by receipt on 8th November,..... 25,000 0 0

---

59,000 0 0

To meet this expenditure the Company propose to £209,771 0 0

appropriate the balance of the claim for work done corresponding nearly to the balance remaining of the proceeds of Provincial Guarantee Bonds already issued, which is... 52,083 6 8

And to negotiate a loan on Bonds of £60,000 sterling, the proceeds of which will amount to about ..... 75,000 0 0

Together making £127,083 6 8

The further amount of Provincial Guarantee Bonds to which the Company will be ultimately entitled, is shown to be about £67,500 sterling, or in currency, ..... 81,819 8 4

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208,902 15 0

The remaining information which you require, is supplied by the Chief Engineer, as it comes specially within his Department.

I remain, Sir,

Your most obedient servant,

(Signed,) A. C. WEBSTER. Secretary.

B<sup>1</sup>.

STATEMENT shewing the quantities and cost of work done, and also the quantities of work remaining to be done, and the estimated cost at the 31st October, 1852, on the 1st Division of the St. Lawrence and Atlantic Railway, extending from Terminus at Longueuil to St. Hyacinthe, a distance of 30 miles.

| Description of Work.                              | Total quantities of Work done up to 31st October, 1852. | Cost.          | Estimated quantity of Work remaining to be done to complete Road. |                       |
|---------------------------------------------------|---------------------------------------------------------|----------------|-------------------------------------------------------------------|-----------------------|
| Grubbing and Clearing ... ..                      | 30 acres,                                               |                |                                                                   |                       |
| Earth Excavation, Road Bed, including haul ... .. | 887,432 cubic yards,                                    |                | 40,000 cub. yds.                                                  |                       |
| Loose Rock Excavation do. ... ..                  | 2,230 do.                                               |                |                                                                   |                       |
| Solid do. do. ... ..                              | 4,300 do.                                               |                |                                                                   |                       |
| Earth Excavation, Foundations of Culverts ... ..  | 9,200 do.                                               |                |                                                                   |                       |
| Solid Rock Excavation, do. do. ... ..             | 360 do.                                                 |                |                                                                   |                       |
| Do. do. Foundations, Bridge Abutments... ..       | 1,190 do.                                               |                |                                                                   |                       |
| Bridge Superstructure ... ..                      | 1,015 lineal feet,                                      |                |                                                                   |                       |
| Masonry in Foundations ... ..                     | 215 cubic yards,                                        |                |                                                                   |                       |
| Do. in Culverts, dry ... ..                       | 4,040 do.                                               |                |                                                                   |                       |
| Do. Arched Culverts, cemented ... ..              | 688 do.                                                 |                |                                                                   |                       |
| Upright supporting wall ... ..                    | 662 do.                                                 |                |                                                                   |                       |
| Timber in Culverts ... ..                         | 53,341 feet B. M.                                       |                |                                                                   |                       |
| Plank in do. ... ..                               | 76,604 feet.                                            | } 165,756 15 6 | } £5,150 0 0                                                      |                       |
| Timber in Bridges ... ..                          | 495,088 do.                                             |                |                                                                   |                       |
| Plank in do. ... ..                               | 314,601 do.                                             |                |                                                                   |                       |
| Lineal feet of longitudinal Tack Timber ... ..    | 322,167 lineal feet,                                    |                |                                                                   |                       |
| Cross Ties ... ..                                 | 43,214 ties,                                            |                |                                                                   |                       |
| Bridge Masonry ... ..                             | 5,019 yards,                                            |                |                                                                   |                       |
| Stone filling around Cribs ... ..                 | 3,425 do.                                               |                |                                                                   |                       |
| Timber in Cribs and Foundations ... ..            | 234,640 feet B. M.,                                     |                |                                                                   |                       |
| Ballasting ... ..                                 | 122,048 yards,                                          |                |                                                                   | } 60,000 cubic yards. |
| Iron ... ..                                       | 3,300 tons,                                             |                |                                                                   |                       |
| Chairs ... ..                                     | 100 do.                                                 |                |                                                                   |                       |
| Spikes ... ..                                     | 66 do.                                                  |                |                                                                   |                       |
| Frogs and Switches ... ..                         | 20 sett.                                                |                |                                                                   |                       |
| Laying Track ... ..                               | 33 Miles,                                               |                |                                                                   |                       |
| Snow Fences... ..                                 | ...                                                     |                |                                                                   |                       |
|                                                   |                                                         |                | 10 tons.                                                          |                       |
|                                                   |                                                         |                | 6 do.                                                             |                       |
|                                                   |                                                         |                | 15 setts.                                                         |                       |
|                                                   |                                                         |                | 3 miles.                                                          |                       |
|                                                   |                                                         |                | 5,000 feet.                                                       |                       |

B<sup>2</sup>.

STATEMENT shewing the quantities and cost of work done, and the quantities of work remaining to be done, and the estimated cost thereof, at the 31st October, 1852, on the 2nd Division of the St. Lawrence and Atlantic Railway, extending from St. Hyacinthe to the Station at Richmond, a distance of 42 miles.

| Description of Work.                                      | Total quantities of Work done up to 31st October, 1852. | Cost, Currency. | Estimated quantity of Work remaining to be done to complete the Road. |             |
|-----------------------------------------------------------|---------------------------------------------------------|-----------------|-----------------------------------------------------------------------|-------------|
| Grubbing and Clearing ... ..                              | 824 acres,                                              |                 |                                                                       |             |
| Earth Excavation in Road Bed ... ..                       | 1,402,456 L. yards,                                     |                 |                                                                       |             |
| Loose Rock Excavation ... ..                              | 5,673 do.                                               |                 |                                                                       |             |
| Solid do. ... ..                                          | 63,314 do.                                              |                 |                                                                       |             |
| Slate do. ... ..                                          | 2,205 do.                                               |                 |                                                                       |             |
| Earth Excavation in foundation ... ..                     | 19,057 do.                                              |                 |                                                                       |             |
| Bridge Masonry ... ..                                     | 15,371 do.                                              |                 |                                                                       |             |
| Masonry in Foundations ... ..                             | 1,869 do.                                               |                 |                                                                       |             |
| Box Culverts, Masonry, dry ... ..                         | 2,001 do.                                               |                 |                                                                       |             |
| Do. do. lime ... ..                                       | 4,132 do.                                               |                 |                                                                       |             |
| Rip Rap Wall ... ..                                       | 6,540 do.                                               |                 |                                                                       |             |
| Timber in Culvert Foundations ... ..                      | 145,800 feet B. M.                                      |                 |                                                                       |             |
| Plank in do. do. ... ..                                   | 70,956 do.                                              | } £277,415 10 1 | } £7040 0 0                                                           |             |
| Timber in Bridges and Crossings ... ..                    | 348,847 do.                                             |                 |                                                                       |             |
| Plank in do. do. ... ..                                   | 56,373 do.                                              |                 |                                                                       |             |
| Superstructure of Bridges... ..                           | 1,367 lineal feet,                                      |                 |                                                                       |             |
| Cross Ties ... ..                                         | 105,666 ties,                                           |                 |                                                                       |             |
| Ballasting ... ..                                         | 73,626 L. yards, ...                                    |                 |                                                                       |             |
| Laying in Track, including Sidings ... ..                 | 44 miles, ...                                           |                 |                                                                       |             |
| Making Public Road and altering Channel of Streams ... .. | ...                                                     |                 |                                                                       |             |
| Iron ... ..                                               | 4,400 tons,                                             |                 |                                                                       | } 150 tons. |
| Spikes ... ..                                             | 88 do. |  |  |  | } 6 do. |
| Chairs ... ..                                             | 132 do.                                                 |                 |                                                                       |             |
| Frogs and Switches ... ..                                 | 30 setts.                                               | } 4 do.         |                                                                       |             |
|                                                           |                                                         |                 | 10 setts.                                                             |             |

B<sup>3</sup>.

STATEMENT shewing the quantities and cost of work done, and the quantities of work remaining to be done, and the estimated cost thereof, at the 31st October, 1852, on the 3rd Division of the St. Lawrence and Atlantic Railway, extending from Richmond to the Station at Sherbrooke, a distance of 24 miles.

| Description of Work.            | Total quantities of work done up to 31st October, 1852. | Cost.        | Estimated quantity of work remaining to be done to complete the Road. |
|---------------------------------|---------------------------------------------------------|--------------|-----------------------------------------------------------------------|
| Grubbing and Clearing ... ..    | 225½ acres,                                             |              |                                                                       |
| Earth Excavation in Road Bed    | 1,072,482 cubic yards,                                  |              | 36,000 cubic yards.                                                   |
| Loose Rock Excavation           | 9,454 do.                                               |              |                                                                       |
| Solid do.                       | 71,321 do.                                              |              |                                                                       |
| Slate do.                       | 1,880 do.                                               |              |                                                                       |
| Earth Excavation in Foundation  | 17,419 do.                                              |              |                                                                       |
| Rock do.                        | 739 do.                                                 |              |                                                                       |
| Bridge Masonry                  | 7,310 do.                                               |              | 300 cubic yards.                                                      |
| Masonry in Foundations          | 2,812 do.                                               |              |                                                                       |
| Box Culverts, Masonry, dry      | 6,907 do.                                               |              |                                                                       |
| Do. in lime                     | 2,221 do.                                               |              |                                                                       |
| Rip Rap Wall                    | 56,732 do.                                              |              |                                                                       |
| Timber in Culvert Foundations   | 116,496 feet, B. M.,                                    | £154,627 4 9 | £4150 0 0                                                             |
| Plank in do. do.                | 19,251 do.                                              |              |                                                                       |
| Timber in Bridges and Crossings | 86,184 do.                                              |              |                                                                       |
| Plank in do. do.                | 15,620 do.                                              |              |                                                                       |
| Superstructure in Bridges       | 708 lineal feet,                                        |              |                                                                       |
| Cross Ties                      | 50,081 ties,                                            |              |                                                                       |
| Upright supporting Wall         | 1,385 C. yards,                                         |              |                                                                       |
| Ballasting                      | 24,378 do.                                              |              | 60,000 cubic yards.                                                   |
| Laying Track, including Sidings | 24 miles,                                               |              |                                                                       |
| Making Public Roads             |                                                         |              |                                                                       |
| Iron                            | 2,500 tons,                                             |              |                                                                       |
| Spikes                          | 50 do.                                                  |              |                                                                       |
| Chairs                          | 75 do.                                                  |              |                                                                       |
| Frogs and Switches              | 10 sets,                                                |              |                                                                       |

B<sup>4</sup>.

STATEMENT shewing the quantities and cost of work done, also the quantities of work remaining to be done, and the estimated cost thereof, at the 31st October, 1852, on the 4th Division of the St. Lawrence and Atlantic Railway, extending from Sherbrooke to the Boundary Line of the Province of Canada and State of Vermont, a distance of 30 miles.

| Description of Work.                  | Total quantities of work done up to 31st October, 1852. | Cost.        | Estimated quantity remaining to be done to complete the Road. |
|---------------------------------------|---------------------------------------------------------|--------------|---------------------------------------------------------------|
| Grubbing and Clearing ... ..          | 438 acres,                                              |              |                                                               |
| Earth Excavation in Road Bed          | 1,565,010 C. yards,                                     |              | 564,000 C. yards.                                             |
| Loose Rock Excavation, including haul | 10,030 do.                                              |              | 1,500 do.                                                     |
| Solid do. do. do.                     | 75,461 do.                                              |              | 31,000 do.                                                    |
| Slate do. do. do.                     |                                                         |              |                                                               |
| Earth Excavation in Foundations       | 35,749 do.                                              |              |                                                               |
| Rock Excavation                       | 938 do.                                                 |              |                                                               |
| Bridge Masonry                        | 6,056 do.                                               |              | 1,800 do.                                                     |
| Masonry in Foundations                | 5,724 do.                                               |              |                                                               |
| Arched Culverts, Masonry, dry         | 291 do.                                                 |              |                                                               |
| Do. in lime                           | 7,978 do.                                               |              | 500 do.                                                       |
| Box Culverts, Masonry, dry            | 18,737 do.                                              |              | 5,000 do.                                                     |
| Do. in lime                           | 2,074 do.                                               |              |                                                               |
| Rip Rap Wall                          | 8,371 do.                                               |              | 1,250 do.                                                     |
| Timber in Culvert Foundation          | 551,943 feet, B. M.,                                    | £155,174 4 6 | £67,156 0 0                                                   |
| Plank in do. do.                      | 124,152 do.                                             |              |                                                               |
| Timber in Bridges and Crossings       | 45,302 do.                                              |              |                                                               |
| Plank in do. do.                      | 9,981 do.                                               |              |                                                               |
| Superstructure of Bridges             |                                                         |              | 470 C. feet.                                                  |
| Cross Ties                            | 8,816 ties,                                             |              | 60,000 ties.                                                  |
| Upright supporting Wall               | 116 C. yards,                                           |              |                                                               |
| Laying Track, including Sidings       | 2 miles,                                                |              | 30 miles.                                                     |
| Making Public Road                    |                                                         |              |                                                               |
| Iron                                  | 3,400 tons,                                             |              |                                                               |
| Spikes                                |                                                         |              | 64 tons.                                                      |
| Chairs                                |                                                         |              | 99 do.                                                        |
| Frogs and Switches                    |                                                         |              | 30 sets.                                                      |
| Ballasting                            |                                                         |              | 160,000 C. yards.                                             |

B<sup>5</sup>.

THE RESOURCES from whence have proceeded the funds for payment of the cost of the Road Work executed to the 31st October, 1852, are:—

|                                                         | £            | s. | d. | £        | s. | d. |
|---------------------------------------------------------|--------------|----|----|----------|----|----|
| Shares subscribed.....                                  | 353,175      | 0  | 0  |          |    |    |
| Referential Stock.....                                  | 125,000      | 0  | 0  |          |    |    |
| Forfeited.....                                          | 8,039        | 1  | 0  |          |    |    |
|                                                         | £486,214 1 0 |    |    |          |    |    |
| Less.                                                   |              |    |    |          |    |    |
| Outstanding Instalments.....                            | £32,621      | 13 | 3  |          |    |    |
| Bills received.....                                     | 11,667       | 18 | 10 |          |    |    |
|                                                         | 44,289 12 1  |    |    |          |    |    |
|                                                         |              |    |    | £441,924 | 8  | 11 |
| Loans.....                                              |              |    |    | 50,000   | 0  | 0  |
| Her Majesty's Government—£275,000 Stg., at 24s. 4d..... | £334,666     | 13 | 4  |          |    |    |
| 3 Instalments of £25,000 each.....                      | 75,000       | 0  | 0  |          |    |    |
|                                                         |              |    |    | £409,666 | 13 | 4  |
|                                                         |              |    |    |          |    |    |
|                                                         |              |    |    | £901,591 | 2  | 3  |
| Bills and Accounts outstanding—Balance.....             |              |    |    | 84,610   | 1  | 2  |
|                                                         |              |    |    | £986,201 | 3  | 5  |

## (C.)

STATEMENT of Gradients on the several Divisions of the St. Lawrence and Atlantic Railroad, commencing at Longueuil and ending at Boundary Line.

|   | Nature of Grade.       | Length in feet. |   | Nature of Grade.               | Length in feet.                      |
|---|------------------------|-----------------|---|--------------------------------|--------------------------------------|
|   | <i>First Division.</i> |                 |   | <i>1st Division—Continued.</i> |                                      |
|   | Level.                 | 1500 feet.      | A | 4.01 " "                       | 7900 feet.                           |
| A | 2.92 feet per mile.    | 1200 "          | D | 1.53 " "                       | 6900 "                               |
| A | 40.02 " "              | 5700 "          | A | 3.77 " "                       | 2800 "                               |
| A | 8.01 " "               | 5800 "          | D | 1.81 " "                       | 6700 "                               |
| D | 7.63 " "               | 1800 "          | D | 9.65 " "                       | 2600 "                               |
| A | 19.73 " "              | 3800 "          |   | Level.                         | 5000 "                               |
| D | 9.66 " "               | 3500 "          | D | 2.64 " "                       | 2000 "                               |
|   | Level.                 | 2700 "          |   | Level.                         | 3200 "                               |
| D | 6.00 " "               | 7000 "          |   |                                |                                      |
|   | Level.                 | 7100 "          |   |                                | 159,200 feet, or 30 miles, 800 feet. |
| A | 6.77 " "               | 3900 "          |   |                                |                                      |
|   | Level.                 | 8000 "          |   | <i>Second Division.</i>        |                                      |
| D | 30.88 " "              | 5300 "          |   | Level.                         | 600 feet.                            |
|   | Level.                 | 8000 "          |   | 30 feet per mile.              | 800 "                                |
| D | 9.09 " "               | 2300 "          | D | Level.                         | 1060 "                               |
| D | 8.88 " "               | 4400 "          |   | 25 " "                         | 1640 "                               |
|   | Level.                 | 8600 "          | D | 20 " "                         | 3900 "                               |
| D | 12.75 " "              | 4600 "          | A | Level.                         | 3000 "                               |
|   | Level.                 | 3900 "          |   | 5 " "                          | 6500 "                               |
| A | 19.80 " "              | 1600 "          | A | 35 " "                         | 4500 "                               |
|   | Level.                 | 1300 "          | A | 38 " "                         | 9300 "                               |
| A | 28.43 " "              | 13000 "         |   | Level.                         | 3900 "                               |
|   | Level.                 | 1000 "          |   | 26 " "                         | 5100 "                               |
| D | 4.40 " "               | 2400 "          | A | 12 " "                         | 2700 "                               |
| A | 15.40 " "              | 2400 "          | A | 35 " "                         | 3000 "                               |
| D | 0.85 " "               | 6200 "          | A | 45 " "                         | 2800 "                               |
| D | 10.92 " "              | 2900 "          |   | Level.                         | 700 "                                |
| D | 30.91 " "              | 4100 "          |   | 10 " "                         | 2000 "                               |
|   | Level.                 | 500 "           | D | 20 " "                         | 2000 "                               |
| A | 27.45 " "              | 2500 "          | A | Level.                         | 1700 "                               |
|   | Level.                 | 3100 "          |   |                                |                                      |

(C.)

STATEMENT of Gradients on the several Divisions of the St. Lawrence and Atlantic Railroad, &c.—(Continued.)

|   | Nature of Grade.       | Length in feet.                      |   | Nature of Grade.               | Length in feet.                      |
|---|------------------------|--------------------------------------|---|--------------------------------|--------------------------------------|
| D | 45 feet per mile.      | 8500 feet.                           |   | <i>3rd Division—Continued.</i> |                                      |
|   | Level.                 | 2300 "                               |   | 21 " "                         | 7400 "                               |
| D | 16 " "                 | 4800 "                               | A | 8 " "                          | 3000 "                               |
|   | Level.                 | 1500 "                               | D | 12 " "                         | 2000 "                               |
| A | 14 " "                 | 2800 "                               | D | Level.                         | 1300 "                               |
|   | Level.                 | 1200 "                               |   | 32 " "                         | 12700 "                              |
| A | 15 " "                 | 7000 "                               | A | Level.                         | 2600 "                               |
|   | Level.                 | 7600 "                               |   | 20 " "                         | 600 "                                |
| A | 25 " "                 | 5500 "                               | A | Level.                         | 10200 "                              |
|   | Level.                 | 3300 "                               |   | 9 " "                          | 17600 "                              |
| A | 38 " "                 | 3300 "                               | A | 07.34 " "                      | 4000 "                               |
|   | Level.                 | 4300 "                               | D | Level.                         | 7000 "                               |
| A | 27 " "                 | 3500 "                               |   | 15 " "                         | 1400 "                               |
|   | Level.                 | 500 "                                | D | Level.                         | 1100 "                               |
| D | 20 " "                 | 1500 "                               |   |                                | 4600 "                               |
| A | 16 " "                 | 5100 "                               |   |                                |                                      |
| A | 45 " "                 | 4600 "                               |   |                                | 127,000 feet, or 24 miles, 380 feet. |
|   | Level.                 | 700 "                                |   | <i>Fourth Division.</i>        |                                      |
| D | 42 " "                 | 3300 "                               | A | 20 feet per mile.              | 3400 feet.                           |
|   | Level.                 | 5200 "                               |   | Level.                         | 8600 "                               |
| A | 10 " "                 | 2600 "                               | D | 5 " "                          | 1700 "                               |
|   | Level.                 | 1700 "                               |   | Level.                         | 7200 "                               |
| A | 16 " "                 | 3400 "                               | A | 35 " "                         | 2800 "                               |
|   | Level.                 | 6800 "                               |   | Level.                         | 1700 "                               |
| A | 51 " "                 | 1500 "                               | A | 40 " "                         | 2100 "                               |
|   | Level.                 | 4000 "                               |   | Level.                         | 2800 "                               |
| A | 52 " "                 | 4000 "                               | A | 44 " "                         | 2600 "                               |
|   | Level.                 | 6700 "                               |   | 17 " "                         | 3900 "                               |
| A | 46 " "                 | 6900 "                               | A | 45 " "                         | 9400 "                               |
|   | Level.                 | 3100 "                               |   | Level.                         | 4600 "                               |
| A | 10 " "                 | 2000 "                               | A | 40 " "                         | 3100 "                               |
|   | Level.                 | 1700 "                               |   | Level.                         | 1500 "                               |
| D | 58 " "                 | 7800 "                               | A | 40 " "                         | 2700 "                               |
|   | Level.                 | 3200 "                               |   | Level.                         | 2100 "                               |
| D | 20 " "                 | 1300 "                               | A | 45 " "                         | 5400 "                               |
|   | Level.                 | 9000 "                               | D | 30 " "                         | 2600 "                               |
| A | 38 " "                 | 2100 "                               |   | Level.                         | 800 "                                |
|   | Level.                 | 3300 "                               | A | 30 " "                         | 1000 "                               |
| D | 12 " "                 | 2600 "                               | A | 45 " "                         | 5600 "                               |
|   | Level.                 | 10300 "                              |   | 40 " "                         | 2000 "                               |
| D | 56 " "                 | 1700 "                               | A | 45 " "                         | 20800 "                              |
|   | Level.                 | 6600 "                               |   | Level.                         | 1700 "                               |
| D | 28 " "                 | 4400 "                               | A | 45 " "                         | 2700 "                               |
|   | Level.                 | 2000 "                               | A | 22 " "                         | 4200 "                               |
| A | 13 " "                 | 2000 "                               |   | Level.                         | 3100 "                               |
|   | Level.                 | 2000 "                               | A | 40 " "                         | 4100 "                               |
|   |                        | 222,000 feet, or 42 miles, 240 feet. | A | Level.                         | 3800 "                               |
|   |                        |                                      | A | 45 " "                         | 4600 "                               |
|   | <i>Third Division.</i> |                                      | A | 15 " "                         | 4000 "                               |
|   | Level.                 | 1000 feet.                           | A | 40 " "                         | 3100 "                               |
| A | 5 feet per mile.       | 7000 "                               | A | 20 " "                         | 3500 "                               |
|   | Level.                 | 5000 "                               |   | Level.                         | 4100 "                               |
| A | 7 " "                  | 5000 "                               | A | 35 " "                         | 4500 "                               |
|   | Level.                 | 2700 "                               | A | 45 " "                         | 3100 "                               |
| A | 10 " "                 | 4500 "                               | A | 33 " "                         | 1800 "                               |
|   | Level.                 | 3000 "                               | A | 45 " "                         | 2000 "                               |
| D | 8 " "                  | 2800 "                               |   | Level.                         | 4700 "                               |
|   | Level.                 | 2200 "                               | A | 45 " "                         | 5000 "                               |
| D | 9 feet per mile.       | 2200 "                               |   | Level.                         | 570 "                                |
|   | Level.                 | 2400 "                               |   |                                |                                      |
| A | 14 " "                 | 8100 "                               |   |                                | 159370 feet, or 30 miles, 970 feet.  |
|   | Level.                 | 5200 "                               |   |                                |                                      |
| A | 12 " "                 | 5200 "                               |   |                                |                                      |
| D | 6 " "                  | 2400 "                               |   |                                |                                      |

TABLE of Gradients on the St. Lawrence and Atlantic Railroad, from Longueuil to Boundary Line.

| Grade.                 |  | No. of feet.                              |
|------------------------|--|-------------------------------------------|
| Level.                 |  | 220,430 feet of level Grade, 33 per cent. |
| Under 5 feet per mile. |  | 41,900 " under 5 feet, 6 "                |
| " 10 "                 |  | 56,700 " " 10 " 9 "                       |
| " 15 "                 |  | 41,700 " " 15 " 6 "                       |
| " 20 "                 |  | 31,700 " " 20 " 4 $\frac{1}{2}$ "         |
| " 25 "                 |  | 38,400 " " 25 " 5 $\frac{1}{2}$ "         |
| " 30 "                 |  | 37,840 " " 30 " 5 $\frac{1}{4}$ "         |
| " 35 "                 |  | 19,400 " " 35 " 2 $\frac{1}{2}$ "         |
| " 40 "                 |  | 20,300 " " 40 " 4 $\frac{1}{2}$ "         |
| " 45 "                 |  | 30,000 " " 45 " 4 $\frac{1}{2}$ "         |
| " 50 "                 |  | 84,500 " " 50 " 12 $\frac{1}{2}$ "        |
| " 58 "                 |  | 35,800 " " 58 " 5 $\frac{1}{2}$ "         |
|                        |  | 667,670 feet, or 126 miles, 2390 ft.      |

Under 45 feet per mile, 82 per cent., from 45 to 58, 18 per cent.

Total distance of Level, . . . . . 41 miles 3950 feet.  
 " Ascending Grades, . . . . . 59 " 880 "  
 " Descending " . . . . . 25 " 2840 "

126 miles 2390 feet.

Signed,

C. S. GZOWSKI,  
 Chief Engineer.

(D.)

LIST of Curves on the several Divisions of the St. Lawrence and Atlantic Railway.

| Total degree of Curvature. | Length of Curve.         | Nature of Curve.  | Total degree of Curvature.           | Length of Curve.            | Nature of Curve. |
|----------------------------|--------------------------|-------------------|--------------------------------------|-----------------------------|------------------|
| <i>First Division.</i>     |                          |                   | <i>Second Division. (Continued.)</i> |                             |                  |
| 64-20                      | 3210 feet.               | 2 ° (2865 ft. R.) | 0-08                                 | 1216 "                      | 1 $\frac{1}{2}$  |
| 36-40                      | 1820 "                   | 2 ° (2865 ft. R.) | 22-40                                | 3360 "                      | 40m              |
| 24-00                      | 2400 "                   | 1 ° (5730 ft. R.) | 28-20                                | 1410 "                      | 2 °              |
| 40-00                      | 800 "                    | 5 ° (1146 ft. R.) | 24-00                                | 800 "                       | 3 °              |
| 52-00                      | 2600 "                   | 2 ° (2865 ft. R.) | 57-55                                | 1151 "                      | 5 °              |
|                            |                          |                   | 42-70                                | 1220 "                      | 3 $\frac{1}{2}$  |
|                            |                          |                   | 43-52                                | 1088 "                      | 4 °              |
| 216-60                     | 10830 feet.<br>216 ° 36' |                   | 26-43                                | 881 "                       | 3 °              |
|                            |                          |                   | 510-81                               | 39749 feet.<br>510 ° 48'36" |                  |
| <i>Second Division.</i>    |                          |                   | <i>Third Division.</i>               |                             |                  |
| 14-00                      | 2807 feet.               | 30m               | 24-00                                | 1200 feet.                  | 2 °              |
| 5-80                       | 1746 "                   | 20m               | 12-30                                | 2460 "                      | 30m              |
| 14-00                      | 2800 "                   | 1 $\frac{1}{2}$   | 10-50                                | 350 "                       | 3 °              |
| 29-40                      | 5881 "                   | 1 °               | 9-00                                 | 1350 "                      | 40m              |
| 33-81                      | 3394 "                   | 1 °               | 35-72                                | 893 "                       | 4 °              |
| 14-56                      | 1456 "                   | 1 °               | 8-70                                 | 435 "                       | 2 °              |
| 20-00                      | 1000 "                   | 2 °               | 35-82                                | 1791 "                      | 2 °              |
| 43-83                      | 1461 "                   | 3 °               | 9-00                                 | 900 "                       | 1 °              |
| 31-63                      | 1898 "                   | 1 ° 40m           | 14-00                                | 700 "                       | 2 °              |
| 18-07                      | 2710 "                   | 40m               |                                      |                             |                  |
| 54-8                       | 3480 "                   | 1 °               |                                      |                             |                  |

D.

List of Curves on the several Divisions of the Saint Lawrence and Atlantic Railway.—(Continued.)

| Total degree of Curvature.          | Length of Curve.       | Nature of Curve. | Total degree of Curvature.           | Length of Curve. | Nature of Curve. |
|-------------------------------------|------------------------|------------------|--------------------------------------|------------------|------------------|
| <i>Third Division.—(Continued.)</i> |                        |                  | <i>Fourth Division.—(Continued.)</i> |                  |                  |
| 9·91                                | 991 feet.              | 1°               | 39·32                                | 983 feet.        | 4°               |
| 36·00                               | 1440 "                 | 2½°              | 23·40                                | 1560 "           | 1° 30m           |
| 28·26                               | 942 "                  | 3°               | 45·90                                | 1550 "           | 3°               |
| 10·80                               | 540 "                  | 2°               | 90·00                                | 3000 "           | 3°               |
| 8·62                                | 1293 "                 | 40m              | 65·60                                | 3280 "           | 2°               |
| 8·27                                | 1240 "                 | 40m              | 36·00                                | 900 "            | 4°               |
| 9·02                                | 451 "                  | 2°               | 17·03                                | 681 "            | 2° 30m           |
| 49·90                               | 1361 "                 | 3·40m            | 36·50                                | 2433 "           | 1° 30m           |
| 82·80                               | 1656 "                 | 5°               | 60·50                                | 3025 "           | 2°               |
| 14·72                               | 736 "                  | 2°               | 70·80                                | 2360 "           | 3°               |
| 22·05                               | 882 "                  | 2½°              | 32·00                                | 1600 "           | 2°               |
| 42·30                               | 816 "                  | 5°               | 30·00                                | 1500 "           | 2°               |
| 14·72                               | 736 "                  | 2°               | 30·90                                | 1030 "           | 3°               |
| 22·05                               | 882 "                  | 2½°              | 22·00                                | 2200 "           | 1°               |
| 42·30                               | 816 "                  | 5°               | 36·25                                | 1250 "           | 2° 30m           |
| 9·99                                | 333 "                  | 3°               | 36·00                                | 1800 "           | 2°               |
| 42·70                               | 1220 "                 | 3½°              | 20·75                                | 830 "            | 2° 30m           |
| 18·44                               | 461 "                  | 4°               | 11·00                                | 1100 "           | 1°               |
| 26·82                               | 894 "                  | 3°               | 16·00                                | 800 "            | 2°               |
| 17·00                               | 880 "                  | 2°               | 69·00                                | 2000 "           | 3°               |
| 32·96                               | 1618 "                 | 2°               | 20·00                                | 1000 "           | 2°               |
| 13·00                               | 650 "                  | 2°               | 24·50                                | 700 "            | 3° 30m           |
| 20·05                               | 1002·50 "              | 2°               | 19·80                                | 660 "            | 3°               |
| 60·00                               | 2000 "                 | 3°               | 24·00                                | 960 "            | 2° 30m           |
| 35·20                               | 880 "                  | 4°               | 31·50                                | 1050 "           | 3°               |
| 46·00                               | 1150 "                 | 4°               | 39·48                                | 1316 "           | 3°               |
| 4·00                                | 800 "                  | 30m              | 33·00                                | 1650 "           | 2°               |
| 36·02                               | 900·50 "               | 4°               | 18·00                                | 1800 "           | 1°               |
| 41·71                               | 1012·80 "              | 4°               | 20·00                                | 1000 "           | 2°               |
| 51·00                               | 1700 "                 | 3°               | 75·00                                | 1875 "           | 4°               |
| 102·73                              | 2935 "                 | 3·30m            | 49·98                                | 1428 "           | 3° 30m           |
| 17·50                               | 875 "                  | 2°               | 30·00                                | 1000 "           | 3°               |
| 66·67                               | 1333·30 "              | 5°               | 84·99                                | 2833 "           | 3°               |
| 60·09                               | 1800·00 "              | 3·20m            | 46·50                                | 2325 "           | 2°               |
| 5·25                                | 1050 "                 | 30m              | 31·50                                | 1050 "           | 3°               |
| 1267·80                             | 48436 feet.<br>1267·48 |                  | 49·00                                | 1400 "           | 3° 30m           |
|                                     |                        |                  | 74·00                                | 2220 "           | 3° 20m           |
|                                     |                        |                  | 31·00                                | 930 "            | 3° 20m           |
|                                     |                        |                  | 20·00                                | 1000 "           | 2°               |
| <i>Fourth Division.</i>             | <i>1900 feet.</i>      | 2° 30m           | 84·74                                | 2421 "           | 3° 30m           |
| 47·50                               | 1563·50 "              | 2°               | 49·16                                | 1229 "           | 4°               |
| 31·27                               | 3918 "                 | 1°               | 1772·78                              | 72363 feet.      |                  |
| 39·18                               | 973 "                  | 1°               |                                      | 1772° 46' 48"    |                  |
| 9·73                                |                        |                  |                                      |                  |                  |

|                   |               |        |
|-------------------|---------------|--------|
| 1st Division..... | 216° 36"      | 10,830 |
| 2nd " .....       | 510° 48' 36"  | 39,749 |
| 3rd " .....       | 1267° 48' 36" | 48,436 |
| 4th " .....       | 1772° 46' 48" | 72,363 |

Total.....3767° 59' 24" 171,378, 32 m., 2410 ft.

Signed,

C. S. GZOWSKI,  
Chief Engineer.

Montreal, 15th December, 1852.





The length of Bridging here given includes not only the span, but the entire length of Bridge from the extreme ends of abutments.

(Signed,) C. S. GZOWSKI,  
Chief Engineer.

Montreal, 18 December, 1852.

(G.)

REPLIES to Inquiries of Samuel Keefer, Esq., Chief Engineer of Public Works, respecting the Works on the St. Lawrence and Atlantic Railway.

Query No. 5.

Statement of the force employed upon the Road on the 1st November, 1852, and the probable period of completion of each division.

The number of miles of Track laid and still to lay.

Number of miles of Sidings laid and still to lay.

Form of Rail; weight per lineal yard; the works from whence supplied and price per ton, delivered at Montreal; the weight of chairs wrought and cast; length and weight of spikes, the number and weight per mile.

The length, face and thickness of Ties, and the kind of wood allowed to be used.

Number of Engine houses and shops, and number of Station houses, and water tanks, built, and remaining to be built.

Answers.

|                            |      |
|----------------------------|------|
| Number of men.....         | 2347 |
| “ of horses and carts..... | 488  |
| “ of earth carts.....      | 26   |

The entire Road will be completed in August, 1853, except the ballasting of some of the portions which will not be completed before the Summer of 1854.

|                                |           |
|--------------------------------|-----------|
| Number of miles of Main Track. |           |
| Laid.....                      | 98 miles. |
| To lay.....                    | 28 “      |

Total 126 miles.

|                            |          |
|----------------------------|----------|
| Number of miles of Sidings |          |
| Laid.....                  | 6 miles. |
| To lay.....                | 4 “      |

Total 10 miles.

Bridge Rails, 63 lbs. to the lineal yard, Coalbrooke and Ebbrooke Companies; the portion from Longueuil to St. Hyacinthe cost £12 currency per ton, on the other divisions £8 12s. 6d. and £8 2s 6d. per ton.

|                       |         |
|-----------------------|---------|
| Cast iron Chairs..... | 18 lbs. |
| Wrought iron.....     | 13 “    |

Spikes 6 inches long, weight about  $\frac{1}{2}$  lb. each.

9 feet in Sections not less than 6 x 8, Cedar, Tamarac and Hemlock, and a few of Black Ash.

3 Engine houses, Longueuil, Richmond and Sherbrooke, one work shop at Longueuil; 3 principal Stations, Longueuil, Richmond and Sherbrooke; 5 Way Stations and tanks built, and 5 more to build, also sheds at Longueuil, wharf for storing Goods, wood sheds and freight sheds at other points.

*Queries.*

Total length of Trussed Bridging on the Road, classified according to their spans; copy of the plan of Brompton Bridge, Statement of the contract, prices for the different classes of work in each section.

A copy of the general specification for grading and forming the Road.

The estimated cost of reducing the gradients West of the St. Francis River, to 45 feet per mile, to make them correspond with the maximum grade between Richmond and the Province Line.

*Answers.*

All this will be given as soon as the plans can be prepared, and the detailed statement drawn out.

The specifications accompanies the Statement.

I estimate the cost at £20,000 Cy.

Rolling Stock now on the Road, and what is contracted for, for the service of the Road at its opening to the Atlantic.

|                                             |     |                |      |       |     |
|---------------------------------------------|-----|----------------|------|-------|-----|
| Number of First Class passenger Cars in use | 7,  | contracted for | 3,   | Total | 10  |
| “ “ Second Class                            | 2,  | “              | 5,   | “     | 7   |
| “ “ Baggage Cars                            | 2,  | “              | 2,   | “     | 4   |
| “ “ Express Cars                            |     |                | 3,   | “     | 3   |
| “ “ Covered House Cars                      | 23, | “              | 120, | “     | 143 |
| “ “ Platform Cars                           | 93, | “              | 90,  | “     | 183 |
|                                             |     |                |      |       | 350 |
| First Class Engines on the Road             | 13, | contracted for | 9,   | Total | 22  |
| Second “ “ “                                | 2,  |                |      |       | 2   |
|                                             |     |                |      |       | 24  |

(Signed,)

C. S. GZOWSKI,  
Chief Engineer.

Montreal, 9 December, 1852.

## H.

Specification of the manner of grading and forming the Road-bed of the St. Lawrence and Atlantic Railroad.

*Width of ground for Road.* The ground to be occupied and set apart for the Road is to be, in no case, of less width than 99 feet, and of such additional width as may be necessary.

*Grubbing and clearing.* When the line of Road passes through wooded land, it is to be cleared for a distance of 100 feet on each side of the centre of the line, of all trees, stumps, logs and rubbish, the trees, stumps and bushes to be cut close to the surface of the ground, and the whole to be removed beyond the limits above stated, or destroyed by fire or other means.

All trees and stumps shall be thoroughly grubbed, and all vegetable matter removed from under all embankments which do not exceed three feet in depth, and for the entire space covered by such banks.

All suitable and approved timber within the limits of the Road can be used in the work.

Width of Road-bed.

When the road is graded for a single track, it will be 15 feet wide on the embankments, and 22 feet wide at the foot of the slopes in excavations; the side ditches are included in the last mentioned width, and will be from 3 to 5 feet, (at the surface of the road-bed,) and from 1 foot to 1 foot 6 inches deep, with such slope as the Engineer may require.

When the Road is graded for a double track, the Road-bed will have a surface width on the embankments of 26 feet, and in excavations 34 feet, the side drains will be of the same dimensions as above stated,

Slopes and preparing the surface earth to receive embankments.

The slopes of the excavations will usually be one and a-half feet base to one foot vertical, unless it is in places where the nature of the material will require a greater slope, which will be determined by the Engineer.

In rock cuttings the slopes will be from four to six inches horizontal to one foot vertical.

When the surface soil is not suitable to raise embankments upon, it shall be excavated (marked) previous to raising an embankment upon it, and when that may not be considered sufficient, brush will be placed on the surface, and upon it the bank will be raised. The extent and nature of this work will be determined upon by the Engineer.

Excavations below grade in cutting.

In excavations where the material of the grade line may be unfit for the road-bed, it shall be excavated to such a depth below grade as may be considered by the Engineer necessary, and the portion so excavated filled with the best material that can be obtained on or near the work.

Ballasting.

The whole Road is to be covered with gravel or very coarse sand, upon which the superstructure is to rest for a depth of not less than 2 feet. Where the Road cannot be covered with that description of material previously to laying down the superstructure, it shall be done afterwards in accordance with the specification for that description of work.

Forming embankments.

When embankments are formed by carting, they shall, if required, be made in layers not exceeding 4 feet in thickness, and, in making the banks, the slopes will always be carried up full, and be faster than the centre; no vegetable matter, or stumps, logs and perishable material, will be allowed to be placed in the bank, but will be removed beyond its limits.

All embankments made up to grade with material from cuttings, must be entirely free from stone to a depth of at least two feet below grade, the surface in all cases to be dressed with the best material.

Drains at foot of embankments.

When side drains will be made at the foot of embankments, a brim will be left between the foot of the bank and the foot of the drain, of such an extent as may be decided by the Engineer.

Disposition of earth in Cuttings.

All the earth excavated from the Road bed has to be carried into embankments unless otherwise directed by the Engineer.

The surplus materials will be used to form double tract embankments, and where there may be a deficiency of material to form the banks, the excavation for the Road bed will be made for a double tract, or the earth procured from such points as may be directed by the Engineer.

Surplus earth from excavation.

The surplus earth from excavations, which cannot be carried into embankments, shall be deposited on the sides of the excavations (thrown in spoil), leaving such a brim between it and the outside brim of the excavation as may be considered necessary by the Engineer.

The earth so deposited shall in all cases be placed regularly and in such manner as to drain the surface water from the Road; all trees where a spoil bank may be deposited, are to be cut down.

**Surface drains.**

Where surface drains outside the slopes of cuttings may be required for the purpose of preventing the surface water from falling into the cuttings, they shall be made of such dimensions as may be directed by the Engineer.

**Lateral drains in side cuttings.**

Where lateral drains, or drains in side cuttings to carry off the water from the springs or streams in side hills will be required, they will be made of such an extent and dimensions as may be directed by the Engineer, and the earth from them must be deposited with a sufficient berm on the sides of the drains to prevent it from falling in and obstructing the drainage.

**Under ground drains in side cuttings.**

Where drains from side hills in side cuttings are carried across the road, they will be constructed of stone and will be of sufficient size, protected at the upper side, from being cut away by the fall of the water.

**Measurement of earth work.**

Every description of material required to form the road bed, will be measured in excavation.

**Road and Farm crossings, &c. &c.**

The embankments or excavations required for road or farm crossings, bridges, and changing the channels and beds of streams, shall be of such dimensions and slopes as the Engineer will direct. No public road intersecting the line of Railway shall be obstructed by excavations or embankments until notice shall be given by the Engineer for completing such road crossings, when safe temporary roads for the use of the public will be provided.

**Classification of materials.**

When necessary, the material used for forming the bed of the Road will be classified by the Engineer under the following heads:—Common earth, loose rock, slate and slate rock, and solid rock. All stone of not less than one cubic foot, and not exceeding one cubic yard, will be called loose rock, and will have to be deposited in regularly formed piles, convenient for the work for measuring. All rock in place requiring blasting, and all detached masses of rock, exceeding one cubic yard, will be called solid rock.

**Measurement of hawl.**

When necessary, measurement to the extent of hawl will be made by the Engineer.

If, during the progress of the work, any changes are necessary with the view to perfecting the alignment of the Road, or giving more ease to the curves, together with the variation of the grade line, it shall be done according to the direction of the Engineer, and no extra allowance will be claimed therefor.

**Finishing of Road-bed**

Before the Road will be considered finished and accepted as such by the Engineer, all the excavations and embankments must be properly and neatly trimmed, and the surface of the Road-bed brought to the required grade. All settlements, washings or crumbling of banks, or in cuttings, will have to be made up and repaired, until the surface of the Road assumes the required bed permanently.

Where retaining walls are required, they will be built of dimensions as the Engineer may direct, and upon solid and permanent foundation; the stone used in the retaining walls will be of durable character, well shaped and of sufficient size to make a strong and durable wall. They must be built so as to form a perfect bond throughout the entire thickness, the beds of the stone being laid at right angles with the battered face, and the whole neatly coped with flat stones at least two feet wide and three feet long. These walls will be laid in quick lime, or dry, as may be directed by the Engineer.

**Slope walls.**

Where slope walls are required, they will be built of dimensions and extent directed by the Engineer, on a permanent foundation, and in a substantial manner of material approved by the Engineer. Where these walls may be founded in deep water, the foundations will be of brush and stone, laid so as to form a bond, and protected from the action of the water by a rip rap wall made of large stones laid with sufficient slope.

**Culverts.**

The culverts on the Road will be of two kinds, square box culverts and arched culverts.

**Square or Box Culverts.**

The square box culverts will be built of rubble masonry, laid in quick lime, or dry, as the Engineer may direct; they will have an opening from two to three feet wide, and from two to five feet high, the thickness of the wall will be according to the size of the culvert, from two to four feet, but it is in no case to be less than one and a half feet. The stones of which the culverts are to be built will be of a durable character, well shaped, and laid so as to form a perfect bond throughout; they will be covered with large flat stones, lapping six inches to one foot upon each side wall, according to the depth of the embankments covering them, and being from six to twelve inches thick, as the Engineer shall deem necessary, laid close to prevent the earth from falling into the culverts.

**Foundation for box culverts.**

The foundation shall be of a permanent character; if of timber, they must be sunk below the surface so as to ensure their being constantly covered with water, if of stone, they will be of flat stones, laid edgewise in regular courses across the culvert. The stones shall not be less than one foot deep, and they shall be well rammed down with heavy beetles, and all the spaces and crevices filled with smaller stone. When required, a course of water-tight sheet piling will be placed at each end of the culvert, extending to not less than three feet below the bottom of the foundation, to prevent it from undermining.

**End and wing walls of box culverts.**

The end walls of the culverts shall be built with a slope to meet the slope of the bank, or square, as the Engineer may direct, with large stone, hammer dressed on the end faces, in a manner to give the work a neat and substantial appearance; the largest culverts of this description will have the end walls carried up square, with wing walls of such a length as may be directed by the Engineer. The end and wing walls to be coped with flat stones, not less than six inches thick, and projecting at least three inches over the general face of the wall. All end and wing walls will be properly pointed.

Arched culverts will be of not less than six feet span, they will be founded on rock, or have stone foundations, similar to the stone foundations in box culverts; when timber foundations will be decided upon, it will consist of flatted timber not less than eight inches thick, laid two feet from centre to centre crossways of the culvert. The timber will be covered with three inch plank spiked or pinned, and the ends of the culvert perfectly secured from undermining with sheet piling.

**Arch Stones.**

The arched stones to be of sufficient depth to extend through the thickness of the arch, placed perpendicular to the curve of the same, and well and closely fitted. The outer wing stones of the arch to be of uniform length, and as much so in thickness as possible; they will be dressed to what is termed rock work, to be well bonded with contiguous arch stone breaking points at least eight inches.

**Wing and end walls.**

The wing and end walls of the arched culverts are to be formed of the larger and better shaped stone, dressed on their exterior faces and pointed with lime or cement, they are to be surrounded with a coping of broad stones of the dimensions specified in the plan. The coping stones to be dressed, and brought as near to an uniform thickness as possible, and placed firmly and securely upon the walls in a bed of lime or cement.

**Abutment walls.**

The abutment walls to be of good rubble masonry, built of durable stone, bounded and laid in full mortar, made of the best hydraulic cement or quick lime, and clear sharp sand mixed in a proper manner, and in such proportions as directed by the Engineer. The vertical joints will be grouted, the grout to be made of cement or lime and sand, with a proper admixture of water.

**Cattle guards and passages.**

Cattle guards and passages will be built of stone or wood, as the Engineer may direct. When of stone they will consist of two walls of rubble masonry, laid in lime in a substantial manner, placed from four to six feet apart,

coped to receive a sill on the top of each wall; when the passages are designed to pass water, their foundations shall be constructed in the same manner as those of the culverts.

Wood cattle guards or passages are to be of wood, they will consist of two bents, placed at the requisite distance apart, sheeted on the side next the bank with three inch plank, the bents will be retained in their proper position by cross timbers, substantially framed into the sills and cap pieces.

*General Clauses.* The masonry and foundations in the bridges, as well as all other work connected with the Railroad, will be described in the specification for each bridge, and each description of work.

The propositions and dimensions of several parts of culverts, bridges, and of every other mechanical work will be represented in the plans.

No masonry shall be laid in mortar, unless by special direction, between the 1st of October and 1st of April.

All materials to use for every description of work must be examined and approved by the Engineer or Superintendent, and when considered by him unsuitable, must be immediately removed to such a distance as he may deem necessary, in order to prevent them from being used in the work.

No advantage is to be taken by the Contractors of any omission either in the specification or plans, but the entire work is to be executed in good faith, in a substantial, faithful and workmanlike manner, subject to the constant supervision and inspection of the Engineer or Superintendent, who shall give such directions from time to time, additional and explanatory of the above specification, as occasion may require.

(Signed,) C. S. GZOWSKI,  
Engineer, St. Lawrence and Atlantic Railway.

Engineer's Office, Montreal.

MONTREAL, 17th December, 1852.

SIR,—Will you be so good as to favor me with the terms and conditions of the contract originally entered into by the Directors of the St. Lawrence and Atlantic Railway with Messrs. Black, Wood and Co., for the construction of their Road, and the reasons which induced the Directors to break up that Contract, and re-let the work.

From the statements you have furnished me, I observe that (exclusive of engineering; interest, discount and contingencies) the Road is estimated to cost £8,133 per mile, when brought into operation.

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

(Signed,) SAMUEL KEEFER,  
Chief Engineer, Public Works.

A. C. Webster, Esquire,  
Secretary, St. Lawrence and Atlantic Railroad,  
Montreal.

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**QUEBEC:**

**PRINTED BY JOHN LOVELL, AT HIS STEAM PRINTING ESTABLISHMENT,**

**MOUNTAIN STREET.**

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# R E T U R N

To an Address of the Legislative Assembly, of the 18th ultimo, for Copies of all Correspondence, Surveys, and Reports, relative to the Point Platon Wharf.

By Command.

A. N. MORIN,

Secretary.

SECRETARY'S OFFICE,

Quebec, 4th March, 1853.

[*Translation.*]

LOTBINIERE, 12th November, 1845.

Sir,—Permit to claim your intervention in a matter in the highest degree important to that part of the population residing to the South of the River St. Lawrence.

You are aware that between Quebec and St. Francis, a distance of about 100 miles, there is no landing place at which the Steamers from Quebec and Montreal can touch. The small steamers even, which serve as ferries in the neighbourhood of Quebec, cannot ascend higher than St. Nicholas, thus leaving almost eighty miles on the south shore devoid of any steam communication with the rest of the country.

A position of this nature is extremely prejudicial to the numerous inhabitants of that important section of the country, rendering it necessary for them to travel to Quebec by market vessels, or by long and bad land-roads, their wares often becoming damaged on the road, and they are frequently obliged to sell them at a loss: moreover, much valuable time is consumed by these long and frequent journeys, and this, during the short season of the year which most requires their presence for the cultivation of their lands.

This may, perhaps, explain the positive inferiority in which all the Parishes on that section of the right bank of the St. Lawrence are placed as compared with other Parishes which possess more convenient means of communication with the principal markets.

Not only the inhabitants of the shore suffer from this inconvenient situation, but important Townships equally so. I will offer, as an example, the inhabitants of the Townships of Nelson and Somerset, in the County of Megantic, which are situated to the rear of my Seigniorship. They are distant only eighteen or twenty miles from the St. Lawrence, whither they would eagerly come were there any point where they might embark their wares; in default of this, they are obliged to travel fifty or sixty miles by horrible and often impracticable roads in order to reach Quebec. As to the Montreal market, they are completely shut out from it:

My desire is to bring this state of things to an end, and by the following means:—There are opposite Lotbiniere, and at the edge of the Richelieu Rapid, two little Islets, which form part of my Seigniorship; they may be approached on foot at low water on a solid and level rock. One of these Islets is occupied in part by a Light House established long ago by the Trinity Board. The other Islet is near the principal current, and I have ascertained that it would be possible there to construct a Wharf, at which the largest Steamboats might stop in ascending and descending the River, at any period of the tide, both night and day, and this without swerving more than a hundred yards from their ordinary route. This Wharf should be about fifty yards in length from the Islet, and from eight to ten yards in height in front. It would in no wise interrupt the navigation.

I might have endeavoured to procure signatures to numerous Petitions to the Legislature, praying for the funds necessary for this undertaking. Such a step would have been the more easy for me as this locality is situated almost in the centre of the part of the Country which is deprived of steam communication; but, considering the numerous Petitions for grants, and for grants perhaps equally urgent, with which, every year, the Legislature is beset, and to which the resources of the Country will only permit it imperfectly to respond, I decided to carry out this undertaking myself.

Before commencing a work which will be very expensive, and which will moreover be subject to great risk from the ice, I am desirous of knowing whether the Government would be disposed to grant me permission to construct a Wharf at high-water mark, and for that purpose to concede to me two hundred yards of frontage, to the North of the islet in question, and ten feet in depth at the lowest water mark. It being well understood that this work should be made in such a manner as in no wise to affect the navigation.

I am not quite sure, Sir, whether it is to you I should address a Petition of this kind. The matter may perhaps be not of sufficient importance to warrant my request that you would be pleased to bring it under the notice of His Excellency the Governor General, but I am sufficiently convinced of your obligingness and your great desire to contribute to the execution of a plan which will doubtless appear to you to be of service to the public, to venture to pray you to submit my request to parties whom you shall judge competent in the matter, and that you will at the same time support it with your own powerful recommendation, in order, more particularly, that I may avoid all useless delay.

Were I speedily to obtain the authorization I require, I would prepare the materials necessary for the work in the course of the winter, and the whole would be accomplished by the commencement of next summer.

I have the honor to subscribe myself, with the highest consideration, Sir,  
Your most humble and devoted Servant,

(Signed,) G. JOLY.

Honorable D. DALY, Secretary, &c. &c. &c.

NOTE.—The foregoing application was referred to the Master, Deputy Master and Wardens of the Trinity House of Montreal, for their Report on the 18th November following.

TRINITY HOUSE,

Montreal, 16th December, 1845.

Sir,—I have the honor to inform you, that the Board took into early consideration the Petition of G. Joly, Esquire, "for grant of a space of land on an Island opposite Lotbinière, to enable him to erect a Wharf," referred, by command, to the Master, Deputy-Master, and Wardens of the Trinity House of Montreal, for their report thereon, and proceeded to obtain information on the subject. The result has been the opinion that injury to the navigation may reasonably be apprehended from the erection of a Wharf at the Point indicated by Mr. Joly.

In corroboration of this opinion, I am instructed to transmit a copy of the Harbor Master's Report on the subject, and to intimate that other good authority coincides in the view taken by the Harbor Master.

I beg to return the Petition transmitted to the Board,

And have the honor to be, &c.,

(Signed,) JAMES HOLMES,  
Registrar T. H., M.

The Hon. D. DALY,  
Provincial Secretary, Montreal.

To the MASTER, DEPUTY MASTER, and WARDENS of the TRINITY BOARD.

Gentlemen,—Having given the letter of Mr. G. Joly due consideration, I beg leave to state that I am decidedly opposed to the erection of such Wharf for the undermentioned reasons, viz :—

1st. The placing of a Wharf at or near L'Islet, in the rapids of the Richelieu, may alter the current of the River St. Lawrence, and is otherwise attended with much risk; as the channel of that part of the river is more narrow there than at any other place between Quebec and this port.

2nd. The current there is stronger than in any other part of the Saint Lawrence, and runs (when the tide is at half or three quarters ebb,) at about, at least, seven and a half miles an hour, and the erection of a Wharf (twenty yards or twenty feet in length,) would tend to increase the strength of the current, and yet not be generally useful, as steamers would find it very difficult to stop, especially during their trips downwards.

3rd. The channel opposite to L'Islet is not more than 260 yards wide at low water, and even the fastest sailing steamers find difficulty in stemming the ebb tide, and when steamers have a heavy tow, they leave Quebec before low water, in order to be able to stem the current at L'Islet.

4th. There are at nearly low water overfalls in the rapid, which are very dangerous.

In the summer of 1833 or 1834, while I was towing the ship "Canada" through this rapid, the towing rope broke, and the ship having fresh way, Captain Allan put her helm hard a-port, but she wore round on her keel and had a narrow escape from being cast ashore; and I had to go down below the Richelieu before I could turn and again take the ship in tow.

At another period, while Master of the Brig "Cherub," my vessel was overtaken by a thunderstorm in this rapid and blown on the rocks, just below L'Islet, and had not the tide been nearly at low water, I would have run a great risk of losing the Brig.

5th. The river never freezes there, and I think that the strongest possible Wharf built of wood and iron, would be incapable of resisting the ice and would be destroyed, and I also always considered the rapids in question to be the most dangerous part of the river between Montreal and Quebec.

6th. The most convenient place for building a Wharf appears to me to be at the Platon, which is only three miles distant from L'Islet, and very easy of access, and where the current runs at seldom more than two miles an hour.

I have &c.,

(Signed,)

W. K. RAYSIDE,  
Harbor Master.

Montreal, 5th December, 1845.

SECRETARY'S OFFICE,

Montreal, 23rd December, 1845.

Sir,—Having had the honor to bring under the consideration of the Administrator of the Government your application for the grant of a deep water lot adjoining an Island opposite Lotbinière to enable you to erect a wharf, I have received the commands of His Excellency to inform you in reply, that he finds, on making the necessary inquiry, that it is the opinion of the Trinity Board that injury to the navigation may reasonably be apprehended from the erection of a wharf at the point indicated by you. His Excellency, in consequence, is not prepared to direct a compliance with the request which you prefer.

I am, however, to observe that the report of the Trinity Board mentions that a convenient and unobjectionable place for the building of such a wharf is to be found at the Platon, within a distance of three miles from the site proposed by you.

I have, &c.,

(Signed,)

D. DALY,  
Secretary.

G. JOLY, Esquire,  
Lotbinière, District Quebec.

[*Translation.*]

LOTBINIERE, 31st December, 1845.

Sir,—From the letter which you did me the honor to write me on the 23rd instant, I perceive that His Excellency the Administrator of the Government rejects my offer to construct a Wharf at high-water mark, and near to an Island which is opposite Lotbinière, and that the motives of this refusal are grounded upon a Report of the Trinity Board to the effect that such a Wharf would obstruct the navigation.

I trust you will excuse me when I pray of you to bring my Petition anew under the notice of His Excellency, and to submit to him at the same time the following considerations:—

1st. I have consulted upwards of ten Pilots and Captains of Steamboats who are thoroughly acquainted with the locality; I have myself carefully examined it, and the result of my investigations is: that not only would a Wharf offer no danger nor obstacle to the navigation, but that, being situated upon the really dangerous rocks which now exist, this Wharf would render the navigation more certain and more easy.

2nd. As this scheme in the highest degree interests at least 15,000 of Her Majesty's subjects residing on both Shores of the St. Lawrence, I venture to hope that before definitely rejecting an offer so disinterested as mine, His Excellency will fully satisfy himself as to whether the opinion given by the Trinity Board is based on good grounds or on bad ones. This will be an easy matter.

3rd. I would particularly beg of you to draw the attention of His Excellency to a consideration which might have some weight in the present circumstances. For a distance of sixty miles on both Shores of the St. Lawrence, there is not a single Wharf or Landing-place. In case of war, a Wharf situated in the middle of that distance, that is to say at Lotbinière, would offer great advantages at any time for the landing of troops, artillery, cavalry, &c. The roads along the South Shore especially are often impracticable for artillery, and are at all times very difficult on account of the deep ravines which intersect them.

With respect to the advice given by the Trinity Board that there was a place called Platon which would be favorable to the construction of a Wharf, I will take the liberty of drawing your attention to the fact that this place is not within my Seigniorship, and that the purchase of the ground and the construction of a Wharf at that place would cost me more than £2,000, a sum which I am not disposed to devote to that purpose.

I assure you that the earnestness with which I renew my request is based upon my deep conviction that the accomplishment of my scheme would be of great utility to the public and perfectly practicable.

I have the honor to be, with the highest consideration, Sir,  
Your most humble and devoted Servant,

(Signed,)

G. JOLY.

Honble. D. DALY, Provincial Secretary.

SECRETARY'S OFFICE,

Montreal, 7th February, 1846.

Gentlemen,—With reference to your Report of the 16th December last, upon the application of G. Joly, Esquire, for the grant of a Beach Lot for the erection of a wharf on an Island opposite Lotbinière, I have the honor, by command of the Administrator of the Government, to transmit to you the enclosed further communication received from Mr. Joly upon the subject.

His Excellency desires me to request that you will take Mr. Joly's further representation into your consideration, and acquaint me, for his information, whether or not you are of opinion that there is a probability of any evil effect to the River navigation from the erection of a Wharf at the spot indicated by him.

I have, &c.,

(Signed,)

D. DALY, Secretary.

The Master, Deputy Master, and

Wardens of the Trinity House, Montreal.

TRINITY HOUSE,

Montreal, 9th February, 1846.

Sir,—I have received instructions from the Board to communicate to you; for the information of His Excellency the Administrator of the Government, that, with regard to the application made by G. Joly, Esquire, in the month of November last, to be permitted to erect a Wharf on an island opposite Lotbinière, they have been induced to re-consider the subject.

Mr. Joly has afforded the Board additional information concerning the projected Wharf, and with the understanding that he will bind himself to remove the Wharf, should it, contrary to his belief, prove detrimental to or obstructive of the navigation of the part of the River St. Lawrence where it is proposed to be erected; and that the erection shall not be of a nature to intercept the full view of the light established on the Island, from which the Wharf is to project, nor to interfere with it in any way prejudicially;—The Board will revoke the objections made by them to you, under date 16th December last.

I take this opportunity of acknowledging the receipt of your communication of the 7th instant, relative to this subject, and to return you the papers transmitted with it as the preceding instructions are a reply to it.

I have, &amp;c.,

(Signed,)

JAMES HOLMES,

Registrar, T. H., M.

The Honorable D. DALY,  
Provincial Secretary, Montreal.

SECRETARY'S OFFICE,

Montreal, 11th February, 1846.

Sir,—The Administrator of the Government having been pleased to direct the transmission of your further letter of the 31st of December last, for the further consideration of the Trinity Board of Montreal, I have now the honor, by His Excellency's command, to request that you will acquaint me for His information, whether or not you will be prepared to consent to the insertion in any Letters Patent which may be granted to you of the Beach lot for which you apply, of provisos by which you will bind yourself to remove the Wharf, should it, contrary to your belief, prove detrimental to or obstructive of the navigation of that part of the River Saint Lawrence where it is proposed to be erected; and further, so to construct it as that it shall not be of a nature to intercept the full view of the light established on the Island, from which the Wharf is to project, or to interfere with it in any other way prejudicially; the Trinity House having reported, that in their opinion, the grant of the Beach lot, if made, should be made subject to these conditions.

I have, &amp;c.,

(Signed,)

D. DALY, Secretary.

G. JOLY, Esquire, Lotbinière,  
District of Quebec.

[Translation.]

LOTBINIERE, 22nd February, 1846.

Sir,—Since I received the letter you did me the honor to address me on the 11th instant, I perceive that His Excellency the Administrator of the Government having taken into consideration my Petition for the purpose of obtaining the concession of a certain extent of beach at high water mark joining my property of Lotbinière, is desirous of knowing if I am disposed to accept the said concession subject to the condition of destroying at my own expense the wharf which I might construct upon the said emplacement, if, contrary to my expectations, it should prove detrimental to the navigation of that part of the St. Lawrence, and also of binding myself to construct a wharf in such a manner as in no way to mar the effect of the light house erected on the neighbouring island by the Trinity board.

I beg you will inform His Excellency that I am ready to receive, with gratitude, the Letters Patent for the said concession, subject to the foregoing conditions and reservations.

I have the honor to be, with highest consideration, Sir,  
Your very humble and obedient Servant,

(Signed,) G. JOLY,  
Seignior of Lotbiniere.

Honorable D. DALY,  
Provincial Secretary.

[*Translation.*]

LOTBINIERE, 6th August, 1846.

Sir,—When, in the winter of —, I had the honor of writing to you, praying you to submit to His Excellency the Governor General my request that a permission should be issued to me to construct a Wharf to the Islet opposite Lotbinière, you were pleased to transmit me His Excellency's answer, granting me this authorization.

This authorization, however, was accompanied with certain burdensome restrictions and conditions enacted by the Trinity Board, who, at the same time, declared their opinion that a Wharf constructed at Point Platon would be of greater advantage, in every respect, than the one projected by me, and would offer no obstacle to the navigation of the River.

I concurred entirely in the opinion; but I objected to the expense and difficulty attending the purchase of the land and the construction of a Wharf, which would require to be of considerable dimensions.

Convinced, however, of the extreme utility of a convenient landing place to the whole of that section of the Country in which I reside, I have recently purchased Point Platon, and I am now prepared to engage in the work.

I would then beg of you to make known to His Excellency this change in my views, and to claim his authority to the effect that I may be permitted to construct a Wharf or Wharves in the front of the said Point Platon, so that vessels drawing fifteen feet water may approach the Wharf at low tide.

It would be useless, I conceive, to insist anew upon all the advantages which the construction of these Wharves will afford to the public and eventually to the Government.

I venture to hope that you will be pleased to second this undertaking, by procuring for me the granting of my request within the shortest possible delay, if it meets with the approval of His Excellency.

The season is very advanced, and I should not like to lose a moment, in order to the execution of the work before the winter. I only await your answer to begin operations.

I have the honor to be,  
With the highest consideration, Sir,  
Your most humble and devoted Servant,

(Signed,) G. JOLY.

Honorable D. DALY,  
Provincial Secretary.

SECRETARY'S OFFICE,

Montreal, 12th August, 1846.

Sir,—I have the honor by command of the Governor General, to acknowledge the receipt of your letter of the 6th instant, and to inform you that the Trinity Board having already stated that the locality now selected by you for the erection of a Wharf, is convenient and unobjectionable in so far as the Navigation of the River St. Lawrence is concerned, His Excellency has been pleased to instruct the Attorney General to investigate your title to the lot of ground purchased by you at Point Platon, with a view to the issue of the required Letters Patent.

You will accordingly be good enough to put yourself in communication with the Attorney General, to enable him to report upon this point.

I have &c.,

(Signed,)

D. DALY, Secretary.

G. JOLY, &c., &c., &c.

Lotbinière, District of Quebec.

MONTREAL, 17th September, 1846.

Sir,—Having in obedience to the commands of His Excellency the Governor General, with which I have been honored, attentively perused and considered the petition of Gaspard P. G. Joly, praying for the grant of a deep water lot at Lotbinière, I have now the honor of reporting for His Excellency's information, that I have examined the titles produced by the Petitioner, and that he is legally vested with the land, in front of which he is desirous of obtaining a grant; and I am of opinion that there exists no objection, in point of law, to His Excellency acceding to the prayer of his petition.

I have &c.,

(Signed,)

J. SMITH,

Attorney General.

The Honorable D. DALY, &c., &c., &c.

QUEBEC, 17th October, 1846.

Sir,—In obedience to the order of reference of His Excellency the Governor General, bearing date the 18th ultimo, and made upon the application of Gustave Joly, Esq., for the grant of such rights as may be necessary to enable him to build a Wharf or Wharves into deep water, in front of a property recently purchased by him at the Platon, in the Seigneurie of St. Croix, so that Vessels drawing fifteen feet water can approach at low Tide, and directing me also to report as to the value which should be paid by the petitioner for such grant. I have the honor to report to you, for the information of His Excellency, that I have examined the Titles produced by the Petitioner and personally visited the locality, and I am humbly of opinion that he is legally vested with the land in front of which he is desirous of obtaining a grant, and that there does not exist any objection to His Excellency acceding to the prayer of his Petition in reference to the nature of the grant to be made to the Petitioner. I would respectfully suggest that, to meet the views of the Petitioner, the grant should embrace all the space between high and low water mark in front of his property, with a right to extend a Wharf or Wharves into deep water at such place or places as he may think advisable, so as to obtain a depth of fifteen feet at low tide. In reference to the value which, in my opinion, should be paid by the Petitioner for such grant, taking into consideration that the works in contemplation are very expensive; that if they succeed they will be of great public utility; that if they should fail the Petitioner would have sustained a great personal loss, without any right to compensation, and that the risk is very considerable; added to which, that any profit or advantage to be derived therefrom to the Petitioner in the event of success, would necessarily not be available for a long time to come;—I have come to the conclusion that the rent to be received upon such grant should be nearly nominal, and that the sum of seven pounds currency per annum, being at the rate of five shillings currency per annum per arpent in front of this purchase on the line extending along the King's Highway, would be just and reasonable value to put upon the same.

I have, &c.,

(Signed,)

F. W. PRIMROSE,

I. G. D. R.

Honorable D. DALY,

Provincial Secretary,

Montreal.

## CROWN LAND DEPARTMENT,

Montreal, 4th February, 1847.

In obedience to His Excellency the Governor General's Order of reference, dated 4th November, 1846, granting to Gaspard Pierre Gustave Joly, Esquire, a certain Beach and Water Lot in front of his property situate at a place commonly called and distinguished as the Pointe au Platon, on the South side of the River St. Lawrence, in the Seigniority of Ste. Croix, County of Lotbinière, District of Quebec, pursuant to the approved Report of Council, dated 2nd November, 1846.

And I have accordingly caused an actual Survey of the said Beach and Water Lot to be made, being of irregular figure as represented on the annexed Plan, bounded and abutted as follows:—

On the South-west and South-east by high water in the River St. Lawrence; towards the North by deep water in the said River, in fifteen feet depth of water at low tide; on the East and West by the vacant beach of the said River St. Lawrence.

Beginning on the South Shore of the River St. Lawrence at high water-mark in the limit between the Seigniorities of Ste. Croix and Lotbinière, as at the point A on the said annexed Plan; thence running astronomically North thirty-one chains more or less, into fifteen feet depth of water at low tide aforesaid, as at G; thence Easterly, following in the said depth of water, thirty-seven chains more or less, to a point opposite the Westerly line of a certain Wharf erected at Pointe au Platon, as at X; thence South-easterly, still in fifteen feet depth of water, sixty chains more or less, to the intersection of a line, as at F; drawn astronomically North from the limit at high water-mark, between the land or property of the said Gaspard Pierre Gustave Joly, and the land of Alexis Coulombe, as at D; thence astronomically South along the said line forty-two chains more or less, to the aforesaid limit at high water-mark, as at D; thence along said high water-mark as it winds and turns North-westerly to the aforesaid Wharf at Pointe au Platon, at B; thence still along high water-mark Westerly to the place of beginning.

Containing two hundred and nineteen acres, more or less.

(Signed,) D. B. PAPINEAU, C. C. L.

NOTE.—Letters Patent for the above grant passed the Great Seal, and were dated 15th February, 1847.

(Signed,) J. B.

[*Translation.*]

(Copy.)

MONTREAL, DONEGANA HOTEL, 19th July, 1847.

Sir,—When I had the honor of addressing you last year, begging of you to lay before His Excellency the Governor General, my Petition to be granted the right of constructing a Wharf at Point Platon, and the concession of a certain extent of beach, I received an affirmative answer, and was given to understand that in consideration of the small actual value of these beach lots, and of the public utility of the works I was about to undertake, I should only be charged a nominal rent.

At a more recent period, upon the estimation of Mr. Primrose, this rent was fixed at £7 per annum. Although this appeared to me rather to exceed what I understood by *nominal*, I consented to pay that rent.

Now, when I call for my Letters Patent in your office, I am required to pay, besides, £310 for fees, that is to say, an amount three times as great as the entire value of the land, as estimated by the Inspector of the Crown Domain, Mr. Primrose! That appears to me entirely to exceed what may be called *nominal*.

This demand of fees is founded perhaps upon what is going on at Quebec or Montreal: Doubtless the service I rendered to the public in the construction of this Wharf; the example I offered to individuals to engage in similar undertakings without Government assistance, has not been taken into consideration; lastly, the heavy expenses to which I have been put, without any well-founded expectation of reimbursement for many years, and all this upon a lot of land hitherto of no value, doubtless all this has not been taken into consideration.



I trust, Sir, that you will be kind enough to urge these considerations, and those that your perfect knowledge of this matter may suggest to you, upon the attention of His Excellency the Governor General, that he may be pleased to discharge me from the payment of these fees, or, at least, to reduce them to the ordinary tax upon simple patents.

I have the honor to be,

With the highest consideration, Sir,

Your very humble and devoted Servant,

(Signed,) G. JOLY.

Honorable D. DALY,  
Provincial Secretary, &c., &c.,  
Montreal.

[Translation.]

QUEBEC, 20th January, 1853.

Sir,—Six or seven years have passed since I addressed the Government for the purpose of obtaining permission to construct Wharves at Point Platon. One of your predecessors, the Honorable D. Daly, after having submitted my request to the Attorney General, promised me this permission, and led me to hope that in consideration of the public advantages that would result from the work, I should only be required to pay a nominal price.

Under these promises I constructed a Wharf, and when I went to claim my Patent I was required to pay a tax of £345. As that appeared to me considerably to exceed what might be looked on as a nominal price I declined to accept the Patent.

Matters remained in this position until 1849. Several Parishes then presented Petitions to the Post Master General, praying that a regular and daily mail service should be established by steam communication to Point Platon. Mr. Stayner represented the matter to the Government, who instructed Messrs. Rubidge of the Board of Public Works, and Morin, Harbour Master of Montreal, to examine the locality. These gentlemen made their report, and in consequence thereof the Post Master General addressed, on the 31st of August, 1849, to the Petitioners, the letter of which I have the honor to address you a copy. (See Supplementary Return for both the letter and Petition.)

I was then in Europe. Upon my return in 1850 I was informed what had taken place, and I hastened to construct a Wharf according to the plan furnished by the Government Commissioners and forthwith bound the Post Master General to keep his engagements.

He did so, a contract was entered into with the proprietors of the Mail Steamboats to leave the letters every day at Point Platon.

In the meanwhile, I did not obtain, nor have I yet obtained, the Patent. Without this authority I considered that I had no right to levy any payment for the use of my Wharf, and in the course of the last six or seven years I have thus been put to an expense of more than £2,500, by which the public has profited, and from which not only have I derived no revenue, but have been put to considerable expense for its maintenance and repair.

I would then beg of you, sir, to lay my two-fold request before His Excellency the Governor General; the first, that I may be enabled to obtain the Patent in question at a really nominal rate; the second, that he would cause the Contract passed between the Post Office Department and the Mail Contractors to be *scrupulously* carried out.

This Contract has hitherto been executed in a most irregular manner, and has thereby been almost of no use soever to the public and to myself.

Bad faith, I do not hesitate to assert it, has discovered many prettexts for failing in the performance of strict engagements.

The Honorable Mr. Morris has indeed made several efforts, for which I am most grateful, to compel the Contractors to do their duty to the Public and to the Post Office Department, but without success.

The pretext made use of by the Contractors is, that the locality is dangerous. They ought, however, to be well aware for several months previous to signing their last Contract, their Steamboats had left a Mail regularly at Point Platon; it was therefore their duty to have acquired previous information on the subject. The futility of their objection is more-

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over proved by public notoriety: by the Report of the Government Arbitrators, Messrs. Rubidge and Morin, and still more recently in the course of last autumn by the Report of Captain Boxer, R.N., who passed several days with three boats in sounding all parts of the River in the neighbourhood of Pointe Platon.

I would add by way of rendering your information on this subject complete, that there is a third Report, also made in the course of last year, by a person sent for that purpose by the Board of Works—Captain Vaughan. I do not hesitate to assert that this Report is false, *knowingly false*, and you will perhaps see the confirmation of my assertion in the Memorials hereunto annexed, made after this Report and signed by the most respectable inhabitants of Portneuf, Deschambault and Cap Santé, who are all thoroughly acquainted with the vicinity of Point Platon.

It was intended that this Memorial, as well as others, should be presented to the Legislature, but I caused them to be kept back, in the hope that the Honorable Mr. Morris, to whom I communicated them, would cause justice to be done; this he has in part accomplished, by procuring another survey to be made by Captain Boxer, who refutes the assertions of Captain Vaughan.

I take the liberty of calling your attention to the fact, that the Honorable E. Hale, who has resided in the very neighborhood for the last forty years, and the respectable Curé of Cap Santé are among the number who have signed the Memorials, and that their impartiality in the matter admits of no suspicion.

I have the honor to be, Sir,

Your very humble and obedient Servant,

(Signed)

G. JOLY.

The Honorable A. N. MORIN, M. P. P.,  
Provincial Secretary, &c.

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MEMO.—The present Tariff of fees on Letters Patent for Beach and Water Lots will shortly undergo revision by the Government.

A. N. M.

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## SUPPLEMENTARY RETURN

To an Address of the Legislative Assembly, dated 18th February, 1853, for "Copies of all Correspondence between the Government and Mr. Joly, relative to the Point Platon Wharf, and for copies of all Surveys and reports relative to the said Wharf."

By Command.

A. N. MORIN,

Secretary.

SECRETARY'S OFFICE,

Quebec, 22nd March, 1853.

Copy of a Copy of the Letter of the Deputy Post Master General, inclosed in Mr. Joly's letter of the 20th January, 1853, sent with Return.

GENERAL POST OFFICE,

Montreal, 31st August, 1849.

Gentlemen,—Adverting to our correspondence on the question of touching with the Mail Boats at Point Platon, I beg to say that Government, at my suggestion, having sent competent persons to the spot to examine and report upon the feasibilities of carrying out the design, those gentlemen (Mr. Rubidge of the Board of Works, and Mr. Morin, Harbor Master of Montreal) have made a Report on the subject to the Board of Works, copy of which is herewith enclosed, by which you will perceive it is recommended that before the Steamers can be expected to deliver and receive the Mails at the Point, the present Pier Head should be extended an additional length of seventy-five feet, parallel with the Channel, having a Landing Slip, or Inclined Plane, adapted for low water, about mid-way of its entire length, thus making its whole frontage about 135.

So soon as this is done the South Shore of the St. Lawrence will be regularly supplied, *viâ* Point Platon, during the season of navigation, with the advantages of a daily Steamboat communication.

I am, Gentlemen, &c., &c.,

(Signed)

T. A. STAYNER,

D. P. M. G.

The Curé and other Inhabitants of Lotbinière.

[Translation.]

THE UNDERSIGNED PETITIONERS—

HUMBLY REPRESENT,—

That in pursuance of a Petition, signed in a great number of Parishes on both sides of the St. Lawrence, and addressed to the Postmaster General, in 1849, in order to procure the Mail Steamboats to touch every day at Point Platon, a contract was made by the Post Office Department with the contractors, for the transport of the Mail between Quebec and Montreal, to engage their Steamboats to touch every day at Point Platon.

That this contract was never fully carried into execution, and that the Steamboats have often failed to stop, to the great loss and damage of the public, who thought they might safely rely on this means of communication and correspondence.

That to a complaint made by several of your Petitioners, answer was made, that at low water there was danger in stopping at Point Platon.

That your Petitioners are ready to affirm and to prove that there is not in the River St. Lawrence, a safer anchorage-ground than that of Point Platon, at all times of the tide; That vessels drawing more water than the Steamboats frequently take refuge there, and that to their knowledge, no instance has ever occurred in which a vessel has sustained damage within the limits of the ground over which Steamboats must pass in order to touch at Point Platon.

That Your Petitioners cannot consider the refusal of the Mail Contractors to touch every day, on the pretext of the lowness of the water, otherwise than as a breach of their Contract; that they have frequently omitted to touch even at high water, and, in particular, yesterday, the 11th instant, at half-past five in the morning, when the tide was nearly full and the weather favorable.

That Your Petitioners pray Your \_\_\_\_\_ to cause inquiry to be made relative to the facts above stated, and to direct that regular soundings should be taken of that part of the St. Lawrence which adjoins Point Platon, and that such soundings may be made public for the use of those navigators who hold, and have always held, this anchorage as one of the most important in the River. This is proved by the numerous vessels which constantly anchor there.

And Your Petitioners will ever pray.

(Signed,)

J. ELIE THIBAUDEAU,

Mayor, C. S.,

And Seventy-nine others.

CAP SANTE', 12th September, 1852.

A Petition similar in every particular but the signatures, was also received from Deschambault.

(Signed,)

C. E. NOIRE', Pt. Curé,

of Deschambault and 70 others.

DESCHAMBAULT, 12th September, 1852.

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# RAILWAY SUSPENSION BRIDGE, Q U E B E C.

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RETURN to an Address of the Legislative Assembly, dated 9th March, 1853, to His Excellency the Governor General, for "a Report on a Railway Suspension Bridge proposed for crossing the River St. Lawrence at Quebec, made to His Worship the Mayor and the City Council of Quebec, by Edward William Serrell, Engineer, with the Maps, Plans, and Estimates accompanying the same."

By Command.

A. N. MORIN,  
Secretary.

SECRETARY'S OFFICE,  
Quebec, 10th March, 1853.

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## TO HIS WORSHIP THE MAYOR AND THE CITY COUNCIL OF QUEBEC:

Gentlemen,—Agreeably to your resolution of 4th October last, requesting me to repair to Quebec to examine the proposed sites, for a Bridge to cross the St. Lawrence River, at or near your city and also desiring me, if the undertaking should be deemed practicable, to submit plans, specifications, and estimates for the same. I have the honor to state, as already communicated in my letter of 4th November last, which gave an account of the progress of the field operations to that date, that I first surveyed a site near the River Chaudière, about four miles from the mouth of Cape Rouge Creek.

After which a line from the terrace of the old Palace of St. Lewis to Point Levy was explored, and another from a few hundred yards above Cape Diamond to the opposite shore was inspected.

Careful reconnaissances of the whole river and harbour contiguous to the City and on the lines designated, sections of the banks, and soundings in the river, with instrumental measurements of distances, were made.

The result of these operations, is a conviction in my mind of the entire practicability of the undertaking. That is, I see no insurmountable engineering difficulties in the case; no reason for thinking that a substantial Bridge, suitable for railway and other travel, cannot be built here; and that too, within the means at your command.

I accordingly herewith respectfully submit the accompanying Maps, Plans, and Report.

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## REPORT of the different Sites proposed.

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The proposed crossing near the Chaudière River, designated as No. 1, on the general outline Map A, herewith submitted, will require a Bridge with an extreme length equal to three thousand four hundred feet.

The banks here are high and rocky; on the North side, the top is one hundred and sixty feet, and on the South, it is one hundred and forty feet above extreme high water.

The lines of the shores are two thousand four hundred and forty feet apart.

The beaches slope gradually; they are rocky, and at low water, the river is one thousand eight hundred and fifty feet wide.

In twelve feet deep at low water on each side, the distance is reduced to one thousand six hundred and twenty-five feet.

Beyond this the water becomes suddenly very deep, towards the middle, until it reaches upwards of one hundred and eighty feet.

The currents set in both directions accordingly as the tide is rising or falling.

There are two tides every twenty-four hours and the average rise is about twenty feet.

At the site marked No. 2, on the Map, the distance between the Terrace of the Old Palace St. Lewis and the top of the Bank at Point Levy is found to be four thousand six hundred feet, and twelve feet deep at low water on either side, would be two thousand nine hundred and eighty-seven feet apart.

Here the slopes of the beach are less gradual than at site No. 1, and very deep water is found all across the river.

At five hundred feet from low water mark on the North Side, it is forty-five feet deep; at a corresponding distance on the south side, it is one hundred and twenty-six feet deep.

In the middle of the river, which is nearly the deepest part, it is about one hundred and seventy feet deep.

All these soundings are reduced to low water level.

The precise length of the line No. 3, was not determined, but it is known to be several hundred feet more than No. 2.

The soundings, etc., upon it were undertaken, at the instance of one of the City Council, who believed very shoal water would be found for many hundreds of feet out on either side.

Unfortunately, however, this was not the case, and nothing was observed to warrant a comparison between it and the other two proposed sites.

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### GENERAL COMPARISON BETWEEN PROPOSED SITES.

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The very considerable disparate, in the cost of constructing at the proposed sites, would leave but little room for argument in favour of the one from the Palace St. Lewis, to Point Levy if the Bridge was the only question to be considered; as however the province of the Bridge, when built, will be to connect the northerly with the southerly side of the River St. Lawrence at Quebec, it would not be obeying its legitimate ends if built at the upper site, unless a suitable mean was at hand to connect it with the City.

On Map A, a line for a proposed railway is marked from the site No. 1, to St. John's Gate, with a branch to the Lower Town.

This Railway will be six and one quarter miles in length, to St. John's Gate.

On this route the grades will not exceed fifty feet per mile, which is less than the maximum grade of the Quebec and Richmond Railway, while the curvatures are greater in radius than the minimum of the best constructed Railways.

By it all the business going to the Southern Shore of the River could be, for passengers, brought within less than fifteen minutes distance, in time; and for freight and heavy articles, less than three quarters of an hour.

The connection with any great trunk line of Railway, to Halifax or any part of the Lower Provinces, must necessarily come to the river in such a way as to admit of an easy junction. Major Robinson's route, coming from Halifax on the line of the second concession, can be as easily, if not more easily, connected with the crossing of the river at this site than at any other.

Greater facilities exist at this site for connecting with the Richmond Railway than at any other point of crossing that could be occupied by a Bridge.

At this site No. 2, it would be necessary for the Bridge to be at least thirty-five feet higher than No. 1, as the largest class "men of war" are frequently in the Harbour; while, if I am correctly informed, they have never been up the river beyond Wolf's Cove, since the country has been in the British dominions.

In case of war, operations, in all probability, upon the waters above Quebec, would be carried on by steamers, as vessels of more than 600 tons burthen could not pass through Lake St. Peter (McCullough's Geography).

Another advantage in favor of the upper site is the facility with which it can be connected with the shipping and the commercial part of the City, in the Lower Town, by means of the branch from the proposed Railway.

This connection if made from Palace St. Lewis Terrace, would require four miles of gradients, to descend to the same level, at the proposed maximum grades of the Halifax and the Richmond Railways.

In view, then, of the many and very decided advantages in favor of the site No. 1, or that near the Chaudière River, and the fact that there is nothing of a general public nature for the Bridge to perform, which it cannot do, as well at the upper as the lower site, I deem it to the interest of the City to recommend to you in the most unequivocal manner, that the bridge should be constructed at the site designated as No. 1.

I have therefore prepared drawings in detail of the proposed work; and at the same time submit an outline of what would be necessary at the lower site, No. 2, with a rough estimate of the cost of the same, in order that you may complete the comparisons yourselves.

#### OF THE PLAN PROPOSED.

In presenting the accompanying plans for your adoption I am aware that, in all probability, opposition arising from long standing prejudices, will have to be met with and combatted, as at this moment, the opinion of the scientific world is divided on the matter at issue. I trust however that the facts here adduced will be sufficient to entitle the project to consideration, if not to settle the question.

The plan proposed is usually known as the wire Suspension Bridge.

It consists of two massive towers of masonry, built in the river in twelve feet of water at average low tide.

These towers will be in total height from their base, about three hundred and thirty feet; they will be fifty-two by one hundred and thirty-seven feet square at the base and will batter regularly upwards.

They will be sixteen hundred and ten feet apart at their centres.

It will be observed that the bridge will not cross quite at right angles to the river: this is done on account of the position of the shoalest water near the shores. The towers are however in the line of the currents.

The towers being so small at their base compared with the width of the river, will produce little or no effect on it.

On the banks, suitable abutments of masonry of proper proportions, will be erected as represented, forming revetments for the embankments.

The roadway at the abutments is to be one hundred and sixty-two feet above extreme high water, and will rise to the centre of the bridge eight feet.

The height at the central will therefore be one hundred and seventy feet above high water.

The roadway will consist of two carriage ways, each ten and one half feet wide in the clear, and a railway track of such width or gauge as to match the railways which may connect with it. The space for it is eleven feet in the clear.

The entire width of the roadway is to be thirty-two feet in the clear inside the parapets.

All the parts forming the roadway and parapets are to be of oak.

The roadway for common travel is to be on either side of the railway, separated from it by a suitable railing as represented. The whole is to be supported by beams four feet apart at their centres. These beams are to be twelve by fifteen inches section; they are to be braced underneath so as to stiffen the bridge transversely by a king-post and iron tension bars.

The floor plank is to be three and one-half inches thick.

The railway and the space within the railways will be covered with a fire proof coating of some concreted substance, to prevent accidents that might otherwise happen from the sparks from locomotives.

The parapets are to be composed of four tiers of fifteen inches square timber, suitably tree-nailed together; each piece being jointed with ship-laps, so as to form a continuous piece the entire length of the bridge.

Below the parapets and under the floor beams, three string timbers are to be fastened, and the same as the parapets inverted. They are to be tree-nailed and jointed in a similar manner, and are to be secured to the other parts by bolts of iron of proper dimensions, which are to be put through the entire side including the cap, parapet, cross timbers and lower strings, in addition to which knees as represented in sheet No. 4, are to be secured inside and outside the lower string timber and outside the parapet, making it like the sides of a heavy ship.

I am indebted to Mr. Ellett, of Philadelphia, for a part of the outline of this cross-section of the roadway and the parapets.

The framing composing the parapet and string timbers is sufficiently strong to sustain its own weight for about five hundred and fifty feet, if considered as a beam supported only from either end.

Under the track strings, two additional longitudinal timbers for the purpose of stiffening this part of the bridge, and adding weight, are to be secured.

The roadway thus formed will be amply sufficient for any purpose for which it may be required.

The roadway is to be supported from suspending rods of suitable dimensions, attached to a system of cables, hung in catenarian curves from the top of one tower to the other, and from the tops of the towers to the abutments.

The cables are to be composed of iron wires laid parallel to each other. There will be one centre span and two land spans. The centre span will be sixteen hundred and ten feet, and each land span eight hundred and five feet; making the entire length of the roadway inside the abutments, three thousand two hundred and twenty-two feet.

The anchors and retaining walls are the attachments on the main land, to which the cables of support are fastened.

The mechanical arrangement consists of a system of bars to which the wire cables are attached. They pass through archways in the abutments and over segmental figures of massive masonry down through a shaft fifty-six feet into the solid rock of the banks of the river. The banks on either side are composed of the same formation as the bed of the river, a hard compact slate and lime.

In the shafts, which are slotted transversely, two inverted arches of cut masonry are to be turned; these arches will receive the keys of the anchors under suitable cast iron plates which form the key of the arch. See sheet No. 3.

An adit level of sufficient size to get the machinery in and out, and to allow any water to escape, is to be cut, slightly sloping from the bottom of the shafts to the river bank.

These adits will cause a free circulation of air in the shafts about the retaining anchors, which will prevent any decomposition from dampness accumulating about them.

It is proposed to build the segments, retaining walls, offices, etc., of rough masonry laid



in cement, with cut caps and corners. The offices and buildings for tools, stores &c., will be in the revetments as represented: Sheet No. 1.

Guies so arranged that they will draw evenly on the parts to which they are attached, are to be secured to the sides of the deck in such a manner that they may be fastened to blocks sunk in the river for that purpose: they are to be made of wire the same as small cables; a mechanical contrivance has been arranged by which the guies will be kept at the same strain at all temperatures.

By the proper machinery already used, a very even strain will be produced on every wire of the main cables, so that each may carry its own proportion of the weight of the bridge and the loads which may come upon it.

It will be observed that the cables at the points of support are seventy feet apart, while at the apex of the curve they will very nearly approach the parapets of the bridge, thus forming horizontal as well as vertical curves. This arrangement will materially stiffen the entire structure; light bracing rods are to be added to the suspending rods, in such manner as to prevent heaving motions or vibrations, which would otherwise arise in the very long ones, from passing loads.

The main cables are to be tied together overhead by cross ones of smaller dimensions. This too will stiffen the work and tend to prevent pulsatory movement.

Most of the European suspension bridges have been built with the cables in parallel planes, and unconnected except by means of the roadway, and at the towers.

A series of cylinders on heavy plates will rest on the masonry of the towers and will carry the saddles that the cables pass over. They are more fully described at page 42 (1.)

### COFFERDAMS.

By means of the ordinary instruments for sub-marine operations, exact measurements of the bed of the river, where it is proposed to sink the foundations and works about them, are to be made.

Crib work is then to be arranged so as to fit the rocks and surface as nearly as possible.

A general plan of the proposed dam is represented on sheet No. 5, Fig. 1.

Fig. 2 is a longitudinal section of the same. Fig. 3 is a cross section. The other figures represent the details of construction.

It is to be built on the shore the same as cribs for piers, and hauled into place by suitable means worked by capstans on it. It is to be loaded down into place by stones thrown into compartments.

The entire system will consist of crib-work framing, forming three cellular compartments. The outside and inside ones are for the purpose of containing the ballast, and for strength to the whole. The centre compartment is to contain a puddle bank, as represented.

The clay forming the puddling is to be placed between sheet piling, which is secured to the crib work.

Braces, as represented in the detached Fig. 5, will keep the two systems of crib work at proper distances from each other until sunk, when the braces are to be taken out as the work of filling-in progresses, in order that there shall be no "water lead" of any kind through the bank. The clay is to be ten feet thick and the cribs are to twelve feet wide. A suitable framing to stiffen the whole system is to be built in it, from side to side, and to remain in place until found in the way of the masonry of the towers.

By means of trunks with valves at the lower end the puddling may be lowered to the bottom, through the water, and well rammed without being very much moistened.

The cofferdam being thus constructed, the water in it is to be pumped out, and the rock bed of the river suitably prepared for receiving the masonry of the towers; so that the towers will have the solid rock for a foundation.

(1) Here and elsewhere the page of reference is that of the manuscript.

When the towers are completed, the crib work of the cofferdam is to be removed to the line of low water, and on either end, ice breakers are to be constructed above and below the piers.

Heavy iron plates are to be secured to the angles of the ice breakers at the intersection of the planes; the effect of which will be to break up the ice by its own gravity as it rises on the planes, so that it may pass away harmless on either side.

### OF THE STRENGTH OF THE BRIDGE, ETC., ETC.

It will readily be perceived by reference to the plans, that the cables have to sustain their own weight, the weight of the roadway and attachments, and any additional load which may come upon it. These loads are transmitted through the cables to the towers and anchors.

### OF THE CABLES.

To those unacquainted with mechanical combinations, it no doubt, at first glance, seems almost futile to suggest, that a bridge of the enormous span of sixteen hundred and ten feet, with two shorter spans each of eight hundred and five feet, either of which is of itself, equal to most of the largest bridges in the world: over which the roaring locomotive, with its train of more than an hundred tons, is to fly, almost as with the wings of the wind, should depend for its ultimate strength upon the cohesive force of iron wire, in strands each of which will but little exceed the one-eighth of an inch in diameter.

It will however be remembered, that ships of the line are held safely to their moorings, amid the thunder of the storm which lays her on her broadside, by the fibres of hemp cables, each one of which is not more than the one hundredth part of an inch in thickness.

The spider's and the silkworm's thread which may be woven into a fabric of prodigious tensile strength, is composed, according to Biot, of more than 5000 strands, (Bartlett's Mechanics), and a stick of oak, with a transverse section, capable of supporting safely fifty tons, is composed of capillary tubes, each one of which is scarcely larger than a human hair.

If then, it can be shewn that one single strand of wire stretched across the span proposed for the bridge, will sustain its own weight and something more, which quantity is known, it needs only the most simple rules of primary arithmetic, to determine how many strands are wanted to carry any required load.

Now it is proposed that the cables of the bridge shall contain, suitably disposed, eighty thousand strands of No. 10, best bridge wire, each strand reaching the entire length of the bridge.

This wire will weigh one pound and one-fiftieth of a pound for every twenty feet in length, consequently as the curve will require about twenty feet, the length of each strand from the points of support in the centre span, will be about sixteen hundred and thirty feet long; and each strand will weigh about eighty-three and thirteen hundredths pounds.

By a series of the most careful experiments it has been ascertained, that a strand, of the size and weight specified, will sustain before breaking, a load equal to one thousand five hundred pounds net, as an average for the best bridge wire.

Mr. Chaley who built the celebrated bridge of Fribourg which is the longest of one span in Europe, states that by experiment he found strands of this size sustained over 1760 pounds before breaking. Mr. Ellet writes that his own experiments corroborate the statement.

While building the bridge from Queenston to Lewiston. I made a series of experiments, consisting of twenty-two trials. In each case wires of the size referred to were subjected to a dead load, hung vertically. The wires were taken from the Workshop indiscriminately, and the result of the experiment gave, as an average breaking weight, seventeen hundred and twenty-two pounds: several of the pieces had over eighteen hundred pounds upon them before breaking; and one piece, which was afterwards found to be the last end of a coil and

consequently a little larger than the guage, sustained a trifle over nineteen hundred pounds before breaking.

The results, although positively accurate for the pieces experimented upon, should not be taken as an average of bridge wire (a) of this number, because for long lengths, the probability of meeting with flaws is increased, and the stock from which the wire is made, is not always so uniform or of such tenacious nature; such wire, however, as is used for bridges should be capable of sustaining, without a question or doubt, fifteen hundred pounds breaking strain for every strand of the size and weight specified, and where due care is taken in the selection of stock and in the manufacture, the acids used in cleaning being entirely eradicated, a result equal to that stated may be looked for with certainty. It must be borne in mind also that wire just from the blocks is not so strong as when it has been made for a few months, probably from the particles having time to re-arrange themselves after the process of elongation. In one experiment on a long piece, it was found to be much tougher after remaining in the air coated with linseed oil varnish for about two months, than when first made, although the piece in question was subjected all the while to a load equal to about one-tenth of its ultimate cohesive strength and incessant vibrations.

If then a strand of wire, of sixteen hundred and thirty feet long, weighing less than eighty-four pounds, were hung vertically it would sustain its own weight and the difference between its ultimate cohesive force and the weight of the strand; that is, if of average strength, it would not break with less than its own weight and fourteen hundred and twenty pounds besides. That is for No. 10 wire.

As then there are to be eighty thousand strands of wire in the cables, they will unitedly sustain eighty thousand times as much as one strand; or the ultimate strength of the cables will be equal to 120,000,000 lbs. or 60,000 tons net.

As however in their positions as catenaries, the cables will not sustain as much, as though being vertically, owing to the directions in which the forces come which act upon them, an allowance has to be accordingly made. The rules by which this is governed, are as well known as other mathematical facts, and the result can be arrived at with precision; the formula however is somewhat complex, and for that reason is not here introduced. Those who wish to investigate it more fully are referred to appendix A, where the conditions are mathematically stated.

In the case before us, and depending upon the angle given to the tangent of curvature, the strain upon the cables will be so nearly twice that which the same weight would exert if hung vertically from them, that for the sake of briefness it is assumed as such.

Therefore every pound which the cables are loaded with, will strain them in their place equal to two pounds at the point of suspension, whether that weight be the cables themselves or the roadways and attachments, or any load which may be on the bridge.

If then the cables, in consequence of their position are strained twice as much as if hung vertically, they will sustain only half as much, without breaking when in their place, as if hung vertically.

We have seen as above that the ultimate cohesive strength of the 80,000 strands is equal to 60,000 tons net, and that the cables will sustain in their position half of this amount, or 30,000 tons net. Therefore if the weight of the cables themselves and all that is attached to them, the roadways, &c., &c., is deducted from this amount, the remaining quantity will be the weight which, if placed on the deck of the bridge, would strain the structure so as to cause fracture.

The strength of the cables being thus determined, we shall presently see what load is likely to come upon them and how they will be affected by it.

### THE CABLES OF THE LAND SPANS.

Each land span being precisely on half the length of the centre span; in order to balance

(a) This wire was made by Messrs. Cooper & Hewett, of Trenton, New Jersey. Mr. Washburn of Worcester, Massachusetts, recently assured me he was prepared to enter into contract to furnish No. 10 bridge wire, capable of sustaining a breaking strain of 1800 pounds per strand.

the forces on the tops of the towers and being fastened in the retaining wall, on the same level as the lowest part of the curve of the principal span, the resultant of the forces, which come upon them is equal to that on the main cables and consequently they have to be of a corresponding strength. Appendix B.

### OF THE TOWERS OF SUPPORT.

The towers of support in the river, in average twelve feet deep at low water, are to be built hollow, see sheet No. 2, and so proportioned that the weight which comes upon them from the cables shall be transmitted over the surface of the base.

So far as the examinations on the ground developed the formation of the bed of the river, it appeared to be compact rock covered with a light coating of gravel and largish boulders. From the nature of the rock, which is slate interspersed with lime stone, fissures of any very considerable magnitude are not likely to be met with; on the contrary, the bed of the river is most likely to be very solid and generally an even plain at the sites for the towers, sloping towards the middle of the river.

The rise of the tide is on an average twenty feet, and the foundations being set in twelve feet of water at low tide, it becomes an undertaking of no ordinary magnitude to place foundations securely which are intended to sustain the enormous weights which these are to carry.

Various methods have been employed with more or less success in similar undertakings in England, France and the United States, and perhaps that which is most highly approved of is the construction of coffer-dams.

In England this method was for many years the only plan used; recently, however, others have been employed.

When rock is met with near the surface of the bed in deep water, a difficulty almost insurmountable presents itself to the construction of ordinary coffer-dams, as there is little or no hold for the piling.

Owing to the very great pressure the base of the towers have to sustain, the Caisson plan so successfully used by the French, and in the United States, is here objectionable.

It is a matter of very great consequence to have masonry rest on the solid rock if possible.

With a view therefore to bring about these results, that is to construct by means of a coffer-dam, which shall not be subjected to the perils of a slight hold in the uncertain sands on the top of the rocks, and at the same time to avail as much as possible of the comparative cheapness of the caisson plan, I have endeavored to suggest such a structure as shall combine both, which has already been described.

It has been suggested to me to employ blocks made of timber in cribs with loose stones in them, sunk in the same manner as the piers near the City, and upon these to build the towers.

Independently of the objections which will arise to this method, for want of permanency in the material used and the method of putting together, there would be great danger of the mass changing its position on the shelving surface of the bed of the river, and should such be the case the entire structure above must be irreparably ruined.

There being no doubt that the solid rock bed of the river, will sustain a load equal to many times the weight of the bridge, it is proposed to demonstrate the strength of the towers.

It is shown in Appendix C, that the weight which comes on the towers will under all circumstances be direct vertical pressure, and for this reason, the forces coming in this direction only have to be provided for, except for such parts of the system as sustain a lateral pressure within themselves.

That part of the tower which has the least sectional area is immediately under the saddle plates. At the four points of bearing there are 1440 square feet of surface to sustain the

pressure. To these points there will be transmitted from the cables 57,960 tons net weight. See Appendix D.

The towers above the base will contain 108,687 tons net weight of material, and consequently there will be transmitted to the lower section above the base the weight of the towers and pressure from the cables.

The bases will contain 5120 square feet of section, there will therefore be about one-fifth of a ton net pressure on every square inch of that part of the tower where all the direct pressure will come.

It is proposed to build the towers of the most suitable stone selected from the quarries near Victoria Cove or farther up the river. The stone is compact lime, hard and durable, it may be seen in many of the most elegant buildings of Quebec and its vicinity. Heavy iron bars and castings are to be worked into the towers for additional security, and the entire work is to be laid in hydraulic cement of the most approved mark.

The courses are to be well bonded, and the joints to be worked true.

The architectural effect is partially shewn in the accompanying drawings.

According to the most reliable published accounts, stones of the formation proposed to be used, well selected, will sustain by experiments made by Rennie, Daniell, Wheatstone and others, a force equal to about three tons net per square inch section before crushing.

It will therefore be seen there is sectional surface equal to fifteen times that which would be crushed by the greatest weight which could ever come upon them. Appendix.

The towers as designed are proportioned, as to strength and the weight they have to carry, about the same as an average obtained from the dome of St. Peter's at Rome, St. Paul's London, and the Church Toussaint, Angers, (a) in all of the above some variety of lime stone is employed.

Previous to building however, very accurate experiments should be made on the particular kind of stone to be used, on which alone the ultimate proportions should be based.

If the lines of the apex of the curve of the centre span and attachments at the retained walls remained always on the same level, there would be no occasion to provide for any motion of the cables on the towers. But as the atmospheric changes, by contracting and expanding them, will cause the entire roadway, from the revetments, to the centre to rise and fall, it becomes necessary to adopt such saddle and bearing plates under the cables, between them and the masonry of the towers, as shall allow a slight movement to keep an equilibrium established between the centre and land spans.

The saddles consist of iron plates so constructed as to receive the cables where they pass through the tops of the towers. They will be made segmental in form, on the upper side, with grooves for the cables to lie in.

A system of cylindrical rollers is to be so placed between the saddle and a lower plate of cast iron, which rests on the masonry, that as the cables expand and contract, an oscillatory motion will take place upon the rollers, and so continue the direction of the forces in parallel lines to the axis of the towers.

Similar rollers set in vertical planes on the inside of the saddles will transmit the horizontal strain of the cables on to the masonry arch, between one saddle plate and the other.

It will be thus seen that although the pressure of the cables will not always be quite in the axis of the towers, it will never be oblique to them, but always either directly through or parallel to them slightly on one side or the other.

#### EFFECTS OF ICE.

Inquiries will naturally arise respecting the effects of the enormous masses of ice which accumulate in the river, and which will come with great force against the works of the bridge.

In reply it is stated that great as are the fields which are seen in motion on the river, their

(a) Mahan's Civil Engineering.

size and thickness being known with their velocity, their effect can be calculated with precision.

It then only remains to so proportion the parts as to be capable of sustaining any shock which will be received.

This it is believed has been done in the plans here submitted.

Ice breakers, both up and down stream, are provided for, as already described.

Besides the ice breakers which are separate constructions from the towers and therefore do not transmit the shocks received to them, a very considerable part of the force of floating ice will be taken off the work by the ice itself "grounding" on the bottom of the river in front of the ice breakers, and thus receiving the pressure of the floating masses.

I am credibly informed that at the upper end of the Lake St. Peter there are boulders of not more than twenty-five feet diameter, in the river about half out of water, which annually receive the entire force of the masses of ice which come out of this part of the river, without the slightest disturbance.

Immediately at your City also will be seen the outside blocks for loading and unloading vessels. These are usually about twenty-five by fifty feet at base, and are sunk in various depths of water from four to thirty feet at low tide. These blocks or piers, are built of crib work of timber, loaded with stone, and although they frequently change their positions, and lean sideways by the under-run of the river, they are not moved or injured by the fields of ice, which at this part of the river strike them more forcibly than they would above.

Some of those belonging to Mr. Gilmour, Mr. Lampson, and others, have stood upwards of twenty-five years.

If then these comparatively temporary works will sustain without injury the same or more force from the floating ice, than is likely to be met with at the site for the proposed bridge, surely the heavy masonry of the towers, guarded with the ice breakers and protected by the cofferdam below water, need cause no alarm for their safety.

Besides the reasons given above may be mentioned the fact, that the ice will attach itself to the ice breakers, the shores &c., or will "take" as locally known, and thus leave the channel comparatively clear, that which has "taken" guiding the running ice into the middle of the river, where there are no works proposed, except such as are so far above as to be entirely out of reach.

Should it be thought necessary diagonal piers of rough material may be built as represented, in dotted lines on sheet No. 1, this would throw the whole of the ice through the centre opening.

It is however believed there will be no occasion for these additional guards, and consequently they are not recommended and are not estimated for.

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### OF THE STRENGTH OF THE ANCHORS.

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It is intended that the anchors shall be made of the very best refined iron, which is capable of sustaining eighty thousand pounds per sectional inch. The greatest weight which can come upon them cannot exceed the ultimate tensile force of the main cables.

I have estimated them to be of such section that at the ultimate strength of the cables they will be strained with only two-thirds their breaking load. This considerable excess of strength, proportionally to the other parts of the work, is necessary from the form of the material.

Large bars and forgings are never proportionally so strong as small ones of the same kind of iron.

The direction of the stratification and the position of masonry arches which are put in, to obtain a hold upon a greater quantity of rock, will be such that within the lifting lines of the tangents of the arches there will be 30,000 tons net of rock, or more than seven times as much as the strain which will come on it. Besides the weight of the rock itself which has alone been considered the tensile force of its particles is very considerable, probably equal to twice its weight.

The position of the masonry in the segment, is such that the forces which come upon them will be directly transmitted to the rock and foundations of the retaining walls in right lines across the natural beds of the stones employed.

### OF THE LOADS WHICH WILL COME ON THE BRIDGE, AND THEIR EFFECTS.

It is estimated that a train of the first class locomotives and tenders, filling the track on the bridge from end to end, will be the greatest load which can be brought on the railway in motion. An extraordinary train of freight in this country or Europe will not exceed one hundred and sixty tons engine and all.

The gradients upon the lines of railway in progress or projected, that will connect with this bridge, will not allow of trains heavier than this upon them, economically.

Thus the load estimated for is equal to one thousand six hundred tons, between the towers, or on the centre span, and eight hundred tons on each of the land spans.

Besides this very great load, I have estimated that by some unforeseen circumstance the entire roadway may be filled with people.

This is the greatest load, unless put on purposely, that is at all likely to come upon the bridge, that is, a line of locomotives and tenders reaching from one end of the bridge to the other, and the roadways filled with as many people as can stand upon them. (a)

At the usual standard this is equal to thirty pounds per square foot. The weight will then be:—

|                                                  | Net, tons. |
|--------------------------------------------------|------------|
| Locomotives and tenders.....                     | 3,200      |
| People.....                                      | 966        |
|                                                  | 4,166      |
| One half of this will be on the centre span..... | 2,083      |

In appendix B, it is shewn that the strain on the cables of the land spans, is equal to that of the cables of the centre span, consequently as the cables are the same strength in each, the calculations for the centre span will demonstrate also the strain on the land spans.

It has been shewn at page 18, that the strain on the cables in place arising from their catenarian position would leave one-half of their ultimate tensile strength to support the weight of the bridge and the load upon it.

Estimating the roadway as oak at sixty pounds per cubic foot, and taking the weight of the cables, the suspending bars, brans, and every kind of suspended weight, there is in the centre span, tons net.....

|                                                                       |       |
|-----------------------------------------------------------------------|-------|
| Add to this the moveable weight of trains, people, &c., as above..... | 7,019 |
|                                                                       | 2,083 |
|                                                                       | 9,102 |

As it is necessary, in order to be safe, that the strain should never exceed one-third of the strength of the material strained, we multiply the weight of the bridge, and its greatest load by three, and we have 27,306 tons; therefore as the 80,000 strands are capable of supporting in their catenarian position 30,000 tons net, we have 2,694 tons of surplus strength.

It must be born in mind that the load upon the bridge is estimated at such a quantity as can never be exceeded, while the usual load which the bridge will carry, will not exceed one hundred and eighty tons, including a train of cars and such transient loads as may be expected, cattle, &c.

Now the effect of this great or maximum load if uniformly distributed over the bridge, will be no more than though the bridge itself weighed such an additional quantity, provided the load is at rest. See Appendix E. I shall therefore estimate the effect of a load more than ordinary, say, the passage of a train of four hundred tons distributed over four hundred

(a) The number of people here estimated is equal to upwards of one-third of all the inhabitants of Quebec and the neighboring districts.

feet only. This is, however, much more than can possibly occur in so short a space during the ordinary working of a railway.

Any load whatever either the weight of the bridge itself or any passing load at rest, upon it, must be transmitted through the intervening mechanisms, directly to the points of support, that is, to the cables at the tops of the towers, where (Appendix A) all the accumulated loads will exert themselves.

Now if the bridge was perfectly rigid, and remained a true horizontal line without flexure, and the rails were a perfect plane, the wheels of the cars and locomotives, being circles, without irregularities, no more effect would be due to the passage of a train than to the same weight at rest on the bridge.

But as all mechanical work is more or less irregular, there would be disturbing causes to operate, the tendency of which (such as the eccentricity or irregularity of the wheels of the machinery, or one part of the track being slightly above or below the rest) would be to cause the passing weight to deflect into other than right horizontal lines, and thereby to exert a portion of its accumulated forces as a falling body, consequently striking the bridge with a weight in proportion to the squares of the distance, through which the part so operating passed vertically. This in practice will amount to more or less in proportion to the perfectness of the machinery and the velocity of the body moving.

Another condition has to be considered. The bridge is not and cannot be from the nature of its construction perfectly rigid nor is it desirable it should be. Therefore every load which passes over it will bend it, more or less; consequently, there will be a force operating, which is due to the amount of the deflection of the roadway, or in other words, if the bridge is deflected any given quantity, by the passage of a load over it, the load so passing will exert on the bridge a force equal to its static weight and an additional amount, due to the accumulation of momentum, through the vertical space it has passed in according to the time it is so passing. Therefore the greater the speed the greater the effect on the bridge unless it is perfectly rigid.

The effect of the horizontally moving load on the trajectory caused by the flexure of the bridge in front of the load has not to be considered in proportioning the strength of a suspension bridge, although it is an essential item in the calculation for determining the operation of a moving load on a metal girder, cast iron arch, or tubular bridge, as any force in the horizontal direction would not be transmitted through the suspending bars to the main cables, which are the ultimate strength of the bridge, but would only operate on the roadway without affecting any other part.

The greatest load which is likely to be on the bridge at one time in rapid motion as before stated will not exceed four hundred tons. It has been shewn at page 26, that the bridge will bear safely 2,083 tons net weight uniformly distributed over the centre span. Although it scarcely needs demonstration to make it appear that a weight, so inconsiderable a portion of that which the bridge will bear safely at rest, will not affect it in any manner, injuriously while passing over it. Still, to make the matter more clear it may be done as follows:—

The greatest static deflection that this weight will produce, considering the bridge as a perfectly flexible catenary in equilibrium, will be equal to nine inches. That is, if the bridge is considered a series of chains with perfectly flexible joints, irrespective of any stiffness, in itself, except what arises from its own weight merely, as any load placed in the middle before it can depress it must draw up the ends of the platform and the haunches of the cables. (See appendix F.)

The augmentation of the vertical force of the load during its passage from the horizontal through the amount of this deflection, will carry it beyond the static quantity, corresponding to the increase of force.

The deflection produced by a train of four hundred tons moving at the rate of sixty miles per hour will be equal to about eleven inches, considering the bridge as above, as perfectly flexible, and the force which it will exert equal to about 427 tons vertical pressure, in which if added to the weight of the bridge, will be 7,446 tons, or less than one-fourth of what the cables are capable of sustaining, in that catenarian position.

But the bridge is not perfectly flexible, but it is so far rigid by means of the parapets and lower string timbers, and the deck planks and strings for the track, that if the parapets were detached from the suspending rods, they would support their own weight held from either end a distance of 550 feet.



It must therefore be evident, that where so powerful a combination exists, forming a truss over which the passing load is to travel, that any deflection which would otherwise occur will be distributed over at least one-half the distance that the parapets will support themselves, and therefore the deck will deflect only one-half what it would without this combination, or thereabouts.

With any very considerable deflection, there might be danger of fracturing the side-timbers, but it is well known that combinations of timber will spring much more than this amount without injury. The steamboats on the western rivers, frequently spring from two to four feet when grounding, without causing a leak.

In the above calculations the effect of a train of four hundred tons burthen, at speed of sixty miles per hour, has been estimated. This is a much greater weight and a higher speed than necessary. The loss of time in slacking up to a speed of nine miles per hour while crossing the bridge will be three minutes only, should it be thought advisable to do so, but the effects of the maximum load as above, at the high speed, cannot possibly injure the work.

### DURABILITY.

The masonry of the towers, revetments, retaining walls, &c., being built with the best material and in the most substantial manner, may be considered almost indestructible.

The iron work of the anchors and attachments is all so arranged that a free circulation of air will be about these parts; they can also all be inspected and painted, and although underground, will not be subject to any dampness or corroding influences, that cannot be guarded against.

The wires of the cables being each separately varnished and collectively coated with suitable annealed wire, wound round them and covered with prepared (a) Franklinite and linsed oil and afterwards painted, if kept so will never rust; and the wood work being so arranged that it is well drained and kept from standing water the joints being pitched and caulked will last for years.

The atmosphere, too, of Quebec, is particularly well adapted to iron structures, as may be evinced in the manner that the plated tin roofs resist the attacks of the weather, where they are left unprotected, as is the case on most of the buildings. On the whole, if well taken care of, and painted at intervals, there is no reason why the entire work will not last for centuries, with the exception of the deck which will require renewing, when worn out by travel. (b)

### LIGHTNING.

It may be supposed by some that the lightning will injuriously affect a work where there is so much iron exposed as there will be here.

No danger however need be apprehended from this cause as similar works testify.

There appear to be distinct electric currents, constantly passing and repassing through the different parts of the work, and the number of points, such as the heads of bolts, angles, &c., of the small pieces, which will be presented, will be so many conductors of the electric fluid, that no very severe shock will be experienced anywhere, even while the bridge is a medium between differently charged electric bodies.

I am not aware that any iron ship has ever met with severe accident from the effects of lightning, while many wooden ones are known to have been entirely destroyed. This fact may perhaps be explained satisfactorily by the same reasoning as will apply to the bridge, namely, the number of points which act as conductors of the fluid.

(a) A native mineral composed of oxide of iron, zinc and manganese.

(b) See statement of this work which refers to the Chinese Bridges.

Time alone can determine the effect produced upon the ultimate particles of the material, by the constantly recurring changes in the electric and magnetic currents; but evidence is not wanting to prove that centuries may elapse before any very decided change takes place by these agencies, while operating under, and circulating by slightly exciting causes, even where the material is under continuous heavy strains. (See for example the chain-bridges of China, discribed hereafter.)

### OF THE ESTIMATES, ETC.

In making the estimates of cost I have borne in mind the request of his honor the Mayor, that every thing should be "thoroughly considered as to cost" and for this reason have more fully developed the details of the work than is usual in similar cases; in consequence of which I am able to assure you that the prices here named are such as will actually build the work in the manner proposed.

I am also authorized in stating that there are some of the most reliable contractors ready to contract for the work above water at these prices.

I have sought from them very definite information respecting the prices of materials, labor, &c., and the means of getting supplies and workmen, and you may, I confidently believe, depend on the results.

The work below water—that is, the cofferdams and foundations to the towers, including the ice breakers,—is usually the subject of special contract. The estimate, I believe, will fully cover any expenditure necessary for this part of the undertaking.

The plans here proposed contemplate a structure capable of carrying safely a train of cars of maximum load at great velocity, and two lines of public road each ten and one-half feet wide, filled from end to end with people, the most severe load which it can ever be called upon by accidental circumstances to carry.

Should it, however, be thought advisable to incur a less considerable outlay than is required for the proposed work, a bridge of smaller dimensions and less strength, designed for lighter travel, may be constructed.

It may be thought best, financially, to dispense with the line of rails across the bridge, and to have it lighter and less costly, and to use wagons from the railways on the south side connecting again with a railway into the city, or to have a bridge intended only for light trains to be drawn by stationary steam or by horse power.

Or, again, it may be well to build such a bridge as can be enlarged and strengthened; and at first use it for light travel if it is thought that facilities will exist in future for obtaining means which are not now available.

As, however, all these questions are subject to many contingencies, I have not entered into the merits of any of them, more particularly as I am of opinion that the bridge here proposed is the best suited to the wants of the city, and as there appears to be but little difficulty in the way financially.

It will, however, be borne in mind that any change in Provincial Tariff affecting the price of materials, will make the work more or less costly.

### SUMMARY OF ESTIMATE OF COST.

|                                                                     |              |             |
|---------------------------------------------------------------------|--------------|-------------|
| All the timber, including the knees in the deck of the Bridge ..... | £11,693 10 7 | \$46,774 12 |
| Suspending rods, refined iron.....                                  | 4,180 0 0    | 16,720 00   |
| Cable rings and cross cables with attachments to main cables.....   | 1,000 0 0    | 4,000 00    |
| Small iron castings .....                                           | 600 0 0      | 2,400 00    |
| Small forgings, bolts, nuts, &c.....                                | 5,820 0 0    | 23,280 00   |

|                                                                                                                                                |                 |           |           |                    |           |
|------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------|-----------|--------------------|-----------|
| Annealed wire, best quality.....                                                                                                               | £ 30,000        | 0         | 0         | \$120,000          | 00        |
| Cable wire, (average strength) 1500 lbs strand.....                                                                                            | 188,100         | 0         | 0         | 752,400            | 00        |
| Masonry in the two towers and foundations, including hydraulic cement, and pumping cofferdams ...                                              | 195,134         | 10        | 0         | 780,538            | 00        |
| Large cast iron work, including the saddles, anchor plates, and fitting same .....                                                             | 5,255           | 0         | 0         | 21,020             | 00        |
| The large forgings, consisting of anchor bars, saddle bars, and attachments .....                                                              | 46,300          | 0         | 0         | 185,200            | 00        |
| The masonry in the revetments, including the offices, &c., the foundations to be laid in cement.....                                           | 5,842           | 0         | 0         | 23,368             | 00        |
| Machinery, Engineering, &c .....                                                                                                               | 15,000          | 0         | 0         | 60,000             | 00        |
| Building and sinking cofferdams and ice breakers.....                                                                                          | 45,413          | 2         | 0         | 181,652            | 40        |
| Building cables and putting same up.....                                                                                                       | 6,300           | 0         | 0         | 25,200             | 00        |
| Carpenter's work on roadway.....                                                                                                               | 4,525           | 0         | 0         | 18,100             | 00        |
| Putting on deck and parapets.....                                                                                                              | 2,425           | 0         | 0         | 9,700              | 00        |
| Guies and machinery for same.....                                                                                                              | 2,000           | 0         | 0         | 8,000              | 00        |
| The adits, anchor shafts, and chambers.....                                                                                                    | 4,400           | 0         | 0         | 17,600             | 00        |
|                                                                                                                                                | <u>£573,988</u> | <u>2</u>  | <u>7</u>  | <u>\$2,295,952</u> | <u>52</u> |
| Add for contingencies 10 per cent., and for negotiations of bonds, interest during construction, and profits to contractors, 23½ per cent..... | 191,329         | 7         | 6½        | 765,317            | 51        |
| Total amount for Bridge complete.....                                                                                                          | <u>£765,317</u> | <u>10</u> | <u>1½</u> | <u>\$3,061,270</u> | <u>03</u> |

NOTE.—The £ signifies pound Halifax currency.

### OF SUSPENSION BRIDGES GENERALLY.

Having now described the nature of the sites proposed to be built upon, the bridge itself proposed to be built, with its strength, the loads which will come on it and its capacity to bear these loads, and having submitted with the same the estimated cost of the completed structure; it is now proposed to offer a few general remarks on the subject of this class of bridges, and to compare the one proposed with other works for similar purpose, in existence, and to reply to the objections which are usually urged against suspension bridges for railway traffic.

I deem it due to your honorable body, to lay before you all the supposed difficulties, resting assured there is no good to be gained by shrinking from the most scrupulous inquiries.

If the premises are correct and the deductions rightly made the results must be certain even though we have no precedent.

Suspension bridges are no new method of construction. The general principle upon which their strength depends, was known and in use before the historic period.

It is supposed the ancient Peruvians were amongst the first who used this kind of structure in any thing like the form now employed; but if we may believe the traditions of the Chinese and the channels through which the information comes, suspension bridges built of iron wire were in use at the formation of the present dynasty of the empire, and how much before we are not told; in Kircher's China illustrated, is as follows, translated by Mr. Fordham, (Drewry.)

“ In the province of Junnan, over a valley of great depth and through which a torrent of water runs with great force and rapidity, a bridge is to be seen said to have been built by the Emperor Mingus of the family of the Hamae, in the year of Christ sixty-five; it is of chains of iron put together with hooks so secured to rings on both sides of the Chasm, that it forms a bridge by planks placed upon them. There are twenty chains each of which is twenty perches or three hundred palms in length (330 feet.)

Iron suspension bridges are probably of Asiatic origin.

The bridge of Chouka, is so ancient that the inhabitants are ignorant of the date of its erection and attribute to it a fabulous origin. (Drewry on suspension bridges.)

The suspension bridges of Peru were built of ropes made from the bark of the trees of the country and the fibres of the *Agara Americana*.

Rope suspension bridges were used in France as early as the reign of Charles the ninth. In Davilas, *Historia dell Guiore, civil de Francia*, (Vol. 1. p. 264,) may be found an account of a rope bridge which was used at the siege of Poitiers, to cross the river chain.

Douglas, in his work on military bridges, says that rope suspension bridges were used in Italy in 1742.

It is difficult to determine when the first European permanent suspension bridges were built; some years ago, Mr. Stephenson published an account of a suspension bridge built across the Tees near Middleton, which is supposed to be the first one built in Europe.

The date is set at 1741, but it is uncertain. It is only a foot bridge and is intended for the use of the miners.

Mr. Navier speaks of a chain stretched between two rocks near the town of Moustiers in the département des Basses Alpes. It is six hundred and fifty-six feet long. It is made of rods, about  $\frac{3}{4}$  inch diameter linked together. It is supposed to have been erected in the thirteenth century. For what purpose is not known. The traditions of some assign it as an offering to the Virgin Mary, others suppose it to have been constructed by the knights of Rhodes. The most important fact however connected with it in a scientific point of view, is that it has hung so long, uninjured by rust, which is distinctly stated by Drewry.

It is to be regretted that exact dimensions are not given by which the strain on the points of suspension could be determined, as such would materially assist to demonstrate the effect of loads on matter subject to vibration under strain, during great lengths of time; evidence which is much wanted in the scientific world.

In the United States, Mr. Finley, in 1796, built a suspension bridge of chain cables, near Greenbush, on the road to Uniontown, (See Pope's bridge architecture); and between then and 1810, several suspension bridges of considerable span were built on his plan.

In the year 1814, in England, the attention of engineers was directed to this subject. Mr. Dumbell, of Warrington, suggested plans for a road from Runcorn in Chester to Liverpool. It was proposed to cross the valley of the Runcorn by a web of metallic rings, one opening of one thousand, and two of five hundred each were thought necessary to accommodate the navigation.

Mr. Telford suggested for this place a bridge of iron bars made in links, and made many experiments relative to it, which are given in the appendix of Professor Barlow's work on the strength and stress of Timber. (Third edition, 1826).

Up to 1819, several small suspension bridges were made in England, some of bars, some of rods, and some of wire cables.

The first large bridge in England, on the suspension principle, was built across the Tweed, near Berwick. It was designed and erected by Captain Samuel Brown, R.N. It was begun in 1819, and finished the next year.

The span is four hundred and forty-nine feet.

The same year that the bridge above referred to was begun, Mr. Telford commenced operations at the Menai Straits, and in seven years completed the work now standing as a monument to his exalted talents.

Since then to the present time, suspension bridges, more or less modified in form, have been constructed throughout the civilized world, some of them of very great magnitude.

On the following pages will be found a table of some of the largest suspension and fixed bridges, now completed and in course of erection.

## SOME OF THE LARGEST SUSPENSION BRIDGES.

| Name and Situation.                                       | Clear Span.              | Completed.   | Engineer.             | Authority.                   |
|-----------------------------------------------------------|--------------------------|--------------|-----------------------|------------------------------|
| Union Bridge, over Tweed.....                             | 449 feet.                | 1820         | Capt. Sir Sam. Brown, | Drewry.                      |
| Chain Pier, Brighton.....                                 | 255 do                   | 1823         | Idem.....             | do                           |
| Bridge in Isle of Bourbon.....                            | 230 $\frac{3}{17}$ do    | 1823         | Sir J. Brunel.....    | Henry Law.                   |
| Hammersmith over Thames.....                              | 422 $\frac{2.5}{100}$ do | 1824         | Tierney Clarke.....   | do                           |
| Conway over an arm of the sea...                          | 327 do                   | 1826         | Thomas Telford.....   | do                           |
| Mcnaul Straits Bridge.....                                | 580 do                   | 1826         | Idem.....             | do                           |
| Over the Danube, Vienna.....                              | 334 do                   | 1828         | Her Von Mitis.....    | do                           |
| Montrose, over the Este.....                              | 432 do                   | 1829         | Capt. Sir S. Brown... | do                           |
| Pont des Invalides, Seine.....                            | 236 do                   | 1820         | M. Navier.....        | Weale.                       |
| Fribourg across Valley Sarine...                          | 870 do                   | 1834         | M. Chaley.....        | do                           |
| Charing Cross, Thames.....                                | 676 $\frac{1}{2}$ do     | 1845         | J. K. Brunel.....     | do                           |
| Fairmount bridge over the Schuylkill at Philadelphia....  | 357 do                   | 1848         | C. Ellet, Jr.....     | Ellet.                       |
| Wheeling over Ohio.....                                   | 1010 do                  | 1848         | Idem.....             | do                           |
| Belvieu bridge: Niagara.....                              | 760 do                   | 1848         | Idem.....             | do                           |
| Lewiston and Queenston, Niagara, 7 miles from the Falls.. | 1040 do                  | 1850         | Edward W. Serrell...  | Serrell.                     |
| St. Johns bridge, N. Brunswick.                           | 680 do                   | In progress. | Idem.....             | do                           |
| Clifton, over the Avon.....                               | 703 do                   | do           | J. K. Brunel.....     | Weale.                       |
| Nashville, over Cumberland....                            | 538 do                   | 1851         | Idem.....             | Annual scientific discovery. |

## SOME OF THE LARGEST STONE BRIDGES.

| Name and Situation.              | Clear Span.           | Completed. | Engineer.             | Authority.   |
|----------------------------------|-----------------------|------------|-----------------------|--------------|
| Vielle Briande over the Allier.. | 178 feet.             | 1454       | Gronier and Estone... | Prof. Mahan. |
| Rialto do.....                   | 98 $\frac{6}{10}$ do  | 1578       | Michel Angelo.....    | .....        |
| Claix do Drack.....              | 150 do                | 1611       | .....                 | .....        |
| Neuilly do Seine.....            | 127 $\frac{9}{10}$ do | 1774       | Perronet.....         | Prof. Mahan. |
| Lavour do Agout.....             | 160 $\frac{5}{10}$ do | 1775       | Saget.....            | do           |
| Gignac do Erault.....            | 160 do                | 1798       | Garipuy.....          | do           |
| Rouen do Seine.....              | 101 $\frac{7}{10}$ do | 1818       | Lamande.....          | do           |
| Waterloo do Thames.....          | 120 do                | 1816       | Sir J. Rennie.....    | .....        |
| Gloucester do Severn.....        | 150 do                | 1827       | Telford.....          | Weale.       |
| London do Thames....             | 152 do                | 1831       | Sir J. Rennie.....    | Prof. Mahan. |
| Turin do Dora riparia            | 147 $\frac{6}{10}$ do | ....       | Masca.....            | do           |
| Grosvenor do Dec.....            | 200 do                | 1833       | Hartley.....          | do           |

## LARGE CAST IRON BRIDGES.

| Name and Situation.         | Clear Span. | Completed. | Engineer.     | Authority.   |
|-----------------------------|-------------|------------|---------------|--------------|
| Wearmouth over the Wear.... | 240 feet.   | 1796       | Burdon.....   | Prof. Mahan. |
| Staines.....                | 181 do      | 1802       | .....         | do           |
| Austerlitz, Seine.....      | 106 do      | 1805       | Lamande.....  | do           |
| Southwalk, Thames.....      | 240 do      | 1818       | Rennie.....   | H. Law.      |
| Tewkesbury, Severn.....     | 170 do      | 1826       | Telford.....  | do           |
| Pont du Caroussel.....      | 187 do      | 1836       | Poloucau..... | do           |

The Britannia and Conway Tubular Bridges were built by Mr. Robert Stephenson. The Britannia cross the Menai Straits at the Britannia Rock.

As for the Chester and Holyhead Railway bridge, it consists of four spans ; two of 230 feet each and one of 458 feet, nine inches, and one of 459 feet, three inches.

The roadways of either bridges are sustained in rectangular tubes of wrought iron plates rivetted together.

The Britannia bridge is 103 feet above high water. The entire length is from out to out of the abutments 1832 feet eight inches.

The estimated cost of this work before completed was £602,000 sterling, with the experiments to proportion it by, it cost many thousands of pounds more ; it was finished in 1850.

The Conway bridge is one span of 400 feet ; it cost complete £146,000 sterling.

The ultimate strength of one of the large tubes of the Britannia bridge is equal to 7.8 tons per foot run (E. Clark, Brit. and Con. Tub. Bridges, Vol. II, p. 760), while that proposed at Quebec is 1427 tons per foot run, the difference being necessary to ensure safe travel on the side roads of the bridge.

The cost per foot run for the Britannia and Conway bridges within the abutments is equal to about £397 sterling ; while the bridge at Quebec will cost only £195 sterling per foot run within the abutments, or if estimated per foot run at the same price as the tubular bridges, the plan here proposed effects a saving of £791,061 currency, while it is an admitted fact that the greater the span the greater proportionally should be the cost for a similar construction. A tubular bridge, if it could be built at all, at this site, would not cost less than £4,600,000 currency.

From the foregoing remarks and tables, it may be observed that the longest suspension bridge now finished, is five and one-fifth times as large as any stone arch in existence.

It is also four and one-third times as large as the largest cast iron arch, and twice and one-third times as large nearly as the span of the Great Britannia Tubular Bridge.

Mr. Robert Stephenson, when before a parliamentary committee, gave it as his deliberate opinion that cast iron arches could not be carried beyond spans of three hundred and sixty feet with safety.

Sir John Rennie thought they might be made somewhat larger, but was not prepared then to discuss the question. (See Edwin Clark, History, Brit. Tub. Bridge).

I am of opinion that cast iron arches may be made much larger than to span 360 feet, notwithstanding the difficulties arising from the expansion and contraction of the metal, not however anything like the span required at Quebec.

Although the Britannia and Conway Tubular Bridges are very large works, yet they are but little over one-quarter of the span required. These are the largest railway bridges yet built. The largest cast iron arches are about 0.149, the span required, and the largest stone arch is less than one-eighth what is wanted.

We are then forced to something different, something yet to be tried, new for the object, but after all older in application and much longer known scientifically but for purposes slightly different.

The Britannia bridge and the great cast iron arches and in fact every great work in existence were experiments until tried ; we must then suit the application of principles to the work required, nothing more is necessary.

#### THE SUPPOSED OBJECTIONS TO SUSPENSION BRIDGES FOR RAILWAY PURPOSES.

It might appear almost presumptuous to suggest a plan for a work of such great magnitude as is required at Quebec, in principle the same as that which has been condemned in such unqualified terms by those standing high in the profession, if it had not within itself such evidences of its appropriateness, as may be easily discussed in general terms without the dis-

of abstruse technicalities, and if the question had not its warm advocates in the highest ranks of science.

In the calculations and description of the proposed bridges it has been demonstrated mathematically that the weight of the bridge will be a certain quantity, that this quantity is in equilibrium, and that there is a certain inertia due to this amount of matter so disposed. That a train of cars and other loads which will be on the bridge, at any time constituting a maximum, will bear a given proportion to the bridge, the effect of which, in motion or at rest, will be a given quantity. This amount, it is shewn, is not likely, under the most unfavorable circumstances, to injure the structure, or to produce any unlooked-for results.

Similarly favorable results have not been met with when trials have been made with railways on bridges of this kind, for the following reasons:—

Mr. E. Clark, in the work before referred to, states that the experiments on the Stockton and Darlington railway, upon which, it appears, the only trials were made with locomotives on a suspension bridge in England, and upon which the sweeping conclusions are formed against this class of structure, (Vol. I, p. 41,) "Mr. Stephenson had practically seen the "difficulty of employing the ordinary suspension bridge for railway purposes on the "Stockton and Darlington railway, where he was called in to erect a new bridge across the "river Tees, in consequence of the failure of a bridge of this description which had been "constructed there. This was a case in which an attempt was made to render the roadway "rigid by ordinary trussing.

"It is remarkable in this case that after the roadway was strengthened and rendered rigid "by piles driven into the bed of the river, the chains only affording partial support, their "vibration literally destroying the framework under the platform, and drew the piles out of "ground! These considerations led Mr. Stephenson to abandon the attempt to render an "ordinary suspension bridge rigid, and to resort to an independent beam."

From what is here remarked it is evident that Mr. Stephenson made up his mind, and came to the conclusions which he has since persisted in with regard to suspension bridges for railway travel, from his experiments on the bridge built on the Stockton and Darlington line near Middleton.

As I am unable to learn the precise dimensions of the bridge in question, it is not in my power to make an analytical comparison of its capacity and the conclusion arrived at. I have sought in almost all the scientific periodicals of the time, when the experiments were made, for the necessary data, and although frequent mention is made of it in general terms, but few dimensions are given, probably because the result was a failure and was expected to be so by many.

According to the statements made before the parliamentary committee, where the Britannia Tubular Bridge was under consideration, the Middleton Bridge must have been very disproportionately built. (E. Clark's work, page 63.)

"The platform of the bridge," says Mr. Stephenson, "rose up three feet before a locomotive at ordinary speed."

After the trial, which, it appears, nearly proved destructive to the work, piles were driven into the bed of the river, and the bridge secured to them.

This must necessarily have made a bad business worse. Independently of the effects of passing loads on such a structure, which must have been to depress the one end of the bridge and by so doing to raise the other, alternately drawing the piles out and pressing them into their places again; the expansion and contraction of the cables would be such that as they shortened by a decrease of temperature the platform would rise and with it the piles would be drawn out correspondingly.

When the cables again became elongated by an increase of heat they would have nothing to support, as the piles would remain as the cold had left them; the weight of the platform being insufficient to drive them to their places again; (such changes might easily occur from midnight to noon) and when any load in addition, sufficiently heavy to press the piles down again, was brought on to the platform, the heaving and throwing so destructive to the bridge was necessarily produced.

Yet upon these insufficient premises the important question of the applicability of suspension bridges for railways, mainly depended.—An experiment differently terminating, would probably have entirely changed this very important branch of railway construction.

The inertia of the bridge or the weight in equilibrium compared to the weight of the load to pass over it, appears to have been entirely forgotten or neglected.

This is however the principal data upon which the entire calculation should rest.

If the load to be moved upon any body in equilibrium bears such a proportion to the body upon which it is to move, that its momentum will readily overcome the inertia of the quiescent body, a disturbance will ensue, and in a proportion of one body to the other, but when the momentum of the moving body is small compared to the inertia of the body in equilibrium, the effect will be little to such a degree that it may in many cases be imperceptible.

Theoretically a pound weight placed on the bridge proposed will actually depress the part under the weight, but the quantity will be imperceptible.

The Fribourg bridge, with a span of eight hundred and seventy feet weighing only 190 tons, had upon it a body of troops marching, numbering 500 men, these would weigh  $31\frac{1}{4}$  tons, the load was therefore nearly one-sixth the suspended weight of the bridge, and yet the deflections or heavings were very inconsiderable.

At the Fairmont bridge, Mr. Ellet, the engineer, writes, that the suspended weight of the bridge is 115 tons. "I had, says he, upwards of 70 tons on it in motion at one time, the deflections were about four inches. This was before any trusses were put on."

At Queenstown, when the platform of the bridge was so far finished that loaded wagons might pass over it, but before any truss of any kind, (not even a hand railing) was put on it, a very considerable load was allowed to go over

The bridge in this unfinished condition might be considered as flexible as the cables which supported it, no condition rendering it rigid but its own weight, and the slight stiffness of the floor planks, which were three and one-half inches pine laid lengthwise. The two chords, one  $3\frac{1}{2} \times 9$  inches laid flat, and the other  $5 \times 8$  inches of pine, were in place, but they are not screwed up, and consequently formed no part of the truss which they afterwards carried.

In this condition the suspended weight of the bridge was about 160 tons.

It was desired to demonstrate to the judges appointed by the respective legislatures of New York and Canada, (the Honorable Judge Millet of Buffalo, and Gilbert McMicken, Esquire, of Niagara County, who were then present,) that the bridge was in all respects competent to carry more than was likely at any time to come upon it under ordinary circumstances, and accordingly a number of wagons were loaded with gravel and stones, which with their horses, were estimated at from seventy to seventy-five tons weight. This load, evenly divided on either side of the river, at a signal, accompanied by between two and three hundred persons, several light wagons and some persons on horseback, moved simultaneously on to the bridge and passed over, the two lines crossing in the centre. The deflections although observable were not considerable, certainly not enough to have prevented a locomotive from overcoming them. They were not determined while the load was passing, but by comparing the load with the weight of the bridge, and that with the weight of the proposed bridge at Quebec, we shall find that it will require the enormous sum of 3,509 tons to deflect the Quebec bridge as much as the Queenstown bridge was deflected.

So far as opinions are concerned, it may be remarked that Mr. Robert Stephenson, of England, when before a Parliamentary Committee, (See E. Clark's works on Britannia Tubular bridge, Vol. I. p. 63,) distinctly stated that it is feasible to carry a railway across the old Menai Suspension bridge, and that it was not used for the railway because the government objected.

This bridge is merely a common suspension bridge, intended for the travel of ordinary roads merely, and was built before railways were in use.

General Sir Charles Paisley, Inspector General of railways in England, also stated before the same Committee, that he believed suspension bridges entirely practicable for railways, if rightly constructed; Sir John Rennie also coincided with these opinions. See the same work, page 71.

This, it must be remembered, was after the failure of the bridge, which, for the time being, decided the question; and which it can only be presumed, both these eminent engineers were acquainted with.

As to the expansion and contraction of the cables, I need only remark, that the wires being in



such near proximity to each other any change of a temperature experienced will act on them all, and so produce a uniform strain.

The saddles before described will allow these changes to operate without disturbing the equilibrium of the bridge, and the alteration in the line of the roadway will be so slight as not to impede the passage of a train, while to ordinary road travel it will be inappreciable.

I have estimated the effects due to a change of temperature equal to one hundred and eighty degrees Fahrenheit.

I am indebted to the principal of the City Academy for tables of mean temperature, at your city, prepared by himself for many years past, upon which these calculations have been based.

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### THE OPERATIONS OF THE WIND.

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Independently of the fact that a suspension bridge has less wind surface than any other kind of structure for the same purpose, in order to assure you that no apprehension for the safety of the work from this cause need be felt, I desire to state that in proportion to the main span this will be the heaviest suspension bridge ever constructed.

The Menai Strait, the Wheeling and the Queenstown bridges are all of them in situations quite as much exposed as the Quebec bridge will be, yet while the wind surface is only twelve times that of an average obtained from these works, the weight of the bridge or the body to be moved by the wind is thirty-nine times as much as a corresponding average.

Besides this the gables, as specified in the description, are to be added, capable of sustaining a lateral strain equal to fifty pounds per square foot of the wind surface.

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### OF THE EFFECTS OF VIBRATION.

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In the previous pages will be found descriptions of some bridges in principle the same as that here proposed, which have withstood the operations of vibrations for several centuries.

It is however a question of very great interest to ascertain precisely what changes take place in the ultimate particles of metal affecting their cohesive force during long continued vibrations and pulsations, and for this reason the Royal Commissioners appointed by Her Majesty to enquire into the application of iron to railway structures, instituted a very elaborate and carefully made set of experiments, and in their report to the Queen, which was presented to the Houses of Parliament, they state (page x), that by ingenious contrivances, worked by steam power, they bent cast iron bars upwards of one hundred thousand times successively, at the rate of four depressions per minute, and that each of these depressions was one third of what would have caused the bar to break, but that the bars were not at all injured by this process, which they afterwards proved by breaking them in the ordinary way, with stationary loads placed in the centre.

In a second experiment with the bars laid horizontally one half of the breaking weight was drawn slowly backwards and forwards over the bars bending them each time, ninety-six thousand times, without apparently affecting it in any manner.

Wrought iron bars were subjected to ten thousand periodic deflections, through half the spaces which would produce a large permanent flexure, which did not in any manner injure them.

At Quebec, any flexure that the cables may receive due to the passage of the greatest loads or to the wind, will not be more than the two hundredth part of what would produce a permanent bend on good wire.

The commissioners though have taken but little notice of the subject of suspension bridges for railways, stating that they have generally been condemned for such uses.

The objections which they urge, in reference to loads moving on the beams, only apply to the suspension bridge as far as stated in the article on the "effects of loads."

The experiments they made bore more particularly on the subject of cast iron as applied to girders, and to beams and tubular bridges.

As before shewn the effect of the horizontally moving body on the trajectory in front of the load is not transmitted to the main cables, but is confined to the roadway itself at least so far as any direct vertical pressure is concerned.

I am unable to reconcile the conclusions arrived at by the commissioners with regard to the operations of loads, moving at ordinary or very high speeds, with the usually received theories or with experiments made by myself to determine this question.

They state they have determined (see page xii) that a body in motion, actually presses heavier on that which supports it than when at rest.

The apparatus they used for this purpose is described in the report, and consisted of two bars supported at either end, over which from an inclined plane which terminated at them, a car loaded at pleasure was projected.

It is not stated that any horizontal plane intervened between the inclined plane and the flexible bars, and consequently if the load descended directly unto the bars, it must have operated, in part as a falling body, and would produce a greater effect in so doing than if at rest.

In order to determine this question more satisfactorily to myself, I requested Mr. Grant, of Fredericton, N. B., in January last, who was then in charge of the bridge being built under my directions over the St. John river, at the city of John, to have the necessary machinery prepared and the experiments made.

They resulted in furnishing very different data to what had been obtained by the commissioners.

In this case the apparatus used was similar to that used by them, except that instead of the inclined plane terminating at the flexible bars it ended with a curve having a tangent in a horizontal rigid platform, made stationary and instead of flexible bars an almost rigid platform was used, upon which the rails for the cars to run upon were laid.

This plane was supported by four levers, in the manner of a platform scale, so that the plane would descend the same distance, with any weight on it whether placed at either end or in the middle.

The levers being connected at the middle, a helical spring balance was used to determine the depressions, and the quantities were measured by sliding verniers.

By these means it was shown that there was no more vertical force due to the passage of a load than to the same load at rest, except that which resulted from the accumulation of momentum in the space the weight passed through vertically.

This the machinery was made to determine by lifting the platform to the same position with the weight upon it as when it received the car from the incline, in motion, and then suddenly releasing it.

Hence the deduction that had the plane been perfectly rigid and without vertical motion, there would have been no more pressure exerted by the load in motion than at rest, but without the vertical motion, the amount of pressure could not have been determined.

There was no more deflection, when the car passed at the rate of twenty-five miles per hour, which was nearly the greatest speed attained, than when the same load passed at ten miles per hour.

At the highest speed a slight vibration was perceptible that did not occur at the lower speeds. This constituted the only apparent difference, and probably arose from inequalities in the machinery.

On the other hand, I cannot agree with those engineers who have maintained, that a degree of velocity might practically be attained, which should diminish the pressure on the plane or bridge that the load was passing over.

Those holding these views frequently cite examples of persons having skated safely over ice, upon which if they remained stationary for an instant would have broken with them.

In this instance the deductions have been erroneously made.

It is not that the person skating over the ice actually pressed with less force on it when moving swiftly than when standing still, but that it takes a certain time to communicate mo-

tion to the particles of the ice and for them to transmit the motion to those contiguous to them, before which the mass cannot break, which time in the example before us is not allowed on account of the velocity of the skater.

Illustrations, modifications of this principle have occurred in several instances, where small cast iron bridges have been broken by the passage of trains, but had not time to fall until the cars had passed over in safety.

At the Fairmount bridge, experiments were made with loaded carts to determine this question and the results were recorded.

It is stated (a) that the depressions were less while the load was in motion than when the same weight was at rest on the bridge.

I am of opinion that some of the conditions were overlooked.

I know of no law which will lead to the conclusion that a body weighs, more or less while in motion than when at rest; velocity cannot augment or diminish the force of gravity on a body moving in a right horizontal line, in free space.

If the surrounding medium was composed of strata of variable density with the lower part most dense, a body at very high speed would rise in it, and consequently, press less heavily on what supported it than when at rest.

This law of projectiles is well understood in connection with gunnery.

In the atmosphere with the moving body a train of cars the differences are too small to be appreciable.

Hence, I am distinctly of opinion that the same effect is due to a load in motion over a bridge as while at rest on it, if the machinery could be perfect and the bridge perfectly rigid.

The other conditions applying as before stated.

Several estimates and offers have been made at various times in the United States, for constructing suspension bridges for railway purposes.

Mr. Ellet, who has built some of the largest and best suspension bridges in the world, recently proposed to the citizens of Hartford, a railway bridge for the crossing of the Connecticut river, near Middletown, and offered to construct the work for a given sum, furnishing security for the performance of the contract.

The bridge proposed was to have one span of eight hundred feet, to be built in conformity to the principles of the work proposed at Quebec.

It has not yet been built, owing, probably to the policy of the company being somewhat at variance with the wishes of the people of Hartford, and because the line of railway connecting with it is not so far completed as to require it.

Several engineers of eminence have proposed a railway suspension bridge to cross the Niagara River, near the Falls, among them Mr. Robeling, who has built the largest suspension aqueducts, has offered for this work.

I trust that your honorable body will consider that what I have remarked, relative to the views and opinions of others has not been said with any desire to disparage the efforts of those who are entitled to the plaudits of the civilized world, particularly of those who have launched out on new and untried paths, where unusual difficulties have had to be encountered, which they have successfully surmounted; my only regret is, in reference to this matter, that so many have labored to prove the insufficiency, instead of endeavoring to overcome the difficulties of a combination, which it is believed will ultimately be the only system suited to the very great spans which are frequently to be met with in railway constructions, particularly on the American Continent.

Should any objection arise as to the height of the bridge above the river, it may be increased at least twenty-five feet without materially affecting any thing but the cost of the masonry in the towers below the roadway, and in the revetments and embankments.

The gradients of the railways and every other condition remaining the same.

A good example in practice of the strength of wire is found at Fort Washington on the

(a) See a Report made by Mr. Ellet, to a Committee of the Citizens of Hartford, on the crossing of the Connecticut River, at Middletown.

Hudson river, where the wire for the telegraph makes a span of upwards of 4000 feet. This wire has stood for a great length of time, and is, I understand, only renewed when rusted away.

At Quebec, the provisions made against rust will effectually prevent any action from it, and the greatest span is only two-fifths of what practically is here shewn wire is capable of attaining.

#### DREDGE'S PLAN.

A plan of Suspension Bridges known, on account of a Patent for the same having been issued to Mr. Dredge, the designer, as Dredge's Suspension Bridge, has of late been much commented upon.

It may not, therefore, be out of place here to refer to this design, as, if proved useful, it should be adopted.

It is claimed for the plan, in general terms, that by placing the suspending rods diagonally, the main supporting cables may be made much lighter than when the suspending rods are hung vertically.

Some of the advocates of this plan have gone so far as to assert, that if the chains were sundered at the middle, the bridge would sustain itself as well as if they were connected.

Admitting these premises, for the sake of illustration, it will be seen that the resultants of the forces will so act that the semi-bridge may be considered a bracket projecting from one side of the tower, the apex of the tower being the point of suspension and the line of the roadway being the point of compression; the neutral axis will be on the face of the tower. Now, the forces which operate here do not need any formula to make them perfectly plain.

If the chains were parted at the middle, the crushing force upon the ends of the roadway would, at once, be in proportion to the angle of direction of the chains and the load either of the bridge itself or any weight upon it.

In any of these bridges which I have yet seen the design for, the end of the roadway is not so proportioned as to receive this strain without flexure and crushing, and if this takes place by the mechanical distribution of the suspending rods, it must prove an injury. Besides, if the combinations in the flooring, &c., were so made as to resist permanently these strains, there would be greater weight suspended and more material employed than in the ordinary suspension bridge of the same effective strength.

I am, therefore, constrained to the same opinion as the editor of the *Mechanic's Magazine* (Vol. 3, p. 407) "that the obliquity of the suspending rods is positively injurious."

#### SOCIAL INTERESTS, &c.

A very large portion of the mechanical work of the bridge can be done within the city by its own inhabitants.

I have taken particular pains to ascertain the condition of the foundries, machine shops, quarries, &c., &c.

All the castings, both heavy and light, can be made at Quebec.

It may cost a trifle more to do so, but the tax-payers (if the bridge is built as here suggested,) will have the advantage of reimbursements in their own line of business. The masonry and woodwork, and in fact everything used in the construction of the bridge, may be either the direct product or the legitimate merchandize of the city.

A very considerable part of the cost of the work will be labor from which an immediate return will be made to the city through the supplies required; and although the cost of the work will be pretty considerable, it is by no means large when compared with other undertakings.

Some idea of the comparative magnitude of the undertaking may be formed from

Mr. Inspector General Hincks' work on Trade and Navigation, in which it is stated that the Custom entry value of the exports and imports of the city of Quebec for 1850, was £1,491,863, or nearly twice as much as the entire cost of the work, or about fifty-six times as much as will be required to pay principal and interest on the proposed work, if built as here suggested.

That the port of Quebec must grow in importance, commercially, socially, and in every other manner, cannot be doubted, if once connected with the Atlantic coast by means of such lines of communication as will not be closed by the revolving seasons.

Major Robinson has reported, that from Quebec to Halifax a railway may be built, on which the business of a very large country may be carried on at all times of the year; my own examinations verify these assertions.

If, then, this railway is constructed—and there is no doubt it will be, sooner or later—suitable and adequate means must be provided for connecting with it.

The entire trade of the great upper Country, for nearly one half the year, must go over it.

From the nature of the country and the width of the river the railway cannot cross the St. Lawrence below Quebec.

If, then, it does not cross here, what is the alternative? where is Quebec? The entire trade, with all its concomitant advantages, gives your city the "go by."

For half the year the river is almost impassable, masses of ice deny the stoutest boat a passage; and frequently the passenger, who is compelled to cross, is many hours and sometimes a whole day in doing so.

At the best of times it will be difficult and expensive to transport goods and merchandize across the river in boats and lighters, and to load and unload from cars to carts and carts to boats, and to carts again before reaching the warehouses; while, in the winter time, no merchandize at all can cross in sufficient quantities to be worthy of remark.

While by means of the bridge and the railway as here proposed, the cars may be loaded in Halifax, Boston or New York, and not unloaded until they are under the roofs of warehouses in your city.

It appears to me that there is no alternative. Quebec must be connected to the southern shore of the river by some permanent means, by something upon which communication can be kept up at all times without reference to time or season; something that the wind, the waves, the cold or heat will not impair.

Gentlemen of Quebec, you must either build a bridge or a new city.

Without suitable means of crossing, rival communities to Quebec will spring up on the south shore, and the trade of the ancient capital will leave it.

It is no parallel case at New York. There, although, to a great extent, the business of the city on railways is carried on by ferries crossing to the island from the main land; they run uninterruptedly, or nearly so, at all seasons, for it is near fifty years since the harbour of New York has been closed, and almost as long since the rivers at the lower part of the island have been so frozen as to impede steam navigation except for a few hours together.

Three great lines of railway, however, cross directly on to the island from the north, by means of bridges, and come immediately into the heart of the city; and the Erie Railway Company, which, in summer runs boats from Piermont, twenty-seven miles up the river, find it to their advantage to send the passengers, in winter, over the Patterson Railway, in order that they may cross the river at the city, to avoid the inconvenience and delay attendant at the upper terminus, where there is usually more ice.

As regards the distance of the bridge from the present City proper, it may be remarked, that should the city increase as rapidly as there is every reason to suppose, it will, when the railways and other great contemplated improvements are completed, not be a generation hence when the bridge will be within its limits. New York has grown over as much distance in thirty-five years as from Victoria Cove to Saint Johns Gate.

## OF THE PLAN AT SITE No. 2.

Owing to the considerable length of time which would necessarily be occupied, and the additional cost, I have not prepared plans in detail for any proposed bridge at the Palace Saint Lewis, but estimates have been made by which it has been determined that a bridge suitable for railways of proportionate strength with the one proposed, cannot be constructed for less than nine millions of dollars, while it would most likely cost from eleven to twelve millions.

The very great height of the towers required here and the considerable addition to the main span makes this great difference in cost.

The towers should be 444 feet high, and 210 by 46 feet square, at the base, to be in proportion with those proposed at site No. 1, and of sufficient strength for the work. The other parts would be in nearly the same ratio.

With considerations of respect,

I am your, &c., &c.

EDW. W. SERRELL,  
Engineer.

Dated at New York, March, 1852.

In relation to the means of obtaining the necessary funds to construct a bridge for railways and common road travel, to cross the Saint Lawrence, at Quebec, with the probable revenue from the same predicated on the accompanying estimates of cost.

The bridge, as proposed, will cost £765,317 currency or \$3,061,270.

It is for the purpose of connecting the City of Quebec with the Halifax and Quebec Railway, the Quebec and Richmond Railway, or any other great trunk line of railway through this part of the Province, and with any overland means of transit on the south side of the Saint Lawrence, and will be, if there should ever be a railway on the north shore from Quebec to Montreal, a part of the main trunk line from the Atlantic coast to the interior of the country.

Presuming then that it is necessary to connect the railways with the city to make them the Halifax and Quebec and the Quebec and Richmond, etc., railways, or to resort to a change of name and change of purpose corresponding to any change of terminus, it is thought that at least one-half the cost of the bridge should be appropriated from the three and one half per cent, Imperial loan to be employed in the construction of the great trunk line of railways.

The remaining half to be paid by the city of Quebec, in order to insure the terminus within herself, with its concomitant advantages.

The city of Quebec will then have to pay £382,658 currency, or \$1,530,634.

By obtaining a loan at four per cent on the credit of the city, which can no doubt be easily done, which loan shall be paid off in annual sums divided over a period of twenty years, the equated amount to be paid per year including the interest on the part unpaid will be equal to \$108,280 or £27,070 currency.

The value of the real property of the city of Quebec, according to the official statement of the treasurer, supposing that the assessments made on the rental are in proportion, uniformly as twenty-five is to forty of their value (which is about what he supposes them to be) is equal to £5,992,089 currency or \$23,968,356.

Therefore, if every citizen and the corporation were to pay for this purpose, upon the value of their respective real property within the city, a sum equal to \$0.45 per year on each \$100 value, equal to 12.25 pence per pound, the bridge may be built and the city enjoy its advantages, and thus pay for the work in twenty years.

These calculations have been based on the supposition that the bridge would not contribute any revenue towards paying for itself, while the result will be very much more favorable.

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Among the many sources of direct revenue from the bridge, may be estimated the following, the indirect advantages to the city it is impossible to calculate.

It has been calculated, by those who thoroughly understand the subject, that about forty thousand persons annually visit Quebec on pleasure for the purpose of sight seeing.

Each of these persons would no doubt pay twenty-five cents to see the bridge and cross over; this is equal to \$10,000.

The districts on the southerly side of the river which would keep up a constant communication with the city by means of the bridge, contain 139,077 inhabitants.

While the towns lying beyond the St. Charles river, from which the inhabitants cross the St. Charles river bridge to reach the city, contain 22,180 inhabitants only.

The very large number of ferry boats and small steamers which cross the river from the city to the south side, running a short distance up or down, is evidence that there is a very considerable business done in this way, from which a large revenue must be derived.

Most of those who now cross in boats will, when the bridge is finished, cross on it, and if any estimate was obtained of the revenue from the boats it must fall far short of what would be realized at the bridge for the same purpose, for many reasons, among which may be mentioned that the bridge will be open at all times of the year and day and night, while the boats can run but little more than half the year.

Waggon and heavy articles will also be taken over on the bridge, which never are taken over in small boats or in the winter time, in any manner, except when the river is frozen over.

From these sources of revenue, and that which the work will create, independently of the railways, and many others that cannot be enumerated, it may be safely calculated that the bridge will earn enough to pay the cost of repairs, attendants, and a very considerable sum besides, which, when the bridge is paid for as here proposed, will be a direct revenue or profit to the city.

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#### MAPS AND PLANS.

MAP A.—A general outline map, shewing the vicinity of Quebec and so much of the River Saint Lawrence as to determine the narrowest parts near the city, compiled from Major Holland's and other surveys.

SHEET 1.—The general side elevations and plan of the proposed bridge, shewing the embankments, revetments, &c.

SHEET 2.—The towers for the same in side and front elevation and section.

SHEET 3.—The revetments shewing the adits. The segmental masonry, and the elevation of the office, &c.

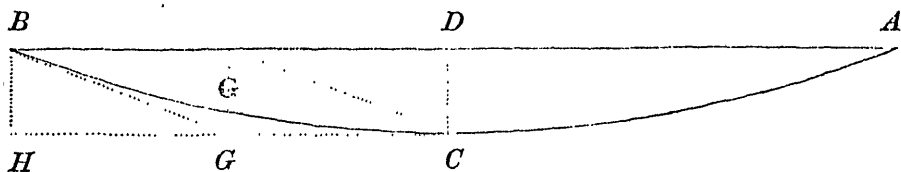
SHEET 4.—Represents the details of the woodwork. The cross section of the bridge at the roadway, with the side elevation of the trusses, &c., &c.

SHEET 5.—The plan and details of the cofferdams.

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## APPENDIX A.

## THE STRAIN ON THE CABLES, RESULTING FROM THEIR POSITION.



$A C B$  is a catenary. The curve is in equilibrium; therefore, the part  $B C$  will not be disturbed by supposing the point  $C$  fixed regarding it, and the point  $B$  as the point of suspension. (The curve  $A C B$  represents the centre span, and  $B C$  either of the land spans.)

$G$  denotes the centre of gravity of the part  $B C$ .

The tangents  $B I$  and  $C I$  will intersect at  $I$  on a vertical line drawn through the point  $G$ . Denote by  $T$  the tension at  $B$ ; by  $K$  the tension at  $C$ ; and by  $p$  the weight of the portion  $B C$ .

Because the three forces  $p$ ,  $T$  and  $K$  are in equilibrium about the point  $I$ , we have :—

$$\begin{aligned} p & : K :: B H : H I \\ p & : T :: B H : B I \end{aligned}$$

Whence

$$\begin{aligned} K & = p \cdot \frac{H I}{B H}, \\ T & = p \cdot \frac{B I}{B H}, \end{aligned}$$

Denote the versed sine by  $f$ , and where this does not exceed 0.07 of the span  $A B$ , the space  $H I$  may be without sensible error regarded as half the semi-span  $B D$ , which denote by  $l$ , and we have :—

$$B I = \sqrt{\frac{2}{B H + I H}} = \sqrt{\frac{l^2}{f^2 + 4}}$$

Substituting these quantities in the above equations, we have

$$K = \frac{p l}{2 f} \text{ or the horizontal tension or thrust.}$$

$$T = \frac{p}{f} \sqrt{\frac{l^2}{f^2 + 4}} = p \sqrt{\frac{l^2}{1 + 4 f^2}}$$

or the tension at the points of suspension, which being determined, proportion the cables accordingly.

## B.

By reference to the first part of Appendix A, it will be seen that the strains remain the same, whether the catenary is complete or divided in the centre, with the apex as one of the fixed points.

Therefore the semi or land spans may in every respect be considered the same as the entire catenary, so far as applied to the direction of forces and their quantity.



## C.

## THE STRAIN ON THE TOPS OF THE TOWERS.

The angle of the direction of the cables of the land spans being the same as that of the centre spans, the resultant of the forces becomes vertical pressure only.

Where the backstays of a single span, or the cables of a Bridge of more than one span, leave the towers at different angles, the pressure becomes more or less horizontal or sideways, tending to press the towers inwards or outwards, but when the angles are the same the horizontal forces neutralize each other, and the pressure becomes only vertical.

## D.

The vertical pressure of the cables is  $2 = T \times \text{Nat. Cos.}$  of the angle of direction of the cables  $\times 2$ , because the land spans and centre spans will counterbalance each other.

The pressures calculated in the text are the breaking forces of the bridge.

## E.

Any two catenaries are similar when their points of suspension are on the horizontal plane, whether the elements and other dimensions constituting them are proportionately increased or decreased indefinitely.

Hence the tension in similar catenaries are directly as their weights.

Therefore, when any weight is uniformly distributed on any catenary, an increase or decrease will only produce different tensions on the parts, without altering the figure of the curve.

When a platform or deck is hung (as in the case of a Bridge) to the catenaries by means of the vertical suspending rods, their conditions remain very nearly the same, as if the weight was uniformly distributed on the catenary.

## F.

As an excess of weight upon any part of a catenary will tend to depress that part, it follows necessarily that unless the catenary changes its length, one part cannot sink without raising some other part a corresponding quantity.

Therefore, when the centre is depressed the haunches are raised, and when the haunches are depressed that portion opposite to it will be raised, and will gravitate on the centre.

## R E T U R N

To an Address from the Legislative Assembly, of the 20th September, 1852, for a full, clear and detailed Statement of the Estate, Property, Income, Debts and Expenditure, and of all the pecuniary and temporal affairs of the Corporation of "The Ecclesiastics of the Seminary of St. Sulpice of Montreal," from the date of its incorporation to the 1st day of January, 1852.

By Command.

A. N. MORIN,

Secretary.

SECRETARY'S OFFICE,

Quebec, 14th March, 1853.

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SEMINARY OF MONTREAL, 11th March, 1853.

Sir,—In obedience to the commands of His Excellency the Governor General, I have the honor to transmit herewith, for the information of His Excellency and of the Legislature of this Province, detailed Statements of the property and revenues of the Seminary of St. Sulpice, of Montreal, in accordance with the Ordinance of the Special Council, passed in the 3rd year of Her Majesty's Reign, chaptered 30.

1. This property consists of the seigniorial dues of *lods et ventes* and *cens et rentes* from the three Seigniories of Montreal, St. Sulpice, and the Lake of the Two Mountains.

2. Of thirteen houses for which rents are paid in the City and Suburbs of Montreal, besides twelve School-houses producing no revenue, the Seminary Buildings, the College, the Country House at the Mountain, and the Mission House of the Lake of Two Mountains, used as a residence for the Members of the Corporation.

3. Of four farms in the Island of Montreal, namely: that of the Sault-au-Recollet, called the *Domaine*; that of the Mountain, or Country House; that of Woodland, or Gregory's Farm; and that of St. Gabriel; also, of twenty-one lands or farms in the Seigniorie of the Lake of Two Mountains, the greater part of which are newly settled.

4. Of two water-mills, one wind-mill and two saw-mills in the Seigniorie of the Lake of Two Mountains; two water-mills, one saw-mill, and one carding-mill in the Seigniorie of St. Sulpice; and an annual rent of four hundred minots of wheat remaining due on the sale of a mill at Sault-au-Recollet, in the Seigniorie of Montreal; the other mills of that Seigniorie and of the other Seigniories being now sold.

5. Of certain constituted rents (*rentes constituées*) and interest accruing upon amounts derived from commutations, from the sale of mills and of cleared lands; the amounts derived from these different sources, comprising the ordinary revenue of the Seminary, the details of which will be found in the statements hereunto annexed.

6. Of the extraordinary revenues, consisting, 1st, of payments received of the amount of divers obligations; 2nd, the prices of lands and mills sold; 3rd, of arrears of *lods et ventes*, due prior to the 9th June, 1840, to be collected in conformity with the said Ordinance, and a detailed account of which will be found in Statement No. 5. hereunto annexed.

The ordinary revenue not having proved adequate to the necessary works, the Seminary have been obliged, in order to the continuance of their building operations, to appropriate a portion of the funds arising from the sale of lots on the St. Gabriel farm, and also a portion of the funds arising from commutations and from loans of divers sums of money, as shewn in Statement No. 2.

*Number of Members of the Seminary, Offices connected therewith, and the application of its Revenues.*

The Seminary at present numbers forty-one Members, and two Assistants or Vicars.

Twenty-seven of these Members and the two Vicars reside at the *Grand Séminaire*, and are employed in the spiritual administration of the Parish of Montreal.

Eleven reside at the College or *Petit Séminaire*, and are engaged in the education of youth.

And three reside at the Mission of the Lake of the Two Mountains, and are engaged in the spiritual administration of that Mission, at which two Indian tribes are settled, namely, those of the Iroquois and Algonquin Indians.

All these Members live in common, receive no salaries or emoluments, being furnished by the Corporation with lodging, board, clothing, and all that they can require either in health or in sickness.

The Seminary, besides the support of its Members, provides moreover :—

- 1st. For the expenses indispensable to the procuring of the necessary new Members ;
- 2nd. The costs of management of their whole property ;
- 3rd. The repairing and construction of houses, mills and other buildings ;
- 4th. The spiritual care of the Parish of Montreal ;
- 5th. That of the Mission of the Lake of Two Mountains ;
- 6th. The necessary expenditure for the support of the College or *Petit Séminaire* of Montreal, the revenues of which are not sufficient to enable it to support itself alone ;
- 7th. The expenditure for the support of school-houses, in which the Seminary provide instruction for more than three thousand children of both sexes, there being twenty classes for the boys and eighteen classes for girls, the whole gratis ; in this number is included the school of the "Brothers of the Christian Schools," which establishment cost the Seminary more than seventeen thousand pounds, and the costs of support of which average annually twelve hundred pounds, besides four hundred pounds each year for the support of girls' schools, the buildings for which have cost more than four thousand pounds ;
- 8th. The expenditure necessary to the support of the poor, the orphans and the sick.

The property is administered by the *procureur* of the establishment, who receives the seigniorial dues, the rents of the Town houses and a part of the profits of the mills, and pays over to the *économe* of the Seminary, to the Director of the College and to the Director of the Lake Mission whatever they may require, to aid them in providing for the expenses of their department.

The Statement of the property and revenues of the Seigniori will accordingly comprise :—

- 1st. A Statement of the management of the *procureur* as regards the ordinary receipts and disbursements.
- 2nd. A Statement of the management of the said *procureur* as regards the extraordinary receipts and expenditure.
- 3rd. A Statement of the management of the *économe* of the Seminary.
- 4th. A Statement of the management of the *économe* of the Mission of the Lake of Two Mountains.
- 5th. A Statement of the arrears of *lods et ventes* prior to the 9th June, 1840.
- 6th. A Statement of the profits arising out of the sale of lots on the St. Gabriel Farm.
- 7th. A Statement of the funds derived from commutations made since the 9th June, 1840, and of the administration thereof.
- 8th. A Statement of debts due to and owing by the Seminary.
- 9th. Recapitulation of the above Statements.

P. BILLAUDELE, Superior.

Hon. A. N. MORIN, Provincial Secretary,  
&c., &c., &c.

No. 1.

STATEMENT of the Management by the Procureur of the Seminary of St. Sulpice, of Montreal, from the 9th June, 1840, to the 1st October, 1852, (ordinary Receipts and Disbursements) of the three Seigniories of Montreal, St. Sulpice, and the Lake of the Two Mountains.

CURRENT RECEIPTS.

| For the Years. | Seigniories of          |    |                |      |                         |    | In the Seigniories of Montreal and Saint Sulpice. |    |                                                                   |      |                 |     |                 |    |    |       |    |     |
|----------------|-------------------------|----|----------------|------|-------------------------|----|---------------------------------------------------|----|-------------------------------------------------------------------|------|-----------------|-----|-----------------|----|----|-------|----|-----|
|                | The Island of Montreal. |    | Saint Sulpice. |      | Lake of Two Mountains.* |    | Produce of Mills.                                 |    | Constituted Rents and interest on commutations and other capital. |      | Rent of Houses. |     | Total Receipts. |    |    |       |    |     |
|                | £                       | s. | d.             | £    | s.                      | d. | £                                                 | s. | d.                                                                | £    | s.              | d.  | £               | s. | d. |       |    |     |
| 1840 and 1841  | 1275                    | 10 | 8              | 349  | 6                       | 6  | 368                                               | 0  | 0                                                                 | 352  | 19              | 5   | 796             | 16 | 6½ | 2548  | 14 | 11½ |
| 1842           | 1481                    | 0  | 6½             | 841  | 14                      | 11 | 892                                               | 4  | 8                                                                 | 558  | 9               | 8   | 1132            | 6  | 11 | 4700  | 6  | 10  |
| 1843           | 1744                    | 9  | 1              | 607  | 2                       | 4  | 1097                                              | 7  | 0                                                                 | 222  | 19              | 2   | 1742            | 4  | 3  | 5150  | 13 | 3½  |
| 1844           | 2548                    | 8  | 6              | 823  | 10                      | 11 | 1726                                              | 12 | 0                                                                 | 472  | 15              | 10  | 1778            | 11 | 8  | 6545  | 19 | 6   |
| 1845           | 2575                    | 17 | 4½             | 944  | 2                       | 9  | 1442                                              | 18 | 5                                                                 | 449  | 11              | 10  | 3193            | 12 | 10 | 8578  | 14 | 4   |
| 1846           | 2164                    | 15 | 3½             | 1089 | 17                      | 4  | 1533                                              | 17 | 9                                                                 | 319  | 14              | 2   | 4010            | 19 | 4  | 9530  | 5  | 11½ |
| 1847           | 1758                    | 5  | 6              | 989  | 18                      | 4  | 1446                                              | 1  | 11½                                                               | 616  | 4               | 10½ | 4948            | 7  | 2½ | 10165 | 7  | 8   |
| 1848           | 1786                    | 8  | 10½            | 924  | 12                      | 2½ | 1049                                              | 3  | 4                                                                 | 628  | 15              | 8   | 4871            | 2  | 8  | 10011 | 0  | 9½  |
| 1849           | 1979                    | 13 | 1              | 795  | 9                       | 0½ | 637                                               | 17 | 8                                                                 | 630  | 8               | 3   | 5196            | 5  | 0  | 10161 | 9  | 3½  |
| 1850           | 1859                    | 4  | 7½             | 865  | 9                       | 1½ | 714                                               | 18 | 6                                                                 | 767  | 3               | 4   | 5117            | 0  | 2½ | 10053 | 2  | 5   |
| 1851           | 1814                    | 4  | 11½            | 827  | 11                      | 0  | 871                                               | 12 | 2½                                                                | 646  | 5               | 3   | 2311            | 17 | 4  | 10108 | 19 | 11  |
| 1852           | 21670                   | 14 | 0              | 778  | 17                      | 2  | 680                                               | 14 | 11                                                                | 522  | 19              | 0   | 4385            | 7  | 6  | 8870  | 0  | 6   |
| £              | 21670                   | 14 | 0              | 9836 | 11                      | 7½ | 12461                                             | 8  | 5                                                                 | 6188 | 6               | 5½  | 42384           | 11 | 9½ | 96424 | 15 | 5½  |

\* The Lake of Two Mountains' Wheat is carried to the Receipt of the Econome of the Lake Mission.

† The Rents from 1840 to 1847 are carried to the Receipt of the Econome of the Seminary.

CURRENT EXPENDITURE.

| For the Years.          | Costs of Management and Repairs. |         | Moneys advanced.                                   |           |                                                                      |        |      |       | Alms and Subscriptions. |           | Support of Orphans and Invalids. |           | Support of Schools. |          | Total Expenditure. |          |         |
|-------------------------|----------------------------------|---------|----------------------------------------------------|-----------|----------------------------------------------------------------------|--------|------|-------|-------------------------|-----------|----------------------------------|-----------|---------------------|----------|--------------------|----------|---------|
|                         | £                                | s. d.   | To the Economy of the Seminary for House Expenses. |           | To the Economy of the College for that support of the Establishment. |        | £    | s. d. | £                       | s. d.     | £                                | s. d.     | £                   | s. d.    | £                  | s. d.    |         |
|                         |                                  |         | £                                                  | s. d.     | £                                                                    | s. d. |  |  |  |  |  |  |  |  |  |  | £ | s. d. |
| 1840 and 1841           | 1792                             | 10 11 0 | 3640                                               | 17 4 1/2  | 1122                                                                 | 4 4 4  | 1095 | 14 5  | 661                     | 4 8       | 1361                             | 17 1 1/2  | 9674                | 8 10     | 7556               | 19 1     |         |
| 1842                    | 1767                             | 11 0 4  | 2652                                               | 1 2 2     | 681                                                                  | 4 1 1  | 670  | 14 3  | 363                     | 19 0      | 1421                             | 12 6      | 7556                | 19 1     | 6282               | 8 10     |         |
| 1843                    | 1294                             | 5 7 7   | 1918                                               | 10 7 7    | 548                                                                  | 1 6 2  | 991  | 7 9   | 441                     | 2 8       | 1095                             | 1 10      | 6074                | 0 5 1/2  | 6074               | 0 5 1/2  |         |
| 1844                    | 1403                             | 5 7 7   | 1446                                               | 7 7 7     | 491                                                                  | 1 6 2  | 1014 | 15 3  | 399                     | 15 10 1/2 | 1318                             | 10 0      | 7193                | 12 3     | 7193               | 12 3     |         |
| 1845                    | 1186                             | 10 2 6  | 1791                                               | 3 0 8 1/2 | 508                                                                  | 15 2 2 | 1506 | 18 0  | 304                     | 0 2       | 1886                             | 5 9       | 7572                | 6 6 1/2  | 7572               | 6 6 1/2  |         |
| 1846                    | 1359                             | 12 6 6  | 1793                                               | 16 8 1/2  | 794                                                                  | 7 6 6  | 1180 | 2 4   | 363                     | 1 4       | 2111                             | 6 2       | 8113                | 3 3 1/2  | 8113               | 3 3 1/2  |         |
| 1847                    | 1199                             | 5 5 10  | 1743                                               | 7 7 1/2   | 414                                                                  | 6 0 0  | 1263 | 12 11 | 294                     | 0 6       | 1811                             | 17 8 1/2  | 9147                | 18 1 1/2 | 9147               | 18 1 1/2 |         |
| 1848                    | 1081                             | 3 10 8  | 2609                                               | 18 9 9    | 1062                                                                 | 4 1 1  | 1480 | 13 9  | 299                     | 0 9       | 1880                             | 2 1       | 9579                | 8 5      | 9579               | 8 5      |         |
| 1849                    | 666                              | 14 8 8  | 2760                                               | 0 0 8 1/2 | 924                                                                  | 7 6 6  | 1899 | 19 2  | 521                     | 16 11     | 2374                             | 19 10 1/2 | 8678                | 9 11     | 8678               | 9 11     |         |
| 1850                    | 770                              | 10 7 7  | 3975                                               | 18 8 1/2  | 946                                                                  | 6 2 2  | 1555 | 17 10 | 428                     | 18 9 1/2  | 1901                             | 11 6      | 9627                | 9 9      | 9627               | 9 9      |         |
| 1851                    | 705                              | 17 8 8  | 3274                                               | 4 0 8     | 727                                                                  | 2 5 2  | 1488 | 5 4 7 | 360                     | 6 8       | 2082                             | 18 1      | 96172               | 10 0     | 96172              | 10 0     |         |
| 1852                    | 908                              | 4 1 1   | 3776                                               | 4 0 8     | 822                                                                  | 2 5 8  | 1855 | 1 4 7 | 349                     | 13 2      | 1915                             | 19 11     | 96424               | 15 5 1/2 | 96424              | 15 5 1/2 |         |
|                         | £                                | 14225   | 11 9                                               | 31382     | 5 8                                                                  | 9042   | 6 11 | 15973 | 2 7                     | 4787      | 0 6 1/2                          | 20762     | 2 6 1/2             | 292      | 5 5 1/2            | 292      | 5 5 1/2 |
| Excess of Receipts over | Expenditure                      |         |                                                    |           |                                                                      |        |      |       |                         |           |                                  |           |                     |          |                    |          |         |

† These sums were only given to make up the amount wanting in the Revenues of the College to meet the Expenses; the amount of Board being too low to support the Establishment.









No. 3. STATEMENT of the Management of the Economy of the Seminary of St. Sulpice, of Montreal, from the 9th June, 1840, to 1st Oct., 1852.

| Years.         | RECEIPTS.                                                      |      | Amount. |    | Total. |       | Years.         | EXPENDITURE.                          |      | Amount. |     | Total. |    |
|----------------|----------------------------------------------------------------|------|---------|----|--------|-------|----------------|---------------------------------------|------|---------|-----|--------|----|
|                | £                                                              | d.   | £       | s. | £      | d.    |                | £                                     | s.   | £       | d.  | £      | s. | d. |
| 1840 and 1841. | Cash from the procurer of the Seminary for house expenses..... | 3640 | 17      | 4½ |        |       | 1840 and 1841. | Current House Expenses, Clothing, &c. | 4699 | 6       | 1½  |        |    |
|                | Rents of Houses.....                                           | 426  | 13      | 4  |        |       |                | Farm Expenses.....                    | 378  | 18      | 7   |        |    |
|                | From Farms.....                                                | 540  | 0       | 6½ |        |       |                | Extra House Expenses.....             | 614  | 13      | 9½  |        |    |
|                | From Mills.....                                                | 628  | 18      | 0  |        |       |                | Repairs.....                          | 207  | 16      | 4½  |        |    |
|                | Petty sums.....                                                | 624  | 12      | 6  |        |       |                |                                       | 5900 | 14      | 10½ |        |    |
| 1842..         | Cash from the procurer for House Expenses.....                 | 2622 | 1       | 1½ |        | 1     | 1842..         | Current House Expenses.....           | 2041 | 10      | 10  |        |    |
|                | Rents of Houses.....                                           | 481  | 6       | 8  |        |       |                | Clothing.....                         | 789  | 5       | 10  |        |    |
|                | From Farms.....                                                | 1285 | 15      | 9  |        |       |                | Extra House Expenses.....             | 1603 | 6       | 8   |        |    |
| 1843..         | Cash from the procurer for House Expenses.....                 | 1918 | 10      | 0  |        | 0½    | 1843..         | Current House Expenses.....           | 1860 | 10      | 10  |        |    |
|                | Rents of Houses.....                                           | 773  | 10      | 10 |        |       |                | Clothing.....                         | 708  | 9       | 7   |        |    |
|                | From Farms.....                                                | 724  | 3       | 9  |        |       |                | Extra House Expenses.....             | 611  | 10      | 0½  |        |    |
| 1844..         | Cash from the procurer for House Expenses.....                 | 1446 | 7       | 7½ |        | 7     | 1844..         | Current House Expenses.....           | 1850 | 15      | 1   |        |    |
|                | Rents of Houses.....                                           | 847  | 0       | 10 |        |       |                | Clothing.....                         | 781  | 16      | 4½  |        |    |
|                | From Farms.....                                                | 913  | 16      | 3  |        |       |                | Extra House Expenses.....             | 603  | 1       | 2½  |        |    |
| 1845..         | Cash from the procurer for expenses, &c.....                   | 1791 | 3       | 0  |        | 8½    | *1845.         | Current House Expenses.....           | 2042 | 18      | 4   |        |    |
|                | Rents of Houses.....                                           | 1260 | 13      | 4  |        |       |                | Clothing.....                         | 742  | 5       | 10  |        |    |
|                | From Farms.....                                                | 871  | 15      | 8  |        |       |                | Extra House Expenses.....             | 1121 | 11      | 8   |        |    |
| 1846..         | Cash from the procurer for expenses, &c.....                   | 1793 | 16      | 8  |        | 0     | *1846.         | Current House Expenses.....           | 1903 | 3       | 10  |        |    |
|                | Rents of Houses.....                                           | 1493 | 12      | 6  |        |       |                | Clothing.....                         | 803  | 15      | 0   |        |    |
|                | From Farms.....                                                | 669  | 17      | 9½ |        |       |                | Extra House Expenses.....             | 891  | 4       | 3½  |        |    |
|                |                                                                |      |         |    |        | 6 11½ |                |                                       | 3906 | 15      | 10  |        |    |
|                |                                                                |      |         |    |        |       |                |                                       | 3598 | 3       | 1½  |        |    |

\* For the other Rents, see Statement No. 1.



No. 4.

STATEMENT of the Management of the Mission of the Lake of Two Mountains, from the 9th June, 1840, to the 1st October, 1852.

| Years.         | R E C E I P T S . |       | A m o u n t . |       | Total.     | Years.         | E X P E N D I T U R E . |        | A m o u n t . |       | Total.    |
|----------------|-------------------|-------|---------------|-------|------------|----------------|-------------------------|--------|---------------|-------|-----------|
|                | £                 | s. d. | £             | s. d. |            |                | £                       | s. d.  | £             | s. d. |           |
| 1840 and 1841. | 424               | 2 6½  | 337           | 5 11½ |            | 1840 and 1841. | 549                     | 19 2½  | 335           | 5 11½ |           |
|                |                   |       |               |       |            |                |                         |        | 225           | 9 6½  |           |
|                |                   |       | 524           | 12 5  |            |                | 163                     | 14 0   |               |       | 1274 8 8½ |
| 1842.          | 248               | 10 1½ | 296           | 13 6  | 1286 1 8   | 1842.          | 307                     | 6 7    | 366           | 1 2   |           |
|                |                   |       | 403           | 0 0   |            |                | 131                     | 19 2½  | 135           | 16 8  |           |
|                |                   |       |               |       | 948 3 7½   |                |                         |        |               |       | 941 3 7½  |
| 1843.          | 187               | 3 10½ | 250           | 14 6½ |            | 1843.          | 18                      | 12 10½ | 385           | 8 6½  |           |
|                |                   |       | 273           | 1 10½ |            |                | 166                     | 11 7   | 136           | 11 5  |           |
|                |                   |       |               |       | 711 0 3½   |                |                         |        |               |       | 707 4 5   |
| 1844.          | 275               | 18 7  | 416           | 3 8½  |            | 1844.          | 82                      | 0 9    | 430           | 11 5½ |           |
|                |                   |       | 429           | 16 7½ |            |                | 454                     | 9 11½  | 133           | 1 10  |           |
|                |                   |       |               |       | 1120 18 11 |                |                         |        |               |       | 1100 4 0  |



## No. 5.

STATEMENT of ARREARS of lods et ventes which were due previously to the passing of the Ordinance 3 Vic. cap. 30, and which were received from 9th June, 1840, to 1st October, 1852. Pursuant to that Ordinance, the Seminary may receive of these Arrears to their own profit and behoof, in the Island of Montreal, a sum not exceeding £44,000, and in the Seigniories of St. Sulpice and of the Lake of Two Mountains, the sum of £12,700.

In the Island of Montreal the Seminary have received on account of the sum of £44,000.

| IN THE YEARS.                                                                    | Arrears. |    |     | Expenses of Management. |    |    |
|----------------------------------------------------------------------------------|----------|----|-----|-------------------------|----|----|
|                                                                                  | £        | s. | d.  | £                       | s. | d. |
| 1840 and 1841 .....                                                              | 7151     | 8  | 2   | 715                     | 2  | 10 |
| 1842 .....                                                                       | 7287     | 15 | 0   | 728                     | 15 | 6  |
| 1843 .....                                                                       | 6375     | 11 | 11  | 637                     | 11 | 1  |
| 1844 .....                                                                       | 5601     | 13 | 3   | 560                     | 3  | 3  |
| 1845 .....                                                                       | 3960     | 14 | 0   | 396                     | 0  | 1  |
| 1846 .....                                                                       | 3049     | 11 | 0   | 304                     | 19 | 1  |
| 1847 .....                                                                       | 3099     | 4  | 10  | 309                     | 18 | 5  |
| 1848 .....                                                                       | 1741     | 3  | 8½  | 174                     | 2  | 3  |
| 1849 .....                                                                       | 1615     | 6  | 0   | 161                     | 10 | 7  |
| 1850 .....                                                                       | 1816     | 19 | 11½ | 181                     | 13 | 10 |
| 1851 .....                                                                       | 1100     | 19 | 11  | 110                     | 1  | 11 |
| 1852 .....                                                                       | 1843     | 15 | 11  | 184                     | 7  | 7  |
| £                                                                                | 44144    | 3  | 8   | 4414                    | 6  | 5  |
| Amount received in the Island of Montreal to 1st October, 1852—Net produce ..... |          |    | £   | 39729                   | 17 | 3  |
| Amount remaining to be received .....                                            |          |    |     | 4270                    | 2  | 9  |

And in St. Sulpice and the Lake on account of the sum of £12,700.

|                                                                            | £    |    |    | £     |    |    |
|----------------------------------------------------------------------------|------|----|----|-------|----|----|
|                                                                            | £    | s. | d. | £     | s. | d. |
| 1840 and 1841 .....                                                        | 467  | 13 | 4  | 46    | 15 | 4  |
| 1842 .....                                                                 | 1346 | 7  | 6  | 134   | 12 | 9  |
| 1843 .....                                                                 | 543  | 2  | 11 | 54    | 6  | 3  |
| 1844 .....                                                                 | 681  | 10 | 11 | 68    | 3  | 2  |
| 1845 .....                                                                 | 515  | 2  | 10 | 51    | 10 | 3  |
| 1846 .....                                                                 | 675  | 12 | 8½ | 67    | 11 | 3  |
| 1847 .....                                                                 | 551  | 17 | 7  | 55    | 3  | 9  |
| 1848 .....                                                                 | 340  | 11 | 6  | 34    | 1  | 3  |
| 1849 .....                                                                 | 282  | 7  | 2½ | 28    | 4  | 8  |
| 1850 .....                                                                 | 510  | 9  | 2½ | 51    | 0  | 11 |
| 1851 .....                                                                 | 410  | 2  | 6  | 41    | 0  | 3  |
| 1852 .....                                                                 | 315  | 8  | 0  | 31    | 10 | 9  |
| £                                                                          | 6640 | 6  | 2½ | 664   | 0  | 7  |
| Amount received in St. Sulpice and the Lake to 1st October, 1852—Net ..... |      |    | £  | 5976  | 5  | 7½ |
| Amount remaining to be received in St. Sulpice and the Lake .....          |      |    |    | 6723  | 14 | 4½ |
| Amount remaining to be received in the Island of Montreal .....            |      |    |    | 4270  | 2  | 9  |
| Total remaining to be received .....                                       |      |    | £  | 10993 | 17 | 1½ |

## No. 6.

STATEMENT of the Account derived from the Sale of St. Gabriel's Farm.

| Years.                                                                                      | Date.         | On account of price of sale. |    |    | On account of price of sale. |    |    | Interest. |    |    | Total. |    |    | £     | s. | d. |
|---------------------------------------------------------------------------------------------|---------------|------------------------------|----|----|------------------------------|----|----|-----------|----|----|--------|----|----|-------|----|----|
|                                                                                             |               | £                            | s. | d. | £                            | s. | d. | £         | s. | d. | £      | s. | d. |       |    |    |
| 1846..                                                                                      | October 1st.. | 7249                         | 10 | 0  | 564                          | 16 | 6  | 90        | 12 | 5  | 7904   | 18 | 11 |       |    |    |
| 1847..                                                                                      | do do         |                              |    |    |                              |    |    | 204       | 16 | 9  | 204    | 16 | 9  |       |    |    |
| 1848..                                                                                      | do do         |                              |    |    |                              |    |    | 171       | 5  | 9  | 171    | 5  | 9  |       |    |    |
| 1849..                                                                                      | do do         |                              |    |    |                              |    |    | 220       | 9  | 7  | 220    | 9  | 7  |       |    |    |
| 1850..                                                                                      | do do         | 192                          | 12 | 0  |                              |    |    | 74        | 15 | 7  | 267    | 7  | 7  |       |    |    |
| 1851..                                                                                      | do do         | 1406                         | 17 | 10 |                              |    |    | 37        | 12 | 3  | 1444   | 10 | 1  |       |    |    |
| 1852..                                                                                      | do do         | 10545                        | 10 | 6  |                              |    |    | 32        | 15 | 1  | 10578  | 5  | 9  |       |    |    |
|                                                                                             |               |                              |    |    |                              |    |    |           |    |    |        |    |    | 20791 | 14 | 5  |
|                                                                                             |               |                              |    |    |                              |    |    |           |    |    | £      | s. | d. | £     | s. | d. |
| Money applied to the purchase of Lands for Schools and Churches.                            |               |                              |    |    |                              |    |    |           |    |    | 2344   | 13 | 0  |       |    |    |
| Do. for building Bridges and Basin.....                                                     |               |                              |    |    |                              |    |    |           |    |    | 1051   | 0  | 0  |       |    |    |
| Do. for costs of Survey, Sale and Plans.....                                                |               |                              |    |    |                              |    |    |           |    |    | 810    | 15 | 1  |       |    |    |
| Invested in the Chambly Road.....                                                           |               |                              |    |    |                              |    |    |           |    |    | 500    | 0  | 0  |       |    |    |
| Discount for Cash.....                                                                      |               |                              |    |    |                              |    |    |           |    |    | 90     | 0  | 0  |       |    |    |
| Fences, Roads and small buildings.....                                                      |               |                              |    |    |                              |    |    |           |    |    | 237    | 9  | 10 |       |    |    |
| Sheriff's cost and Commission.....                                                          |               |                              |    |    |                              |    |    |           |    |    | 206    | 14 | 4  |       |    |    |
| Lots on Notes re-imbursed.....                                                              |               |                              |    |    |                              |    |    |           |    |    | 1285   | 16 | 6  |       |    |    |
| Purchase of Debentures of the St. Lawrence and Champlain Railroad                           |               |                              |    |    |                              |    |    |           |    |    | 6400   | 0  | 0  |       |    |    |
| Paid on account of building Churches in St. Antoine Suburbs and<br>at Côte St. Antoine..... |               |                              |    |    |                              |    |    |           |    |    | 5500   | 0  | 0  |       |    |    |
| Balance in hand on the 1st October, 1852, in Notes..                                        |               |                              |    |    |                              |    |    |           |    |    | £347   | 9  | 0  |       |    |    |
| Do. do. do. do. in money.                                                                   |               |                              |    |    |                              |    |    |           |    |    | 1517   | 16 | 8  |       |    |    |
|                                                                                             |               |                              |    |    |                              |    |    |           |    |    | 2365   | 5  | 8  |       |    |    |
|                                                                                             |               |                              |    |    |                              |    |    |           |    |    |        |    |    | 20791 | 14 | 5  |

## No. 7.

STATEMENT of Commutations, from the 9th June, 1840, to 1st October, 1852.

| RECEIPTS.                     | Amount. |    |    | INVESTMENTS.                   | Amount. |    |    |
|-------------------------------|---------|----|----|--------------------------------|---------|----|----|
|                               | £       | s. | d. |                                | £       | s. | d. |
| To the 1st of October, 1841.. | 11908   | 10 | 11 | Payable at fixed terms.....    | 14237   | 9  | 10 |
| do do 1842..                  | 11330   | 3  | 3  | Constituted Rent.....          | 6732    | 14 | 10 |
| do do 1843..                  | 9374    | 9  | 10 | In Public Funds.....           | 15481   | 4  | 2  |
| do do 1844..                  | 7869    | 17 | 3  | In property affording a Re-    |         |    |    |
| do do 1845..                  | 17601   | 12 | 9  | venue.....                     | 27283   | 16 | 11 |
| do do 1846..                  | 8746    | 6  | 2  | In property affording no Re-   |         |    |    |
| do do 1847..                  | 4945    | 4  | 9½ | venue.....                     | 6841    | 13 | 3  |
| do do 1848..                  | 3729    | 2  | 2  | In the new building of the Se- |         |    |    |
| do do 1849..                  | 1704    | 10 | 8  | minary.....                    | 5600    | 0  | 0  |

## No. 7.—(Continued.)

| RECEIPTS.                     | Amount. |    |    | INVESTMENTS.                   | Amount. |    |    |
|-------------------------------|---------|----|----|--------------------------------|---------|----|----|
|                               | £       | s. | d. |                                | £       | s. | d. |
| To the 1st of October, 1850.. | 1524    | 19 | 7  | Loan to the City of Montreal.. | 4000    | 0  | 0  |
| do do 1851..                  | 1992    | 7  | 5  | On the Churches at St. An-     |         |    |    |
| do do 1852..                  | 2937    | 7  | 11 | toine and St. Anne's Su-       | 3000    | 0  | 0  |
|                               |         |    |    | burbs.....                     | 487     | 13 | 8½ |
|                               |         |    |    | Balance in hands.....          |         |    |    |
| £                             | 83664   | 12 | 8½ | £                              | 83664   | 12 | 8½ |

## No. 8.

## ASSETS.

|                                                                    |       |    |    |
|--------------------------------------------------------------------|-------|----|----|
| Due by the Fabrique of Montreal.....                               | £     | s. | d. |
| Do do of St. Benoit.....                                           | 45837 | 1  | 1  |
| Lands sold.....                                                    | 100   | 0  | 0  |
| By divers Obligations.....                                         | 1304  | 0  | 10 |
| For Mills sold.....                                                | 1079  | 13 | 4  |
| By the City of Montreal, divers Bonds, £3248, indemnity £1800..... | 2378  | 8  | 6  |
| By divers Bonds on the Ste. Anne's Market.....                     | 5048  | 0  | 0  |
| Do do on the Water Works.....                                      | 1528  | 2  | 6  |
| For quint on the Fief Closse £450 left at interest.....            | 1100  | 0  | 0  |
| Do on the Fief Lagauchetière £800 left at interest.....            | 1250  | 0  | 0  |
| By the Rawdon Railroad.....                                        | 1000  | 0  | 0  |
| By the Ladies of the Hôtel-Dieu.....                               | 1000  | 0  | 0  |
| Balance of the price of Mills on Lake Ouareau.....                 | 2700  | 0  | 0  |
| £                                                                  | 63825 | 6  | 3  |

## LIABILITIES.

|                                               |       |    |    |
|-----------------------------------------------|-------|----|----|
| Due to the Hôtel-Dieu of Montreal.....        | £     | s. | d. |
| To Séraphin Leblanc.....                      | 15140 | 0  | 0  |
| To the Estate of the Honorable J. Masson..... | 833   | 6  | 8  |
| To Thomas Corcoran and the Savings Bank.....  | 1250  | 0  | 0  |
| £                                             | 2850  | 0  | 0  |
| £                                             | 20073 | 6  | 8  |

## RECAPITULATION.

|                                        |       |    |    |
|----------------------------------------|-------|----|----|
| The Assets amount to.....              | £     | s. | d. |
| The Liabilities to.....                | 63825 | 6  | 3  |
| Excess of Assets over Liabilities..... | 20073 | 6  | 8  |
| £                                      | 43751 | 19 | 7  |





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PRINTED BY ROLLO CAMPBELL, GARDEN STREET, QUEBEC.

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REPORT  
OF THE  
SPECIAL COMMITTEE  
ON THE  
MAGDALEN ISLANDS,  
AND THE  
WESTERN PART OF THIS PROVINCE,  
ABOVE  
LAKE HURON.

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Printed by Order of the Legislative Assembly.

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QUEBEC:

PRINTED BY JOHN LOVELL, AT HIS STEAM PRINTING ESTABLISHMENT,  
MOUNTAIN STREET.

1853.

# R E P O R T

OF THE

## SPECIAL COMMITTEE ON THE MAGDALEN ISLANDS,

&c. &c. &c.

*(Translation.)*

LEGISLATIVE ASSEMBLY, COMMITTEE ROOM,  
WEDNESDAY, 23rd March, 1853.

PRESENT :

Mr. C. J. FOURNIER, Chairman,  
COLONEL PRINCE,  
Mr. CHRISTIE of Gaspé, and  
Hon. Mr. DESALES LATERRIERE.

The Special Committee appointed to make inquiry into the following matters in reference to the Magdalen Islands :

1st. Under what tenure the lands are occupied by the inhabitants of those Islands ;

2nd. What is the present condition of their agriculture, trade, fisheries, and other branches of industry, whether mines, minerals, or otherwise, and what would be the most efficient means of improving the same, should that be deemed necessary ;

3rd. Whether those Islands are generally advantageous to this Province in a commercial point of view or otherwise ; Lastly, into all matters having reference thereto ; as also to make inquiry concerning the Western part of this Province, situate above Lake Huron ; and to whom was referred the Petition of A. Painchaud, Esquire, and others, Merchants and Traders in the Magdalen Islands,—have the honor to present the following Report :

In order to proceed as nearly as possible in conformity with the views which Your Honorable House appeared to entertain in referring to them the two Resolutions and the Petition above mentioned, and in order to secure the greatest amount of evidence which they possibly could obtain, Your Committee sent circulars to various persons who were considered most qualified to afford information concerning these two extremities of the Province hitherto so little known.

With a full and deliberate consideration of their testimony, Your Committee have arrived at the conclusion that the Government being better able than they to obtain local information, they should avoid offering any suggestions, which a subject of such great importance to the future prosperity of the Province may seem to require.

Nevertheless, Your Committee do not consider it their duty to suppress their humble opinion, that the Magdalen Islands being situate at the entrance of the Gulf, between the Islands of Newfoundland and Cape Breton, and Prince Edward's Island, &c., affording, moreover, the only harbour of refuge for fishermen and coasting vessels from Labrador, Upper Canada or elsewhere, in their traffic with the Eastern Provinces, ought to be preserved, even at the cost, in a certain degree, of the revenues derived from the Customs.

The population of these Islands, according to the last census, consists of nearly 2,500 souls.

The Imports and Exports for the last two years were :—

|       | Imports.    | Exports.    | Duties.   |
|-------|-------------|-------------|-----------|
| 1851— | £1,421 3 7  | £ 4,895 8 4 | £111 11 0 |
| 1852— | 3,248 17 10 | 11,096 3 6  | 303 4 6   |

Our fisheries on Lake Superior ought, if possible, to be protected from the encroachment of our neighbours. That part of the Province will, by the aid of the mines and fisheries, make rapid progress. Prisons and Courts of Justice, both Civil and Criminal, should be established at certain distant stations, out of the Consolidated Revenue, for the benefit of the settlers residing in parts remote from the chief Towns of their several Districts, who are frequently injured by persons against whom they are unable to obtain a remedy, on account of the remoteness of the power from which they might hope for suitable redress and protection.

Your Committee likewise lay before Your Honorable House, the evidence and the plans which they have procured, in order the better to enable Honorable Members to form their judgment of the resources and the wants of these two extremities of the Province.

The whole, nevertheless, submitted.

(Signed,)

C. J. FOURNIER,  
Chairman.

“

JOHN PRINCE,

“

DESALES LATERRIERE, M. P.

“

ROBERT CHRISTIE.

MAGDALEN ISLANDS,  
21st October, 1852.

SIR,—I have to acknowledge receipt of your circular dated 9th September, and hastily submit a few suggestions in reply to same, which, if carried into effect, might prove as beneficial to the inhabitants of these Islands as to the Province of Canada, generally.

The Seal and Cod Fisheries of the Magdalen Islands are its staple article of export, and both of which, I am sorry to say, are in a very languishing state; the people engaged in them are yearly lacking energy. The Merchants who afford them supplies to carry on this half expiring trade, are also forsaking the business, and consequently a great portion of the trade is falling into the merchants and traders on the Labrador Coast. This is an evil which ought to be remedied. Turn again to the Seal Fishery, a branch of trade capable of being increased to a very large extent—yet at present, from the repeated failures in the sealing season, to be attributed, in fact, to the miserable description of vessels that follow the business, it is almost becoming a dead letter. There is also a valuable Mackarel Fishery around these Islands, (carried on with much enterprize by the Americans) yet for fear of loss by following the pursuit, not a single vessel of the Islands are engaged in it. To remedy all this I would say, grant a bounty on the Cod, Seal and Mackarel Fishery—give to the inhabitants (who have bone and sinew equal to any race of people under the sun,) a little encouragement, prop up these expiring yet valuable branches of commerce, and you would soon see great resources daily developing themselves.

I would say £1000 judiciously expended in the shape of bounties to the vessels employed in the Seal, Cod and Mackarel Fisheries. Imitate the Americans, and give a tonnage bounty of 20s. per ton on all vessels engaged in the above pursuits for the season, and I hesitate not to say that after a very short

period, the Fisheries of the Magdalen Islands would vie with those of any part of the world, and the Province of Canada could not fail but participate in the general benefit, by an increased consumption of the agricultural produce.

Next in importance to this, is a Mail communication with the Province; I, myself, have labored under the want of such an arrangement, having now before me a letter of consequence received from the Committee of Lloyds, in London, that has been nearly twelve months on its way.

Having personally visited, the past summer, a portion of the District of Gaspé, I should certainly say that a line could be easily established between this and Percé, running monthly, at a cost of not more than £15 per month, commencing on the 1st May and ending of 1st on November. Indeed, should no lower offer be submitted, I would engage to place a suitable vessel on the line for the sum above mentioned, say fifteen pounds per month, free of all other charges whatsoever.

I am,

Sir,

Your obedient servant

(Signed,)

JOHN J. MANCE.

COMMITTEE ROOM, No. 4,  
THURSDAY 23rd September, 1852.

*Robert Christie*, the Member for the County of Gaspé, was called before the Committee and examined as follows:—

Under what tenure do the inhabitants of the Magdalen Islands hold their lands?—In answer to this first question, all I can say is, that never having visited these Islands, and acquainted personally with but few of the inhabitants, I can only speak from report, by which I understand that they hold their lands, in some instances, by lease from the former proprietor, (the late Admiral Sir Isaac Coffin,) or from the present one, his nephew and residuary legatee, Captain Coffin, R. N.; in others, by mere occupancy and improvement of the ground upon which they and their forefathers, after their forced retirement from L'Acadie, the land of their nativity, located themselves at a period long antecedent to the grant of these Islands by the Crown to Sir Isaac Coffin.

What is the present condition of agriculture and trade in these Islands, the state of the Fisheries and other industrial resources, whether mines, minerals or otherwise, and what would be the most efficient means for their improvement, should such improvement be deemed necessary?—I am unable to answer satisfactorily to the second question, for the reason just given; (not having ever visited those islands). I think they are useful to this Province, and may, with attention from the Government and Legislature, be rendered of incalculable benefit to it. It would at any rate, in my opinion, be a reproach to us, it certainly would be a public misfortune to us, if we were to lose those Islands by their annexation to any of the Lower Provinces, in consequence of our neglecting their interests or indifference to their prosperity.

What would be the most efficient and at the same time the least expensive mode of establishing a postal communication between the Capital and that part of the Province?—I am of opinion that a weekly or fortnightly Mail should be exchanged between Quebec and these Islands, to pass either by way of Percé or Prince Edward Island. I presume that £150 would suffice to defray the expenses of a small vessel for this service, (which would only last during the summer months or season of navigation,) say from the first of May to first of December annually.

MAGDALEN ISLANDS,  
21st October, 1852.

To the Gentlemen of the Committee appointed to take into consideration the state of affairs in the Magdalen Islands, &c., &c.

GENTLEMEN,—The subscribed answers to the questions submitted to me by you taken numerically, are responded to after due deliberation (to the best of my judgment) on the subject.

*Question 1st.*—Leases, and Location Tickets, and some are Squatters.

*Question 2nd.*—Agriculture is in a very backward state; in fact, the people here do little or nothing towards the furtherance of that branch of science which forms a country's pride, save on Entry Island, where there are a hundred souls, who live altogether by the produce of their farms. The remainder of the inhabitants, generally, are wholly dependent upon the contingencies of the Fisheries. Commerce is rather in a flourishing state. The Islands abound with fish of different kinds, such as Cod, Mackarel, Herring, Seals, &c., &c. The only thing which has as yet been discovered under the head of minerals are Plaster of Paris and Ochre; these we have in abundance.

*Question 3rd.*—I think they are, or might be rendered useful, not only in a commercial point of view, but also, from their situation, they form the only protection which we have for the Gulf. They are at present a regular rendezvous for schooners from all parts of the Country.

*Question 4th.*—During seven or eight months in the year, *i. e.* from the first of May till the last of November or middle of December, a vessel could ply between this and Pictou and this and Gaspé, thus establishing a Postal communication between Gaspé and Pictou, this and Gaspé, and this and Pictou. A vessel could be obtained (which would perform the route monthly) for about a hundred pounds yearly.

We are quite destitute of roads here, and of laws to protect the inhabitants; or rather, if the laws be sufficient we have no means of putting them in force.

Believe me to remain,

Gentlemen,

Your obedient and humble servant,

FELIX BOYLE.

(*Translation.*)

MAGDALEN ISLANDS,  
12th October, 1852.

HONORABLE GENTLEMEN,—As you have done me the distinguished honor of condescending to take my advice relative to the different subjects of inquiry which you have addressed to me on the subject of the Magdalen Islands, I shall state to you frankly all my knowledge on those different points.

1. Under what tenure are the lands occupied by the inhabitants?—This is a question which appears to me rather difficult to solve. A certain number of these lands have been occupied ten, twenty, thirty, forty years, without any tenure at all, the inhabitants having hitherto refused to acknowledge any Seigneur; others hold their lands by paying to Captain Isaac Coffin, or his agents, an exorbitant rent, especially for that land which is indispensably necessary to them for the purpose of drying their fish, for a few feet of beach often overflowed by the sea, for sand-banks (*des dunes*) which I should compare to the moving sands of Arabia, and which are scattered and dispersed by the smallest gale of wind, without having hitherto been able to obtain a lease in due and proper form; for

all the leases that have been given are scarcely worthy of being read, as Judge DeBlois has often remarked to me ; you will scarcely be surprised at this when you consider that most of these leases were written and signed on the top of a herring barrel, in the presence of a bottle and glass, by persons who were often devout worshippers of Bacchus. Persons have even been stopped and compelled by force to sign these leases against their inclination ; you may judge for yourself if you take the trouble to read the specimen here annexed (page 9) which is indubitably one of the best. Since the granting of this lease, more than half of the land mentioned therein has been sub-let, and instead of the rent being diminished, it has been doubled.

2. What is the state of agriculture there?—It is only a few years since attention was first paid to it, and to this day it has received no encouragement ; we have not even a Mill to enable us to turn to account the little grain we produce. Being convinced that a Mill is indispensably necessary, and that it would be a means of encouraging the inhabitants to greater industry in farming, I have induced them by every argument which I could use, to enter into a subscription among themselves, in order to erect one. They all shewed themselves very zealous in the undertaking, but being for the most part but little favored by fortune, they have as yet been unable to bring it about ; we still persevere, however, trusting to the capture of seals which probably we shall never capture ; if that resource fails us, and if nobody lends us a helping hand, some years will probably pass before we attain our object. I think that for our relief in this particular a little money from Government would not be misapplied, and would be a great advantage to us ; we do not ask for thousands—from £30 to £50 would be sufficient.

3. Commerce does not flourish among us, because provisions and especially the necessaries advanced for the fisheries being exorbitantly dear, the poor fishermen cannot subsist, and find themselves compelled either to seek a market abroad for their produce, or to remain at home overwhelmed with debt beyond all hope of redemption. Every day I am asked why our poor fishermen go to Labrador to carry on their fisheries, while hundreds of American and other vessels come here to catch fish of every kind which abounds at our very doors. The main reason of this is, that in order to carry on the fishery, particularly of the Cod, good sails and good cables are requisite, both which it is difficult, sometimes even impossible to procure here. I have myself seen some of these poor fishermen in the height of the season compelled to lose a fortnight or more in order to go to Prince Edward's Island to procure a cable ; others obliged to lose two days fishing (that is to say, fifteen or sixteen quintals of Cod,) in order to procure a fishing grapnel which was not worth five shillings, or a pound of nails, to mend their boats. As to the Labrador Fishery, with a wretched sail and a chain, they get on very well. Again, they have to pay here for salt, fourteen, fifteen, and sometimes even twenty shillings, and obtain for their Cod not more than ten or twelve and three pence while at Labrador they get it for a quintal the cask, and other articles for the fishery in proportion. According to this view, there is no reason to be surprised that the poor inhabitants of the Magdalen Islands leave their homes, to seek their living afar off.

4. The fisheries. Perhaps no place exists in North America, which offers so many advantages to fisheries on a large scale as the Magdalen Islands. First, for the Seal Fishery, next for Herring and Mackarel, which in turns swarm in our bays every spring ; lastly, Cod, which abounds all around our islands. Here is assuredly a mine of wealth, I might say inexhaustible, from which the Province might derive great advantages, if it knew how to turn it to account. We find in these islands, likewise, plaster in great abundance, and red ochre. And now in reference to the means of introducing some degree of improvement, the first would in

my opinion, be the granting of a certain bounty to fishing vessels ; the second, the exclusion of the Americans from the right, which they arrogate to themselves, of coming every spring with a great number of *seines* and other nets to catch the fish in our bays. For the latter purpose, a vessel should be stationed here from the opening of the navigation to the beginning of July, to drive them away.

5. Lastly, you wish to have my opinion in reference to the most beneficial, and, at the same time, the most economical plan of establishing a postal line. Every one who has not some particular interest, (in this as well as other matters) in disguising the truth, will tell you, as I do, that Mouse Bay (*le havre de la Souris*) situated near the eastern end of Prince Edward's Island is unquestionably the most advantageous, and at the same time the least expensive, and accordingly that which ought to be selected. The other gentlemen, who have, as well as myself, had the honor of an application from you, recommend, they tell me, Pictou and Gaspé. You will not be surprised at their sentiments on this head, if you reflect that all these gentlemen, except one, are engaged in trade, and find it much more convenient and profitable for their own business to have the mail at Pictou, in order to communicate more readily with Halifax whenever their commercial concerns require their presence there, and the same may be remarked of Gaspé. For in short, why ask that it be at Pictou rather than at Prince Edward's Island, the distance being twice as great, and the communication more difficult? To them it is more convenient, no matter that the expense to Government is increased. It is not on this point only that these gentlemen dissent from me. On Agriculture for instance, they are inclined to observe the strictest silence ; this involves their interest. In fact, if it were at all encouraged here, instead of two barrels of flour which they now sell, as we should only require one, so also they would sell a few pounds of pork the less. If you know all the difficulty which the inhabitants experience every autumn in conveying their grain to Prince Edward's Island to be ground, you will easily conceive who are right, those who are silent on this important topic or those who speak frankly to you, with a view not to their particular interest, but to the general welfare. I tell you candidly, Gentlemen, I am not a man to belie my feelings, and to disguise the truth, either out of deference to Mr. This or Mr. That, or out of a base love of lucre, but to tell you the plain truth, particularly on points so important as those in question.

There is, in my opinion, one thing which is absolutely necessary here—an authority at once respectable and imposing, capable of maintaining order, and enforcing respect for the laws, for, as to the Justices of the Peace whom we now have, their authority is null ; and very certainly if some change be not made in this respect, we shall have to deplore distressing scenes, not among the inhabitants, but among the strangers who consider that they are here in a land of liberty. Thus, no longer ago than last year, some half-intoxicated Americans were on the point of depriving a poor inhabitant of his life, without any provocation, while no one attempted to protect him. It may have been a matter of surprise to you, Gentlemen, that the inhabitants of the Magdalen Islands have petitioned for a change of government ; but if you knew all the injustice which has been inflicted on them in the last few years, your astonishment would cease.

Finally, I consider that some encouragement is necessary for good road-making.

Your very humble servant, &c.,

(Signed,) CHARLES N. BOUDREAULT, Ptre.

To the Committee appointed by  
the Legislative Assembly to inquire  
into the state of the Magdalen Islands.



(Translation.)

In presence of the undersigned witnesses.—

Came and appeared, Pierre Doucet, Esquire, acting in his capacity of Attorney in due form of law appointed to Sir Isaac Coffin, Baronet, Admiral of the Red in His Britannic Majesty's Navy, proprietor of the Magdalen Islands, which said Pierre Doucet hath acknowledged and confessed to have leased, in his said capacity, subject to annual rent from henceforth and for the period hereafter mentioned, the said rents carrying *défaut* whensoever the same may accrue, with warranty against all troubles and hindrances generally whatsoever, unto Benoit Boudrot, an inhabitant of the Magdalen Islands, hereunto present and accepting thereof for himself, his heirs and assigns during the continuance of the present emphyteotic lease of fifty years or more, if the said lessee shall continue to pay regularly as hereinafter mentioned, that is to say:—a parcel of land, with a house thereon constructed, consisting of meadows situate on the North and South of the Highway of Amherst Island, and now in his possession; bounded by vacant land, and by the lands of Thomas Chaisson on the West, by the lands of Firmin and Louis Boudrot on the South-east; together with a beach lot bounded on the East by the lands of Michel Borne, Esquire, on the West by the lands of Dominique Cormier, with a stone house thereon erected, together with his claims to the sand bank of the Martinique Islet; all minerals being reserved for the Admiral.

This lease is transferred to Geneviève Boudrot, his wife:—

As the said land now stands, in full and peaceable possession of the said Benoit Boudrot, and with which he declares himself content and satisfied, to hold to the said lessee, his heirs and assigns during the said period, as he may think proper; without authority, however, to the said lessee to sub-lease the said land to several individuals; the said lease being made for and in consideration of the sum of thirty shillings currency, annual and emphyteotic rent; the said rent being irredeemable, and payable to the said Proprietor or his Attorney residing in Amherst Island, one of the Magdalen Islands; and which said rent the said lessee doth promise and bind himself to pay in each year to the said lessors or his successors at the said place, and the first yearly payment whereof shall become due on the first day of September next, that is to say, the sum of two pounds (*sic*) currency. The said lease being also subject to the following condition, that if the said lessee, his heirs and assigns shall neglect during two consecutive years to pay the said rent, then and in such case this deed shall be null and void.

Done in duplicate at the Magdalen Islands, this twenty-fourth day of August, in the year one thousand eight hundred and thirty-two; the said Agent and the said lessee having both signed, these presents being first duly read.

(Signed,)

PIERRE DOUCET,  
Agent.

(Signed,)

G. Gabouri.

( " )

BENOIT BOUDROT.

GASPE, 30th September, 1852.

SIR,—I have the honor to acknowledge the receipt of your letter, dated Quebec, 9th September, 1852, by order of a Special Committee of the Legislative Assembly, to enquire in the state in which the Magdalen Islands are at present.

The following are my answers:—

1st Question. Nearly the half of the inhabitants have possession of their lands in virtue of leases for sixty years or upwards, provided they pay regularly within two years their rents of ten or twenty shillings per annum to Sir Isaac

Coffin, the proprietor, by Letters Patent in free and common soccage, bearing date 3rd April, 1798.

*2nd Question.* Agriculture has made very little progress since the permanent establishment of the Islands in 1750 or 60 up to the year 1846, ploughs became then in general use, and grain is generally sown by every inhabitant, they being perfectly satisfied of the production of their lands if they were disposed to attend more attentively to that branch of industry. A fisherman and seaman is not disposed to pay the necessary attention to Agriculture, considering it beneath himself; however, twenty or thirty families live exclusively out of the production of their farms. The Islands are very advantageously situated for an extensive fishery, abundant in fishing production almost of every kind, from the commencement of March the Seal Fishery, to the month of November and December, Fall, Mackarel and Cod Fish.

The exportation for seven years, including 1851, in fishing production of the Islands, averages £12,000 pounds per annum, besides from forty thousand to eighty thousand barrels Herrings; two to five thousand barrels Mackarel, caught by strangers, foreign and others in the harbours of the Magdalen Islands annually.

The Cod Fish is also abundant all round the Islands. I have no exact knowledge as to the Mines and Minerals, however, I am led to believe that a Lead Mine exists at a short distance from the L'Etang du Nord Settlement. Iron may also be found near Amherst Harbour, which is the opinion of Captain Baddeley of the Royal Engineers. The Magdalen Island inhabitants are consumers of a very large quantity of provisions and merchandize of every description; therefore the trade is very extensive with Canada and all the Lower Ports.

*3rd Question.* There is no doubt that those Islands are advantageous to this Province in a political and commercial point of view, by their position, as a place of safety to the numerous vessels frequenting the Gulf of St. Lawrence, and as a place almost commanding the entrance of the Gulf whilst belonging to this Province, the principal trade will be with the Ports of Gaspé, Quebec, and Montreal.

*4th Question.* A small schooner running twice a month to Prince Edward Island, distance sixty miles, or to Gaspé Basin, distance one hundred and fifty miles, would be sufficient at present in carrying the Mails to the Islands. The expense to the Government would be from one hundred and fifty, to two hundred pounds per annum.

*5th Question.* The agriculture, fisheries and commerce have not been very prosperous on the Islands these few years past, owing to the indolence, carelessness, extravagance and disaffection of the inhabitants, they being a Sovereign people, having lived nearly a century without any authority but their own will; buying and selling from whom they thought proper. The establishment of a Court of Justice by which they were made to pay the merchant for his advances, and the proprietor of the Islands, to demand the payment of his rents, (for none had ever been paid), brought out two or three disaffected individuals with a view of seeking popularity to agitate the Islands, and advised the people to resist the legal authority; also with the assistance and commands of an extensive Commercial House in Halifax, Nova Scotia, then in negociation for the purchasing or leasing the Islands from the present proprietor, they were urged to agitate, and demand annexation to the Province of Nova Scotia. This is a true and correct account of the annexation move, which has very much subsided this summer, owing to the Commercial House in question having actually become the lessee of the Islands.

In conclusion, being sorry that my time does not permit me to enter into further details, having reference to the state of these Islands, I will briefly state what I think is required to make the inhabitants of these Islands prosperous, happy, and contented; it would be the erection of a Gaol on the Islands, the per-

manent residence of a stipendiary Magistrate, or Circuit Judge, to see and cause the laws to be executed, and the presence of an armed Cutter during the months of May and June, to protect the Revenue, and prevent the numerous outrages during that period, whilst one hundred and fifty sail at least are engaged in trading and fishing in the two Harbours of the Islands.

This, in my humble opinion, would put an end to all complaints and difficulties, and restore peace and happiness, and security to all parties concerned.

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

J. C. BELLEAU.

MAGDALEN ISLANDS, *October 21st, 1852.*

*To the President and Special Committee appointed to inquire into the wants and state of the Magdalen Islands.*

GENTLEMEN,—I have the honor to acknowledge your letter of the 9th September ult., in answer to which I beg leave to notice that as the subject has been treated upon at length by other respectable persons here, I shall of necessity be brief.

In answer to your first question as to how the lands are held and occupied, I will say that the lands are held by leases granted by the different agents of the proprietors. It being the private property of the late Sir Isaac Coffin, now J. Townsend Coffin, Esquire, of Bath, in England.

*2nd.* The state of agriculture at present is not very flourishing, owing in a great measure to the want of knowledge and energy on the part of the inhabitants, as a great portion of the land offers every facility for the purpose. The population at present amounts to nearly 3000 souls. The greater number of which exist wholly by the fisheries which are in a very flourishing state, and an *incredible* quantity of which are taken annually by the Americans, New Brunswickers, Nova Scotians, and others who come some hundred miles from home for that purpose; in fact, there are few places where the Herring and Mackarel are so abundant as on these shores, especially in the months of May, June, and July, during which time we have frequently from 150 to 200 sail of vessels fishing in our Harbours and Bays at the same time, and as they are strong in numbers, our fishermen and inhabitants have very little chance among them, and are exposed to the good or bad will of these people, who sometimes gather to the number of 1000, go on shore and commit whatever depredation they choose, and we are left without protection or any authority here to apply to for satisfaction or to check them.

*3rd.* As to these Islands being useful to the Province there can be no doubt from the fact that our neighbors would be glad to accept us, had they the opportunity of so doing. They would be valuable were sufficient protection given us to enable the authorities here to execute their several duties. The Customs Returns shew the value of imports and exports by vessels who make legal entries; but one half of the vessels who visit and trade here (especially Americans) make an entry or acknowledge the Custom House at all, and as the Collector is *alone*, without one person to assist him, and poorly paid, it is a matter of surprise how he collects what he does. The amount of produce of the Islands exported which we have an account of, will, this year, reach to nearly £15,000 value, but this does not say any thing for the great quantity of fish and oil taken away, of which we have *no account*, by reason that many of the strangers who visit here bring foreign produce to trade and smuggle it on shore to the great injury of the

Province, the fair trader and merchant who reside here, and supply the inhabitants during the severities of the winter; and such proceedings cannot be put a stop to until the Collector of Customs shall have assistance from Government to enable him to make an example of these unlawful traders.

4th. The most advantageous mode of establishing a post communication would be *via Pictou*, and would be very desirable. A small vessel would be had for £125, to run once a month, from the 15th May to the 1st November, and commissioned by Government, and could be obtained by tendering for the same through the neighboring Colonies, she could touch occasionally at Gaspé to accommodate the Judge or the Counsel that may require to attend at the Court.

5th. As the *isolated* position of these Islands together with *ignorance* and *stubbornness* of the inhabitants require that assistance and protection should always be at hand to aid the authorities in the execution of their duties, I would recommend that a small cutter be commissioned to cruise (during the summer) around the Islands, from the 1st May or the opening of the navigation for their protection and to act conjointly with the Collector here to enforce the payment of the legal duties to be made by these unlawful traders who do so much injury to the Islands generally. The same vessel could also carry the mail as when on mail service. A boat's crew (4 men) could be left on shore to render any assistance that may be required, as the presence of *Policemen* would have the desired effect. A small *Gaol* is also absolutely necessary in order to check the increasing vice and had conduct of the growing population. There should be two Courts held during the year, say the 21st May and 15th November, or what would be preferable a Stipendiary Magistrate, with power to hold Quarterly Sessions of the peace and then no Judge would be required on this Circuit. The Court is now held on the 1st July, at a time when all the male portion of the Islands are absent upon the fishing grounds, consequently the merchant has no appeal for the collection of his debts, when they return with produce in the months of August and September; the transient trader then reaps the benefit with his contraband goods, he collects the merchants produce who have paid legal duty. If these things should be granted, I have every reason to believe our little Colony will flourish, and be as a bright gem to the east end of this Province. If nothing is done for us, discontent will continue to grow among us, and there will be no end to strife and contending for annexation to our Sister Province; praying you may intercede on our behalf.

I have the honor to be,  
Gentlemen,

Your most humble and obedient servant,

(Signed,) JOHN FONTANA.

(Translation.)

AMHERST HARBOUR,  
MAGDALEN ISLANDS, 12th Oct., 1852.

SIR,—I have the honor to acknowledge the receipt of your communication dated Quebec, 9th September last, from the Legislative Assembly, requiring, for the information of the Special Committee appointed to inquire concerning the State of the Magdalen Islands, certain details and suggestions in answer to questions therein contained.

1. The lands are held in these Islands by the inhabitants, subject to the payment of an annual rent which varies from ten to twenty shillings currency for the land occupied by them. Some pretend that they are not bound to pay, having acquired the land by prescription or otherwise. This has given occasion to

several proceedings at Law which have been had in the Court of Queen's Bench at Percé, in the County of Gaspé. The documents which relate to the holding of these lands are emphyteotic leases and location tickets, signed and issued by the agents of J. T. Coffin, Esq., Proprietor of the Islands, who resides in England.

2. Agriculture is at a low ebb amongst us. The soil is rather poor and unproductive, except in the valleys and amongst the woods where the soil is light and the winds are less prevalent.

Trade, burthened with duties so considerable as those now levied, is not very flourishing, inasmuch as with the intention of avoiding that tax, the majority of our Fishermen have for some years been in the habit of going to fish off Labrador, and of there purchasing their supplies from the Jersey Houses. Trade might be rendered more flourishing, were some encouragement afforded to it by the absolute and entire withdrawal of the duties on articles imported for the use of the Fisheries; and by a bounty proportioned to the quantity of fish or oil being awarded to the proprietor of the ship, barque, barge, &c.

The most considerable Fisheries are those of the Herring, and the Mackarel, in May and June, and of the Cod during the whole of the summer. The Herring Fishery alone would afford the means of a comfortable living to the inhabitants, and increase the trade by several thousand pounds, if the Americans did not possess the right of running into the bays, and particularly upon the beaches for the purpose of drawing the seine net, a mode of fishing which proves very fatal and destructive to the fish wherever it is practised. The Mackarel is also taken by these foreigners, at the entrance of our Bays and Harbours. But for this impediment, the right of selling this same fish to the Americans, would create a considerable traffic, as they are able to pay for it a higher price than we can, putting into circulation both money and merchandize. The Seal Fishery which is carried on in March, April and May, is of all hunting and fishing the most profitable, were it not attended by so many risks and dangers; and accordingly, all Governments by whose subjects it is carried on, have evinced a disposition to encourage it, by a bounty of about £1 cy., per ton measurement of each vessel, in order to indemnify the proprietor for the risk incurred. In prosperous places, a system of Mutual Insurance prevails, for the same purpose.

Plaster, which abounds in these islands, and in some parts forms the staple produce of the soil, is the only mineral known. Its quality is excellent, and a great quantity was formerly got out for the markets of Quebec and Montreal.

3. I do not know whether these Islands are now of any advantage to the Province, but I believe that, by the encouragement of trade and the fisheries, they would become profitable. Their remoteness from all other parts of the Province would seem to require, in order to the due administration of justice and the law, the erection of a prison, without which neither can work properly.

4. The most advantageous, and the least expensive direction for a Postal Line, would be to Pictou, in Nova Scotia, distant about 36 or 40 leagues, and in the event of disappointment by contrary winds the mail might be left at George Town, (Prince Edward's Island) in order to be subsequently forwarded to Pictou with the Prince Edward's Island Mail. This is the present arrangement. This line of communication would be open one month earlier and one month later than any other, either with Gaspé or the Bay of Chaleurs.

5. Formerly, the morals of the inhabitants of these Islands were so pure, that without law or judicial institution other than the decisions of the missionaries and a few of the older inhabitants every difference was settled and determined; but now, the greatly increased population being brought into contact with strangers who have settled, and also with those who come and go, and who are ever prone to disorder and regardless of law and justice, where not enforced, in a place so much frequented, stand in urgent need of a gaol as a means of securing due respect

for justice and good order. A Municipal Council, which might in this place have been productive of great good, failed by being neither respected or obeyed, after the occurrence of some offences which they were unable to visit with punishment, being without an adequate protecting force. I myself acted as clerk to that Council, and, I may assert that the institution had a good beginning, had there existed any means of enforcing the obedience of some, whose aim was the destruction of every thing. Nevertheless, more was done in a few days for the amelioration of the roads, than has been effected in all the time which has since elapsed.

Without a gaol, neither the Municipal Council, nor any well-ordered principle, can work in this place. Magistrates cannot command respect for law and justice; for after causes have been heard and determined, they cannot enforce execution, and are sometimes set at defiance.

A wretched fellow who has received assistance when in a state of total destitution, being asked for payment, when in funds, will overwhelm his creditor with insults and foul language, and proceed to sell his produce to a stranger. My experience in such payments has cost me more than a thousand pounds' worth of provisions and other goods, which I have advanced to persons for the most part destitute and in the lowest stage of misery, and it is to labour and industry only that I look for an indemnification.

Justice being duly supported, and improvements introduced, these Islands would become a flourishing Colony, and at comparatively trifling cost.

A Government warehouse, for the storing of goods and merchandize, imported here, liable to Custom Duties, would be of great utility. The want of this has frequently caused dissensions between the Collector and the Merchants, when the latter had not money sufficient for the payment of their duties, (high as they are.)

A depôt of provisions, in case of shipwreck in the autumn, such as we have often experienced, would be of great utility and advantage, as even when not required for the purpose of relief in such a case, such provisions might be sold by public auction for the benefit of Government, and purchased by the inhabitants and traders as a resource in time of need. My opinion is, that generally, such articles would pay more than the original cost and expenses, except in the event of a general scarcity. Formerly, or some time ago, the inhabitants and traders were put to inconvenience in consequence of the shipwreck of numerous crews on the Islands, too late in the season to communicate with the mainland.

Education is here at its lowest ebb, and in consequence of the poverty of most of the inhabitants, it is impossible with our allotment of the money granted, to find competent masters, especially for so many school districts, (eight). If Government should be disposed to assist us, and remunerate four brethren of the Christian doctrine for their time and labour, education would soon be seen to flourish among us.

There is generally a great deal of natural capacity in our youth. Hardly can the inhabitants support the burthen of supporting the teacher, and that of heating the school house. For nearly a year past, we have not had a single school in operation, (an alarming state of things!) and the children are forgetting the little they know. Of what use can Inspectors be, where there are no school-masters? The want of education is the most urgent of all, the supply of it most indispensable. This want is the cause of our benighted condition.

Agriculture, to which I return, might be encouraged by the erection of a mill. The greater part of the materials have been contributed, as well as a very small fund for that purpose, and the business advances at a halting-pace, on account of the inadequacy of the means. It appears indeed that the people are ready to do their utmost, but I am morally certain, that the end will not be achieved.

Submitting the foregoing answers and questions to the consideration of your Committee, with the most profound respect.

I have the honor to be, Sir,  
Your most faithful and obedient servant,

(Signed,) ALEXANDRE CORMIER, J. P.

Pro. JOS. CORMIER, J. P.

(Translation.)

PERCÉ, 9th October, 1852.

SIR,—Your letter of September last, only reached me on the last day of that month, having been erroneously addressed to me at “Gaspé” instead of at Percé, causing thereby a week’s delay, but for which you would have received my answer at an earlier date. Taking a lively interest in every matter tending to the advancement of the district of Gaspé, a district of which so little is known, and which is consequently so neglected, I hasten to answer to the best of my ability, the questions you have done me the honour to submit as Chairman of the Special Committee, appointed by the Legislative Assembly of this Province, to enquire into the present condition of the Magdalen Islands, and to add such suggestions as in my opinion may be useful in the matter.

The advantageous position of the Magdalen Islands as regards the fishing trade, was the same as previous to the reign of Louis XV., king of France, and I think it was in the course of his reign that they were granted or conceded for that purpose by the French Government; they were, however, only occupied during the fishing season, for it appears that there were no permanent inhabitants on these islands at the time of their cession to Great Britain, and no one having since claimed possession thereof, they again became the property of the Crown.

In the year 1798, these islands forming part of the Province of Lower Canada, were conceded by order of His Majesty King George III., under Letters Patent, granted by Lord Dorchester, at that time Governor of the Province, to Isaac Coffin, Esquire, Captain in the Royal Navy, (subsequently Admiral Sir Isaac Coffin,) subject to certain charges and reservations, and among others that these Islands should be held in free and common soccage, (*franc alleu*) as lands held in Great Britain,—that every English subject should be at liberty to fish there, &c.—Clergy Reserves, &c.

A few years previous to this last concession, several families having immigrated hither from Acadia, established themselves here; this little population gradually increased in number, partly by the ordinary course of nature, and partly by the arrival of new emigrants from Nova Scotia, St. Pierre Miquelon, &c. Each party then established themselves as they pleased, without regard to the rights and even in despite of the proprietor and his agents, and it was only shortly before or about the year 1830, that a considerable number of them consented to pass title deeds. Up to that time the inhabitants only paid what they pleased by way of rent or acknowledgement, but their tenure was in no wise determined.

The titles granted are of two kinds, that is to say, long leases on fixed terms, not exceeding 99 years, or emphyteotic leases, and leases or concessions without any fixed term, at a perpetual and unredeemable ground rent, (*à rente foncière perpétuelle et non rachetable.*) The rents fixed by either form vary from 5s to 30s. a lot or emplacement, with reservation of minerals in accordance with the Letters Patent, subject to the public charges and conditions and revokable for non payment of rent.

The present proprietor is John Townsend Coffin, of the Isle of Wight, Captain in the Royal Navy, under and by virtue of the Will of the late Admiral Coffin, which contains various substitutions, the first of which is made in favour of Isaac Tristram Coffin, eldest son of the present proprietor.

An agitation fermented and renewed from time to time, during the last thirty years by a few turbulent inhabitants, has caused considerable difficulty. They pretended to deny the rights of the proprietor; proceedings were on this account instituted against some of the principal movers, and they at length saw the folly of resistance on these grounds. The proprietor is now generally recognized.

About 200 concessions have been granted since 1830, the greater part of them by the late Pierre Doucet, Esquire, at that time agent for Sir Isaac Coffin. These concessions are not subject to any feudal charge, and ought to rank under the tenure of Free and Common Soccage, which is the same thing as our *franc alev roturier*.

There are persons who raise doubts as to whether or not the inhabitants of these Islands are Electors according to the true meaning of the Election Law, which requires that the Electors of Counties should be proprietors. I think that no doubt exists as to their right of voting, inasmuch as by our laws, a lease at a perpetual ground rent, (*à rente foncière et perpétuelle*) and the emphyteotic lease, have the effect of an absolute transfer of property during the period of the duration of these leases, and property thus leased is subject to the laws relating to real estate held in absolute property. If these doubts, however, have any apparent foundation, it would be advisable to provide therefor, for it would be unjust that a population of 2200 souls, should any longer be disfranchised.

So far, as respects the tenure. Upon this point, I may be permitted to add, that the greater part of the inhabitants having settled upon the land as squatters, without any authorisation, the result has been that the greater part of the lands occupied are of all imaginary shapes, circular, triangular, &c., &c., leaving here or there small or large vacant spaces, according to the nature of the soil. After several years occupation, and having in the course of that time destroyed all the wood in the neighbourhood, the settlers remove to the rear of the other inhabitants; by these means the lands are divided into patches, a circumstance, which is in my opinion, a great obstacle to agriculture, from the fact that it is impossible to form a good farm in localities where the inhabitants are so much in each others way. The woods are being destroyed in an alarming manner, by fires imprudently kindled at all seasons of the year, in clearings made by the inhabitants either for the sole purpose of insuring possession, or to prevent persons who change their residence annually, or other new comers from taking possession of their rear property, or from settling immediately alongside their enclosed lots. If this state of things continue, all the timber and all the wood in the vicinity of the fishing establishments will be destroyed in a few years, and unless coal be discovered, the inhabitants will be forced to abandon these islands.

The agents of the proprietors have endeavoured to introduce order, but this is beyond the power of a single individual, for the number of law suits he would be obliged to institute would ruin him. A Municipality is wanted, with special powers to make rigorous regulations which may be summarily enforced. The law indeed allows them a Council, but does not provide for the election of Councillors. I shall refer again to this subject.

With regard to agriculture, it has been acknowledged that the soil and climate are such, as to render these islands capable of producing whatever is grown within the District of Quebec and Kamouraska. I have seen excellent grain of all kinds, and as fine wheat as is grown in any part of the Province; delicious butter is also made here. The soil of Isle Entrée and Isle Brion, are of a superior quality. On the other habitable islands the soil is very good; such as it is,



a great part might be rendered good by cultivation and draining, by means of ditches, a great part of it also being sandy, requires incessant labour to keep it properly manured and to render it productive.

The habits of the inhabitants of the Magdalen Islands withdraw their attention from agriculture; they are either seamen or fishermen; the consequence may be easily inferred, that the lands cultivated are not in proportion to the extent of country occupied, nor to the population.

I perceive that I shall be obliged to defer until my next communication, my answers with reference to the commerce, the fisheries and the importance of these islands. For the present, I will only remark, that they are of great value.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

P. WINTER.

(*Translation.*)

*Continuation of the answers of the undersigned, to the questions submitted to him by the Special Committee of the Legislative Assembly, on the subject of the Magdalen Islands.*

The Herring and Mackerel Fisheries are carried on almost exclusively by the Americans, and by some few schooners principally from Nova Scotia. All foreigners, as if they were British subjects, come unrestrictedly, not only into the vicinity of, but absolutely touch at the islands, and even within the harbours; take Herrings and Mackerel with the *seine*, thereby causing a great destruction among these fish. It would, perhaps, be advisable to prohibit the use of the *seine* in this vicinity, an opinion, however, which I would not venture to give absolutely. Forty or fifty cargoes are thus made every spring, for the most part by foreign vessels.

It may be asked how it happens that the merchants, shipowners and inhabitants of these islands pay so little attention to the Fisheries. This question applies also to the traders and inhabitants of the mainland of this County, and indeed of the District of Gaspé. I shall endeavour to answer this question.

Dry Codfish, Whale, Seal and Cod Oil are, so to speak, the only production of our Fisheries, for which we have any considerable markets in the British and Foreign markets, that is to say, Spain, Italy, Portugal and Brazil, to which we can go with any advantage. With respect to pickled fish, that is Herring and Codfish, out of the Province, there are not, I believe, any markets except the West Indies, which are easily supplied by the fishermen of Nova Scotia, Newfoundland and the United States of America, whence an extensive trade is carried on, almost entirely, however, by their own fishermen, who derive the more profit from the fact of their being protected by a Bounty, and an almost prohibitive duty of 20 per cent. on foreign cured fish, thus making a difference against us of at least 25 per cent., and these Fisheries having never been attended to by our shipowners and traders, they care little about making the experiment under such disadvantageous circumstances. This is one great reason that they pay so little or no attention to these Fisheries. They would, however, be the source of a considerable traffic, if we had markets to which we might take their produce with advantage.

This branch of our Fisheries, (Herring and Mackerel or pickled fish) being so to speak in its infancy, it would, in my opinion be advisable to adopt some means for its encouragement. That object might, as I have before stated, be attained by premiums, to be paid directly to the fisherman or shipowner, to coun-

terbalance at all events in part, the prohibitive duty I have just mentioned, or else that they should obtain admission for the produce of their Fisheries on the same footing as American subjects. Let us, in order to that end, grant them unrestricted liberty for their Fisheries, and the free navigation of the St Lawrence, and in despite of the bounty or premium which they receive, we should be enabled to oppose them in the market. Our gulf contains immense and inexhaustible riches, which are a subject of profit and enjoyed almost exclusively by foreigners, by reason of the too great liberty they have hitherto enjoyed on our waters, and of the protection and encouragement they receive from their own government.

I am in favor of Free Trade, but subject to reciprocity. If the United States refuse this, we ought to protect our commerce, and our industrial resources as they do theirs.

With respect to the Fisheries then, let them be rigorously kept, as they have been during the past summer, within the limits fixed by the Treaty or Convention of 1818, which even now gives them too great advantages, and let the industrial resources which I have just mentioned, be encouraged directly by a Bounty, and I would venture to predict that their 30,000 fishermen will very soon, like, ourselves be praying for RECIPROCITY. WHEN THIS IS GAINED, BOUNTIES WILL NO LONGER BE REQUIRED. This is a matter worthy of attention. I am of opinion that encouragement of this nature, extending over the whole District of Gaspé, would be productive of immense advantages, and more particularly to the said Islands; it would give a new stimulus to the trade of this District; two-thirds of the number of hands employed in the Cod-fisheries, would take the same amount of fish as now, for hardly more Cod is now taken, than when but half the number of vessels were employed that are now engaged; the remaining third and more of these hands would be engaged in these new branches of trade and in the Whale Fishery, which, were it followed and carried on as it ought to be, would in a few years double the produce of some of our fisheries.

As to the mines, minerals or natural productions, which might be of some advantage to trade, it would perhaps be desirable that the Provincial Geologist should visit these Islands. If it be true, as some pretend, that plaster or gypsum indicates the presence of coal, the Magdalen Islands would merit particular attention in this respect. The plaster which is here found in great quantities, is not so white as that found in Nova Scotia. If this is a reason why it could be employed so advantageously for building purposes, it does at all events render it inferior for manuring purposes. Several cargoes of it are annually exported to Quebec and Montreal. Another natural manure also exists here, shell marl of a very fine white, which is also made use of by the women to whiten their houses instead of whiting, there are also ochres and red chalk, at the Isle d'Entrée.

Little progress has been made in agriculture, in the Magdalen Islands, but they must sooner or later profit by the encouragement which our Government appears to be so desirous of affording throughout the Province; in the meantime they form a very considerable market for the agricultural produce of other parts of the country, the greater part of the provisions being generally imported hither from Quebec and Montreal.

It has been a question for some years past, whether or not it would be as well or even expedient to transfer these Islands to the care of the Government of Nova Scotia, or to that of Prince Edward's Island, either of which would feel honoured by the offer, and if we render no assistance to these Islands they would gain by the change, for they would receive a much greater share of attention than has hitherto been bestowed upon them. The inhabitants, however, prefer our Government. The Government is now I believe convinced of their importance, taking into consideration not only their present commerce, but also the extension of which that commerce is susceptible. It would be frittering away this part

of Lower Canada, (Gaspé) and have a bad effect upon the trade of this District, by opposing to us the competition of the fishermen of the neighbouring Provinces, our share of the gulf is so to speak, designated by these Islands, and we ought to retain them.

Let our fisheries be encouraged, either by reciprocity with the United States, or by Bounties, and let them be properly carried on and this District, (if these Islands be retained,) will take an important position in Canadian Commerce.

The Custom House revenues collected at these Islands, must not as elsewhere, be taken as a rule to estimate the value of the commerce carried on there, inasmuch as, 1st. Their provisions come almost exclusively from the Province, and consequently pay no duties; these provisions are considerable. 2ndly. Their trade is in a great measure carried on with Quebec and Montreal, whence they receive merchandize liable to duties which they, as consumers, really pay, but which being paid at these Cities, do not appear to their credit in the accounts of the revenue. 3rdly. The Collector of these Islands not having adequate aid at his disposal, cannot enforce respect for the laws nor protect the revenues; the consequence is, that ships from Foreign ports or from the neighboring Provinces can trade there with impunity, without paying duties; this takes place every year, not only in the neighbourhood of the islands, but absolutely in the harbours, in contempt of the laws and of the Government, and to the great detriment of the revenue and of the resident traders who complain that although they pay duties, they are not protected against Foreigners. To protect the revenue by placing sufficient aid at the disposal of the Collector, would have the effect of protecting the trade.

A judge resident at these Islands, with the powers of Surrogate of the Admiralty, (with a Court House and Gaol) would contribute largely to this end; their population, their commerce, and more particularly their position remote from all protection, would justify them in that respect.

Shipwrecks frequently take place at the Magdalen Islands, but very rarely in the case of ships coming up the Gulf, which may be attributed to the lighthouses situate beyond these Islands, and by which seamen make their courses, thus avoiding Bird Islands and others. The vessels wrecked are almost exclusively those coming down the River St. Lawrence, or out of the Bay des Chaleurs, whence it may be concluded that a lighthouse erected on the west point of the principal Island, Anherst or Magdalen Island properly so called, with a depôt of provisions for persons shipwrecked, would be of great utility, vessels thence taking their course, would avoid the long flat sounds which are met with in many places, the Isle Brion and the Bird Islands; the building might be constructed in such a manner as to serve for several purposes, that is to say, a Gaol and Court house, and the keeper of the lighthouse might be the Gaoler; the maintenance of the lighthouse might be in a great measure defrayed by an anchorage duty, payable by the numerous Foreign and other vessels coming into port.

The Magdalen Islands, though forming part of this Country, and having commercial transactions with different sections of the Province, and although their inhabitants are under the jurisdiction of the Superior Court, (Civil and Criminal) for this District, held at Percé and New Carlisle, are without any means of communication, other than that afforded by accident, a circumstance which must be very detrimental to their commerce; the laws of the Province frequently do not reach them for a long period after they have come into force. To have no communication with the chief places of jurisdiction, is an absolute denial of justice. There is no communication with the mainland of this County, except when the Judge goes to and returns from these Islands, to hold the Circuit Court. It would be then of great utility, and even just and necessary to establish a mail conveyance, and thus afford means of communication with the nearest

locality on the mainland, and the chief place of the County (Percé.) They might be allowed a mail, (going and returning) twice a month during the navigation. I am of opinion that a serviceable schooner might be procured for from ten to fifteen pounds per voyage. I know of no more effective or less expensive means of rendering an effective and useful service to commerce. The receipts would not pay the costs for a long time; but the cost would be a trifling consideration in comparison with the advantages which would result to commerce and justice.

(Signed,) P. WINTER.

28th October, 1852.

(Translation)

*Continuation of the Answers of the undersigned to the Questions submitted to him by the Special Committee of the Legislative Assembly on the subject of the Magdalen Islands.*

I stated in my last communication that a Municipal Council was given by law to the Magdalen Islands, but that the law did not provide for the election of Councillors. It is undoubtedly strange that by the Act 10 and 11 Vic. Cap. 7, by which the County of Gaspé was divided into three Municipalities, establishes the chief places, and among them Amherst Harbour, in the said Islands, as chief place for division No. 3, and that it was never remembered that these Islands have not been subdivided for any civil or legal purposes whatsoever, and that consequently the 3rd Section of the said Act does not apply thereto, and cannot be carried out. Two Councillors cannot there be elected for each Parish or Township as neither the one nor the other exist. Thus, although they are recognized in law as a Municipality, it is only in name the inhabitants are unable to exercise the powers granted to them; they must then either have been subdivided for municipal purposes, or a fixed number of Councillors should be elected collectively at Amherst Island.

The last census furnishes the information following for the year one thousand eight hundred and fifty one.

|                                                                       |      |
|-----------------------------------------------------------------------|------|
| Population:—French origin, natives of the Islands or Canadians, . . . | 1743 |
| Do. do. of other Provinces of British North America, . . . . .        | 163  |
| French origin, of France and St. Pierre Miquelon. . . . .             | 40   |
| Of French origin, . . . . .                                           | 1946 |
| Of British origin, natives of the Islands, . . . . .                  | 133  |
| Natives of other Provinces and of the British Islands, . . . . .      | 123  |
|                                                                       | 256  |
| Total population, . . . . .                                           | 2202 |

Statistics:—Number of Schooners belonging to the Islands, 37; tonnage, 1222; number of fishing boats employed in 1851, 100, Dry Codfish taken, 8000 cwts.; Mackerel, 600 barrels; Seal oil manufactured, 8000 gallons; Seal skins, 2000.

These productions, the value of which may be estimated at seven or eight thousand pounds currency, include those only the amount of which could, as nearly as possible, be ascertained. We must add the green Codfish, Cod oil, and Herrings, the amount of which could not be procured, but which are without doubt very considerable. I am informed that the produce of the Seal Fishery this year, is more than double what it was last year.

The number of schooners sailing from these Islands, being constantly employed for the most part in the fisheries, must add considerably to the items above mentioned, but I am unable to state in what proportions. These schooners, instead of fishing in the immediate vicinity of the Islands, go to St. George's Bay or Labrador, and there pass the greater part of the Summer, there they receive extra supplies of provisions, salt, fishing tackle, &c. ; they there dispose of a great portion of the fish they have taken, and then return to the Islands with the balance. This is not owing, however, to the circumstance that the neighborhood of the Island is not a good fishing station ; on the contrary, Mackerel and Cod abound there, and the quality of Codfish caught in that locality is superior to that of the fish taken at Labrador, so much so that the Americans, I am given to understand, give the preference to these fishing grounds.

The conduct of the inhabitants in this respect may be attributed to various causes, first of all these Islands have never enjoyed the advantages arising from rivalry in trade ; this has always been in the hands of a very small number, who have always united in following the most pernicious and demoralizing system possible, that is to say, the system of almost unlimited advances on credit, (as long as the fisheries were abundant) causing of necessity sales of produce at extravagant prices, at I may say 50 to 100 per centum more than on the mainland of this County, where the prices are high enough.

The honest and industrious man, as well as the man of an entirely contrary disposition, allured by the offers of credit made them, notwithstanding they may have been unlucky for one or two seasons, alike remain in debt, and happy is the man who by hard labor can continue exempt from debt, and it is much to be regretted that these constitute by far the smallest number. The scanty harvest of the last few years has contributed much to retard their progress. They are consequently for the most part on the wrong page of the account book, and their credit being gone, they can, with difficulty, procure the equipment and articles necessary for their calling, which, as well as their energy, is thereby paralyzed, and though surrounded by the sources of wealth, they remain in a state of poverty.

In order to carry on fisheries in the vicinity of the Islands, vessels and equipments of strong and superior quality are requisite, inasmuch as they are there exposed to heavy weather, while, to pursue the same calling at Labrador or at St. George's Bay, equipments of inferior quality suffice ; moreover there they are not under the eye of their creditors, and are thus enabled to obtain equipments, salt, &c., on better conditions. These are some of the reasons which induce the inhabitants to fish at a distance, and abandon the best part of the produce, while the American fishermen (always numerous in these latitudes) carry on successful fisheries in the immediate vicinity of the Islands.

The resources of the Magdalen Islands are infinitely more important than those of the mainland of this County, where we have virtually nothing but the Cod Fishery. It only requires that these resources should be known, in order to their being taken advantage of. Were these Islands to be transferred to the United States, their commerce would be ten times what it now is in a very few years. The inhabitants of the United States indeed well know how to take advantage of that part of the unlucky Treaty of 1818, which permits them to fish on the shores of these Islands.

About the end of March or the beginning of April, the seal hunting begins, either upon the ice which extends from three to six miles or more around the Islands (the chase is then made on foot) ; or when the ice has become detached the chase is carried on in schooners, which are, however, for the most part very badly rigged ; it is thought that, after the departure or breaking up of the ice, seals might still be caught by means of nets or lines, as is done in the north. Afterwards,

or immediately after the departure of the ice, the Harbours and Bays are filled with Herrings to the whole depth of the water; after them comes the Mackerel, occasionally in great abundance, and last of all the Cod fishing as in the other parts of this County.

These Islands being almost in the centre of the Gulf are admirably adapted for a sailing station and rendezvous for vessels or ships engaged in the Whale fishery. They are enabled to start at least a month sooner than from any other part of this County, which would be of great advantage if it be true, as some assert, that the Whale is less fierce and consequently more easy to kill immediately after the disappearance of the ice. This important branch of our commerce, however, is unknown here, no one having ever attempted to introduce it. Our whalers all come from Gaspé Bay, whence they can only start late in the month of May, and yet, nevertheless, make prosperous voyages.

It is a matter of surprise that while surrounded with so many resources the inhabitants of these Islands are not rich. Whence does this arise? The result of monopoly which, with the system of credit combined with it, has been, a contracted system of commerce carried on on selfish principles, and which binds down the inhabitants and saps their energy. They must be encouraged by direct bounties to the fishermen, and the establishment of new mercantile houses abundantly provided with all kinds of rigging, &c. at low prices; they must be paid liberally, thereby establishing a liberal and enlightened commerce.

I shall return to this subject in my next.

P. WINTER.

Percé, October 21, 1852.

(Translation)

*Conclusion of the Answers of P. Winter to the Special Committee of the Legislative Assembly appointed to make inquiry concerning the Magdalen Islands.*

In the course of the preceding remarks, I have suggested the expediency, 1st. Of enabling the Magdalen Islands to avail themselves of the privileges accruing to them by the Municipal Law, by providing for the means of electing Councillors and for the preservation of the timber; 2nd. of removing all doubts which may exist respecting their qualifications as Electors; 3rd. of encouraging the fisheries by means of bounties, or otherwise; 4th. of protecting the revenue, and thereby the honest merchant who pays duties, by providing means of rendering the laws respected, and to that end placing a sufficient force under the orders of the Collector; (six men would suffice both to navigate the boat and to form a rural and river police); 5th. of establishing there the residence of a Judge, who may also be Surrogate to the Admiralty; 6th. of erecting a lighthouse calculated also to contain a Court-house and Gaol.

I think it my duty to subjoin the following suggestions, viz: 1st. In the matter of the Election of a Representative in Parliament, to provide for the case of a Writ of Election for the County of Gaspé, being issued or being made wholly or in part returnable in winter, but in such a manner that the inhabitants of these Islands may not lose the exercise of the elective franchise as heretofore; 2nd. To extend to these Islands the provisions of the Act 14 and 15, Vic. Cap. 92. Although the lands then are held *en franc aleu* (free and common soccage,) that Act does not, however, appear to apply to them, being applicable in fact only to lands situated within the "Townships," and these Islands not being erected into Townships.

I consider it my duty to add to what I have stated on the subject of a postal communication with the Islands, that a few pounds might perhaps be saved by

establishing it in connexion with Prince Edward's Island or Picton, but that the length of time in the transmission would be greatly increased by these round-about routes, and that the difference in the expense would be no economy; moreover, the Islands would have no direct communication with the chief Towns within the jurisdiction of the Superior Court of Gaspé.

I have now to offer a few remarks on some of the above suggestions.

*1st.* When the Municipal system was adapted to Parishes, or places reputed to be Parishes, a certain number of Councillors were elected collectively, and then there existed a Council duly constituted in these Islands, but since the law now in force came into operation, there has been no Council, for the reasons above recited.

*2nd.* With reference to the quality of the Electors, some might, perhaps, have a low opinion of them, judging only of their fitness to enjoy so valuable a privilege, by the contents of the last poll books. It is, however, to be borne in mind, that before the last General Election they were altogether disfranchised. Having never before been called to the exercise of that privilege, not only because the elections usually took place without any contest, but because they were never notified or invited to take a part in the nomination. It was to them a new, nay, a *strange* occurrence! and accordingly but few votes were polled in each of the two polls held, from a population of 2200 souls! On account of the difficulty of communication, the time allowed being too short, the election law formerly could not be put in execution in this County. Being appointed by law Returning Officer, I informed the Government of these facts last year, and a Bill was shortly after, during the last Session, presented to the Legislature to obviate the difficulty. That Bill became law (vide 14 and 15 Vict. cap. 87,) but like most of the laws relating to Gaspé, it is defective and does not effect the purpose intended; several instances of this defectiveness might be cited. Declaring in the preamble that the Magdalen Islands are inaccessible at certain seasons of the year, and difficult of access at all other times, no provision is made for the seasons when they are accessible, that is to say, six months in the year, the writ being made returnable in three months or ninety days after date. In its present shape this law is in operative, except when the writ is issued and made returnable at the opening of the navigation; and no kind of provision is made for the expense of an express to the Islands; (for the future, indeed, that difficulty will be removed, if a direct postal line be established between the mainland of the County and the Islands) but if the writ were issued in winter, the Returning Officer would be unable to execute the writ as the law requires, and he would be obliged to return, that he could not act for want of the means of communication with a part of the County.

*3rd.* A Gaol and a Court-house are indispensably necessary, as are also General Sessions of the Peace. Wanting these things, the life, honor and property of a population of 2200 persons are unprotected! and yet they are British subjects as much as ourselves. Consider their situation. Living nearly 150 miles (it may be said in the open sea) from the mainland, without a Judge, or prison, or any medium of communication with the rest of mankind during one half of the year. And even during the navigation, should a person be brought before a Justice of the Peace, charged with some offence, what can he do with him? He has not always a schooner at his command, nor the necessary funds to have him conveyed to the Gaol at Percy, (the nearest,) he is hardly inclined to incur that expense on his own responsibility, and he knows, moreover, that the Prosecutor could not proceed with the prosecution, even though the Sessions were to be held at Percy during the navigation. On complaints and prosecutions in Special Sessions, the Magistrates can indeed impose fines or penalties and sentence to imprisonment in default of payment. But what means have they of

giving effect to their decisions? And in case of contempt of their authority, and contumacy (either in civil or criminal matters) or refusal to submit to their orders or decisions, what is the remedy? They may be laughed at with impunity. The Magistrates feel themselves to be powerless. Moreover, not being well informed of their powers and their duties, for want of legal knowledge, apprehensive of doing too much or too little, they are obliged to overlook crimes and misdemeanours which are committed. It is surprising that with unlimited impunity no great crimes are committed. Yet there, as well as elsewhere, the primitive virtues and primitive manners have well nigh disappeared. We have assault and battery, selling liquor without license, false weights and measures, thefts and robberies, and other infractions of the law.

It is certain that offenders have evaded justice through the absence of sufficient means of bringing them to trial. Not only then are a prison and Sessions of the Peace required, but also a Circuit Judge, charged with the duty of assisting the Magistrates in the execution of their duties, and of causing their authority to be respected, as well as that of other public officers, from the Collector of Customs to Bailiffs and Constables. With respect to the latter class of persons, several of them having been threatened with ill treatment, and even with death itself, if they persisted in retaining their office, have resigned and refused to execute any order, and none are found in the Islands willing to fulfil their duties, in the absence of all protection and support in the exercise of them.

A Circuit Judge resident there might be Chairman of the Sessions, Surrogate of the Admiralty, (in matters having reference to the Customs and Maritime affairs) and one of the Judges of the Superior Court of Gaspé. This would facilitate the holding of two Terms (spring and autumn,) at which he might attend more readily and conveniently than the Judges of Quebec. If we are to have two terms of that Court, as authorized by law, the travelling charges of the Judges from Quebec would amount to £150 per annum. That sum would pay a large part of the salary of the third Judge who should reside on the Islands. Advantages would arise from this measure to other parts of the District, for instance, besides facilitating the holding of two terms of the Superior Court, the practice and the system of jurisprudence, &c., would be uniform, while now every Judge who comes to us from Quebec, has his own peculiar views, opinions and favorite rules of practice, all differing more or less from those of his predecessors. What has been said by one to be good and wise, is declared by his successor to be nonsense and absurdity! and this is not all that might be said about them. Three Circuit terms in the Islands and as many General Sessions of the Peace, in the first 15 days of January, May and September, and the terms of the Superior Court at Percy and New Carlisle being fixed in June and October, the Circuit Judge from the Islands might attend them. As to the Sessions in the Islands, I believe that for a few years, Juries might be dispensed with, and that the jurisdiction, accorded to those Courts (with Juries) might be granted to the Judge, he being assisted by at least two Justices of the Peace, saving always the right of appeal to the Superior Court, if need should arise. However, if it were thought more prudent to grant no such jurisdiction without the assistance of a Jury, the *venire facias* for the summoning of a Jury might be executed by the Clerk of the Peace instead of a Sheriff, that is to say, that Officer might be charged with the execution of this duty of a Sheriff, because the performance of this double duty would not be too onerous for a single person, at least for some years to come. He might also have the superintendence of the Gaol, and nothing need prevent these several duties being confided to the Clerk of the Circuit Court, until circumstances may permit a division of these Offices. This combination of several Offices is suggested only with a view to economy, and to form an amount of remuneration sufficient to secure the services of qualified persons.



The isolation and the toilsome voyages which would be the inevitable lot of the Judge resident in the Islands, might render it difficult to find a person qualified for the office. To obviate this difficulty, I think it would be advisable to hold out the expectation of promotion on the occurrence of any vacancy in the District, that is to say, that he would have the option of succeeding either of the Judges resident at Percé or New Carlisle, in case of a vacancy by death or otherwise.

I have heard complaints from respectable persons that no inquests have ever been held on sundry cases of death from unforeseen causes, apparently sudden or accidental, either by shipwreck or otherwise. Would it not be advisable either to authorise the appointment of a Coroner (who might also act as Sheriff) or to direct the Coroner of the County to appoint Deputies for the remote parts thereof?

I have now submitted to you, Gentlemen, all the information, and made all the suggestions which appear likely to be of use. If they are worthy of your attention and are productive of any beneficial effect, I shall hold myself fortunate in having furnished them.

I have the honor to be,  
Gentlemen,  
Your obedient servant,

(Signed,) P. WINTER.

Percé, 9th November, 1852.

*Answers of Mr. Louis Thériault to certain questions put to him by the Committee.*

(Translation.)

LEGISLATIVE ASSEMBLY,  
COMMITTEE ROOM, 26th October, 1852.

1. My name is Louis Thériault; and I am aged 35 years; I reside at the Magdalen Islands and was born there; I am a farmer and a fisherman, and owner of a schooner; I reside at *Havre aux Maisons*.

2. The lands are only let or leased to the inhabitants, and an agent collects the rents. These lands have been leased at various rates of rent by different agents for many years past, which has caused a great deal of dissension and discontent among the inhabitants of these Islands.

3. Agriculture is not in an advanced stage of improvement. Wheat is not very productive. The sea breezes and the high winds of the month of September diminish its yield. Oats, barley and vegetables succeed very well. All the trade proceeds from the Seal Fishery; and the Cod, Herring and Mackerel Fisheries. Plaster is found.

4. I consider them to be of great advantage to the Province.

5. They are about 50 leagues from Gaspé, or rather from Carlisle; and a small schooner might be chartered to make the voyage every fortnight or every month, during the season of Navigation. The expense would be about £15 to £18 each voyage.

6. In the first place, I consider that it would be to our advantage to remain united as we are to this Province; that if an Inspector of fish, for salted fish only, were appointed, a native of the Magdalen Islands and well versed in our traffic, to inspect our fish before its exportation, either to this Province or to other parts, we should sell our fish at a higher rate, whereas at present the fish of Newfoundland, which is of the same quality as our own, is sold at higher prices, being subjected to inspection; that it would be of great benefit to us to obtain some encouragement, either by way of bounty or drawback

for our fisheries, inasmuch as our resources are not equal to those of other parts of the Province in the raising of wheat, and as we are cut off from communicating with the mainland.

That trade would be more beneficial, if there were no Collectors of duties at those Islands; for in their absence the inhabitants would be able to dispose of their fish with more profit, and their means of living would be greater than they now are.

Joseph Lafrance has resided at the Magdalen Islands 15 years, and his age is 47. Having heard the evidence of Mr. Louis Thériault read, he corroborates it in every particular.

(Translation)

MAGDALEN ISLANDS, 14th October, 1852.

GENTLEMEN,—I could have wished that the Committee appointed to inquire into the state of the Magdalen Islands, had applied to any one but me, for I have always avoided mixing myself up with the affairs of these islands, long involved in difficulty, but as the Committee are desirous of learning my opinion, I will communicate my ideas on the subject, frankly and sincerely.

The Committee are desirous of knowing by what tenure the lands are held by the inhabitants. I believe that they are generally required to pay from nine pence to a shilling per acre, and in default of payment, for a year or two, the tenant loses his rights altogether, and can be turned out of his dwelling. This rent, which would not, in my opinion, be too high in a situation where land is worth anything, appears excessive in the Magdalen Islands, which are not all adapted to agriculture. The sight alone of these Islands would wring tears from the eyes of the farmers round Quebec, if they found themselves reduced to cultivate such land. We number about 350 inhabitants, occupying lands, and I estimate the whole of the Islands as capable of forming seven or eight farms such as are occupied by the best clats of farmers around Quebec. The rents demanded will amount to about £350 or £400, perhaps more. Where shall such a sum be found? On the Magdalen Islands? Why they cannot support their inhabitants! Where then shall that sum be found? In the bosom of the ocean or upon the ice, if Providence guides a hungry cod to the hook of the fishermen, or a blind mackerel to the nets which are set for him, or in short a seal within reach of the hunter.—to these means of supply the poor people of these Islands are compelled to resort to make up the amount of their rents without the assurance of success. In addition to this evil, the timber necessary for house and ship-building is no longer found upon the Islands, so that the inhabitants are driven to seek their supplies elsewhere, or compelled to wait until the storm casts upon their shores some unfortunate vessel laden with timber, then those who have had the good fortune to be able to save a few pence, are welcome with their slender purses. In his frequent visits to his Islands, I think Admiral Sir Isaac Coffin was right in saying, that every thing had to be brought to the Magdalen Islands and nothing taken from them in exchange. At that day he was far from demanding the payment of rent by the inhabitants. Perhaps if Captain John Townsend Coffin paid a visit to the Islands, he would form an opinion similar to that of his predecessor.

If I consider the Magdalen Islands as of so little value, in respect of their soil, I form a different estimate of them in connection with their fisheries. I venture to affirm that in all the Gulf of St. Lawrence, there exists no place better adapted to be a fishing station than these Islands where herring, cod and mackerel abound. With a little encouragement, as a small bounty awarded to ships

which are regularly engaged in the fisheries—the poor fisherman would thus be enabled to repair the losses which he is constantly suffering, as the loss of anchors, cables, and other like articles. These continually recurring losses discourage the poor fishermen, for after having toiled all the summer, they find themselves, when all the expenses of the fishery are paid and the losses repaired, destitute of resources for the winter. I believe that the Province would derive great advantages from the Islands, if this encouragement were afforded to the fisheries, and if it were possible, without violating the strict rights of any, to keep away Foreigners, particularly the Americans, who do great mischief by fishing for mackerel at a short distance from the shore, perhaps fifteen or twenty arpents, and who assume the right of setting their nets for mackerel in the very interior of the bays; thus preventing many persons from taking the fish which they absolutely require for their families. The Seal Fishery, which is carried on in vessels from the tenth of April to the fifteenth or twentieth of May, deserve particular attention, for it is the principal resource of the Islands, and the prime object of the trade of the place; but in order to render it lucrative to the Province some encouragement is necessary; the season when it is carried on shewing clearly enough that it has its perils and its accidents, and those very deplorable ones. How many fathers of families have found their death in this fishery, and suffered the loss of their entire property, leaving their poor orphans in the most complete destitution; yet this pursuit of the seal is undertaken and carried on for the Province, and the latter has never yet thought of rewarding the poor fisherman nor of relieving his orphan left without support. I see this branch of the fisheries encouraged by our neighbors, and they are well repaid for the encouragement which they extend to it. They thus enable the fisherman to continue his exertions, and to contribute to the resources of the Province.

With reference to the means of establishing a postal line, the least expensive would, in my opinion, be with *Isle St. Jean*, for the distance is only eighteen leagues; but on the other hand the communication of intelligence would be more expeditious by *Pictou*, although the distance is twice as far as that of *Isle St. Jean*. Finally, I shall observe to the Committee that the most certain means of acquiring an exact knowledge of the Magdalen Islands would be to send thither a confidential person, qualified to form a correct opinion concerning them, and to collect on the spot whatever information he might consider necessary. These are my ideas in reference to the Magdalen Islands. Those of another person may be entirely different, and be blameless in my opinion. I am a bird of passage in these Islands, and I have no interest either in undervaluing them, nor in making them of more importance than they are.

(Signed,)

CAJETAN MIVILLE, *Ptre.*

*Circular transmitted to several Merchants by the Committee.*

LEGISLATIVE ASSEMBLY,  
COMMITTEE ROOM, No. 4, 17th Sept., 1853.

1st. Are you engaged in commerce, and for what period of time? Have you had occasion to extend your commercial transactions to the Magdalen Islands?

2nd. Under what tenure do the inhabitants of the Magdalen Islands hold their lands?

3rd. What is the present condition of agriculture and trade in these Islands, the state of the fisheries, and other industrial resources, whether mines, minerals, or otherwise, and what would be the most efficient means for their improvement should such improvement be deemed necessary.

4th. Are these Islands of any advantage to the Province generally in a commercial point of view or otherwise?

5th. Which would be the most efficient and at the same time the least expensive mode of establishing a postal communication in that part of the Province?

6th. Be so good as to give the Committee all the information in your power relative to these Islands, and to make any suggestions, which, in your opinion, would be of use and service, in accordance with your knowledge and practical experience of the Magdalen Islands?

J. P. LEPROHON,  
Clerk of Committee.

(*Translation*)

QUEBEC, 25th September, 1853.

1. For these twelve years, I have had commercial relations with several of the inhabitants of the Magdalen Islands.

2. These Islands are under the Seigniorial Tenure.

3. Although the soil is generally good, but little of it is under cultivation; the inhabitants being engaged almost exclusively in fishing and taking seals. The oil and fish of these Islands are generally disposed of there to traders who export either to Halifax or to Quebec.

I have often heard inhabitants of the Magdalen Islands complain of the high prices demanded by the agents of the Seignior (Coffin) for the concession of lands.

4. I consider that these Islands are useful to this Province in a commercial point of view. Almost all the produce coming from them is taken in exchange for provisions and merchandize of the Province.

5. I consider that the most advantageous and the most economical plan for establishing a postal line between these Islands and this Province would be to send the letters and papers by post to Gaspé, and to cause them to be conveyed from thence by a small vessel chartered for the purpose.

6. I have frequently heard the inhabitants of these Islands complain of the injury done to them by the American fishermen coming to take fish in the bays and harbors of the Islands.

VITAL TETU.

(*Translation.*)

1. I have been in trade forty years, and have transacted a great deal of business with the Magdalen Islands.

2. On that point I know nothing but from hearsay, on which I do not place sufficient reliance to find able to answer the question.

3. I know that there has been abundance of fine plaster, but I do not know that any other mineral exists; the produce of the fisheries and plaster constitute the export trade of these Islands.

4. These Islands are extremely important in a commercial point of view; but we do not receive a twentieth part of the produce; for the traders of Halifax holding articles which are not charged with heavy duties, like those held by the Quebec merchants, are able, in barter, to pay higher prices for the produce of the Islands. That produce I consider to amount, in an average year, to at least \$50,000.

5. I see no other plan than that of a small schooner to make a voyage from Aubert Harbor to Charlestown on St. John's Island, a distance, I believe, of twenty leagues. The vessel which twice a week conveys the Mail from the latter place to Pictou would take charge of that for the Magdalen Islands.

6. I possess no further information on the subject.

(Signed,)

F. BUTEAU.

(*Translation.*)

QUEBEC, 9th March, 1853.

1. I have been engaged in the Magdalen Islands trade about fifteen years.

2. The Magdalen Islands are subject to no regular or even legal tenure. A part only of the inhabitants have obtained from the agents of Admiral Coffin, resident in those Islands, titles or contracts which are merely engagements on the part of the inhabitants to pay a certain annual rent, generally disproportioned to the extent of land occupied, (such extent being for the most part unascertained) but rated by the value which its situation might give to it. Of the inhabitants who have become parties to such engagements with the proprietor of the Magdalen Islands or his agents, some few have continued up to this day to make the annual payment to which they had pledged themselves; the rest have continued to hold their lands, without fulfilling their engagements, and the proprietor or his agents, too distant from the Courts of Justice to be able to adopt legal proceedings, permitted them up to the last few years quietly to enjoy their possessions.

3. Agriculture is not in a prosperous state in the Magdalen Islands, although the soil is very fertile, and manure of all kinds very abundant. The inhabitants being all fishermen pass the whole summer season on the fishing banks. I may, however add, that for several years past, a few have devoted themselves to the cultivation of their land, and have afforded a proof that they may gather in a harvest on the land without prejudice to that which the sea yields. The trade of the Magdalen Islands is very considerable, in comparison with their extent and population. It is carried on by two classes of persons, one class of whom have fixed establishments while the others only carry on an itinerant traffic. The first are subject to great injustice. They it is who make advances to the inhabitants—who furnish to them in the spring all things necessary for their fishing season, and in the autumn all that they require for their support during winter. They ought, therefore, to be the first paid at the close of the fishery; and yet the inhabitants very frequently carry their produce to the itinerant trader, who can afford to sell his goods at a cheaper rate for cash, leaving their outfitters to wait until the next season, and sometimes longer, for payment of their advances. Another injustice to which the resident trader is subject, is that the Collector of Customs at the Magdalen Islands, often finds himself unable, for want of the force necessary for the exercise of his duty and the execution of the law, to compel the payment of the duties imposed on merchandize imported by the itinerant traders, and this gives greater facility to the latter to undersell the resident merchants who can in no way escape payment of the duties.

The fishery is carried on in every direction round the Magdalen Islands, and yields an ample harvest not only to the inhabitants, but also to the fishermen of New Brunswick, Nova Scotia and the United States. The seal fishery is very productive and supplies in a great measure the oil which is imported to the markets of Quebec and Montreal. No where is the herring more abundant; it is only to be hoped that an American flotilla will no more be permitted to come every spring and take possession of the principal anchorage of the Magdalen Islands. The masters of those schooners make use of seines to complete their lading in a shorter time, and thus contribute to the destruction of the fish. It

would be too long to enter into a detail of the depredations which they commit, in taking possession of the beach, wharves, and whatever suits their convenience; while the proprietors have no power to prevent them.

Cod, mackerel, herring and the seal oil and seal skins afford the principal articles for exportation from the Magdalen Islands and attract thither a crowd of American, English and French vessels.

4. My humble opinion is, that the Magdalen Islands are at present of very great service to the Province, that they will become of the greatest importance to Canada, and that it is the interest of Government to preserve them and watch over their prosperity.

5. In the winter season, all communication with the Magdalen Islands is cut off; the land nearest to them is Prince Edward's Island, the crossing to which may be made in eight or ten hours, and might be the medium of a mail line during the summer season, if it should not be found more advantageous to form a communication between those Islands and Gaspé.

6. The inhabitants of the Magdalen Islands, having always lived, until a very recent period, independent of all civil authority, are now but little disposed to submit to established law or to assist in its execution. In most cases it is totally impossible for the Magistrates and the Collector of Customs to fulfil their duties or to carry the laws into execution. As the Circuit Court holds its sittings but once a year, and that in the summer season, when most of the inhabitants are absent, it is not of much use.

The Islands accordingly require a judicial establishment on a more effective footing; the appointment of a stipendiary Magistrate, a professional man, having a perfect knowledge of law, and authority to enforce it in certain cases, and provided with a force or constabulary of a few men to cause the law to be respected and to give assistance to the Collector in the collection of the Customs.

The erection of a Gaol has already been frequently submitted to the consideration of Government, and is of the most urgent necessity inasmuch as the nearest is that of Gaspé, with which place there is no communication in the winter season.

The vessel despatched by the Canadian Government for the protection of the fisheries, ought to be sent to the Magdalen Islands at the opening of the navigation to remain there about a month (May) that being the season when the Americans come to fish for herring with seines, after that month, the north side of the Gulf is free of ice, and then the Government vessel might visit the Coast of Labrador to return and make the circuit of the Magdalen Islands before the autumn.

These are, in my opinion, some of the means by which Government may protect and encourage this part of the Province, which has remained too long unknown and neglected, and which, by its situation in the centre of the Gulf of St. Lawrence, will become the commercial harbor (*entrepôt*) of all its fisheries, being, as it is already, the rendezvous of all fishing vessels from the Lower Provinces and the United States.

A. PAINCHAUD.

QUEBEC, 5th November, 1852.

SIR,—I beg to acknowledge the receipt of your letter of the 4th instant, requiring of me to furnish certain information respecting the Magdalen Islands, to the Legislative Assembly, and in answer thereto, permit me to furnish you with the following information, as the vessel in which I have taken my passage is immediately about to proceed to that place, and which will prevent me waiting personally upon the Committee:

In answer to your first question, I beg to reply in the affirmative.

2<sup>nd</sup>. The lands are held by the Admiral Coffin individually, by Letters Patent, the tenure of which is held by leases granted in the name of the Admiral by the Agent. I am not aware whether the leases are valid in law or not; the inhabitants complain of the heavy rents they are obliged to pay for the quantity of land occupied, considering that no quantity is specified in these leases; it is also to my knowledge, that a new Agent arrived this spring, and who, in the name of the Admiral, notified the inhabitants to take out new leases; some consented and the others refused.

3<sup>rd</sup>. The agricultural resources of the Islands would be pretty good, if the inhabitants were provided with grain for sowing; and the trade would be good enough, if the merchants were not obliged to give so much credit during the winter to a part of the inhabitants, by reason of their neglect of the cultivation of their lands, and trusting entirely to the produce of the Fisheries, and should the seal fishery be a failure, they are then very badly off. I know the Islands to be the best fishing places, herring, mackerel, codfish, and seals abound in large quantities. I know that there is excellent plaster, and a sort of red paint or ochre to be found, some of which I have used; I have seen yellow and white minerals, the value of which I am utterly unable to state; and I consider that it would be very beneficial if government were to grant a bounty on the tonnage of vessels during the time they are employed in the Fisheries, as in the United States.

4<sup>th</sup>. I consider the Islands to be very useful and advantageous to the Province in every sense, more particularly if the government would assist in making roads and doing something towards the Fisheries, and I also consider a resident Judge for some years, to establish the law, and put the same on good footing, would be of great benefit.

5<sup>th</sup>. I consider as the best means, a schooner or vessel during the season of navigation, from the 1st May to 20th December, to communicate with Paspebiac in the Bay des Chaleurs, in the County of Bonaventure, with the Magdalen Islands, and from thence to Picton, New Brunswick; by reason of the trade with New Brunswick, the vessel would also be of great service in transporting shipwrecked mariners and others.

6<sup>th</sup>. I consider that an armed vessel should be sent down immediately upon the opening of the navigation, on account of the Americans and others, coming there to trade, without paying any duties, or such a sum only as they wish, and I have a personal knowledge that this last spring, an American was condemned by a magistrate for stealing mackerel of the inhabitants, but on account of the insufficiency of the laws, he was allowed to go at large; the vessel would be moreover of great service in preventing the Americans taking herrings and other fish with the seine instead of a net, and I have no doubt of the beneficial result, if a law could be passed prohibiting the use of the seine altogether, and it would be of much greater benefit, if the money annually set apart for the Schools, were to go to the improvement of the Fisheries.

I have the honor to be, Sir,  
Your very obedient servant,

HILAIRE NADEAU.

J. P. Leprohon, Esquire,  
&c., &c., &c.

QUEBEC, 30th September, 1852.

SIR,—I have the honor to enclose answers to the questions that have been submitted to me by the Committee appointed to inquire into the state of the Magdalen Islands.

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

H. LEMESURIER.

J. P. Leprohon, Esquire,  
Committee Room, No. 4,  
House of Assembly.

*Answers.*

1. I have carried on business in Quebec as general merchant since the year 1823, and during nearly the whole period have had extensive transactions with some of the fishing establishments in Gaspé and the Coast of Labrador, but more directly with those of the Magdalen Islands.

2. I believe in free and common soccage. The lands are held by Captain Coffin, under a grant from the Crown, made to his uncle, Sir Isaac Coffin.

3. The soil and climate are not favorable for agricultural purposes, and the inhabitants, numbering about twelve hundred, are chiefly employed in the Fisheries, and perhaps the best means of improving their condition, would be to grant a bounty upon fish. There are no mines or minerals in the Islands.

4. I do not think they are of any great service to the Province. The trade with them being confined to a few supplies of breadstuffs in payment of fish and gypsum.

5. These Islands are so distant, that I know of no means of establishing a Postal communication, except at a great expense. Perhaps the best mode would be to run a line of Packets between Charlotte Town and Prince Edward Island, and the Islands.

6. Answered above.

H. LEMESURIER.

Quebec, 30th September, 1852.

QUEBEC, 29th September, 1852.

SIR,—I have the honor to acknowledge the receipt of your communication of the 22nd instant, desiring information regarding the Magdalen Islands, and regret it is out of my power to furnish the same, for beyond a few shipments made annually of flour, &c., for account of Halifax Houses, I have no business connections in that quarter, and am totally ignorant (personally) of their capabilities or wants, but I have always understood that their Fisheries are of the most valuable description, and only require to be cultivated, and Postal communication extended to the Islands, to make them a source of Revenue to our Province.

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

H. J. NOAD.

To J. P. Leprohon, Esq.,  
Clerk to Committee,  
House of Assembly.



*(Translation)*

Province of Canada, }  
 District of Gapé, }  
 Magdalen Islands. }

GENTLEMEN,—The Committee appointed by the Legislative Assembly to enquire concerning the present condition of the Magdalen Islands, desire to have my opinion, and consult me in a series of questions to which I consider myself bound to give answers, and I shall consider myself sufficiently honored, if my suggestions meet the views and contribute to the good contemplated by the Committee. Residing at a great distance from that important locality, they could not, of course, decide and settle in a judicious manner certain questions requiring a practical knowledge and study of the places themselves, concerning the condition of which the opinion of the principal inhabitants is desired. Having the honor to be one of the latter, I shall endeavour to answer as briefly and explicitly as I am able, in order to fulfil the task which the Committee has imposed upon me, to the advantage of the population of those Islands, and for the information of the Committee.

It is enquired, under what tenure the lands in the Magdalen Islands are held by the inhabitants.

The Magdalen Islands are not held under the Seigniorial Tenure, but in Free and Common Socage. They are the private property of Mr. John Townsend Coffin, a Captain in Her Majesty's Royal Navy, residing in England. The proprietor has long had an agent in these Islands, who delivers certain titles or leases on annual rent in virtue of which a small number of inhabitants hold their lands; but these titles, under private signature, are so negligently drawn up, and often informal, that their legality becomes more and more doubtful every day, and the agency being greatly neglected by the late agents, and the payments irregularly made by the inhabitants, the rents have accrued and considerable arrears have accumulated.

The inhabitants insist upon a certain right of possession which has for a long time been a subject of dispute with both parties. It is worthy of remark, that scarcely one half of the holders of property have such titles, leases on annual rent or emphyteotic leases. They hold their land without any title whatever, except that of possession for 10, 20, 30 and 40 years. These difficulties between the agents and the inhabitants on the subject of their lands which they hold without any title but that of possession, are an old affair, which it is important to settle as early as possible, because it diminishes the real value of the land, fetters trade and agriculture, impedes the improvements which the proprietors might make on their respective lands, and generally is a bar to progress. These difficulties, I repeat, keep a population of 2700 souls in a state of uncertainty, uneasiness and anxiety with respect to the right of holding property on which every inhabitant has erected his buildings, and possesses improvements more or less considerable.

Agriculture is in its infancy; the islanders cultivate no more than what is just sufficient for their own consumption; the soil is, however, fertile, but it would need to be improved by the ordinary means. It is not by their agricultural produce that the population are generally supported and maintained. Their means of subsistence depend almost entirely on the produce of the Fisheries.

Trade is on the increase, and ought to be encouraged by the same means, and the same protection which are accorded by our neighbours the Americans. These Islands export every year to the value of £15000 in produce, viz: oil, Seal-skins, dry and green Cod-fish, Herring, Mackerel, &c. exported for the most part to the United States and the neighbouring Provinces of Nova Scotia, and our own Canada, and the importations are received in exchange from the same Provinces.

When I say that the Islands have exported to the value of £15000, I only state the amount of which an account has been kept, for the American and Foreign Fishermen take fish without rendering any account of it to the Officer appointed to collect it for the Custom House, and this is a reason why the immense quantity of produce exported indirectly to foreign countries remains unknown. The reason why so large a quantity of produce is exported to the neighboring Provinces and to the United States in American fishing vessels, is found in the fact, that their Fishermen are too often Canadians who find greater advantages with them in favour of that branch of commerce which is especially encouraged by their Government. This entices, on board their vessels all Fishermen, particularly those of these Islands, whose activity and skill in this pursuit is greatly appreciated by them.

In consequence of certain measures of encouragement in the shape of bounties, foreigners carry off every year a considerable portion of our Fishermen, the fruits of whose labours become theirs. The reason of this, I repeat, is that those Governments bestow more encouragement on that particular branch of commerce than does ours, which holds the principle of not favouring one branch of industry more than another.

The Fisheries of the Magdalen Islands are abandoned to Foreigners, who fish, and destroy, without ceasing, one of the finest and most productive Fishing-grounds in the world, and make the most of it without restriction or hindrance of any kind.

It is full time to put a stop to this, and to pass regulations binding on all; without these, not only the Fisheries will be ruined, but their immense produce will be carried away to other parts, to the great loss and damage of this Province,

The least encouragement by moderate bounties would keep our Fishermen at home, and the produce of their skill and enterprise would remain in the Province. The American Fishermen have every advantage over ours; their bounties enable them to provide themselves with fishing-tackle and complete outfit to ensure success in their fishing, while our Fishermen are left wholly unaided, "unprotected even in their persons" in these Islands. These are reasons why our most productive Fisheries are not properly turned to account by our own people, and remain unavailable to this Province, while they are eminently useful to Foreigners, who profit by them while they ruin them with the destructive *seine*-net, a means of taking fish which is strictly forbidden in other Fishing-grounds.

The condition of our Fisheries is indisputably alarming to any one acquainted with these matters; for if the drawing of *seine*-nets is not immediately prohibited and forbidden, I predict, that in ten years the Herring and Mackerel will be destroyed in those parts. Five or six hundred sail of American vessels have been seen in our Gulf in pursuit of the Mackerel, which have become of late years the most important of Fish, selling at excessive prices in the United States. Notwithstanding the absence of all protection to our commerce, the traders and inhabitants find a tolerable subsistence, and would certainly be better enabled to do so if they received a little remuneration, by way of bounty or otherwise. If such were the case, I venture to predict that, ere long, this part of the Province would equal Upper Canada in point of improvement and prosperity. No mines are known to exist here, no minerals; Plaster is worked to a trifling extent but it exists in great abundance, and is turned to great account on the lands of the Province.

The question is put, whether these Islands are of use to the Province in a commercial sense or otherwise.

I reply without hesitation, that if the Government should allow them to pass under the dominion of another Province, I should consider the Act as a great calamity to this Province, and a fortunate acquisition for the Province which should welcome them to its protection, for as regards Canada, being duly protected, they would form the key and mart of Canadian Commerce. What induces me to say that these

Islands are of the highest importance, is, that the Americans endeavour to get a footing on them and are desirous of establishing claims to rights, which by Treaty do not belong to them. Unrestrained by that, we should see them arrive in swarms to make themselves masters of the Fishing-grounds on which they always look with an envious eye.

Even in their present state, our Fisheries are sufficient to supply our whole Province with every kind of fish; what would they become then if duly protected and encouraged like the French and American Fisheries? They, with one or two small armed vessels, effect a striking difference between their Fisheries and ours.

Should a War occur, you have these Islands as a key, as a rampart, and they might, by their aid, check and repulse every hostile attempt at an insignificant cost. Do you require fish, and a suitable place for curing it? that you have in the Magdalen Islands. Do you want skilful and experienced Fishermen in order to establish some great trade in fish, whether with Brazil or with the West Indies, you may still have recourse to the Islands. The proximity of the Fishing-grounds is a great thing; the Americans and others are forced to fit out at great cost, hundreds of ships, to catch the fish which swims at your doors. With this they carry on their trade with Brazil and the Indies, while we, profiting by our proximity, could carry on the same trade as they do, and to better advantage than they can.

The great consumption of Canadian produce in these Islands renders them highly beneficial to the Province, whereas if they did not belong to the Province, American articles would be preferred, on account of their superior cheapness, and the profit which the traders might extract from our native productions given in exchange for their produce and merchandise. These they can sell very cheap, on account of the demand which they find for our produce in their country. Besides, is our Canada so extensive as to give rise to the strange idea of certain of the insular, dissatisfied and visionary persons, that of cutting off from it one of its finest portions? its richest part? a part which must necessarily increase in value whenever it becomes known?

Inquiry is made as to the most advantageous and most economical means of establishing a postal line to these Islands.

I should propose a line to be established by means of a small, light and fast sailing vessel which would receive the mail and transport it to Pictou, touching, from time to time, at Gaspé, for the convenience of communicating with that port for judicial purposes; but as to the mail, I should propose the route by Pictou, by which you can communicate more speedily with the whole continent.

I think that a suitable schooner might be procured for the sum of £150, per annum, that is to say, from 10th May to 10th December in each year. If this postal line were once established, I am convinced that it would open trade and become the foundation of a measure of protection which is greatly needed.

It is requested that I should offer all suggestions and communicate all information which I may consider useful or necessary.

I shall begin by asking, in the first place, for an important object, wanting which nothing can be done effectually in these Islands—a common gaol. For many years this has been called for and acknowledged to be necessary as the population increases, and we have seen and do still see around these Islands, 500 or 600 foreign vessels carrying nearly 4500 men, one half of which moor in our harbours where the crews commit ruinous depredations. These things have been experienced in late years on the neighboring Island of St. John's, and these Fishermen are looked upon as being the scum of the people. Judge by that, whether we require a gaol. Should the Magistrates convict an individual of this class, where can they place him in custody? The mere name of a gaol would produce a great effect on our rising population. At present, foreigners, knowing the situation of these Islands, put no restraint upon their actions; and too frequently the Americans, when in suffi-

cient numbers, are our masters, and to illustrate this we have seen things done by them which are horrible to be described.

A part of this gaol might be used as a Court House, for on this Circuit it is difficult to find one; such a building should be solid, and proof against all violence, yet would not cost more than £450 or £500.

We should necessarily require a Stipendiary Magistrate, with a few men, (four) one of whom might act as Gaoler, and the remainder as Peace Officers.

They would be serviceable to the Collector of Customs, by assisting him in the collection of the public revenue of the Islands; for at present that officer is a cypher, as any one would be without protection, and their presence would be sufficient to quell all resistance offered by strangers refusing (as they often do) to submit to the demands of the Officer of Customs; the public revenue suffers much from this daily resistance to its claims; the anchorage dues might also be collected, which are payable on every entry of a foreign vessel, and this would at the close of the year, produce a handsome sum, particularly when so many foreign vessels visit us.

The Magdalen Islands have never received that part of the public money which was voted some time since by Government, for the improvement of roads, bridges, &c., in the District of Gaspé; and, in this respect I should remark and call attention to the fact, that, our roads and bridges greatly need such aid, for they are in a state which proclaims the want of the money, and moreover, these Islands have been, through the carelessness of the parties concerned, unjustly deprived of that grant.

Education is in a lamentable state here from the impossibility of finding teachers, who on account of the remoteness of our position, cannot be prevailed upon to banish themselves so far from home.

This is, gentlemen, a succinct account of what my experience and practical observations on the spot have enabled me to report to you (according to your desire,) very rapidly written it is true, in order that I might avail myself of the last opportunity offering to convey it to the mainland; but, if at any time, you should desire to receive from me any information or suggestion relative to any point soever connected with these Islands, I shall furnish it with the greatest of pleasure, and shall consider myself highly honored.

The whole nevertheless, humbly submitted, by your obedient servant.

(Signed,) J. B. F. PAINCHAUD.

(*Translation.*)

*Deed of lease produced by Mr. J. B. F. Painchaud.*

Before the undersigned Witnesses came and appeared Pierre Doucet, Esquire, acting in his capacity of Agent to Sir Isaac Coffin, Baronet, Admiral of the Red, in the Service of Her Britannic Majesty, proprietor of the Magdalen Islands, by virtue of a formal power of Attorney in due form; which said Sieur Doucet hath acknowledged and confessed to have leased in the same name and capacity, subject to an annual rent from henceforth and for the period hereafter mentioned, the said rents carrying *défaul* whensoever the same may accrue, with warranty against all troubles and hindrances generally, whatsoever, unto Mr. Alexis Painchaud, Ship Captain, residing in the said Magdalen Islands, hereunto present and accepting thereof for himself, his heirs and assigns, during the continuance of the present emphyteotic lease of twenty years or more, if the said lessee shall continue to pay regularly as hereinafter mentioned, that is to say:—

A parcel of land called *Grève*, situate on the shore of Amherst Island, heretofore occupied by Mélim Bourque, having who had a lease on the 25th day of July;

in the year eighteen hundred and thirty-two, which lease is hereby annulled, he having failed to fulfil the conditions and to pay the rent as laid down in the said lease, as the said land now stands in full and peaceable possession of the the said Captain Alexis Painchaud, with which he declares himself content and satisfied; to enjoy the same by the said lessee, his heirs and assigns during the said period, as he may think proper, without authority, however, to the said lessee to sub-lease the said land to several individuals, the said lease being so made for and in consideration of one quintal of merchantable codfish, or of the sum of ten shillings currency, annual and emphyteotic rent; the said rent being unredeemable, and payable to the said Proprietor, or his Attorney residing in Amherst Island, one of the Magdalen Islands, (or at Quebec); and which said rent the said lessee doth promise and bind himself to pay in each year to the said lessor or his successors at the said place, and the first yearly payment whereof shall become due on the first day of September next; the said lease being also subject to the following conditions: that if the said lessee, his heirs or assigns shall neglect to pay the said rent during two consecutive years, then and in such case this deed shall be null and void.

Done, in duplicate, at Quebec, this 15th day of May, one thousand eight hundred and forty, the said Agent and the said Lessee having signed.

(Signed,) PIERRE DOUCET,  
Agent.

( " ) A. PAINCHAUD,  
Lessee.

(Signed,) J. O. BRUNET,  
( " ) F. W. BRUNET,  
Witnesses.

A true Copy of the original in the possession of the Lessee.

J. B. F. PAINCHAUD,  
N. P.

(Translation.)

COMMITTEE ROOM, LEGISLATIVE ASSEMBLY,  
17th September, 1852.

*Questions submitted to certain officers of the Crown Lands Department.*

1. What is your office or employment in the Crown Lands' Department?
2. Are you able to furnish any information relative to the Magdalen Islands?
3. Under what tenure are the Lands held by the inhabitants of the Magdalen Islands?
4. What is the state of Agriculture, Commerce, the Fisheries and other sources of wealth, as Mines, Minerals, &c., and what would be the best means of effecting improvements therein, if improvements should be necessary?
5. Are these Islands useful to the Province in general, commercially or otherwise?
6. What would be the most advantageous and economical mode of establishing a Postal line in that part of the Province?
7. Have the goodness to state to the Committee all you know concerning these Islands, and to furnish all the information and suggestions which you consider to be useful and necessary, according to the experience which you have had of those Islands?

P. LEPROHON,  
Clerk to the Committee.

(*Translation.*)

*Answers of Jean Langevin, Esquire, to the above questions.*

1. Corresponding Clerk for Lower Canada.
2. I know very little about these Islands, having been there only once, about the year 1809.
3. Those who have taken titles from the Proprietor, pay him, I believe, an annual rent, in codfish, of one or two quintals. There are others, who have taken no titles, on account of the high rates of rent.
4. I have no positive information on these different subjects, but it is a matter of public notoriety that the inhabitants of these Islands are frequently molested and even pillaged by the foreign fishermen and other persons; and this, together with the high rate of rents, paralyzes their industry, and from time to time has the effect of causing many to go away and establish themselves in other places. I should recommend that a small armed vessel, well-manned and equipped, be stationed during the season of navigation, to afford to the inhabitants of these Islands the necessary protection to their person and property; to the Officer of the Customs the means of collecting the Provincial revenue in a regular manner, and to Justices of the Peace and Officers of Militia a means of securing general respect for the Laws.
5. These Islands, being favorably situated in the midst of the Gulf of St. Lawrence, from their excellent harbours, the minerals which they contain, and the abundance of fish in the waters which wash their shores, are capable of great improvement, as regards industrial and commercial enterprise, and of becoming a valuable dependency of this Province.
6. It would be, I should think, by way of Prince Edward's Island.
7. I have nothing either to communicate or to suggest the following: The Government should endeavour again to become proprietor of those Islands, by paying an indemnity in money or by a grant of public lands in some other part of the Province to the present proprietor; it should then grant licenses to occupy the land on certain conditions, (but rent free,) to the present occupiers and to all other persons who are desirous of settling thereon. The right to these licenses which should not be transferable ought to be forfeited after a certain absence. No license should be granted for more than a certain width of land in front and a certain extent in superficies.

The Clergy Reserves, made on these Islands, should be conceded according to this plan, and other lands granted to the Clergy in exchange, I am inclined to believe that by the adoption of this plan, the productions of these Islands and the produce of the Revenue, would in a short time be so greatly increased, that the outlay in carrying out its execution, would be amply though indirectly repaid.

(Signed,) JEAN LANGEVIN.

Crown Lands Office,  
Quebec, 24th September, 1852.

*Answers of P. L. Morin, Esquire, to the same questions.*

CROWN LAND'S OFFICE,  
QUEBEC, 5th October, 1852

1. I am a Sworn Surveyor, and employed in the Crown Land's Office as Draughtsman.
2. I do not know under what tenure the lands in the Magdalen Islands are held.

3. Neither do I know what is the present state of Agriculture, Commerce, and the Fisheries there.

4. I think that improvements are needed in these Islands, because it is said that the inhabitants of that region are not very well off.

5. With reference to their geographical position, &c., I certainly believe that these Islands are very important to the Province of Lower Canada.

(Signed,) P. L. MORIN,

Principal Draughtsman to the Surveyor General's Office,  
Crown Land's Department.

QUEBEC, 27th October, 1852.

SIR,—

I have the honor to inform you that the Special Committee composed of Messrs. Fournier, Chairman, Prince and Christie, and of the Honorables Messrs. Cameron and La Terrière, appointed by the Legislative Assembly to inquire into the existing state of the Magdalen Islands, with instruction to make like inquiry and take the like steps to acquire information concerning the Western part of this Province above Lake Huron, are desirous of procuring information and suggestions from you in answer to the following questions:—

1st. What should be the means to adopt to have a prosperous Commerce and Agriculture above Lake Huron, either from below or above the Sault St. Marie to the western extremity of the Province, not only along the shore of Lake Superior, but in the interior part of the country to the furthest limit of the Province?

2nd. Is any portion of that country susceptible for the settlement of Emigration, and if so, what portion?

3rd. Of what importance are the Fisheries on Lake Superior at present?

Will you have the kindness to transmit your answers to the above queries, as well as any suggestions or information you may be possessed of, that will conduce to the prosperity of that part of the country.

I have the honor to be,

Sir,

Your obedient Servant,

J. P. LEPROHON,

*Clerk of Committee.*

SAULT ST. MARIE,

21st January, 1853.

SIR,— I have the honor, for the information of the Special Committee appointed to inquire into the state of the Country in the neighbourhood of Sault St. Marie, to give the following information and suggestions in addition to my reply of the 9th instant, to yours of the 22nd September.

I beg leave to enclose herewith a statement of the traffic carried on between Lakes Huron and Superior, on the United States side, for the year 1851. I have not yet been able to procure that for 1852, but have good reason to believe that the gross amount of business exceeds that of 1851. A large quantity of copper has remained at the mines in consequence of the scarcity of freight; another large Propeller has been transported over the Portage this winter. With regard to the Fisheries on Lake Superior, I have ascertained from the best authority that 30,000 barrels of fish might be put up yearly on the North Shore of that Lake. The difficulty

of transport from Lake Superior to the market prevents men of capital from engaging extensively in the Fisheries. The Americans are ruining some of our best fishing grounds on Lake Huron; British subjects being at the same time strictly prohibited from fishing in American waters.

I would respectfully suggest, the survey of the land on the St. Mary's River, lying between the N. W. boundary of the Garden River Reserve, and the S. E. end of Mr. Vidal's survey, that the front lots be 50 acres, with a front of 4 chains; that the price of land for the present should be 4s. per acre for front lots, 2s. 6d. inland lots, Village lots, from £1 upwards, terms cash.

All descriptions of timber are now getting scarce at the Sault. Firewood cannot be obtained nearer than from  $2\frac{1}{2}$  to 3 miles, this scarcity has not arisen from the consumption in the Settlement, but by the inhabitants transporting large quantities of valuable timber of all kinds (yearly) to the United States, very much to the injury of the Crown Lands; as Agent for the Department, I can do very little to protect the timber, as in the present state of affairs Magistrates are mere ciphers.

I would, most respectfully, recommend to the Committee, an immediate settlement of the Land Claims at the Sault; some of the inhabitants have been on the land for 40 years, all might be settled in a short time, as out of upwards of 50 claims, there are only 5 conflicting; the parties would be glad to obtain titles at 4s. per acre, the price valued by an Order in Council some years ago.

A Gaol is very much required at the Sault; during my residence, of nearly 10 years, all manner of crimes, from theft to murder, have been committed with impunity.

For information regarding the wants and resources of this part of the Province, I would respectfully recommend to the Committee the Honorables W. B. Robinson and J. Ross.

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

JOS. WILSON.

J. P. Leprohon, Esquire,  
Clerk of Committee,  
Legislative Assembly,  
Quebec.

RETURN of Goods, Provisions, &c. transported over the Portage at Sault St. Marie, Mich., U S. to Lake Superior, and the amount of Copper which was transported from Lake Superior during the season of 1851.

| Barrel Bulk. | Cattle and Horses. | Hay.  | Bricks. | Lumber. | Shingles. | Steel and Iron castings. | Copper.                  | Fish. | Iron Ore. |
|--------------|--------------------|-------|---------|---------|-----------|--------------------------|--------------------------|-------|-----------|
|              |                    | Tons. | M.      | M.      | M.        | Lbs.                     | Tons.                    | Bbbs. | Tons.     |
| 52847        | 370                | 322   | 76      | 418     | 182       | 370,000                  | 1585 $\frac{1333}{1000}$ | 3590  | 383       |

SAULT STE. MARIE, 9th November, 1852.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 22nd ultimo, (received yesterday,) requesting certain information for a Committee of the House, concerning the Western part of the Province above Lake Huron, &c. I have the honor to submit to the Committee the following answers to the queries, viz:—



1st. The passing of an Act by the Parliament for the administration of Justice, there being at present no security for either life or property.—An immediate settlement of all the Land Claims at Sault Ste. Marie, offering for sale at moderate prices all the unoccupied lands in the neighbourhood of the Sault.—A Survey of all the Lands bordering on Lakes Huron and Superior, and offering the same for sale; Mineral locations not to exceed in size 200 acres; all Mineral and other lands to be obtained at the Agency, at the Sault.—A Ship Canal to connect Lakes Huron and Superior.

2nd. The Lands which are susceptible of settlement are the Island St. Joseph's and a considerable Tract in the neighbourhood of the Sault; there are also small Tracts along the shores of Lake Superior, which might be made available for cultivation, but the climate and seasons are very uncertain; the interior towards the height of land is rocky and barren.

3rd. The Fisheries on Lake Superior are most extensive and of considerable importance; but at present these, as well as those in Lake Huron, are fished principally by the Americans, thus protection by the Government is much required to prevent their destruction.—There are, beyond a doubt, extensive and rich deposits of Copper and Silver on the shores of Lake Superior; but the present system of selling locations is a bar to the development of the country. I could have disposed of a number of locations last summer, had their size been reduced to 150 or 200 acres.—I would also respectfully suggest to the Committee (as a means of improving this part of the Province), settling at the Sault and Isle of St. Joseph's, 100 Pensioners with their families. The Lands are good, and a ready Market for all descriptions of Farm Produce. Their presence would be most beneficial in enforcing law and order, neither of which have ever been felt there.

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

(Signed,) JOS. WILSON.

P. S.—I would also respectfully draw the attention of the Committee to the great destruction of Timber in this neighbourhood; large and valuable quantities are carried to the United States' side every winter. I would respectfully urge that some steps be immediately taken to save the timber on the Crown Lands from being totally ruined.

(Signed,) J. W.

ST. JOSEPH, 15th November, 1852.

SIR,—I hasten to reply to your letter of the 22nd September, (only received last mail) to answer the questions proposed by the Committee of the Legislative Council according to the best of my knowledge.

The only situation on the northern coast of Lake Superior where there is any cultivable land, are Michipicoton, Bic, and Fort William, each having a narrow strip on the banks of the rivers, perhaps the whole may amount to 1500 acres, already in possession of the Hudson's Bay Company. The same may be said of the northern shore of Lake Huron, merely narrow strips on the rivers, a short distance up the country, fit for fishermen's gardens. The Manitoulin and St. Joseph Islands, on the contrary, contain a good half of fair cultivable land. Fall and spring wheat does well, barley, oats, turnips, timothy, potatoes and clover, perhaps, better than any other part of Canada. I have for several years grown from seeds of my own production in the open air, melons, cucumbers, capsicums and tomatoes, there has not been a case of ague or potato disease here. It is impossible for me to calculate the immense quantity of salmon trout, white fish, &c., &c., the waters of Lake Superior and

Huron team with them, many thousand barrels may be put up—to sum up, there is no place for settlement of agricultural emigrants excepting in the above named Islands. I cannot speak too highly of the Fisheries.

I am not capable of appreciating the value of mines, they must be a source of profit to the Country, whatever they may be to the shareholders.

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

W. K. RAINS.

THE PARK FARM, NEAR SANDWICH, C. W.  
24th January, 1853.

SIR,—With reference to your letter of the 8th November last, addressed to me as one of Mr. Fournier's Committee, I beg to answer thus:

The first point to be considered, is whether the region above Sault Ste. Marie is susceptible of yielding a prosperous commerce, whether its natural advantages are such as to render it possible by public Works, or legislative enactments, to foster or produce a paying trade? My impressions tend to a favourable reply, but I should conceive it imperative, that any considerations relative to the establishment of such a trade on Lake Superior, should have a reference to the vast country now thrown open for settlement on the South Shore, where success for mining operations are leading to a large influx of population, partly agricultural, and where an immense tract of excellent land in rear of the high and barren range which bears the native silver and copper, affords the means of growing many of the requisites for its increasing thousands.

Two Steamers, three Propellers, and several sailing vessels, barely now suffice for the regular transport of stores and copper, and though perhaps no very accurate ratio can be pointed out, there must be a constant increase—wild and visionary speculation have given way to steady enterprise; Copper Companies which *work*, have taken place of Copper Companies on *paper*, where business lay in shares; and it is not likely that an insane rush, or an equally ruinous depression will again take place.

Now, it is almost impossible to conceive that the boundless mineral wealth which continued search seems only to establish on a firmer basis, should be confined to the South Shore of Lake Superior, and its present thriving trade may form no incorrect ground work for a calculation of that which may soon, from the same causes, flow from our own territory. (*see Appendix, page 45.*) Professor Agassiz (no mean authority in such matters) considered the whole region incalculably rich, but requiring much attentive and scientific exploration. Three years he asserted (with the means he had at command) would barely suffice for a full and satisfactory examination, and it would, therefore, seem requisite to adopt some system for placing, beyond a doubt, the present speculative value of these lands in order to secure a certain investment of Capital, and consequent settlement.—Money is abundant in England in the hands of the Cornish firms who are only awaiting something positive, to embark largely in the matter; and I have learned from the best authority that one of their most eminent practical men will, next season, explore those shores most carefully.

But at the same time that the bosom of the earth offers its varied treasures to the adventurous miners, it is to be regretted that its surface throughout the whole extent of the coast, affords no resting place for an agricultural population. High and barren rocks, scantily clothed with stunted firs or poplar, or covered with grey lichens, often the food of the miserable aborigines, rise from the very verge of the dark green waters and run far inland. It is only here and there, along the borders

of some brook or larger stream, that a few narrow strips of alluvial flats furnish the inhabitants with soil sufficient for growing a few potatoes and Indian corn; the same is the case on Lake Huron, and though the rocks there be neither so high nor so abrupt, all that is consumed in an extent of full seven hundred miles of coast, must be brought from a distance.

Nature has not, however, left the future settler in these sterile regions without an equivalent to offer in exchange for the many articles he may require. The clear waters of the lake are his harvest field, and from these he must gather his yearly crop. White fish, trout and pickerel, of the finest description, abound along the shore, and though now forming *no* source of profit or revenue might readily be made to do so. The Fisheries on Lake Huron are equally extensive and not less productive; and it would only require monied capital and experience to establish a new branch of trade in Canada, which has long been lucrative in Michigan. Many hundred thousand barrels of fish could readily be put up every season for exportation. The trout of the cold clear water is little inferior to the salmon, and I do not see any reason why we should not carry to other shores the produce of our lakes, and divide a trade which the sister colonies have hitherto monopolized.

The Lake with its fish, the land with its mines, could well maintain a hardy population, who would form a home market for much of our surplus produce, whilst our shipping would find constant and profitable employment on their new and more northern career.

1st. Then an examination of the shores, such as would place government in possession of accurate information respecting the mineral capabilities of the North Shore, would tend to a ready sale, and what is of more importance, to a rapid settlement of the lands in question, especially should we form any opinion from the *facts* in Michigan, immediately opposite.

2nd. To render available the very extensive Fisheries of the two lakes, by letting at a low rate, offering encouragements, commensurate with the risks to those who are willing to embark in a speculation hazardous, (and I really think hazardous only because it is new,) would, in no inconsiderable manner, promote the prosperity of that part of Canada, and open a commercial intercourse with its eastern portions very profitable to all concerned.

By cutting a canal round Sault Ste. Marie *at once*, we should secure the carrying trade of the Americans through our own canals to the Atlantic; offer to those who might be inclined to embark on either of the above named pursuits, increased facilities, and consequently increased incentives; and probably accomplish the object of the present inquiries. This canal, I am fully persuaded, cannot be considered of too much importance; and it is only the conflicting interests of the few, (so far fortunate for us) which have prevented the accomplishment of a work of so much consequence to the many. Every ton of goods or copper has to be transhipped and conveyed over a rude railroad, about a mile in length, at a very considerable expense to the public and profit to the owners, who strenuously oppose the contemplated improvement! Passengers are frequently detained at the Sault many days by the non-arrival of the vessels, and the innkeepers look with jealousy on a canal which would carry the rich harvest past their doors. Landholders fear the depreciation in value of their property should the Sault cease to be (as it then must) the *dépôt* for transhipments; and all these causes have hitherto arrested the progress of a work, for which the Federal Government has granted 750,000 acres of land. It cannot, however, be supposed that the general good will long be permitted to give way to such selfish and local considerations, and if we do not seize the moment, we shall, in my opinion, lose both the honor and profit, for they will assuredly go together in an undertaking which completes our line of water communication from Lake Superior to the sea! No inconsiderable portion of the trade of the fertile and fast settling Minisota, will I presume, soon flow through this its natural channel;

and with our own prospective Fisheries and mines, we surely need not hesitate to expend a sum for which even now we should get a paying return. My opinion on this point is derived from accurate and disinterested persons, and from my own deep reflections.

I am not aware that I can supply any more information relative to the regions west of Sault St. Marie; but this I am fully aware of, that the interior is as bad as the coast, and as unfit for settlement in an agricultural point of view. The Hudson's Bay Company might, however, afford a thorough description of the "Red River Settlement," and difficulties to be encountered between "Pigeon River" and the Pacific.

One word more about the Fisheries. The very moment the ice gives way at the mouth of very many of the small streams which empty into Lake Huron, the pickerel begin to spawn and are easily caught in nets or speared; the numbers are almost beyond belief, and the fish itself much esteemed in the American market, indeed more so than the trout, the price varying little from it. After this, the deep water affords a constant supply of white-fish and salmon-trout (caught in gill nets) during the summer, until, in the autumn, the regular season commences, (about the middle of September,) and these fine fish are literally caught in shoals by the few French and Half-breeds who devote their time to that occupation. There are many places now well known as valuable Fisheries; but I have no doubt that the whole coast and outside islands are equally well supplied. The places of most general resort are now Isle-au-sable, Shéawénega, Isles-aux-têtes, Mcganctawang, Pointe Grondine, Shibaônàning, Le Grand Chenail, and le Petit Chenail, formed by Cockburn Island, Duck Island, south of the Manitoulin, the Grande Batture (as the Canadians call it,) near Mississagua, and Point Thessalon.

The French Canadians residing on the American side at Sault St. Marie, the Half-breeds in the employment of American merchants, with their barrels and salt, are in the habit of resorting to many of those places, and on one occasion, within the knowledge of my informants, a schooner with a complement of fishermen spent the summer at the Duck Islands. These encroachments very naturally exasperate the Indians and our own people; and it would be desirable, that some measure should be taken to protect them. The same intrusions by people from the United States yearly occur on our coast; at Point Pelée in my own County, (Essex,) where citizens from the United States occupy our fishing grounds with a dozen seines, and bring over their salt and barrels *free of duty*, and return "scot free" with fish taken in *our* waters! But such intrusions ought to be put an end to, by the Government leasing or granting licenses of occupations during pleasure to our own people.

There is one other matter to which I beg leave to refer, and which the *public* consider, and I too consider, of the utmost importance to the well-being and good government of the Country, and upon which I desire to have the honor to report to the Committee. It is hardly conceivable that amidst all the population, and business, and prospective advantages which I have endeavoured to portray, there is not in these Northern regions (in British Territory too) a *single Court of Law* for the prosecution of criminals, or for the redress of grievances, or for the recovery of debts! Within my own knowledge, only a few years ago, a *murderer* (from a foreign land,) of one of our own subjects, on our own shores, on Lake Superior, was allowed to escape for want of a Magistrate to issue a warrant, and a Constable to apprehend him! In short, there is no practical law in this vast and interesting Country, to which my Report applies; and it is a fact, that for the recovery even of small debts, suitors are compelled to resort to the Town of Barrie (300 miles off) to get justice! and this too in one of the finest Colonies of England, and within three weeks reach of England. Surely these circumstances prove, (and they are capable of proof,) that a *Judiciary* ought to be established in that remote, though rich and splendid region without delay.

The *Sault Ste. Marie* being a place of general resort, and which *must* be a grand focus of attraction, if not of domicile for all the Miners and other settlers on Lakes Huron and Superior for many years to come, it is apparent, and it admits of no doubt that, in common justice to the Queen's subjects and the people there, a *Court of Record* (be it Queen's Bench, Common Pleas, or a *Recorder's Court*, a County Court, or a Division Court, or all combined), presided over by a Barrister of admitted competent knowledge in the practice and profession of law and equity, ought to be erected there without further delay; and *many, many* complaints have been made to me by our own people as well as by the citizens of the United States, that no legally constituted Tribunal exists there, for the protection of persons or property, for the punishment of crime, for the redress of grievances, and the recovery of debts; the nearest Court being some hundreds of miles off, which distance amounts to *nothing more or less than an absolute denial of justice on British soil to British subjects, as well as to friendly foreigners!* In conclusion, I beg leave to inform the Committee, that for the substance of the foregoing Report I am mainly indebted to J. W. Keating, Esq., of Chatham, in Kent, who is an English gentleman of standing there and of an accomplished education; one who *speaks the Indian languages fluently*, as well as French and German, and who having been only a few years past connected with the Indian Department in Upper Canada, is well known to the Provincial Government, and is also very popular with and much looked up to by the Tribes of Indians from Lake Superior to Amherstburg; and I am happy to inform the Committee, that the opinions and intelligence with which Mr. Keating has so obligingly favored me on these important and interesting matters, have been satisfactorily confirmed by many Americans and others to whom I submitted them, and who expressed themselves too happy to afford me all possible information on these subjects.

You will be good enough to lay this paper before the Committee.

I remain, Sir,  
Yours, very truly,

JOHN PRINCE, M. P. P.

To Mr. Leprohon,  
Clerk of Committee,  
Assy. House, Quebec.

#### APPENDIX.

I beg to subjoin a few of the statistics of the South Shore of Lake Superior which I have obtained from most reliable sources in Michigan.

The exact amount of "*up and down*" freight cannot be obtained at Detroit because large quantities of goods are also shipped from Cleveland and Buffalo, but an estimate can be formed from the fact that in 1851, the amount of imports for the South Shore of Lake Superior, was \$100,000, whilst that of exports reached \$700,000; 2500 tons of copper alone were sent away, independently of any iron; and one mine alone produced during that year, \$100,000, worth of copper. The ratio of increase in the trade at present cannot be considered as less than 6 per centum per annum, and the shipping on Lake Superior will be increased early in the spring by one large steamer of Messrs. Ward.

There are or were in operation on the first of January, 1852, when the last returns were made, 22 mining companies, employing capital to the amount of \$426,894, and whose operations are reported at the Auditor General's Office. There are also 17 other companies who have hitherto made no report, but who are in active operation, the amount of revenue derived by the State (from taxation) from the reporting companies (22) was for the year 1851, \$426,894!

JOHN PRINCE.

LEGISLATIVE ASSEMBLY,  
COMMITTEE ROOM, No. 4, 9th March, 1853.

SIR,—I have the honor to inform you that the Committee, to whom were referred the resolutions relative to the Magdalen Islands and Lake Superior, will consider themselves obliged to you if you will transmit to them a copy of the plan of Lake Superior and of the Islands therein, lying between Lake George and the supposed limits of the Province to the north and west, shewing the different grants of land, whether for settlement, mining purposes, or belonging to the Indians, or to the Crown, in that direction; also a copy of the map of the Magdalen Islands, together with a copy of the reports, or such extracts therefrom as you may consider expedient, of Joseph Bouchette and C. F. Fournier, Esquires, Surveyors, on the subject of these Islands. They are desirous of receiving the above documents in as short a time as possible, as they intend making their report immediately on the receipt thereof.

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

J. P. LEPROHON,  
Clerk of Committee.

The Honorable John Rolph,  
Commissioner of Crown Lands.  
&c., &c., &c.

CROWN LANDS DEPARTMENT,  
QUEBEC, 16th March, 1853.

SIR,—In compliance with the desire of the Committee conveyed in your letter received 9th instant, to whom were referred the resolutions relative to the Magdalen Islands and Lake Superior, I have the honor to transmit herewith for the Committee, copy of the map of the Magdalen Islands, extracts of Mr. Bouchette's Report, dated in April, 1849, description of the Geographical position and the natural and commercial resources of those Islands; also copy of the Report of C. F. Fournier, Esq., of his late survey of the Isle Royal, one of the Islands reserved for the support of the Protestant Church, under the Imperial Act 31, Geo. 3rd, Cap 31.

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

JOHN ROLPH,  
Com. of Crown Lands.

J. P. Leprohon, Esq.,  
Clerk of Committee, &c., &c.

CROWN LANDS DEPARTMENT,  
QUEBEC, 12th March, 1853.

SIR,—In compliance with the request conveyed in your letter, requesting "a plan of Lake Superior and the Islands therein, lying between Lake George and the supposed limits of the Province to the north and west, shewing the different Grants of Land, whether for settlement, mining purposes, or belonging to the Indians, or to the Crown, in that direction," for the use of a Special Committee of the Hon. the Legislative Assembly, a copy of Captain Bayfield's Chart of the Lake is transmitted herewith, on which the mining locations, which have been surveyed, are marked by a yellow border. No lands have been granted for settlement on the

shores of Lake Superior. A sketch of the Lake, on a reduced scale, also accompanies this letter, shewing the supposed northern and western limits of the Province in that direction; for the position of which, however, this Department has no data on which reliance can be placed; the only Records of Surveys in that section of the Province being Captain Bayfield's chart referred to, and the plans and field notes of the mining locations. These Surveys being limited to the Coast, contain no information respecting the interior.

The whole of the Territory lying between the northern shores of Lakes Huron and Superior, and the height of land which separate the Territory, covered by the charter of the Honorable Hudson's Bay Company from Canada, and the Islands in these Lakes, within the boundaries of the British Possessions therein (containing about 80,000 square miles), with the exception of certain reservations, was surrendered to the Crown by the Indians in the year 1850. See Appendix U, to the Journals of the Legislative Assembly for 1851 for the treaty, and a statement of the mining locations.

It appears from the Report of the Provincial Geologist, W. E. Logan, Esq., in Appendix C, to the Journals of the Legislative Assembly for 1847, that the Canadian shores of Lake Superior are generally bold and rocky, affording but little land fit for agriculture, the timber also being in general inferior both in kind and quality. The only land fit for cultivation is on the Island of Michipicoten, and in some of the valleys, and at the mouths of some of the principal rivers.

The fisheries and metalliferous minerals are, if not the only, the chief sources of wealth which this region affords.

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

(Signed,) JOHN ROLPH,  
Commissioner of Crown Lands.

J. P. Leprohon, Esq.  
Clerk of Committees,  
Legislative Assembly.

*Extracts of the Report respecting the Magdalen Islands, prepared and compiled by Jos. Bouchette, Esq.*

CROWN LANDS DEPARTMENT,  
QUEBEC, 24th March, 1851.

Contemporaneous with the earliest discoveries of the River and Gulph of St. Lawrence, and of the Territories adjacent thereto, may be dated the discovery by Jacques Cartier, in 1534 and 1535, and by other French Navigators, in the early part of the 16th century, of that remarkable group of Islands in the Gulf of St. Lawrence, collectively known as the Magdalen Islands.

These Islands, with the countries bordering on the Gulf of St. Lawrence, were subsequently involved in the various conflicts between England and France, and were the subject at different periods of treaties and conventions, transferring them from under one of those sovereignties to the other, until finally, by the treaty of Peace, they were together with all the countries known as La Nouvelle France or Canada, Nova Scotia or Arcadia, the Island of St. John, now Prince Edward Island, ceded by France to England, and in virtue of the Royal Proclamation of 7th October, 1763, annexed to the Government of Newfoundland, to which they remained attached, until by the Imperial Act 14 Geo., 3, Chap., 33, commonly called the "Quebec Act," they were detached from that Province and annexed to the Province of Quebec, thereby erected.

By the Imperial Act 31 Geo. 3, cap., 3, repealing certain parts of 14th of the same reign, and which divided the Province of Quebec into the Provinces of Lower and Upper Canada, the Magdalen Islands were attached to the County of Gaspé, agreeably to the Proclamation of Sir Alured Clark, dated, 18th November, 1791, and on the division of the said County of Gaspé into the Counties of Gaspé and Bonaventure, in virtue of the Provincial Act 9, Geo. 4, cap. 73, the said Islands were declared to form part of the first named County, to which they have remained attached under the Union Act already recited.

To the Nations of Europe who first discovered the northern Continent of America, or who became acquainted with the valuable fisheries on the Banks of Newfoundland, or in the Gulf of St. Lawrence, the fisheries were an object of special attention in an economical and commercial point of view, and have, at different times, when England, France or Spain, and more recently the United States have been involved in negociations, formed a subject of paramount interest.

Agreeably to the 13th Article of the Treaty of Utrecht, in 1713, (by which Treaty, Newfoundland, with the exception of the Island of Cape Breton and the adjacent Islands in the Gulf of St. Lawrence, were left in the exclusive possession of Great Britain,) France retained the right of fishery on the Banks, and of using for purposes of curing fish, the Northern and Eastern Shores of Newfoundland, which right the Treaty of 1763, of (5th Article,) confirmed to France, and extended the right of fishing to the Gulf of St. Lawrence, at the distance of three leagues from all coasts belonging to Great Britain, whether continental or insular.

In the negociations with Great Britain, under the Treaty of 1783, the United States laid claim to a share of the Fisheries on the Banks of Newfoundland and in the Gulf of St. Lawrence,\* and accordingly, in the 3rd Article of the Treaty, it was agreed as follows: "That the people of the United States shall continue to enjoy unmolested, the right to take fish of every kind on the Great Bank, and all other Banks of Newfoundland, and in the Gulf of St. Lawrence, and all other places in the sea, where the inhabitants of both Countries used, at any time before, to fish, and also that the inhabitants of the United States shall have liberty to take fish, of any kind, on such part of the Coast of Newfoundland as British fishermen shall use, (but not to dry or cure the fish on that Island,) and also, on the bays and creeks of all other of His Britannic Majesty's Dominions in America, and that the American fishermen shall have liberty to dry and cure fish in any of the unsettled bays, harbours and creeks of Nova Scotia, Magdalen Islands and Labrador, so long as the same shall remain unsettled, but so soon as the same, or either of them, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such settlement, without a previous agreement for that purpose with the inhabitants, proprietors, or possessors of that ground."

The Americans have, accordingly, enjoyed the privileges granted by the Treaty of 1783, and subsequently confirmed and extended to them in the Convention of the 20th October, 1818, (with the limitations and restrictions, nevertheless, contained in the above recited 3rd Article of the Treaty of 1783,) under the following terms: "Whereas differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof, to take, dry and cure fish on certain coasts, bays, harbours and creeks of His Britannic Majesty's Dominions in America, it is agreed between the high Contracting Parties, that the inhabitants of the United States, shall have for ever, in connection with the subjects of His Britannic Majesty, the liberty to take fish of every kind on that part of the Southern Coasts of Newfoundland, which extends from Cap Ray to Rameau Islands, on the Western and Northern Coasts of Newfoundland, from the said Cap Ray to the Quiperon Islands, on the shores of the Magdalen Islands, from Mount Joly, of the Southern Coast of Labrador, to and through the Straits of Belle Isle, and thence northwardly.

\*Colonel Bouchette's British Dominions in North America, Vol. 2.



“ indefinitely, along the coast, without prejudice, however, to any of the exclusive rights of the Hudson’s Bay Company. And that the American fisherman shall also have liberty, for ever, to dry and cure fish in any of the unsettled bays, harbours and creeks of the Southern part of Newfoundland hereabove described, and of the Coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose with the inhabitants, proprietors or possessors of the ground. And the United States hereby renounce, for ever, any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry or cure fish, in or within the above mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbours, for the purpose of shelter, and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein, or in any manner whatever abusing the privileges hereby reserved to them.”

The Americans did not, however, confine themselves to the rights above granted, as they supplied Newfoundland with stores requisite to carry on the Fisheries, and it was consequently deemed expedient to enact the 26 Geo. III., which confined the importation of bread stuffs and live cattle to British shipping, to the exclusion of American vessels.

The facilities, nay, the right of the latter of entering our harbours, and lying close in with our shores offered, however, too frequent opportunities for evading the statute, which led to the enactment of the Imperial Acts, 3 Geo. IV., cap. 44, and 6 Geo. IV., cap. 114, imposing certain duties upon provisions and certain goods imported into Newfoundland or the Islands in the Gulph of St. Lawrence, and requiring the exports to Foreign Countries to be made exclusively in British bottoms.

Notwithstanding these enactments, intended to retain in British hands the trade and commence afforded by these colonial possessions of Great Britain, the laws appear still to be evaded,\* whilst the injury committed on the inhabitants and the loss sustained by the Province is one of its staple principal sources of revenue, will render expedient the enactment of some more stringent Acts, before it shall derive all the advantages of which the trade arising from the Fisheries, under judicial management, is susceptible; especially if, combined with that branch of commerce, more attention be devoted to the pursuits of agriculture by the inhabitants of these Islands.

Shortly after the cession of Canada to Great Britain, under the treaty of 1763; the Honorable the late Major Samuel Holland, being appointed (1764) by His Majesty George III., Surveyor General of the Northern District of the British North American Provinces, received orders from the Lords Commissioners of Plantation, to execute a survey of the Magdalen Islands and the adjacent Islands, situate in the Gulph of St. Lawrence.

This service being assigned to Lieutenant Frederick Haldimand, by whom it was performed with great care and considerable talent, as will be apparent on a comparison of his map, (A) hereunto subjoined, with the more recent chart of Captain Bayfield, of the hydrographical department, an enlarged copy of which chart is likewise hereunto annexed.

Agreeably to this survey of the Magdalen Islands, Major Holland returned a description on the 2nd April, 1798, called for in Mr. Secretary Ryland’s letter, dated, 13th December, 1797, in compliance with the directions received by the Governor of this Province, from His Majesty’s Ministers, to make a grant to Captain Isaac Coffin, of the Magdalen Islands, as a reward for his naval services, to comprehend Entry, Deadman’s, Shagg and Bryon Islands, and the Bird

\* Gesner—On the Fisheries of Nova Scotia.

Rocks; the grant to contain, however, the usual reservation for the maintenance of a Protestant Clergy in Lower Canada, required under the Imperial Statute, 31 Geo. III., cap. 31. (4)

According to the above mentioned description the aggregate of all the above enumerated Islands would appear to amount to about 60,000 acres, proportionate to which, was appropriated to the maintenance of a Protestant Clergy, all that certain part of the Magdalen Islands, called "Isle Royale" or "Coffin's Island," in the manner represented on the official plan A, hereunto annexed, as being equal in quantity and quality to the seventh of the land to be granted agreeably to the provisions of the last mentioned Statute.

The area stated in the foregoing appropriation falls somewhat short, however, of the computation now made of the Magdalen Islands, based upon the survey of Mr. Desbarres in 1778, and the later surveys by Lieutenant Collins, dated in 1833, forming part of the series of Captain Bayfield's chart of the Gulf of St. Lawrence, but it is presumed that the area of the extensive and numerous sand bars, which constitute a peculiar feature of the principal Island of the Magdalens, in connecting its different elevated portions and forming together the *terra firma* of that Island, was not taken into estimation in computing the contents of that and the adjacent Islands, which may account for the apparent discrepancy between that report and the herein reported area of the Magdalen Islands, at 78,000 acres of land.

The Magdalen Island is the largest of the Magdalen group, and comprises under distinctive natural divisions, designated in the primitive as well as in the later nautical surveys of the Gulf of St. Lawrence as Islands, serving likewise to distinguish the different parts of the Island, namely, Amherst, Grindstone, Alright, Wolfe, Coffin or Isle Royale, and Grosse Isle, all more or less connected together, as in a chain, by long narrow sand bars, hereinafter more particularly described.

The length of the Island from the south-west to the north-east cape, is about 42 miles, by a breadth varying from half a mile to about four miles, its south-westernmost point on Amherst Island, being in Latitude  $47^{\circ} 18' 10''$  north, and Longitude  $62^{\circ} 3'$  west of Greenwich, and the north-easternmost point on Coffin Island, in Latitude  $47^{\circ} 37' 45''$  and in  $62^{\circ} 4' 5''$  Longitude, west from Greenwich.

It is relatively, situate with some of the principal head lands of the continental or insular countries around the Gulf of St. Lawrence, as follows: namely, the south-west cape on Amherst Island, about 52 miles, nearly due north from East Cape, Prince Edward Island, from St. George Cape, Nova Scotia: 100 miles from Pictou, one of the principal towns of Nova Scotia; 110 miles, and 133 miles  $3^{\circ}$  north of east from Point Escuminac light house, New Brunswick; Sandy Hook, at the entrance to Amherst Harbour, lies due west 77 miles from St. Paul's Island light house, 60 miles south-west and by south from Cape Lawrence, Island of Cape Breton, now part of Nova Scotia.

The Western Coast of Grindstone Island, Etang du Nord, lies about south  $53^{\circ}$  east, 133 miles from Mount Joliff, Percé, in the District of Gaspé, and 120 miles nearly due south from the East Point of Anticosti, and about 193 miles from Natashquan Harbour, the Hudson's Bay Company's post, on the north shore of the River St. Lawrence; and the Northeast Point aforesaid on Coffin Island, lies about 96 miles nearly due west, from Cape Ray, Newfoundland, the opposite and northern head land to Cape Lawrence, forming the entrance of the Gulph of St. Lawrence, and 170 miles from Mount Joli, on the North Coast of the Gulph of St. Lawrence.

The Magdalen Island, in the first instance mistaken for the main land, as observed from Bryon Island, Jacques Cartier describes in his account of his first voyage, as follows:—

"A quatre lieues de l'île Brion est la terre ferme vers ouest sur-ouest, laquelle semble être comme une île environnée d'îlettes de sable noir. Là il y a un beau cap que nous appellames le cap Dauphin pour ce que là est le commencement des bonnes terres."

“ Le vingt septième de juin nous circonſmes ces terres qui regardent vers ouest-sur-ouest et paraissent de loin comme collines ou montagnes de sablon, bien que ce soient terres basses et de peu de fond. Nous n’y pûmes aller et moins y descendre, d’autant que le vent nous étoit contraire, et ce jour nous fîmes quinze lieues.”

“ Le lendemain allames le long des dites terres environ dix lieues jusqu’à un cap de terre rouge qui est roide et coupé comme un Roc, dans lequel on voit un entre-deux qui est vers le nord, et est un país fort bas et y a aussi comme une petite plaine entre la mer et un étang, et de ce cap de terre et étang, jusqu’à un autre cap qui paraissoit, y a environ quatorze lieuës, et la terre se fait en façon d’un demi cercle tout environnée de sablon comme une fosse sur laquelle l’on voit des marais et étangs aussi loin que se peut étendre l’œil. Et avant que d’arriver au cap l’on trouve deux petites îles assez près de terre. A cinq lieuës du second cap il y a une île vers sur ouest qui est très haute et pointue laquelle fût nommée “*Alezay.*” Le premier cap fut appelé “*de Saint Pierre,*” parce que nous y arrivames au jour et fête du dit saint.” \*

Champlain gives this Island and the adjacent Islands, six in number, including Brion Island, the name of “*Ramecs Brion,*” under which name they are identified in the Convention of 1818 with the United States.

Charlevoix represents these Islands in his charts, but does not appear to make any other mention of them, otherwise than in alluding to the concession of those Islands, together with the Islands of St. John, Miscou, &c., made by the King of France in the year 1719, to Monsieur Lecomte de St. Pierre † This concession does not, however, appear enumerated amongst the official extracts of the concessions granted by the French Government.

In proceeding to describe severally the subordinate divisions of the Magdalen Island, characterised as Islands, upon ancient as well as later charts of the Gulph, from the insulated aspect which its elevated parts present above the Sand Bars that link them together; the order of the relative position of those divisions on Islands in the chain they form from southwest to northeast, will be followed, beginning accordingly with Amherst Island, the southernmost in the chain.

#### *Amherst Island.*

This Island, which is most probably the one to which Jacques Cartier, in sailing along the western coast of the Magdalen Island, gave the name of “*Alezay,*” situate in mean latitude  $47^{\circ}, 14' 30''$  (Amherst harbour), and between  $61^{\circ} 50'$  and  $62^{\circ} 4'$ , west longitude, is considered the most important of the group, from its larger dimensions, its natural advantages of a fine harbour, and its geographical position, and as containing more arable land than either of the other divisions or Islands comprehended in the group of the Magdalens. Its greatest length, lying nearly east and west, is about 11 miles, varying in breadth from less than half of a

\* Four leagues W. S. W., from Isle Brion lies the mainland which seems like an Island surrounded by Islets of sand. There lies a noble cape to which we gave the name of Cape *Dauphin*, because there the good soil begins.

On the 27th June, we coasted along the land, facing W. S. W., and which, at a distance, looks like a chain of sand hills, although, really, it is low and flat. We could not go close in, still less land, particularly as the wind was contrary, and that day we made fifteen leagues.

Next day we coasted about ten leagues along this land, as far as a headland of red earth, abrupt and scarped like a rock, in which we perceived a ravine opening to the north, where the land is very flat; there stretches also a sort of little plain between the sea and a pool, and from this headland and pool to another headland in sight the distance is about fourteen leagues; the land lying in a half moon girt in with sand banks, like a dyke, on which the eye meets swamps and pools of water as far as it can reach. Before we reached the Cape we fell in with two little Islands, close to the shore. Five leagues S. W. from the second Cape is an Island which is high and peaked, this is named “*Alezay,*” the second Cape was named “*St. Peter's*” because we arrived there on the festival of that Saint.

† Charlevoix.

mile to about four miles, containing, exclusive of the Basin, about 18,500 acres of land.

The general surface of the country is hilly, especially in the southwest part where the Coast presents some high and abrupt cliffs to the sea. In the eastern and northern parts, with the exception of the Demoiselles Hills, the land is generally low, intersected by marshes, bogs, small shallow lakes, quick sands and extensive sandy ridges, which form the principal characteristic feature of the physical structure of the Magdalen Islands.

The hills on the south-west part of the Island rise towards the interior to an elevation of about 500 feet, the principal summit being 550 feet above the sea: spruce, dwarf-pine occasionally intermixed with white birch and some poplar, constitutes the principal growth of timber in favorable situations.

Along the southern base are situate the settlements called "Anse à la cabane" and "Pointe du Moulin" consisting of some forty inhabitants scattered along the coast, a school-house, grist mill, and the fishing establishments of the fishermen, who, for the most part, combined with the pursuits of the fisheries cultivate patches of ground to a greater or less extent as the land proves favorable.

In the north easterly part of the Island, and overlooking Pleasant Bay, are the hills called "Demoiselles," their highest summit attaining about 280 feet above the sea, and forming conspicuous land marks for vessels entering the Bay or Amherst Harbour.

The face of these Hills, towards the Bay, is bold, rocky and acclivious, whilst on the south and south easterly declivities, towards Amherst Harbor and the Basin, the descent is more gradual, and although generally rocky, offers some rich pasture land for sheep and cattle. On their southern slope and scattered round the Harbor, stands the settlement called "Amherst," from the name of the Harbor also called by the settlers "Havre Aubert," consisting of some 50 or 60 houses, a Catholic Chapel, Presbytery and school-house; the merchants, stores and fishing establishments, consisting of the rooms, flakes or stages as they are variously called, required for curing, drying and preparing the fish for market, lie along the beach or shore of the Harbor and along the narrow neck or sand bar, connecting a flat Island Rock called in the nautical survey under Major Holland, "Mount Gridley," from the name of the first settler at the time of the cession in 1763.

On a patch of alluvium at the eastern extremity of this Peninsular Rock are situated, the stores and establishments of Captain A. Painchaud and those of other traders.

Between Amherst Harbor and the settlement of Anse à la Cabane and Pointe du Moulin, at South Point already mentioned, there is a road of communication leading through the interior, and passing by the northerly margin of the Basin along which there are some tolerable settlements, the land being generally of an arable description.

The Basin which is of large dimensions, was at an early period of the pursuits of the fisheries in the Gulf, and even remembered by some of the oldest inhabitants to have been a fine harbor for vessels, at which time there was a good channel or entrance from the Gulf to the Basin, now since almost choked by quick-sands, and affording scarcely depth of water sufficient to admit boats whilst there are still two or three fathoms of water in the Basin. There are several fishing establishments and settlements scattered around the Basin which obtains that locality the name of the "Basin Settlement."

The settlements on this Island, which are estimated to contain in the aggregate about 150 families, or between 900 and 1000 souls, compose the mission of Havre Aubert, in charge of the Revd. Chs. Nectaire Boudreault, Missionary, appointed under the ecclesiastical jurisdiction of the Right Revd. Bishop of Prince

Edward Island, as appears stated in the communication on the subject from the Revd. Mr. Edmond Langevin, Secretary to His Grace the Archbishop of Quebec.

About 15,00 acres of land are under culture in the united settlements of Amherst Island, producing oats, barley, and some wheat, collectively estimated at 6000 bushels of grain, besides potatoes and other esculent plants, in ample sufficiency for the consumption of the inhabitants. The fishermen and Merchants of this Island own 14 crafts, averaging from 10 to 12 tons each, and employing about one hundred and forty or fifty persons.

Marshes, swamps, sandy alluviums, intersected with small shallow lakes or pools, constitute the general character of the low ground, in the easterly and north-westerly parts of the Island. Of the latter description especially, is composed the sandy ridge, leading to the Hook of Amherst Harbour, forming by its projections, averaging 6 feet high, an extremity of the harbour, and presenting likewise a chain of diminutive sand or trap hills, which serves as a good protection to the harbour.

A quantity of coarse grass, grows on these marshes, and along the beach (many of them susceptible of being converted into good natural meadows) which is cut by the inhabitants for their cattle.

The timber on these low tracts consist chiefly of white spruce or fir, cedar, some white birch and aspin. It is worthy of remark, that the spruce which grows on the Islands is of a superior and more enduring description, and is much used by the inhabitants in the construction of their houses, &c.; there is, however, no timber fit for merchantable purposes, or for the use of Her Majesty's Navy, growing on this or any of the Magdalen group of Islands; they also produce great quantities of berries, especially cran-berries, (which are articles of export) and a variety of flowers and shrubs, which grow to great perfection.

There are numerous fine fresh water springs in various parts of the Island, which never freeze in the coldest winter; there is also a mineral spring near Point à la Cabane, which may upon analysis be found valuable,

The geological features of this Island as well as of all the Islands forming the group of the Magdalen Islands, as examined by Lieutenant Baddely, in 1833, appears to be similar,\* and from the nature of the rock formation evidently indicate the prevalence in the soil of ingredients favourable for purposes of cultivation.

This able and scientific geologist, favorably known from the important explorations of the Saguenay Country and in other parts of the Province, considers these Islands to be of igneous origin.

In the lower sections along the shores, the formation is new red sand stone, clays, gypsum, covered more or less with a deep sandy alluvium, whilst the rock formation of the hills in the interior is secondary trap. Ochres of various colors, the red chiefly, and plaster of Paris or gypsum are found in abundance about the base of the hills, and compose several miles of the cliffs on the sea board of the Magdalen Islands.

As before mentioned Amherst Island is connected with Grindstone Island by sand bars of a similar structure to that of Sandy Hook, varying in breadth from a few chains to half a mile, enclosing the Lagoon called "Basque Harbour;" the sand bar on the easterly side, is intersected by two or three channels which formed, it is said in former years, as many good entrances into the harbour from Pleasant Bay, now all but one of them is closed at ebb tide, capable of admitting boats or very small crafts. The sand bar on the westerly side forming the westerly coast of the Magdalen Island, is sufficiently continuous at low water to permit a land communication between the two Islands.

\* Lieutenant Baddely's Map—Historical Society of Quebec.

*Grindstone Island.*

This Island, the next in the chain of the Magdalen divisions, already enumerated, which may be easily indentified from the red cast of the rock formation, to be "Le Cap de Terre Rouge," to which Jacques Cartier gave the name of "St. Pierre," which the settlement on the Island still retains, lies in  $47^{\circ} 22'$ , mean latitude, and longitude (Etang du Nord)  $62^{\circ}$  West from Greenwich.

Its figure is irregular, approaching to the oval, whose longest axis lying from south-west to north-east is about seven and a-half miles, and its lesser four and a-half miles, containing about 17,360 acres of land.

The surface of the Island is uneven and broken, the hills rising from the surrounding coasts towards its centre into separate summits, the highest of them attaining the elevation of 550 feet above the level of the sea, occasionally exposing the bare surface of the rock and sandstone with a thin covering of vegetation, consisting of stunted spruce and white birch. The land at the base of those hills, especially on the south-west and north-easterly coasts is much of the same character as that of the clay and alluvium, part of Amherst Island. The coast is here indented by small bays and coves, accessible for boats from the Gulf on the south-west side, and from Basque harbour on the south, and from House or Haywood Lagoon on the North side; the shores and beaches being well adapted for the purposes of the fisheries, whilst towards the north-west and east the coast present bold mural cliffs and high capes, such as the north-west cape, l'Hopital cape and cap le Trom, on the West side, and Cape Grindstone or Cap au Meule and Red Cape on the East, rendering the approaches to the Island in stormy and foggy weather very hazardous and perilous, as the many wrecks that have occurred on the Island too unfortunately manifest.

There are some good settlements and fishing establishments located in those parts of the Island first mentioned. The principal settlement lies around a small lake or indentation of the West coast of the Islands, which probably obtained it the name of "Etang du Nord," given to it by the French. It is small, but offers a safe shelter for boats in 3 and 4 feet water at low tide, its entrance between the sand bars is narrow and intricate. Seal Rock lying to the South-west of the entrance about half a mile, offers good shelter to small crafts under cover of the Island during strong westerly gales: this Island rock is also called "Gull Island" from the numbers of those birds which flock to it.

The Settlement of St. Pierre de l'Etang du Nord consists of some 70 houses, a Chapel, Presbytery, school-house and the rooms, stores, flakes, &c., of the fishing establishment belonging to A. Painchaud, Esquire, and others. The inhabitants are estimated at between 550 and 600 souls, and have about 800 acres of land under culture and improvement, last year's produce approximating to about 4000 bushels of grain, consisting two-thirds of oats and the remaining one-third of wheat and barley, besides potatoes and other vegetables in considerable abundance, the potatoe crops appear, however, to have failed last year, at least of half the usual average. In addition to the cultivated land, a quantity of hay is obtained from the meadows, besides wild grass from the marshes in abundance, many of these being susceptible by proper drainage of being converted into rich meadows and pasture lands.

The fishermen of this Settlement own about 50 boats and two crafts, which employ between 200 and 300 persons in the pursuit of the Fisheries.

The Settlement of St. Pierre de l'Etang du Nord, with the Settlement on the northerly part of Grindstone Island, attached to the Settlements of Havre aux Maisons, from part of the Mission of Ste. Magdalen du Havre aux Maisons on Alright Island, in charge of the Rev. Mr Cajetan Miville Déchesne.

The northern Settlement of Grindstone Island fronting upon House or Haywood Harbour, from Cap au Meule to the north-east point in the inner harbour, forming

part of the Settlement called "Havre aux Maisons," and consists of fishermen's habitations scattered along the slope or base of the hills, and their fishing establishments, rooms, stages, &c., along the beaches. The land in this part of the Island in many respects is favorable for cultivation, consisting of argillaceous loam, clay, gypsum and alluvial deposits of more or less fertility, which has induced many of the fishermen to combine some farming with their pursuit of the Fisheries, whilst the abundance of grass and coarse hay obtained from the marshes and meadows, supply ample means for rearing cattle, horses, &c. It may be observed that the geological features of Grindstone Island are similar to those of Amherst Island.

To the north-east of Grindstone Island, on the opposite side of House Harbour, is Alright Island, lying between the parallels of  $47^{\circ} 23, 45$ , and  $47^{\circ} 33, 45$ , north latitude, and between longitude  $61^{\circ} 36$ , (entrance of Grand Harbour), and  $61^{\circ} 53$ , (entrance of House Harbour), west from Greenwich.

It is of a triangular figure, its breadth at its south-west base being about four miles, and then irregularly tapering towards its north-eastern extremity, where it terminates by a sand Bar, and contains about 12,360 acres.

The Eastern Coast of the Island for some miles north of Cape Alright, presents abrupt and dangerous cliffs of some 400 feet in height. The hills, which attain an elevation of 480 feet above the sea, are frequently rocky and barren, clothed with dwarf pine and spruce. The land along the south and south-west base or slope of the hills and along the entrance of the harbour, is generally susceptible of cultivation; some of the inhabitants carry on some small farming joined to their business of the fisheries.

The Settlement of Havre aux Maisons, favourably situate at the south-west extremity of Alright Island, on the north side of the harbour, and extending round the southerly shore of the Island, within House or Haywood Harbour contains, together with that part of the Settlement on Grindstone Island, about 100 houses, a Chapel dedicated to St. Magdalen, in charge of the Rev. Mr. Miville Déchèsne, Missionary, already mentioned, a Presbytery and two School-houses. The Merchants' establishments, two in number, consisting of their store rooms, &c., lie along the beach, and are easily accessible for boats and small craft; vessels can lie pretty near shore and in good anchorage.

The two Settlements contain together 800 to 900 inhabitants, and own 25 crafts and 5 boats, which give employment to about 250 persons.

Alright Island, although one of the enumerated divisions of the Magdalen Island, should more properly be considered a distinct Island, being separated at its extremities from the Magdalen Island, by the channels of House and Grand Entry Harbors, and on the north-west from Wolf Island by Haywood or Grand Entry Lagoon. Its geographical features are much the same as those of Amherst Island.

#### *Wolfe Island.*

This Island connects Grindstone and Grosse Isle Islands, and forms a large portion of the north-westerly coast of the Magdalen Island, namely, from Hospital Cape to North Cape, a distance of about 22 miles, and contains about 9,120 acres.

Nearly equi-distant between these extreme points lies Wolfe Cape, called "Wolfe Island," on Bayfield's Chart, in latitude  $47^{\circ} 32' 10''$ , north, a bold and abrupt rock or bluff, rising to the height of about 200 feet above the sea, and serving as a conspicuous landmark to the fishermen in pursuing the fisheries in the Gulf or in the approaches to the Island.

The sand Bars, or alluvial ridges, which thus connect Grindstone and Grosse Isle, bear the same physical features as those of Sandy Hook, being intersected by marshes, pools, with occasional sand or trap hills, presenting towards the Gulf side

almost straight shores, averaging six feet high above the sea, without any indents capable of affording the least shelter, whilst on the side of the Lagoon the shores are deeply indented, and reduce the breadth of the sand bars in some places to less than a quarter of a mile, generally sloping continuously into deep marshes, producing wild grass in abundance, which is often cut by the inhabitants of the Havre aux Maisons for their cattle: on these sand ridges grow spruce, cedar, fir and poplar, and a variety of berries, especially cranberries.

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*Grosse Isle.*

Grosse Isle, also called "North Cape" in the mariner's chart, is the northernmost of the natural divisions of the Magdalen Islands herein enumerated, lying in latitude 47° 38' north, and mean longitude 61° 34' west, and containing about three thousand one hundred and sixty acres. The North Cape, towards the sea, presents abrupt cliffs rising to the height of two hundred and fifty feet.

The hills on the southerly side of Grosse Isle, fronting on Grand Entry Harbour, rises to an elevation of three hundred feet, and likewise form prominent land marks, which are seen at a considerable distance at sea. It is presumed that the North Cape was the land first descried by Jacques Cartier from Bryon Island, which he mistook for the mainland, and gave it the name of "Cape Dauphin."

There are some eight or ten English or Irish families settled on this Island on the Gulf side, who carry on some farming combined with the fisheries.

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*Coffin Island, or Isle Royale.*

To the eastward, and connected with Grosse Isle by sand bars, lies Coffin Island, the north-easternmost of the Magdalen Islands, and extending south-westerly something in the shape of the letter S, to the entrance of Grand Entry Harbor, its greatest length being about eleven miles, and the breadth varying from half a mile to two miles, containing about nine thousand eight hundred acres.

This Island is represented on Bayfield's Chart as two Islands, the Northern, called East, and the southern, Coffin Island; the former contains some elevated hills, presenting under certain bearings, perpendicular cliffs forming the headland, called North-east Cape, which attains the height of two hundred and fifty feet above the sea.

At their base lie extensive alluvial tracts, intersected by marshes, bogs, plains and numerous shallow lakes, the larger of which it is said, once admitted vessels by channels from the Gulf, which have since closed up, by the constant deposit of alluvial matter washed down by the rains from the hills, combined with the sand thrown up by the waves.

The southern part of the Island called Coffin Island, beginning at the Bluff, called Old Harvey Head, and extending to the south-easternmost point of the Island, at the entrance to Grand Entry Harbor, is high and barren, presenting steep, rocky, and dangerous shores. The hills rise steeply to an elevation of three hundred feet close in along shore; at their base lies a large pond upwards of a mile long and half a-mile broad, capable of affording shelter to fishing boats.

The geological structure of this Island being reported similar to that of the other divisions of the Magdalen Islands, and therefore partaking of the favorable indications already mentioned of the soil in many parts for purposes of cultivation, the circumstance would suggest the propriety of a careful and scientific exploration and examination of its surface, and of its mineral resources. As a public reservation, it could be rendered available for purposes of settlement, or in other respects improving the facilities connected with the pursuit of the fisheries in the Gulf of St. Lawrence.



Of the Islands adjacent to and detached from the Magdalen Island, yet comprehended in the group under that name, may first be mentioned the Island known as Entry Island, lying to the east of Amherst Island, its north-westernmost point or spit bearing north-east three miles from Sandy Hook, and in a direct line with the highest summit of the Demoiselles, already mentioned. It is somewhat the figure of a five sided irregular polygon, lying between the parallels of  $47^{\circ} 16' 15''$  and  $47^{\circ} 17' 20''$  north latitude, and its highest summit (rather west of the centre of the Island) in longitude  $61^{\circ} 34' 15''$  west from Greenwich, and containing about three thousand two hundred acres of land.

The North-easterly and South-easterly parts of the coast of this Island are high and elevated capes, the cliffs rising perpendicularly in some places, to the height of four hundred feet above the sea, and may be seen at sea in clear weather at a very considerable distance. This part of the Island is surrounded by dangerous rocks, and the greatest precaution is required to approach from any quarter; close in on the North-easterly coast lies a high rock, called "Shaggy," from the innumerable quantity of birds that nestle on its surface.

On the westerly side of Entry Island, the shores are considerably less elevated, and in some parts accessible. The north split in favorable weather affording a good landing for boats.

From the summit of the hills the land slopes gradually toward the western part of the Island, which is well adapted for cultivation and pasture.

Of this some ten or twelve English and Irish families have availed themselves in occupying the arable land in the Island, which they cultivate to considerable advantage, besides rearing horses, cattle and sheep. About one-sixth part of the Island is under culture, producing wheat, oats and barley, averaging together about three thousand bushels, besides quantities of potatoes and other vegetables, which the inhabitants dispose of to great profit and advantage.

The inhabitants of Entry Island, estimated at between eighty and one hundred souls, chiefly follow agricultural pursuits, joined to some fisheries, and are properly the most easy and independent of that class of the inhabitants of the Magdalen Islands. New red sandstone and trap appear to constitute the geological structure of Entry Island, gypsum or plaster of Paris, and a variety of ochres of different colors, are found in the Island which might be rendered profitable articles of export.

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#### *Shagg Island.*

Nearly due north from Entry Island fourteen miles, latitude,  $47^{\circ} 19'$  North, lies a small rocky island, called "Shagg Island," about one mile from the East shore of Alwright Island, which also is a great resort for sea-fowls or gulls; great quantities of eggs are annually obtained from the cliffs. There is about one fathom of water at low water between the Island and the shore, affording a good and safe shelter for small crafts or boats during easterly gales.

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#### *Deadman's Island.*

On the west side of Amherst Island, bearing due west by north, eight miles from West Cape, Amherst Island, lies Deadman's Island, in latitude  $40^{\circ} 16' 15''$  in longitude  $62^{\circ} 15'$  West. It is a high and steep rock, its highest elevation attaining one hundred and twenty feet. It is only accessible towards the east and south.

This Island was formerly the great and favorite resort of the walrus or sea-cow, from which the fishermen would endeavour to drive them to the different strands in the Magdalen Islands, often successfully.

*Bryon Island.*

Situate about due North ten miles from the North-east Cape, on Coffin Island, lies Bryon Island, the name given to it by Jacques Cartier, in honor of Admiral Brion, under whose auspices he sailed on his first voyage of discovery to America.

"Ces isles," remarks Jacques Cartier, "sont de meilleure terre que nous eussions onques vues en sorte qu'un champ d'icelles vaut plus que toute la Terre-neuve. Nous la trouvames pleine de grands arbres, de prairies, de campagnes pleines de froment sauvage et de pois,..... L'on y voyait aussi en grande quantité du raisin, des fraises, roses, incarnates, persil, &c."\*

The Island is situated between the 47. 47' 5")' West Point) 47° 48' parallel of North Latitude, and 61° 27' 30", and 61. 33' 30" West Longitude from Greenwich, its length being about six miles by a breadth varying from half to one and a quarter miles, and containing about three thousand five hundred acres of land.

It is, for the most part, surrounded by high capes, the hills gently undulate in the interior, and attain an elevation of about two hundred and fifty feet above the sea; the timber growth being chiefly spruce, pine, birch, poplar and aspin. The land on the northerly and westerly part of the Island is generally of a good quality, and presents a far more favorable aspect than the Magdalen Island generally does. There is also some good land on the south-easterly side, but to a limited extent, the remaining part of the Island, with few exceptions, consists of sandy plains or alluvium, producing quantities of whortel-berries and cranberries.

The rock formation, like that of the Magdalen Island, is chiefly trap, and new red sandstone, which form the principal deposit over laying clay, gypsum, and occasionally compose the cliffs along the coasts of the Island.

There are two small coves on the Island, one on the north and the other on the south, where fresh water is to be obtained from the springs, which are, besides, abundant on the Island. These coves can afford safe or temporary shelter (under favorable circumstances of the wind,) for boats and crafts; but in general, the approaches to the Island from the sea are dangerous, as the currents are regulated by the winds. Should any vessel wreck on this Island, and there are, unfortunately, many wrecks to record, it is scarcely possible any lives can be saved.

On the northern side of the Island lie the clearance and improvements of Mr. Munsy, who it is stated has a large tract under cultivation, which produces abundantly oats, wheat and other grain, besides potatoes, &c. The meadows and pastures enable him to rear numerous live stock.

This Island was also a great resort of the walrus or sea-cow, which visited it at certain seasons in vast numbers. Jacques Cartier observes in reference to this animal.

"A l'entour de cette isle (Bryon Islands) il y a plusieurs grandes Bêtes comme grands bœufs, qui ont deux dents en la bouche comme d'un Elephant, et vivent mêmes en la mer." †

These animals had abandoned Bryon Island and the Bird Rocks some years previous to Major Holland's survey of the Magdalen Islands, owing, it appears, to the reprehensible practice pursued by American Fishermen, of shooting at them with fire arms, and to which cause principally joined to the incessant pursuit of this animal by the resident fishermen of those Islands, and of the Islands of Miscou and Prince Edward, without any restrictive regulations in carrying on this productive branch of the Gulf Fisheries, may be attributed the subsequent total disappearance of the Morse or Walrus from the Gulf of St. Lawrence.

\* The soil of this Island was much better than any we had yet seen, so much so, that, one of its fields is worth more than the whole of Newfoundland; we found it covered with large trees, meadows and plains abounding in wild wheat and peas,..... Great quantities of grapes, strawberries, carnation-roses, parsley, &c., were also to be found there.

† About these Islands there are several large animals resembling great oxen; they are furnished with two tusks like an Elephant, and live as well in the sea as on land.

*The Bird Rocks.*

To the eastward of Bryon Island, bearing nearly east and by north, distant twelve miles, lie the Bird Rocks, the southernmost and largest of the two, called "Great Bird Rock," situate in  $47^{\circ} 50' 30''$  north latitude, and longitude  $61^{\circ} 11' 15''$ , and the northernmost in latitude  $47^{\circ} 51' 5''$  and longitude  $61^{\circ} 12'$  west from Greenwich.

Those Islands were first discovered by Jacques Cartier, in his first voyage in 1534, and afterwards by Champlain in 1567, to which the former gave the name of "Margaux" observing

"Elles étoient au nombres de trois et plus remplies d'oiseaux que ne seroit un prè d'herbe."\*

Champlain called them "Isles aux Oiseaux" which they still retain, from the innumerable quantity of birds and sea fowls that flock to them; his excellent description of those Islands may appropriately be introduced here.

"Du Cap de Raye qui est par les  $47^{\circ}$  dégrés et demy de latitude, jusq'ues au Cap de St. Laurent, qui est par les  $46^{\circ}$  dégrés 55 minutes, il y a dix-sept à dix-huit lieues; cet espace est l'une des embouchures du dit Golphe St. Laurent; de ce lieu aux Isles aux Oyseaux, il y a dix-sept à dix-huit lieues, qui sont un peu plus de  $47$  dégrés et trois quarts; ce sont deux rochers dans le dit Golphe, où il y a telle quantité d'oyseaux appelez tangeux, qui ne se peut dire de plus; les vaisseaux passant par là quand il fait calme, avec leur bateau vont à ces Isles, et tuent de ces oyseaux à coup de bâtons, en telle quantité qu'ils veulent; ils sont gros comme des oyes, ils ont le bec fort dangereux, tous blancs hormis le bout des ailes qui est noir, † ce sont de bons pêcheurs pour le poisson qu'ils prennent et portent sur leurs ailes, pour manger au su de ces Isles, et au su et sud-ouest y en a d'autres qui s'appellent "Ramées Brion," au nombre de six ou sept tant petites que grandes, et sont une lieue ou deux des Isles aux Oyseaux."

"En aucunes de ces isles y a de bons ports, où l'on fait pêche de poisson; elles sont couvertes de bois comme pins, sapins et bouleaux, aucunes sont plates, autres un peu eslevées comme est celle de Brion qui est la plus grande. La chasse des oyseaux y est à commandement en la saison, comme est la pêche du poisson, des loup-marins et bestes à la grande dent qui vont sur les dites isles, elles sont esloignées de douze ou quinze lieues, qui est le Cap St. Laurent, attendant à l'Isle du Cap Breton." ‡

The southernmost or Great Bird, bearing South-east three quarters of a mile from the Little Bird, is surrounded by steep perpendicular cliffs one hundred and forty feet in height and almost inaccessible; its surface is nearly flat, covering about ten acres.

\* There were three in number, and were covered with more birds than a meadow with grass.

† There is a fine specimen of these birds in the valuable collection of Mr. McCulloch, Esquire, Montreal.

‡ Between Cape Ray which is in latitude  $47^{\circ} 30'$  and Cape St. Lawrence which is in latitude  $46^{\circ} 45'$ , the distance is from seventeen to eighteen leagues. This place is one of the outlets of the Gulf of St. Lawrence; from this place to the Bird Islands which are in latitude  $47^{\circ} 45'$ , the distance is from seven to eighteen leagues; they consist of two rocks situated in the Gulf. There is an immense quantity of Birds called *Tangeux* on these Islands. Vessels sailing by them send their boats ashore in calm weather, and a great number of these birds are killed with sticks; they are as large as geese; their beak is very dangerous; they are perfectly white with the exception of the tip of the wings which is black; they are very expert in catching fish which they carry on their wings to the south of the Islands where they eat them. In the South and south-west there are other Islands which are called "Ramées Brion:" there are six or seven of them altogether, some of them are small, others of great extent; they lie at a distance of one or two leagues from the Bird Islands.

There are good harbors at all these Islands where there is good fishing, they are covered with wood, such as pine, fir and white birch, some of them are low; others, such as Brion Island which is the largest, are of some elevation. During the season the quantity of Birds is very great, and the fish, seal and animals with tusks about these Islands are very numerous; they are at a distance of twelve fife, and leagues from Cape St. Lawrence, at one of the extremities of the Island of Cape Breton.

The North Bird is considerably smaller, and is likewise surrounded by steep cliffs, and about one hundred feet high; their flattened summits exhibit a resplendant whiteness produced by the quantities of ordure with which they are covered "from the immense flocks of birds, which in summer take possession of the apertures in the perpendicular cliffs where they form their nests and produce their young; when alarmed they hover above the rocks and over shadow their tops by their numbers.

"The abundance of their eggs afford to the inhabitants of the neighboring coasts, a material supply of food." (Bouchette's Dictionary.\*)

Intermediate between these Islands is a very high ledge of rock with six or seven fathoms close in shore. This ledge is not of the three Islands enumerated by Jacques Cartier as composing the Bird Rocks.

The navigation of this part of the Gulf in the approaches to those Islands is rendered dangerous from the states of the current, which are regulated by the wind and weather; and until improvements for lighting up the Gulf, so as to secure its safe navigation, be effected, too much precaution cannot be paid to the sailing directions contained in Captain Bayfield's charts of the Gulf of St. Lawrence.

Taking a general view of the extent of coast presented by the Magdalen Island with that of the Gulf shores of New Brunswick, Nova Scotia, or Gaspé, the superior natural advantages the former possesses over the latter as regard the number and importance of its harbours, will appear striking, apart from any consideration of its superior advantage for maritime purposes, whether in respect to its position in the Gulf or to the navigation of the St. Lawrence, being nearly in the direct line of the ships' course from St. Paul's Island to mid channel, between the heights of Cape Rosier and the Island of Anticosti.

There are four principal harbours in the Magdalen Islands, namely, Grand Entry, Amherst, House and Basque Harbours, which, like most of the harbours on the Gulf shores of the St. Lawrence, are called bar harbours, having almost invariably a sand bar at their entrance, on which there is a greater or less depth of water at ebb spring-tide, rendering such harbours accessible or commodious in proportion as there is a greater depth of water on the sand bar to admit the entrance of vessels adapted to the trade of the fisheries.

#### *Grand Entry Harbour.*

Grand Entry, formerly called Jupiter Harbour, is a spacious harbour or Lagoon of some eight or nine miles long, and about three miles wide, having its entrance in latitude 47°, 30, 40, on the south-easterly side of the Magdalen Island, between the S. W. extremity of Coffin Island, and the northerly extremity of Alright Island.

The inner harbour or Lagoon is bounded on the south-east by Coffin Island, on the north-west by Wolfe Island, on the north by Grosse Isle, and towards the south-west, connects by a narrow and shoal channel with Haywood or House Harbour, affording a convenient communication, at high water for fishing boats, and shelter from the storms in the Gulf.

On the bar at the entrance, there are about ten or eleven feet of water at low water, in the inner harbour there are two, three and four fathoms water, whereas vessels may lie at anchor perfectly safe, against the worst gales in the Gulf.

#### *Amherst Harbour.*

The next Harbour of importance, is Amherst Harbour, already noticed, lying on the northerly side of Amherst Island and opening upon Pleasant Bay, on the east side of Madgalen Island; although small it is highly commodious for the ord-

\* British Dominions, Vol. 2.

many crafts and vessels engaged in the Gulf Fisheries, whilst the larger vessels may lie on the outer harbour in safety, with good anchorage in three, four, five and six fathoms at low water. There are about seven feet of water on the bar at ebb tide, and two and three fathoms in the harbour, whilst the facilities of access to it by invariable land marks and good soundings, super-added to the secure guide of the buoys set in the channel, render it a favorite harbour for the Fishermen, and a resort or rendez vous for vessels of all countries or nations engaged in the trade of the Fisheries.

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#### *House Harbour.*

House Harbour, formerly called Haywood, but more generally known by the French name of Havre aux Maisons from the name of the French Settlement situated at the south-west extremity of Alright Island, has its entrance from the Gulf on the south-easterly side of Magdalen Island, in latitude  $47^{\circ} 24' 13''$  between Alright Island and Grindstone Island, and as a safe and fine harbour for small crafts and boats, that can clear the bar on which there is only five feet depth of water at low water, while there are two, three and four fathoms within the harbour. Some dredging to obtain an increased depth of water on the bar might render this a highly valuable and important harbour for small crafts engaged in the pursuit of the Gulf Fisheries.

The Lagoon or inner Harbor extends north-easterly from the north-east point of Grindstone Island, between Wolfe and Alright Islands, and unites by a shallow channel, having in some places less than three feet water at low water, with Grand Entry Lagoon, forming an inland water communication of about twenty-four miles between Grindstone and Grosse Isle Islands, well adapted for fishing boats.

The outer Bay of House Harbor, in front of the settlement of Havre aux Maisons, between Cape Alright and Cape au Meule, or Grindstone Island, affords a fine shelter for the vessels engaged in the fisheries. Its approach is endangered by some reefs and shoals, for which it is indispensably necessary to hold a good look out, especially in foggy and stormy weather.

Captains of vessels navigating the Gulf should on all occasions, whether to make the Magdalen harbours, or the harbours generally, in the Gulf of St. Lawrence, constantly consult the sailing directions on charts of Captain Bayfield's hydrographical surveys of the Gulf of St. Lawrence.

In the absence of these charts (but no navigator of these waters should be without them), a copy of Major Holland's Report, containing sailing directions and a variety of useful information relative to the Magdalen Islands, collected during his survey of one thousand seven hundred and sixty-four, is hercunto subjoined under Appendix 9.\*

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#### *Basque Harbour.*

Basque Harbour, the last of the enumerated harbours in the Magdalens, although formerly a very superior harbour, having had three deep entrances to it from the east, has at present all but one, shoaled at low water, but is still an excellent harbour for boats or shallops that can clear the bar; at the only remaining entrance to it (in latitude  $47^{\circ} 17' 30''$ ) there are barely four feet water on the bar at low water, and about one fathom water within the harbour, affording a sheltered water communication between Amherst Harbour and settlement of Etang du Nord, ou Grindstone Islands.

In this and Grand Entry Harbour, were placed the principal echouries or strands, whereon the morse or walrus, called by the fishermen sea-cow, were taken

\* Not laid before the Committee.

and killed in great numbers, even at the period of the survey in one thousand seven hundred and sixty-four.

This animal belonged, in all appearance, to the class of amphibious animals, appears to be, in the words of Lieutenant Haldimand, the most unwieldy and ugly creatures imaginable, weighing, when young, about fifty pounds, and attaining when at mature size, upwards of two thousand pounds weight. It has two long wiry teeth in its upper jaw eighteen inches long, by which with the aid of its fins, it climbs the banks and rocks, sometimes reaching as high as sixty feet. Its teeth also serve in turning over clams and shells, its principal food. These animals are valuable for their skins, ivory teeth, and the quantity of oil obtained from their blubber. This branch of the Fisheries in the Gulf of St. Lawrence was, at an early period, a very lucrative pursuit, and was carried on by a French Company. Since this the morse or walrus have abandoned the Gulf upwards of fifty years, and appear to have retired to Baffin's Bay and the Polar Seas.

As a description of the walrus or sea-cow, and the mode of taking and killing them in the strands or echouries of the Magdalen Islands may not be, even now uninteresting, particularly as they have been seen of late years in the Gulf and in the vicinity of the Straight of Belle Isle, a copy of Lieutenant Haldimand's description, as registered in the official records of the Department, is subjoined under Appendix 12.\*

#### *Character of the Soil.*

The aggregate area of the Magdalen Islands has thus been set down at 77,980 acres, or in round numbers at 78,000 acres, including the various sand bars and ridges which link together on the elevated parts of the Magdalen Islands.

The varied surface which this area presents, descending from highly elevated and rocky summits either to the verge of the mural cliffs, which characterize part of the coasts of these Islands, or to the level of the marshes, bogs and sand bars, which constitute another feature in their general structure, will be found to exhibit a wide diversity of soil from barren and uncultivable to that of highly fertile and arable, comprising frequently, however, between these extremes, rich or poor soil, in proportion as they are derived from the disintegration of rocks containing fertilizing elements, and according as the fertilizing deposit rests upon substrata favorable for agricultural purposes.

Now the decomposition of trappean rocks is considered by Geologists highly fertilizing, from their containing with feltz pathick and silicious matter, alumina, potash and soda, &c., &c.

These rocks, as well as the new red sandstone, together with the substrata of gypsum, marl and clays of various richness, compose, as has been already observed, the principal formations of these Islands; the detritus of which rocks brought down by the rains and melting snows, bringing with it on the one hand the fertilizing alluvial soils deposited along the flanks and base of the hills, and enriching the marshes and alluviums.

On the other hand, the constant surf and heavy sea to which the surrounding coasts of these Islands lie exposed, leave, at each receding tide, alluvial substances and sand drift, which combine to form the deep bogs, barrens and saline marshes, also the sand bars and ridges, (the latter subject to frequent transformations and shifting by the violence of the winds,) which render those parts of the Islands quite unfit for cultivation, although in many instances producing, abundantly, cranberries, juniper-berries, shrubs, flowers, &c.

\*Not laid before the Committee.

Upon a general review of the foregoing remarks it would appear evident from the nature and description of the rock formation of the Magdalen Islands, that the general character of the soil for purposes of cultivation has been underrated in the Report of Major Holland and Lieutenant Haldimand, No. 2, as he probably formed his judgment from the barren aspect which the elevated parts of these Islands frequently present.

The area and general surface of the Magdalen Island may accordingly be divided into three classes, namely :

- |                                                                                                                                                                                                                                     |              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 1st. The unarable and barren, composing the rocky summits of the hills, coasts, plains, sandy-ridges and quicksands, about one-third ..                                                                                             | 26000 acres. |
| 2nd. The arable and cultivable, composing the slopes or flanks of the hills, intervalles and meadows, about one-third ...                                                                                                           | 26000 “      |
| 3rd. The tolerable and available, those marshes or swamps which are convertible into meadows by dykes and drainage, one-sixth.....                                                                                                  | 13000 “      |
| And unavailing, those low saline marshes, swamps, bogs, which cannot be retrieved or rendered tillable, although producing abundance of berries, which as articles of export renders those tracts still productive, one-sixth ..... | 13000 “      |

According to this distribution or classification of the soils of the Magdalen Islands, upon an average about half their area would appear barren and waste, and the other half adapted to the purposes of cultivation and pasturage, capable under a proper system of agriculture, of sustaining, joined to the Fisheries, a considerable population and raising live stock to a large extent.

In support of those conclusions, the undersigned would, by reference to the highly important Report of His Excellency Sir Charles Fitzroy, dated twenty-eighth September, one thousand eight hundred and thirty-eight, Lieutenant Governor of Prince Edward Island, appended to the Report of the late Earl of Durham, Governor General of Canada, which will again be referred to, for the valuable information it contains on the commerce and resources of the Magdalen Islands.

In corroboration of the above statement may here be inserted the following extract of a communication (Appendix 15\*) from Captain A. Painchaud, a Magistrate and Merchant Trader of these Islands, wherein he states “ that the soil is remarkably rich and fertile, pasture abundant, the return for grain generally from fifteen to twenty minots to one sown, and this by poor cultivation.”

The undersigned considers this the fitting occasion to express the many acknowledgments he owes to Captain Painchaud, for much valuable and interesting information concerning the agricultural and commercial state, as well as the present statistics of these Islands.

#### *Population.*

The earliest inhabitants of the Magdalen Islands appear to have been French or Acadians, which, at the period of the cession, in the year one thousand seven hundred and sixty-three, numbered about ten families, occupying the Amherst division of the Magdalen Island; they lived principally by fishing, the cultivation of the ground being limited to raising some potatoes and vegetables; their clothing, according to Lieutenant Haldimand's account at the time of his survey, was, however, of domestic manufacture, from which it would appear that they raised some cattle and sheep, which the abundance of grass on the marshes, and pasture on the

\* Not laid before the Committee.

hills, enabled them to rear without much trouble; besides, about this period, the morse or sea-cow fishery, as the inhabitants called it, was highly profitable and productive from the trade its skin, oil and ivory teeth afforded, and which formed, with the cod fishery, the chief pursuit of the inhabitants.

The population appears subsequently, however, to have rapidly increased by natural causes joined to immigration from the countries around the Gulf shores, and from Guernsey and Jersey, including some English and Irish families. At the period of the grant of the Magdalen Islands to Sir Isaac Coffin, in the year one thousand seven hundred and ninety-eight, the resident inhabitants numbered about one-hundred families, chiefly Acadians, whose principal support was derived from the fisheries, combined with the cultivation of a few acres of ground on which they raised principally oats, barley and potatoes. More attention seems to have been paid to the raising of live stock, from the facilities the marshes, meadows and mountain pasture afforded for the supply of fodder; the morse or sea cow fishery was about this time, greatly on the decline, and the seal fisheries, for the skin and oil obtained, were then becoming highly productive.

From this period to the year one-thousand eight-hundred and thirty-one, the population of the Island seems to have augmented but slowly, the inhabitants in the latter year numbering about one hundred and fifty or sixty families, or one thousand and fifty seven souls; however that increased about sixty per cent in about thirty years. Its agriculture and live stock were, however, much augmented, whilst the fisheries, with the exception of one or two bad years, had proved productive.

In the above interval the inhabitants were called upon by the proprietors or grantees of the Islands to pay an annual rent for the lands they occupied, and for a per centage on the fisheries, demands which produced great discontent and strong remonstrances from the inhabitants, who set forth the hardships of their case in Petitions to the Governor and Legislature of the Province, whilst on the other hand, the proprietors, for the recovery of their rents had their only legal recourse before the tribunals at New Carlisle, or Percé, and even when judgment was obtained it could not be executed for want of sufficient power to carry out the law; inconveniences of the last mentioned description similarly attended the recovery of debts contracted by the inhabitants with the resident merchant.

Since that period, an Act 4th and 5th Vic., chap. 22, was passed, to provide temporarily for the administration of justice in the Magdalen Islands, and establishing the Commissioners' Court to sit at Amherst Island. This Act was afterwards repealed, and the provisions of the Provincial Statute, 7th Vic., cap. 17, establishing Courts for the summary trial of small causes in Lower Canada, extended by the 5th section of 9th Vic., cap. 15th, to the Magdalen Islands. Whether the mere extension of the aforesaid Act to the Islands, under the circumstances of their great distance and insular position adequately meets, as contemplated, the necessities of the inhabitants, is at best doubtful, as the want of a resident Judge or of some modification, the existing law appears to be much felt by that community.

The census of the Province in the year 1844, obtained by the latest official statistics of the Magdalen Islands, according to which the population of these Islands is set down at 1,733 souls, shews an increase since the census of 1831, of 64 per cent. in thirteen years.

Comparing the amount of population given by the last census, with the estimated population of these Islands in the year 1850, set down from a mean of estimates at 2,500 souls, it will shew an increase of about 43 per cent. in six years; and that the population during the last half century has quadrupled itself, whilst the increase in agricultural produce, small as it still is, will have far exceeded that ratio.



This state of the Islands would indicate a steadily increasing population, which under an improved condition of the Islands in their present agricultural resources and in their natural advantages, such as their extensive fisheries are capable of affording under proper management and protection against the encroachments and aggressions of foreign nations, would insure to its inhabitants a fair share of prosperity and easy independence, whilst the absence of this protection in the fisheries, joined to domestic sufferings (real or presumptive, remains to be ascertained), enumerated in their Memorial to Her Majesty, have operated in divesting them from that due attention to agriculture, which the favourable character of the soil should have induced.

Notwithstanding, however, the limited extent and insulated situation of these Islands, and their great distance from the County of Gaspé, to which they belong, it will be found upon examination of the statistical data obtained of the County by the census of the years 1831 and 1844, that the population of the Magdalen Islands is more dense than that of the aggregate of the old settled parts of the country situate on the Gulf shore of the St. Lawrence, not only in regard to the territorial extent, respectively of the County and the Magdalen Island, but in regard to the extent of cultivated land in either of those localities, besides exhibiting a greater density of population in proportion to the amount of cultivable land in that Island, than is given by the population of Lower Canada, to the amount of land under culture. The proportion in the latter case being five acres and a-half to one soul per census of 1831, and by the census of 1844, four acres to each person.

The Census of 1844 having been taken by Municipalities of Counties, as established under the 8th Vic., cap. 40, the Statistics of the County of Gaspé are given in the census, in the order of the ten Municipalities into which the County was organized, since, however, reorganized into three Municipalities, under the 10th and 11th Vic., cap. 7, agreeably to which the Magdalen Island forms at present the Eastern or Third Municipality of the County.

Under the former Municipal Act, the first nine Municipalities consisting of the Parishes, Townships and Seigniories, or union of them, occupy the Gulf shores of the St. Lawrence from Chat, easterly, and round the Peninsula of Gaspé to Point Magneseau or eastern boundary of the County of Bonaventure, presenting an extent of sea coast exceeding two hundred and twenty miles, and containing about three hundred and seventy thousand acres within surveyed limits.

These nine Municipalities, containing, by the Census Return of eighteen hundred and forty-four, five thousand five hundred and eighty souls, and distributed among upwards of twenty-seven Settlements scattered along the different coves, bays, rivers and harbours, including the Towns of Percé and Douglas, contained five thousand five hundred and fifty-four acres under culture and improvements, that is, in the proportion of one soul to each acre of cultivated land, whilst the density of population as regards the whole surveyed area stands in proportion of one soul to every sixty-seven acres, and proportionally to the area of the County as one and a half to every square mile.

According to the Census of eighteen hundred and thirty-one, the County of Gaspé, exclusive of the Magdalen Islands, contained a population of three thousand nine hundred and forty-eight persons, and there were four thousand four hundred acres under culture, representing one person to one and one-tenth of an acre, whilst the Magdalen Island, containing a population of one thousand and fifty-seven souls, or equal to one-fifth of the population of the County, had two thousand one hundred and ninety-three acres under culture, nearly equal to one-third of the land under culture in the whole County, thus allowing two acres nearly to each person; but the produce in grain did not amount to six hundred

bushels, whilst potatoes exceeded twenty-five thousand five hundred bushels, and live stock numbered two thousand eight hundred and twenty-three heads.

Then again, the Magdalen Islands, forming the tenth Municipality of the County, contained according to the census of eighteen hundred and forty-four, a population of one thousand seven hundred and thirty-eight souls, and had two thousand three hundred and thirty-five acres under culture, shewing a density of population with regard to cultivated land, of one person to one, and one third of an acre, and in respect to the whole area of the Magdalen Islands, as one person to forty-five acres, whilst in other respects, upon inspection of the statistics of the settlements within the Gulf shore Municipalities, the Magdalen Islands is found to contain more population, more land under culture, as well as agricultural produce, live stock, and domestic manufactured cloths, than any three or four of the Municipalities of the County of Gaspé together, the Municipality of Percé containing some of the oldest settlements and fishing establishments on the Gulf shore of the St. Lawrence, excepted.

A not less prosperous condition of the Magdalen Islands, if not in the increased extent of land under culture, at least in the amount of agricultural produce, &c., will be apparent, from the comparative statement of these statistics, see (Appendix No. 16) manifesting an evident increase of the means of subsistence derived from agricultural produce and live stock, from the period of the last census to the year eighteen hundred and fifty, inclusive, viz: whilst the population appears nearly forty-three per cent more last year than in eighteen hundred and forty-four, and the land under culture appears to have increased only thirty-three per cent, the agricultural produce of grain appears to have increased ninefold, and the live stock augmented by thirty-five per cent, shewing not only an increase of land under culture, in proportion of population of one and a half acres to every person, (instead of only one to one, and one-third of an acre of land in culture, in the year eighteen hundred and forty-four,) but that the inhabitants of the Islands have (probably under the apprehension of a continued decline in the production of the Fisheries) of later years bestowed greater attention and pains in the cultivation of the soil and raising of live stock, which latter article it will appear upon inspection of the Custom House Returns, for the last five years, is becoming an important article of export.

The foregoing illustration of the comparative statistics of the Municipalities of the County of Gaspé, as well as of the general statement of population and statistics of the Magdalen Islands obtained from the census of eighteen hundred and thirty one and eighteen hundred and forty four; and from reliable source of information consulted in their preparation, will, it is hoped, readily exhibit the value and importance of these Islands in an agricultural point of view as an appendage to this Province, even perhaps independently of the value of its fisheries, its present chief source of maintenance and staple article of trade and export under a proper system of culture.

#### *Character of the Inhabitants.*

The Inhabitants of the Magdalen Islands are in general of a cheerful and amiable character, and as remarks Sir Charles Fitzroy, in his Report, appears "to be a peaceable and well disposed people." They are remarkably hale and healthy. The men are capable of enduring great fatigue and labor, and are expert and able fishermen and not surpassed as seamen. Many of the able bodied men commonly engage themselves in spring on board of American and French vessels engaged in the fisheries on the coast of Labrador or the Banks of

Newfoundland, at low wages, whilst they should have greater inducements to carry on the fisheries on their own account at home which would be of advantage to the Islands generally.

The females are a modest and industrious class of the inhabitants, upon whom commonly devolve (with such assistance as may be obtained from the superannuated inhabitants) during the absence of the men at the fisheries, in the fishing season, generally from June to October, the whole care of rearing large families, the culture of the garden, and attention to the farming stock.

It is not uncommon for families to consist of eight and nine persons; the inhabitants live generally to an advanced age, and the grandfather and grandchildren are frequently congregated in one habitation.

The houses are commonly built of wood, and of similar construction to the usual farm houses of our seigniorial population. The chimneys are built of clay or earth of a reddish colour, whilst the cleanliness and order of these habitations in general do not yield in that respect to the general character of the population of Lower Canada.

#### *The Fisheries.*

It is generally admitted, that there is no part of the American Continent where fish is more abundant in all its varieties, whether as deep sea or in shore fisheries, than in the Gulf of St. Lawrence. Rushing periodically in certain seasons from the Atlantic, whether by the passage of Canso or by the entrance of the Gulf, between Cape Ray and Cape Lawrence, the cod, herring, haddock, mackerel, and the various gregarious finny tribes in immense shoals, spread and disperse along the vast extent of coast that offer the Gulf shores of Cape Breton, Nova Scotia, New Brunswick, Gaspé, the North Coast of the St. Lawrence and Labrador to the Straits of Belle Isle, then along the Western Coast of Newfoundland to Cape Ray, presenting upwards of 2,000 miles of in-shore fisheries, besides the numerous Rivers and Streams, which are ascended for miles by salmon, alewives, as well as a variety of fresh water fish, which form a very productive branch of the fisheries of these Provinces.

From either of the above-mentioned points of ingress into the Gulf, the vast shoals of deep sea fish, whether in their direction from the Gulf of Canso towards the Banks, the Gulf or the Coast of Labrador or Gaspé, or whether from the entrance of the Gulf towards the coast of New Brunswick, or Bay of Chaleurs and Gaspé, are intercepted or arrested by the Magdalen Islands, which in certain months (August and September), surround the Islands, spreading towards the well known Banks in the Gulf, called the Gradelle and Orphan Banks, which intervene between these Islands and the Coast of Gaspé. In addition to these deep sea fisheries, should be mentioned the Seal fishery, which is prosecuted with considerable success by the inhabitants of the Magdalens, and has been found from the value of the skin and oil to supply a very productive and staple article of export, besides other fisheries, consisting of almost all the varieties of fish which frequent the Gulf shores of St. Lawrence.

A favourable idea of the Fisheries of the Magdalens may be obtained from an inspection of the Custom House Returns of the District of Gaspé and those of New Brunswick, for the year eighteen hundred and forty-nine, in respect to the value in pounds sterling, of all articles, the produce of the Fisheries, exported from the Ports of Gaspé and from the Ports of New Brunswick, within the Gulf of St. Lawrence, from which it would appear that the value of similar exports of the Magdalen Island amount to one-sixth of the exports of the County of Gaspé, and about equal to one half the amount of the exports from the Ports of New Brunswick, within the Gulf of St. Lawrence, taken in the aggregate.

The Report already alluded to, of the Governor of Prince Edwards Island, states the amount of Exports in eighteen hundred and thirty-eight, at ten thousand pounds currency, and the imports at a like sum; this amount of exports is still sustained and is even exceeded, according to the Returns of the Custom House, for the years eighteen hundred and forty-five to eighteen hundred and forty-nine. There appears, however, to be an evident and gradual decline in the produce of the Fisheries from the year eighteen hundred and forty-five to eighteen hundred and forty-nine, apparent upon inspection of the Returns of J. C. Belleau, Esq., Sub-Collector at the Port of the Magdalen Islands, established in eighteen hundred and forty-four, and further confirmed by the Custom House of Quebec, for the year eighteen hundred and fifty.

The shores of these Islands are highly favourable for the successful pursuit of both in shore and deep sea Fisheries, producing abundantly of the varieties of moluscus and marine animals and sub-marine plants, upon which the fish feed, whilst the numerous Bays, Lagoons, and Lakes offer secure retreat to the ova of those varieties of fish that visit the Island; among the former clams are much sought after by vessels engaged in the Fisheries, which resort to those Islands from Isles St. Pierre and Miquelon, and the banks of Newfoundland to obtain them for bait. The gathering of clams generally employs the women and boys who sell them to the resident merchants.

But as already noticed in the early part of these remarks, the Magdalen Islands, in common with those British Colonial possessions on the North American Continent, suffer much injury by the encroachments of the French and Americans upon our Fisheries, who avail themselves of every means for evading the stipulations of the treaties and conventions which restrict them within given limits, from approaching our landing or curing fish on our shores, only in certain cases and under specified conditions, with the unchecked course of aggression of those powers whose vessels are better built and superiorly equipped for the Fisheries than Colonial vessels generally, and they exercise almost absolute sway over the waters of the Gulf, driving away in numerous instances our Fishermen from the banks, whether on the Gulf of St. Lawrence or those of Newfoundland or on the Coast of Labrador, and frequently deprive them of bait, against which they are unable to offer any resistance.

American vessels sometimes to the number of four or five hundred sail annually, visit these Islands, anchoring in our bays and harbors with impunity, from which there are no means or sufficient power of compelling their departure.

These Islands, reports the Lieutenant Governor of Prince Edward Island "are the principal resort of the commerce of American Fishermen and the French from the Islands of St. Pierre and Miquelon and although nominally under the Government of Lower Canada, they have been left for some years entirely to themselves, without Magistrates, public Officers of any description, a consequence of which no law is observed by the inhabitants or the thousands of Americans and others who swarm in the Gulf of St. Lawrence and in the harbours of the Islands during the fishing season, except as was observed to me, the law of *le plus fort.*" "The depredations committed by those strangers were loudly complained of, as well also as the absence of any means to enable creditors to recover their just debts and the advantages taken of their unprotected state by the Americans and French."

Many of the foreign vessels, especially American, carry on an extensive illicit trade with these Islands, while thus anchored in shore of its Bays and Harbours. The inhabitants, in exchange for flour, tobacco, tea, sugar, rum, and a variety of articles used in the fisheries, barter or sell their codfish, oil, seal skins, live stock, and such of the natural productions of the Islands, as cranberries, plaster, ochres, &c. The Masters of vessels paying neither duty or anchorage dues,

whilst this contraband trade on the one hand operates prejudicially upon the regular resident merchants, who may have during the rigour of a severe winter, supplied on credit those inhabitants with provisions from their stores; and on the other hand, producing a sensible loss to the revenue of the Province; unless therefore the strongest and decisive measures be not soon adopted either by the intervention of Imperial enactments or by the interposition of Colonial authority, for the suppression of so notorious a contraband trade, not only in those Islands but along all that part of the north coast of the River and Gulf of St. Lawrence, commonly called Labrador, from Pointe DesMonts to AnseMont Sablon, lying within the territorial limits of this Province, these valuable fisheries, the preservation whereof is of vital importance to the maintenance of a large portion of the population and a source of wealth to the Province at large, will eventually be ruined as commercial products.

In the remarks under the heads, "Character of the Soil, Agriculture, Population, and the Fisheries," it has been shewn that the soil of a large portion of the Magdalen Islands is susceptible of cultivation and capable of sustaining, with the advantages of the fisheries, a large population, whilst its extensive meadows, mountain pastures and rich marshes, may enable them to raise farm stock, not only for home consumption but for exportation: that these Islands, composing one of the three Municipalities of the County of Gaspé, under the last Municipal Act 10th and 11th Vic., chap. 7, does not even, under its present rude and imperfect system of agriculture yield, in the amount of its lands under culture, its agricultural produce, live stock or domestic manufactures, to either of the other Municipalities on the Gulf shores of the St. Lawrence; but the population of these Islands has accrued in a favourable ratio of increase, that is doubling in twenty-five years, whilst according to the increase since the last census, the population would double in less than eighteen years: at the same time that the increase of subsistence derived from the cultivation of the soil and farming generally, joined to the pursuit of the fisheries, cannot fail of securing to the inhabitants ease and independence in circumstances, if not absolute wealth; and lastly, that the highly favourable position of these Islands, nearly central in the Gulf of St. Lawrence, render them for the facilities they eminently possess for carrying on the fisheries of every description, whether of in-shore or deep sea fisheries, unrivalled in those respects and of the highest importance for the trade and commerce these staple productions afford. The advantages of which, however, the inhabitants of these Islands are unable fully to avail themselves, until effectual steps for repressing the encroachments and continued aggressions of foreign vessels upon our fisheries shall be adopted by the Imperial or the Colonial Government.

Similar encroachments of American fishermen on the fishing grounds of Nova Scotia, having given rise to the complaint preferred in an Address to the Queen by the House of Assembly of that Province, and praying her Majesty to establish by an Order in Council, general regulations for the protection of the Fisheries in that and the adjoining colonies, the subject was referred to Her Majesty's Attorney General and Advocate General of England, for their opinion, as to whether there was anything in the code of regulations accompanying the said address, which would be inconsistent with the stipulations of the convention of the twentieth October, eighteen hundred and eighteen, between Great Britain and the United States of America.

According to the opinion of these high legal functionaries of the Crown, given in their Report, dated at Doctor's Commons, thirtieth August, eighteen hundred and forty-one, to the Right Honorable Viscount Palmerston, Secretary of State, as the result of their deliberations in replying to the Queries submitted to them, it would appear in substance; First, that the Treaty of seventeen

hundred and eighty-three, is annulled by the war of eighteen hundred and twelve, and that the rights of fishery of the citizens of the United States must now be defined or regulated by the Convention of eighteen hundred and eighteen.

2nd and 3rd. That by terms of the Convention, American citizens are excluded from any right of fishery, within three miles of the coast of British America, and that the prescribed distance of three miles is to be measured from the headlands or extreme points of land next the sea, of the coast or the entrance of bays or indents of the coast, and consequently, that no right exists on the part of American citizens to enter the bays of Nova Scotia, &c.

4th. That by the Convention of eighteen hundred and eighteen, American citizens have the liberty of fishing in the Gulf of St. Lawrence, and within certain defined limits, in common with British subjects, &c., and, independently of treaty, no Foreign Country has a right to use and navigate the passage of Canso, &c., that casting bait to lure fish in the tract of any American vessels navigating the passage would constitute a fishery within the negative terms of that convention.

5th. That with reference to the claim of a right to land on the Magdalen Islands, and to fish from the shores thereof, &c, that the American citizens have no right to land or conduct the fishery upon the shores of the Magdalen Islands.

6th. That by the Convention, the liberty of entering the Bays and Harbours of Nova Scotia, (or any other harbours of Her Britannic Majesty's dominions in America,) then stipulated for the purpose of purchasing wood and obtaining water, is conceded in general terms.

7th. That the rights of fishing ceded to the citizens of the United States, and those reserved for the exclusive enjoyment of British subjects, are to be defined altogether upon the Convention of eighteen hundred and eighteen, the only existing treaty on the subject between the two countries.

Upon an attentive review of the construction of the Convention of eighteen hundred and eighteen, as coming from such high legal authority, the Executive Government of this Province, under the circumstances of the numerous complaints from the inhabitants of the Magdalen Islands and the Labrador Coast, against the aggression of foreign vessels in the Fisheries on those coasts, would, it is humbly submitted, feel justified in adopting protective measures against a continuance of these evils, which threaten to destroy our Colonial fishery, and also to establish restrictive regulations against the aggressions of Masters of vessels belonging to the neighboring Provinces, likewise complained of.

The insular situation of these Islands, the limited extent of their agricultural resources even prospectively shut out or excluded during four or five months of the year from any communication with the Settlements on the shores of the Gulf, exposed, as its inhabitants are, to maintain the unfortunate shipwrecked mariners, crews and passengers of vessels stranded or shipwrecked on its barren but hospitable shores, are circumstances which powerfully call forth the sympathies of humanity on behalf of the inhabitants of these Islands, while they merit the attention of the authorities of the Province.

It may here be remarked, that there is a wide difference between the circumstances of these Islands and those of the inhabitants of the continental part of the County of Gaspé; in the former they compass, as it were at sight, the habitable or cultivable portions of their sea girt territory, which contain no other resources but what good husbandry or the pastures will yield, there is no timber for trade, no rivers affording water power, no extent of country to promise future markets for agricultural produce, whilst in the latter case, the extensive territory composing the vast interior portion of the country offers a multitude of resources of the descriptions found so deficient in the Magdalen Islands, affording an almost unlimited latitude in the culture and settlement of the waste lands and in agricultural productions, superadded to the commercial benefits arising and to

arise from the manufacture of timber for domestic use and exportation. These advantages from which result a surplus amount of export over the imports, enable the inhabitants of the District to bear with comparative ease the pressure of the duties imposed upon articles of provisions and implements required to carry on the Fisheries, whilst they tend to oppress, from the absence of equivalent resources the inhabitants and traders in the Magdalen Islands.

Then again the inhabitants of the peninsular part of the District of Gaspé have had the benefits of repeated Provincial Acts, which obtained them legal possession of the lands they occupied under location or improvement; namely, the 59 George III, cap. 3, (April, 1819,) appointing Commissioners for the settlement of the land claims in the District, to which Commissioners the undersigned had the honor of being professionally attached, and the Statute 10 and 11 Vic., cap. 30, which, among other provisions, grants free to settlers the land occupied by them for twenty years. These enactments could not reach the inhabitants of the Magdalen Islands as occupying lands belonging to a grantee of the Crown, who, on the contrary, imposed certain rents on the occupants of the land.

These annual rents and dues have in many instances accumulated into arrears which the poorer class of the inhabitants, unable to pay, are being sued for, thus aggravating by heavy costs the pressure which they are subject to in other respects.

A consideration of the foregoing relative features of advantages of productive-ness and trade between the continental and insular parts of the District of Gaspé, so much in favor of the former, cannot fail to lead to the conviction of the justice and propriety of extending to the inhabitants of the latter section of the District some counterbalancing aid in their present circumstances; and there occurs none that would be so effectual or beneficial as a remission of the duties upon articles indispensably necessary to carry on their fisheries, which would prevent the smuggling and contraband trade now carried on, so demoralizing in its effects, especially on a small community, while injurious to the revenue of the Province.

On the other hand the continuance of the existing duties will be productive of discouragement and discontent among the inhabitants, resulting in the neglect of their favorite pursuit, the fisheries, and the cultivation of the soil, entailing ultimate poverty and producing the desire of emigration to other countries more fostering than their own.

The report of the Lieutenant Governor of Prince Edward Island already cited as conveying a correct idea of the condition of the Magdalen Islands at the time of his official inspection, in 1838, is under the present circumstances of the inhabitants, deserving of special attention for the mode of relief suggested in the event of these Islands being annexed to that Government.

The nature of those suggestions (enlarged in the accompanying communication of G. R. Goodman, Collector of Customs of Prince Edward Island) appears however, to apply more especially to the introduction in these Islands of an effectual method of collecting a revenue, protecting its fishery, and while affording general relief to its inhabitants suggesting the adoption of measures for the strict enforcement of the revenue laws.

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*Suggestions for the relief of the inhabitants of the Magdalen Islands.*

Upon a review of the present condition of the Magdalen Islands and of its inhabitants, the unprotected state of its Fishery, the inefficiency of the present system for the administration of justice, and want of power in the resident magistrates to impose respect for the laws, the loss sustained in the revenue of the Province under the powerless state of the Preventive Service, the following suggestions, as appearing best calculated to afford relief to the inhabitants of that

remote and insular section of the Province, are humbly submitted for the consideration of the Government.

1st. The protection of the fisheries against the aggression of foreign vessels. To carry out this object effectually, it would be expedient that an armed vessel (a steamer would be preferable from the facility afforded of moving at a required time from any point, Harbour or Bay in the Gulf to another) which, furnished with all the necessary authority and provided with a sufficient force, should at different times, and frequently during the period of navigation in the Gulf, keep a strict look out after all foreign vessels fishing along those parts of the Gulf shore of the St. Lawrence and around the Magdalen Islands, being the Territory of Canada; such foreign vessels to be vigilantly restricted to fish at those distances from the coast directed in existing treaties between the nations they belong to and Great Britain.

That this armed vessel should, at all times, when required, be subject to the authority of the Collector or Sub-Collector, or Justice of the Peace, whether for matters connected with the revenue, or for assisting in maintaining peace and order in the Islands; that Amherst Harbour should be the principal station for such Government vessel.

2nd. That as an encouragement to the Merchants and Traders of the Islands, that a bounty be granted by the Provincial Government on all fishing crafts or vessels of not less than \_\_\_\_\_ per ton on the burthen of such crafts; that to entitle the owner to such bounty, he must bring his fish and oil to the Islands to be sold there or in other parts of the Province, and to that effect obtain a certificate from the Sub-Collector at the Port.

3rd. An exemption of duties upon all articles required to carry on the fisheries, enumerated in the 10th and 11th Vic., cap. 31, (repealed by the 12th Vic., cap. 1.)

4th. A modification or amendment in the Act extending the provisions of the 9th Vic., cap. 15, to the Magdalen Islands, to the effect of altering the time of sitting of the Court of Circuit at Amherst Island, from the month of June to Autumn, or the appointment of a resident Judge or Stipendiary Magistrate in the Islands.

5th. The erection of a Court House and Gaol; the building might be so constructed as to answer for both purposes, besides affording room for Registry Office, and other public purposes.

6th. That anchorage dues be levied on all foreign vessels resorting to the Ports of the Magdalen Islands, and the proceeds be applied to the expenses attending the preventive service, the erection of the Court House and Gaol, &c.

7th. That the Sub-Collector or Revenue Officer have at his command a boat and crew of six armed men, to enable him to enforce the laws and assist whenever it may be required by the Magistrates, in the maintenance of order in the Magdalen Islands.

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#### *Conclusion.*

Having endeavored to embrace in the preceding pages such information relative to the Magdalen Islands, as could be arrived at from the Records of this Department, and from other official documents, besides such as could be obtained from reliable sources, (most of them mentioned in the accompanying Appendix) so as to present, as called upon under the order of reference he was honored with from you, in transmitting the Petition of the inhabitants of these Islands, desiring their annexation to the Government of Nova Scotia, such a Report as could comprehend an historical and full account of these Islands; the undersigned, in representing the value and importance of these Islands, has taken occasion to submit



the natural and commercial resources they offer in their inexhaustible fisheries, connectively with the advantages of favorable soil for purposes of agriculture, as the grounds on which he would recommend their continuing to remain an appendage to this Province, and in conclusion, he would beg leave to urge, for the consideration of the Government, the importance of these Islands in a maritime point of view.

The completion of our Public Works for the improvement of the Navigation of the River St. Lawrence, enabling sea-going vessels, drawing eleven and twelve feet water, to bring down their cargoes (the produce of the Countries bordering the great upper Lakes) without breaking bulk, to the Gulf of St. Lawrence, and thence to the market of the British Isles or of foreign Countries; the vast and increasing trade, in the way of Imports, which the facilities our inland canals will induce throughout our inland navigation from the Ocean to Lake Superior; on the one hand, and the progressive increase in the imports and exports growing out of a rapidly increasing population, accelerated by Immigration, will doubtless eventually render, with the accession of Free Trade with the United States, the Saint Lawrence, the greatest, as it is the shortest thoroughfare between the Continent of North America and the Ports of Europe.

In this prospect of a vastly enlarged trade, not only with trans-Atlantic Ports, but the markets of our Sister Colonies, the West Indies and United States, (the latter under the contingency of reciprocity,) the Geographical position of the Magdalen Islands, its almost central location in the Gulf of St. Lawrence, in the line nearly of the vessels track to the River St. Lawrence, whether entering the Gulf from the passage of Canso, or from the entrance of the Gulf between Cape Ray and Cape St. Lawrence, cannot fail to be appreciated as one of paramount importance, and as offering a favorable station to serve as an out post to the Province, and as such, well adapted to become a Depot for the Export Trade, generally, from the territories bordering on the Upper Lakes and the St. Lawrence. The late period of the season, namely, in December, at which outward bound vessels can leave the ports of these Islands in perfect safety and without any apprehension of being obstructed by ice, render them highly suitable for the purpose above stated.

In a time of war, the Magdalen Islands would be found of importance as a Naval depot, as ships of the line and sloops could find safe shelter and good anchorage in Pleasant Bay and the channel between Entry Island and the Hook, whilst inferior crafts could reach with safety the harbors the Islands afford, according as the draught of water would permit.

To render the approaches to these Islands safe in all weather, and otherwise to improve the navigation of the Gulf in connection with the River St. Lawrence; also with a view of diminishing, if not of obviating the shipwrecks that almost every year unhappily take place on the coasts of these Islands, there appears to be an urgent necessity for the erection of two Light Houses on the Magdalen Islands, namely, one at the East Point to direct vessels entering the Gulf from the Island of St. Paul; and another on the South-west Point, for those entering the Gulf from the passage of Canso; and complete the chain of lights to the River St. Lawrence, there should be a Light House on Gaspé Point or on the height of Cape Rosier.

At each of these Light House Stations, there should be a sufficient depot of provisions to supply the ship-wrecked sufferers, in order that they should not be a charge upon the inhabitants of the Islands.

The United States spare neither trouble nor expense in lighting their whole extent of coast from Louisiana to Maine, which an inspection of their Marine charts will most satisfactorily manifest. Their example in this respect is worthy of being emulated, especially where its effects are calculated to benefit our most

productive sources of trade and commerce, while in the cause of humanity hundreds of lives may be saved from the awful accidents of shipwreck.

The expense of maintaining the establishments on the Magdalen Islands might, it is submitted, be borne by this Province jointly with the sister Provinces of Nova Scotia, Prince Edward Island, and Newfoundland, which are all equally interested, and employ numbers of ships and seamen in the Gulf fisheries. Even in an international point of view, French and Americans (who have their hundreds of ships engaged in the Gulf fisheries, and training thousands of men for their Navy), might be called upon, as participators in the common benefit to arise from lighting up the Gulf, to bear a share of the burden of supporting these establishments; at least the circumstance appears a fit subject for negotiation under the existing commercial relations of these countries.

The confidence which the erection of these light houses would naturally create either in the approach to, or making any of the ports of these Islands, would materially lead to an increase in the number of vessels, that now visit them and the general traffic of these Islands, whilst such highly desirable improvements being effected, joined to the subjects of relief to the inhabitants that have herein been suggested, being conceded, as far as may be deemed expedient, in leaving them nothing to desire by annexation to the neighboring Province of Nova Scotia, the circumstance would materially tend to conciliate the inhabitants, and reconcile them to remain attached to the Government of this Province.

All which is nevertheless respectfully submitted.

JOS. BOUCHETTE,  
D. S. G.

(Translation.)

*Report of Charles François Fournier, Esq., Provincial Land Surveyor, of the survey and measurement of certain Clergy Reserve lands in the Magdalen Islands, in obedience to the instructions from the Crown Lands Department, dated 28th June, 1852.*

To the Honorable John Rolph, Commissioner of Crown Lands, &c., &c., &c.

SIR,—Immediately upon the receipt of your instructions I proceeded with all due diligence to Coffin Island or Eastern Island, one of the Magdalen Islands, where I had the honor of meeting the Reverend Mr. Felix Boyle. The Reverend Mr. Milne, it appears, resides for the present at Baie des Chaleurs.

Having communicated to him the instructions I had received, he offered to accompany me and shew me the part of the Island which he was desirous of having surveyed, for a Protestant Episcopalian Church and burial ground, which I approved of and surveyed in his presence, as stated in my journal.

This Island contains only three dwelling houses, whose owners occupy all the land in that part of the Island suitable for agricultural purposes, consisting in part of white sand, the rest being uncultivated and partly occupied by stunted trees. Hay, however, is grown in a few places along the shores of the marshes, but here, as in the other parts of the Island the soil is worthless.

If this Island is set apart as Clergy Reserves and considered as a seventh of the grant made to Captain Isaac Coffin of all these Islands, it is certain that with respect to value, this Island is not of one twentieth part the value of the other Islands, for the latter are much more valuable in every respect.

With respect to the value per acre of the lots occupied as stated in my Journal, I am of opinion that one shilling currency per acre is a price more than sufficient for the lands occupied by three persons, and also for the reserve I surveyed for the Reverend Mr. Boyle, and for the places where hay might be grown. That is the price fixed by Government for lands in the District of Gaspé, which are superior in quality to those of this Island.

In accordance with the instructions you communicated to me, at the same time I have the honor to submit for your information the following remarks :

1st. I found that the variation of the magnetic needle in these Islands, is I am convinced that there is no magnetic attraction in this Island ; I can offer no information on this subject, as to the other Islands.

2nd. I did not lay out a Village in this Island, for there never will be a population sufficient to establish it ; the Village will always remain at Grosse Isle, which is near this Island, where a beginning has already been made, and a Protestant Church in course of erection.

3. The entire population of these Islands is about 3,000 souls, who live for the most part by hunting and fishing. Barley, oats, and potatoes however, are grown, and ripen very well ; wheat does not succeed, or very rarely. The horses, horned cattle, and sheep are, generally speaking, superior and large, more particularly at l'Isle d'Entrée. They are sometimes exported to St. John's or Prince Edward's Island, where they sell to advantage.

4th. I have procured some plaster and some earth of various colours, with which the inhabitants of the Islands colour their houses and some black and red lead, and various stones and pebbles from the different Islands, which I have the honor herewith to transmit to you.

5thly. From the information I obtained from the inhabitants, it is worthy of remark, that there are neither snakes, adders, toads or frogs in any of the Islands. Much might be said respecting these Islands and their inhabitants, with reference to their Commerce, their Fisheries, and the Administration of Justice, the manner of selling or leasing the Lands, &c. ; but as that would be exceeding the limits of my instructions, I think it advisable to be silent on these points.

The whole respectfully submitted.

I have the honor to be,

Sir,

Your very obedient servant,

(Signed)

C. F. FOURNIER,  
Prov'l-Surveyor.

Quebec, 15th Sept., 1852.

True Copy.

(Signed,)

JOS. BOUCHETTE,  
For Commissioner of Crown Lands.

Quebec, 16th March, 1853.

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**QUEBEC:**

**PRINTED BY JOHN LOVELL, AT HIS STEAM PRINTING ESTABLISHMENT**

**MOUNTAIN STREET.**

---

Gulf of St. Lawrence

M. A. G. D. I. L. R. V. I. S. L. I. V. D. S.

MATHEMATISCHES INSTRUMENT

Desamun

127° 22' 40" W

Var. 22° 25' W

62 Long. de West from Greenwich

J. P. Horne  
Director-General, C. L. D.

Crown Land Department  
Quebec 15<sup>th</sup> March 1852.

*John Rolph*

Commissioner of Crown Lands

Bryon Island

Bird Rocks

North Cape  
East Point  
Old Harry Head  
Columbian Shoals

Shag Is.

Pierre de Gros Cap

Hospital Cape

Cape le Pilon

Cape Abright

Cape Abouit

White House

Riviera du Nord

Pointe de la Riviere

Pointe de la Riviere

Pointe de la Riviere

Pointe de la Riviere

Pointe de la Riviere

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Pointe de la Riviere

# Lake Superior,

By

LIEUT HENRY W<sup>o</sup> BAYFIELD

Assisted by

Mr. Philip E. Collins M.A.

between the Years 1823 & 1825

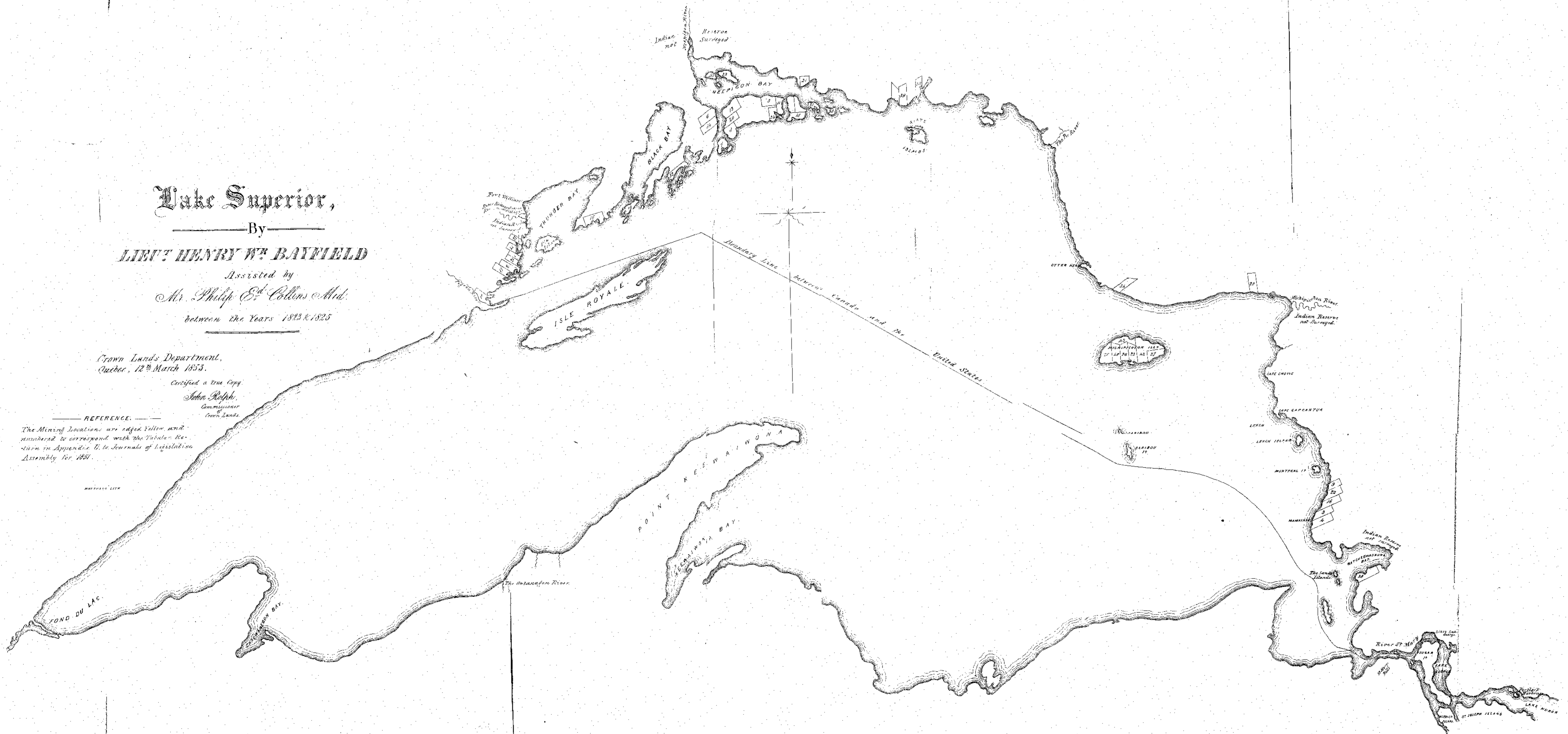
Crown Lands Department,  
Quebec, 12<sup>th</sup> March 1853.

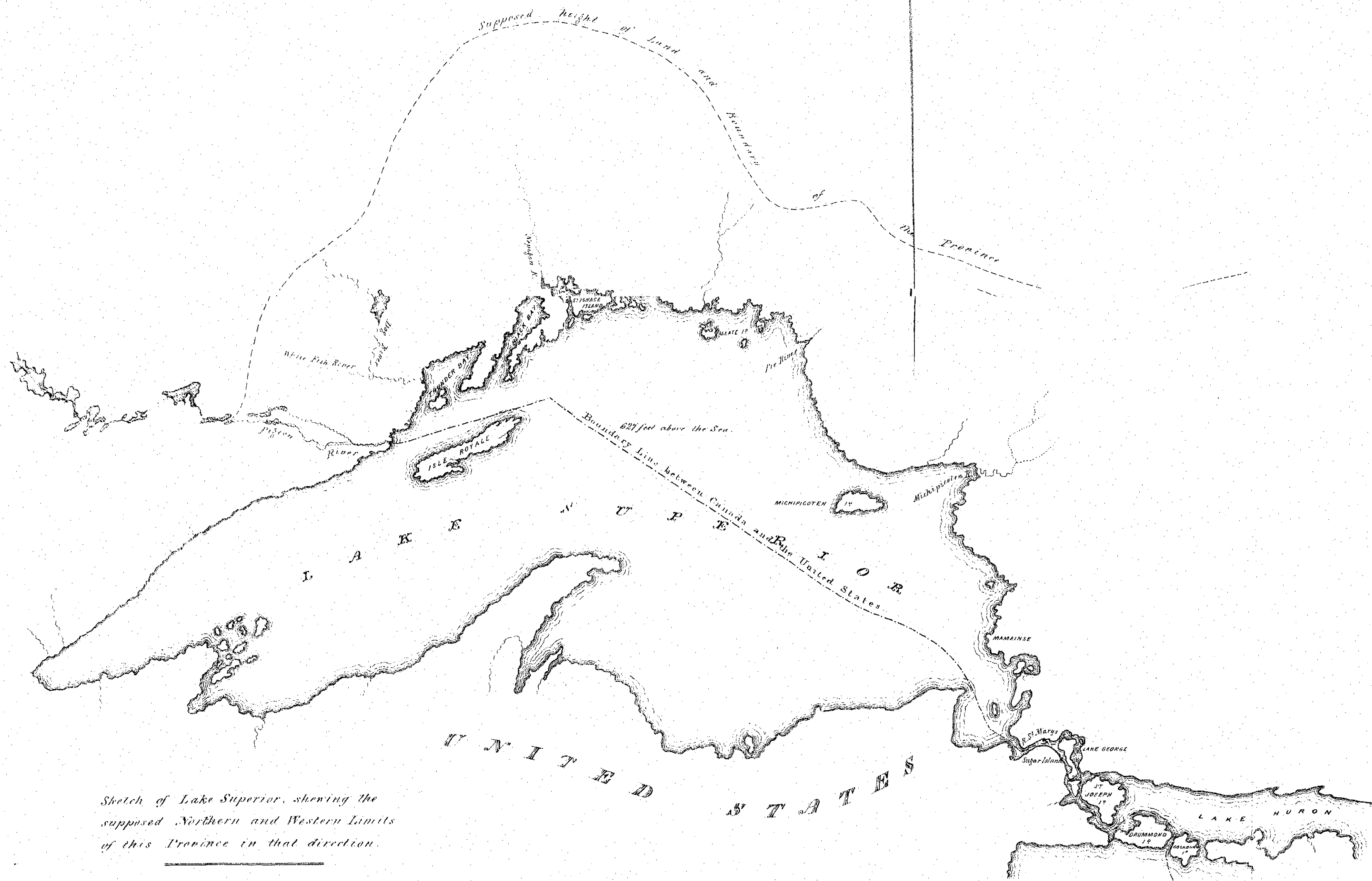
Certified a True Copy.

John Rolph,  
Commissioner  
Crown Lands.

### REFERENCE.

The Mining Locations are edged Yellow and numbered to correspond with the Tables Return in Appendix G. to Journals of Legislative Assembly for 1851.





*Sketch of Lake Superior, shewing the supposed Northern and Western Limits of this Province in that direction.*

*H. Matthews del.*

*Crown Lands Department  
Quebec, 12<sup>th</sup> March 1855.*

*Corrected & 1855 Copy*

*Matthews*

*Commissioner of Crown Lands*

# RETURN

TO AN ADDRESS of the Legislative Assembly, of the 28th February last, for  
 “Copies of any Correspondence between the Government of this Pro-  
 vince and the Imperial Government, or between either of them and  
 “any person or persons, on the subject of the Seamen’s Shipping Act.”

By Command,

A. N. MORIN,  
 Secretary.

SECRETARY’S OFFICE,  
 QUEBEC, 8th April, 1853.

DOWNING STREET,  
 27th June, 1851.

MY LORD,—I transmit for Your Lordship’s information, the copy of a letter addressed to this Department by direction of the Lords of the Committee of Privy Council for Trade, bringing under my notice the serious loss inflicted upon the Ship-owners of this Country by the desertion and insubordination which prevail among the crews of vessels arriving in various British North American Ports, and especially in Quebec.

Your Lordship will perceive at once that this subject is one of great importance to the Province of Canada, which cannot fail greatly to suffer if abuses are allowed to prevail in the Ports of the St. Lawrence, calculated to discourage the resort thither of British or Foreign ships. I feel confident that the Provincial Government will do all that lies in its power to provide a remedy for so serious an evil, and will, if necessary, appeal to the Legislature for additional authority for the prevention of abuses which, I am convinced, every respectable Canadian Merchant and Shipbuilder will be as anxious to put down as those who prefer the complaint, though, in the absence of more effective Police Regulations, they may experience great difficulty in preventing those who are employed in procuring crews for their ships from having recourse to improper means of doing so.

I have, &c.,

(Signed,) GREY.

The Right Honorable  
 The Earl of Elgin,  
 &c., &c., &c.

(Copy.)

OFFICE OF COMMITTEE OF PRIVY COUNCIL FOR TRADE,  
 WHITEHALL, 23rd June, 1851.

SIR,—I am directed by the the Lords of the Committee of Privy Council for Trade, to acquaint you, for the information of Earl Grey, that my Lords have received communications from various bodies of Ship-owners, representing that desertion and insubordination on the part of the crews of vessels arriving at Que-



bec is on the increase, and complaining of the very serious loss which is thereby inflicted on them. The evils in question which had long been prevalent in the various ports in the North American Colonies, are, my Lords are given to understand, in a great measure owing to the extensive Shipbuilding in those ports, which causes a greater demand for seamen than they are able to supply, and very greatly raises the rate of wages for the homeward voyage. The result is, that crimping prevails in these ports, and especially at Quebec, to a disgraceful extent, and that seamen arriving there are exposed to every kind of temptation, and in too many instances are either induced to desert or become insubordinate and demoralized.

My Lords are aware, that the primary cause of these evils is, to a great extent, beyond the control of the Government, but they have been informed that in the conflict of interests between the English and the Colonial ship-owners, the authorities at Quebec have shewn a disposition to take the part of the latter owner, and that the former is thus deprived of the due means which he ought to possess of protecting his just rights. Amongst other specific subjects of complaint which have been brought to the notice of this Board, is the neglect or refusal of the local authorities to take any measures to support the Shipping Office established at Quebec, or to render it as efficient as possible for the purpose of checking desertion. This object it has been suggested, might be effected by establishing in connection with the Shipping Office, a system of Registration by means of tickets similar to that established in this country by 7 and 8 Vict., chap. 112. Another subject of complaint is the recent reduction, at the instance of the Quebec Board of Trade, of the number of the River Police, a body which is established and maintained at the expense of the Shipping resorting to the port, and which it is alleged, has proved very useful in checking desertion and maintaining discipline, and should therefore be put on the most efficient footing. Under these circumstances I am to request you to move Earl Grey to call the attention of the Governor General of Canada to the subject generally, and to the special suggestions above noticed, in order that due inquiry may be made, and that such measures may be adopted as may be found practicable for checking practices which are discreditable to the Colony, and injurious to the interests of British shipping, and to the character of British Seamen.

I have, &c.,

(Signed,)

JAMES BOOTH.

H. Merivale, Esquire,  
&c., &c., &c.

(Copy.)

DOWNING STREET,  
12th July, 1851.

MY LORD,—With reference to my Despatch of the 27th ultimo, No. 612, I transmit for Your Lordship's information, the copy of a further letter from the Board of Trade, on the subject of the evils arising from the desertion and insubordination of the crews of vessels arriving at Quebec.

I have, &c.,

(Signed,)

GREY.

The Right Honorable  
The Earl of Elgin,  
&c., &c., &c.

(Copy.)

OFFICE OF COMMITTEE OF PRIVY COUNCIL FOR TRADE,  
WHITEHALL, 7th July, 1851.

SIR,—With reference to the letter from this Board of the 23rd ultimo, on the subject of desertions from British ships in the North American Colonies, I am directed by the Lords of the Committee of Privy Council for Trade, to transmit, for the information of Earl Grey, the enclosed Return of desertions at Quebec alone, which has been obtained from official sources by the Registrar of Seamen, and I am to add that from the monthly returns already received by him this year, it appears that the number is not diminishing.

To shew the extent of the loss which these desertions cause, I am to state that the ordinary rate of wages at which Seamen are engaged in this country, for the voyage out to North America and home, is £3 per month, and that the rate given in Quebec, during the season for the homeward voyage, is no less than £12. In addition to the loss thus sustained, is to be reckoned the very great expense caused by insubordination and vexatious litigation, which there is much reason to fear, are rather encouraged than checked by the local authorities who, as my Lords are informed, are in many cases interested in Colonial ships which require crews, or in local property, the value of which depends in a great measure on the sums which can be wrung from seamen or their employers, and who thus have an interest opposed to that of the English ship-owner, and in the end to that of the Seamen.

I am to request you to bring these facts under the notice of Lord Grey, and to inform him that any further evidence of the evils above referred to, which he may consider desirable, can easily be procured and furnished to him.

I have, &amp;c.,

(Signed,) JAMES BOOTH.

Number of Seamen and Apprentices, exclusive of Foreigners, who deserted at the Port of Quebec, in the years 1845, 1846, 1847, 1848, 1849, and 1850.

| Year. | Year. | Year. | Year. | Year. | Year. |
|-------|-------|-------|-------|-------|-------|
| 1845. | 1846. | 1847. | 1848. | 1849. | 1850. |
| 1,763 | 1,733 | 3,058 | 1,271 | 1,333 | 1,493 |

(Signed,) J. H. BROWN,  
Registrar.

General Register and Record Office of Seamen,  
Custom House, London, 3rd July, 1851.

(Copy.)

DOWNING STREET,  
2nd December, 1851.

(Circular.)

MY LORD,—I transmit for your information the copy of a letter addressed to this Department, by the Lords of the Committee of Privy Council for Trade, requesting to be supplied with Copies of the various Laws relating to the Merchant Service which are now in force, or which may hereafter be passed in the

several British Colonies, and I have to request that you will enable me to comply with this requisition so far as it relates to laws now in force in the Colony under your Government. In sending copies of these laws, I should wish you also to send a Report from the principal Law Officer of your Government, on any points with regard to them which may appear to require explanation.

I have, &c.,

(Signed,)

GREY.

The Earl of Elgin and Kincardine,  
&c., &c., &c.,

---

OFFICE OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE,  
WHITEHALL, 26th November, 1851.

SIR,—As the administration of the laws which relate to the Merchant Service have, by the Act 13 and 14 Vic., cap. 93, been transferred to the Board of Trade, and as it is therefore a matter of great importance that my Lords should be acquainted with the various Colonial Laws and Regulations on the subject, I am directed to request you to move Earl Grey to take such steps as he may consider expedient for the purpose of furnishing my Lords with copies of the various Acts and Ordinances relating to Merchant Seamen, which are now in force in the several British Colonies, and also of any similar Acts or Ordinances which may hereafter be passed or brought into operation.

I have, &c.,

(Signed,)

JAMES BOOTH.

Herman Merivale, Esq.,  
Colonial Office.

(Copy.)

DOWNING STREET,  
22nd April, 1852.

(No. 14.)

MY LORD,—I transmit for your Lordship's information the copy of a letter from Messrs. Graves, Merchants and Ship-owners, representing the desertion and insubordination which prevails amongst the crews of British vessels arriving at Quebec.

On this subject I beg to call your Lordship's attention to my predecessors Despatch, No. 612, of the 27th June last, and to request you will inform me whether any measures have been adopted by the Canadian Government for remedying the evils complained of.

I have, &c.,

(Signed,)

JOHN S. PAKINGTON.

Right Honorable,  
The Earl of Elgin,  
&c., &c., &c.

(Copy.)

NEW ROSS,  
12th April, 1852.

SIR,—As head of the Colonial Department, we think it right to address you relative to the disgraceful and demoralizing desertion and insubordination of Seamen, existing at Quebec every season, causing a very great loss to all Ship-owners engaged in the trade of the St. Lawrence, and a highly injurious effect on the character of British Seamen.

We regret to say that hitherto no proper steps have been taken by Her Majesty's Government to check the open and wholesale desertion which takes place there, both by day and night, frequently of entire crews.

It has been left to the local authorities to deal with, and the police and other force at their disposal are quite inadequate to check the disorder and desertion, in a port with 500 to 600 large ships in it at the one time; and it is feared that even the force at the disposal of the Quebec authorities has not been used as well or vigorously as it might have been. Be this as it may, the fact remains that almost every British ship visiting Quebec loses a part or the whole of her crew, and has to engage fresh hands for the return voyage at *three or four times* the wages of the original crew. The crimps managing to convey the deserters out of Town, where they are kept till fresh engagements are made for them at from £8 to £12 per month.

We send annually to Quebec several thousand tons of shipping, and suffer very severely from the regular and constant desertion of the crews; last year one of our ships of about 1000 tons Register lost we think all her foremast men, entailing on us on that single ship in her one voyage a loss of about £400.

The evil is of such magnitude, and is acting so injuriously to British Ship-owners and Seamen that we think we have strong grounds for asking protection from the Imperial Government (as we cannot look at it as a mere Colonial matter) and we earnestly pray that a few Gun Brigs and other vessels of war be stationed at Quebec while the navigation is open, and that their boats row round regularly day and night, prepared to render aid at all times to masters as required.

We see no other way of checking this great evil which preys particularly heavy on British Ship-owners engaged in this trade, in their competition with the cheap sailed Foreign Ships, whose crews do not desert, being in this and in many other respects an example to British Seamen, who at present so much abuse the monopoly secured to them by law. We trust you will see the justice of our claim, and remain, Sir, &c.,

(Signed,)

WILLIAM GRAVES & SON,  
Merchants and Ship-owners.

Right Honorable

Sir John Pakington,  
&c., &c., &c.

(Copy.)

No. 38.

DOWNING STREET,  
26th June, 1852.

SIR,—With reference to my predecessor's Despatch, No 612, of the 27th June, 1851, and to mine, No. 14, of the 23rd April, I transmit for your Lordship's information an extract from a letter from the Board of Trade, again calling attention to the

evils accruing to the shipping interest, by the desertion in the Colonies of Seamen from merchant vessels; and offering some useful suggestions for the consideration of the Colonial Legislatures in endeavoring to put a stop to these evils.

I have &c.,

(Signed,)

JOHN S. PAKINGTON.

The Right Honorable  
The Earl of Elgin and Kincardine,  
&c., &c., &c.

(Copy.)

Extract of a letter from the Secretary of the Committee of Privy Council for Trade, dated 21st May, 1852, to H. Merivale, Esquire.

1. That stringent penal provisions similar in character to those contained in the Imperial Act 7 and 8 Vic., chap. 112, S. 10, be enacted by the Colonial Legislatures against those who harbor deserters, and that the penalties be extended to the offence of enticing men to desert.

2. That the Public Shipping Office at Quebec established and carried on under the Colonial Acts 10 and 11 Vict., chap. 25. 11 Vict., chap. 5, and 13 and 14 Vic., chap. 24, be rendered more efficient, by requiring that every man shipped at Quebec shall be shipped in this office (as is now the case with the public shipping offices in England, established under the Mercantile Marine Act,) at present masters and owners are not obliged to resort to the Quebec office if they engage their own men, and this exemption renders it comparatively useless for the detection of deserters. The provision in the Colonial Act which requires that every man so shipped should produce his Register ticket or certificate of discharge, or should account for not having it, should be continued, deserters would then find considerable difficulty in obtaining new ships and would be detected in passing through the office, and might be punished either in Quebec or on arrival in England. The fees taken at this office should also be sufficiently large to maintain it in an efficient state and not larger, and they ought to be applied for that purpose. The office ought also, since it concerns the interests of English Ship-owners, to be in no respect under the management or control of any local body which has opposing interests.

3. That similar Shipping Offices may be established with advantage at other ports, where desertion and crimping prevail, so as to render general the system adopted in this country under the Mercantile Marine Act, and to offer the means of detecting and sending home reports of desertions whenever they occur.

4. That the River Police at Quebec, which, as has been represented, is supported by contributors from the ships in the Port, be made as efficient as possible, and be placed under the control of persons unconnected with local interests. This subject was referred to in a letter from this office on the 23rd June, 1851, but my Lords are not aware whether any steps have been taken in consequence.

(Copy.)

GOVERNMENT HOUSE,  
QUEBEC, 21st October, 1852.

SIR,—With reference to Earl Grey's Circular Despatch of the 2nd December last, I have the honor to inclose herewith copies of the various Provincial Acts relating to Merchant Seamen, now in force in Canada, with a Report by Attorney

General Drummond, covering a correspondence which has passed between several public functionaries and himself, on the subject of these Acts, and the Draft of a Bill which the Provincial Government proposes to introduce into the Provincial Parliament, at an early day for their amendment.

I have, &c.,

(Signed,) ELGIN & KINCARDINE.

Right Honorable  
Sir J. S. Pakington, Baronet,  
&c., &c., &c.

(Copy.)

CROWN LAW DEPARTMENT,  
20th October, 1852.

On reference of Circular of 2nd December, 1851, of Her Majesty's Secretary of State for the Colonies, requiring copies of the various laws relating to Merchant service in force in Canada, and a Report from the principal Law Officers of the Crown thereon.

The undersigned has the honor to report that the laws relating to the Merchant service now in force in Canada, are the following, viz:

- 47 Geo. 3, cap. 9. An Act to prevent the desertion of Seamen and others in the Sea Service; to punish all persons encouraging such Seamen and others to desert or harboring or concealing them hereafter, and to repeal certain Acts therein mentioned.
- 6 Wm. 4, cap. 28. An Act to promote less expensive means for the recovery of wages due to Seamen of vessels belonging to or registered in this Province.
- 6 Wm. 4, cap. 33. An Act to provide for the Medical treatment of Sick Mariners.
- 6 Vic., cap. 4. An Act to amend the Act therein mentioned (47 Geo. 3, cap. 9,) relative to the desertion of Seamen, and others in the Sea Service.
- 8 Vic. cap. 12. An Act for the relief of ship-wrecked and destitute Mariners, in certain cases therein mentioned.
- 10 & 11 Vic. cap. 25. An Act for regulating the Shipping of Seamen.
- 11 Vic. cap. 5. An Act to amend the Act for regulating the Shipping of Seamen, and to fund the fees payable under the said Act.
- 13 & 11 Vic. cap. 25. An Act to extend certain Provincial Acts, to Foreign Merchant vessels.

With a view to afford to the Lords of the Committee of Privy Council for Trade, the most ample information on the working of the above Acts, the undersigned addressed a Circular to the various Public Officers, in any way charged with the execution of those Acts, requiring them to furnish such remarks thereon as their experience would afford. Their observations are contained in the answers to that Circular herunto annexed.

The Act 10 and 11 Vict., chap. 25, the only Provincial Statute directly regulating the Shipping of Seamen at the Port of Quebec, has not been found to effect the object for which it was passed—the prevention of the desertion of Seamen at that Port. Under that Act the authority to Ship Seamen is given not only to the Shipping-master, (an office thereby created,) but also to the owner, part-owner, master or ship's husband, while by the Imperial Acts, 13 and 14 Vict., chap. 93, and the 14 and 15 Vict., chap. 96, that authority is given to the Shipping-master only, and by the latter Acts no Officer of Customs is allowed to clear any Foreign going ship outwards, without the production of a certificate from the Shipping-master.

Various remedies have been suggested in the remarks above alluded to, for curing the evil so much and justly complained of by Ship-owners, the desertion of Seamen, but the undersigned, after mature deliberation and a careful examination of the subject and the suggestions made for checking desertion for the future, is of opinion that an assimilation of the Provincial Laws to the Imperial Statutes in the above two particulars is all that is at present required. On the expediency of such a measure, all are agreed this would have the effect of abolishing the crimping system, although it would not entirely remedy the evil resulting from the non-production of Seamen in the Colony. The undersigned conceives that it would not be desirable by any direct enactment, to compel Shipbuilders to import Seamen for vessels built in the Colony, but is of opinion that the adoption of the Legislative provisions contained in the Imperial Acts relating to the Shipping of Seamen and the clearance of vessels, would indirectly drive the owners of such new ships to some other market for their crews.

To this end a Bill, of which a copy is hereunto annexed, has been prepared, and will be submitted to the Provincial Legislature during the present Session, See Bill No. 181. amending the 10th and 11th Viet., chap. 25, in manner to assimilate its provisions in the above particulars to those of the Imperial Statutes on the same subject.

(Signed,)

LEWIS T. DRUMMOND,  
Attorney General of L. C.CROWN LAW DEPARTMENT,  
QUEBEC, 4th March, 1852.

SIR,—Being required to procure for the information of the Lords of the Committee of Privy Council for Trade, copies of the various Acts relating to Merchant Seamen which are now in force in this Province, and to accompany the same by a Report on such points as may appear to require explanation, I have the honor to request that you will favor me, at your earliest convenience, with such observations as your experience in the working of these Acts may enable you to suggest with a view to their amendment.

I have, &amp;c.,

(Signed,)

LEWIS T. DRUMMOND,  
Attorney General, L. C.

Captain Edward Boxer, R. N., C. B.,  
Captain of the Port and Harbor Master of Quebec.

Honorable Henry Black,  
Judge of the Court of Vice Admiralty.

William King McCord Esq., Q. C.,  
Inspector and Superintendent of Police.

Alfred Hawkins, Esq.,  
Shipping Master.

John Bruce, Esq.,  
Comptroller of Her Majesty's Customs.

QUEBEC, 16th March, 1852.

SIR,—I have the honor to acknowledge the receipt of your letter, of the 13th instant, requesting me to report for the information of the Privy Council of Trade, such points on the various Acts relating to Merchant Seamen as may require

explanation, and such other observations as my experience in the working of those Acts may enable me to suggest, with a view to their amendment and improvement.

In answer to which, I herewith enclose for your information, a memorandum of such amendments and improvements in those Acts, as appear to me of importance, both to the Province and the trade, for unless the trade is relieved from all unnecessary expenses and restrictions, it would be impossible for them to compete with the American rails and canals, in the transport, through the waters of the Saint Lawrence, of the produce of the upper country to European markets.

And should the amendments herewith enclosed be adopted, it would be required to have a most efficient Police to carry them out, and I beg respectfully to suggest that it would appear to me to be advisable to appoint an assistant Police Magistrate for that purpose, for whose salary I am quite satisfied the trade would willingly pay. It appears to me also to be of great importance to the trade, that the Quarantine laws should be revised, the whole trade complaining of their restrictive enactments.

I have, &c.

(Signed,

EDWARD BOXER, R. N.,  
Captain of the Port of Quebec.

The Honorable L. T. Drummond,  
Attorney General for L. C.

Memorandum on the Acts relating to Merchant Seamen, which are now in force in the Province of Canada, Act 47th Geo. 3, cap. 9.—Repeal to be *in toto*. Act 10 and 11 Vic., cap. 25, amended by 11 Vic., cap 5., to be further amended, namely :

Sect. 4. Fee to 5s. currency.—Seamen to pay half.

Sect. 6. After the words "Registry Ticket," add "or certificate of Discharge."

Sect. 7. Repeal *in toto*, and insert a clause restricting the Shipping of Seamen to the Shipping-master only; the repeal of the seventh clause is the most important alteration required.

Sect. 11. Repeal *in toto*, and insert a clause allowing an advance to Seamen resident in the Province, at the discretion of the parties, restricting the advance to others to £1 currency, but only to such of them as produce a certificate of discharge, or are known not to be deserters.

Sect. 12. Not necessary—Repeal *in toto*.

Add,—A clause placing the sanction of discharges with the Shipping-master, the Master's certificate of discharge to be countersigned by him. Fee 2s. 6d. currency; Seamen to pay half.

Also,—A clause giving power to the Police to enter houses or to board ships to search for and apprehend deserters when so required, similar to the 7th Sect. 47 Geo. 3rd, chap. 9.

Also,—A clause to prevent clearance being granted to any new ships or vessels, until the Master or persons applying for the same shall produce to the proper officer, satisfactory proof that they have brought into the Province towards her equipment, a certain number of Seamen equal to not less than half her crew.

Also,—A proviso that all desertions be reported by the Master at the Police Office as they occur, with a description of the deserter; and a small premium to be allowed for their apprehension to be paid by the Master, and charged against the Seamen's wages, similar to British practice in the army and navy.



It is also recommended that Seamen convicted of violation of contract and sentenced to imprisonment, should also be subjected to really hard labor, not picking oakum, which they are accustomed to, but breaking stones or something of that kind.

The office hours at the Shipping Office should likewise be fixed by law, say 7 A. M. in summer, 8 A. M. in the fall, to 5 P. M.

I would also beg reference to the Shipmasters memorial to His Excellency the Governor General, dated 8th June 1848, with my Report thereon of 31st August following, which bears strongly on the information required; also, a copy of letter herewith inclosed to the Lords Commissioners of the Admiralty on the same subject.

(Signed,) EDWARD BOXER, R. N.,  
Captain of the Port of Quebec, and Commissioner  
under the Merchants Seamen's Act.

*Memorial on Imperial Acts 7 and 8 Vic., cap. 112,*

Sect. 46. To remain as it is; but add a proviso that in a colony where a Shipping Master is by law established, the formalities prescribed by this clause as to the discharge of Seamen shall devolve upon him;—and as all desertions are reported to the Chief Officer of Customs, the indorsement of such on the agreements and all other matters connected with desertions to be placed with that Officer.

These alterations in the mode of carrying out the law it is believed would be highly advantageous at Quebec.

(Signed,) EDWARD BOXER, R. N.,  
Captain of the Port of Quebec and Commissioner  
under the Merchants Seamen's Act.

QUEBEC, 9th August, 1851.

SIR,—I have the honor to inform you for their Lordship's information, that the freight ship "Herefordshire," sailed on the 7th instant, having been detained here nearly a day and a half, twenty of her crew refusing to work, in consequence of their complaint against the Captain, for non-supply of lime juice and other trifling causes, being dismissed by the Court here. The Master of the ship was therefore compelled to engage a sufficient number to replace them at a very high rate of wages; and he has, at my recommendation, carried them all home in confinement to be tried in England for the offence.

Cases of this kind occurring so often, that it is of great importance to the trade that the offenders, on this occasion, should be punished to the utmost extent of the law; but I much fear unless more stringent measures are adopted to put an end to this unlawful combination among the crimps at Quebec which is so demoralizing to the sailors and disgraceful to a British Port, the trade will still further be seriously injured by it.

As the Water Police is now under the control of Government, instead of the Board of Trade, they will be more effective, and on this occasion, though too much praise cannot be given them for their assistance; but I am quite satisfied unless the provisions of the new Mercantile Act are carried out by the Provincial Government, and more stringent measures adopted for the prevention of desertion, this disgraceful and demoralizing system will never be put a stop to, and having been called upon by His Excellency the Governor General, in August, 1848; to

state whether I could recommend any measures to be adopted by the Colonial Legislature, or Imperial Government, in relation to this question, I stated the advance to be one of the principal causes of this disgraceful system, and recommended it be discontinued in the Colonies, and I am still of the same opinion. I therefore respectfully suggest, that this important subject be again considered, it appearing to me there cannot be any reason whatever that discharged British sailors should receive the same advantages abroad as they do in England, particularly when such evil consequences result from it; but should it still be considered necessary to allow it, surely it ought to be confined to the sailor who shews a certificate of discharge or proofs that he is not a deserter. At present all receive the same advantage, and the new Act working well in considerably lessening the number of discharges from frivolous causes, more desertions have taken place, I therefore consider that this question should be again considered.

I have, &c.

(Signed,)

E. BOXER.

The Secretary of  
the Admiralty.

QUEBEC, 17th April, 1852.

SIR,—In reference to your letter of the 10th March last, requesting such observations as my experience in the working of the various Acts relating to Merchants Seamen, now in force in this Province, may enable me to suggest, with a view to their amendment or reform, I beg to state that I do not think any change in the present system is called for.

Much has been said about the difficulty of getting and keeping Seamen on board of Merchant Ships, some attribute these inconveniences to crimps, some to one thing, some to another, but the main reason would seem to be that there is built annually a certain number of ships at Quebec and Montreal, whose crews must be taken from the ships to these ports, and the evil will not be remedied until the owners, of new ships built here, shall be obliged to bring out their crews. At the present low rates of freights and low profits of shipping, ships are navigated with as small a number of hands as may be, which adds to the inconvenience. The supply of Seamen being thus rendered less than the demand and that supply further diminished by the casualties inseparable from this form of life, the value of the commodity rises in the market proportionally, and greatly exceeds the price stipulated by the articles in the redundant market for Seamen, which the British ports furnish. Hence the attempts of the Seamen to get rid of his engagement, hence all the operations of the crimps, with the attendant train of Police Warrants, commitments to the House of Correction, suits for wages, &c. It must not be forgotten, that differing from most other ports, Lower Canada may be said to produce no Seamen; all the laws in the world will not prevent an increase of price, when the demand comes to exceed the supply, or prevent the price being higher in places where a given kind of labor is scarce, than where the same kind of labor is plenty. Remove the cause and the effect complained of will be removed, it is idle to complain of the operation of causes which are universal.

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

(Signed,

H. BLACK.

The Honorable  
Lewis Thomas Drummond,  
Attorney General, &c., &c., &c.

## OFFICE OF THE INSPECTOR AND SUPERINTENDENT OF POLICE.

QUEBEC, *3rd April*, 1853.

SIR,—In compliance with your letter of the 4th instant, I have the honor to forward the following Report upon the various Acts relating to Merchant Seamen, now in force in this Province.

The Acts relating to Merchant Seamen are ten in number, viz: 47 Geo. 3, chap. 9; 6 Wm. 4, chap. 28; 6 Wm. 4, chap. 35; 6 Vict., chap. 4; 8 Vict., chap. 12; 10 and 11 Vict., chap. 25; 11 Vict., chap. 5; 13 and 14 Vict., chap. 25; Provincial Acts, and 7 and 8 Vict., chap. 112, and 13 and 14 Vict., chap. 93, Imperial.

The 47 Geo. 3, chap. 9, is an Act to prevent the desertion of Seamen, and others in the sea service, to punish persons encouraging such Seamen and others to desert, or harbouring or concealing them thereafter; and to repeal certain Acts therein mentioned. This Act as far as it relates to the punishment of the Seamen or apprentices, is in my opinion the most judicious of any, but the clauses which relate to the punishment of those persons who harbor, conceal or encourage the Seamen, are inefficient, in fact, the great point to be obtained is to check desertion, and I think that can only be done by stringent enactments for the punishments of crimps, or persons encouraging the Seamen to desert; and this point I humbly apprehend, will be effected by the passing into a law, the Draft of a Bill, which I now subjoin, marked A. By this Draft it will be seen that every possible case is met by some one clause with its punishment, and the eleventh clause I think will at once render the shipping of Seamen, at any other Office and by any other means than through the duly authorized Shipping Office, totally useless, which will at once put a stop to the crimping trade, as a clearance from the customs cannot be obtained, unless the men composing the crew are shipped according to law. I, some months since, suggested this mode to Captain Boxer, C. B., our Harbour Master, who has much experience on this subject, and he quite coincided with me in my views of the subject.

On reference to the 6th clause of the 47th, it will be seen that the Magistrate has the power to commit Seamen, &c, brought before him; and on their not giving him a satisfactory account of themselves he shall commit, &c, but throughout this clause the words "so legally engaged" is made use of, therefore, in nine cases out of ten, if the vessel is not in port, and the Captain not present to produce his articles, there is no proof of their being so legally engaged, and they therefore cannot be convicted.

I would also suggest that the discharging of Seamen and granting certificates thereof, should be before the Shipping Master, and not the Harbour Master—see Section 9.

I would suggest the repeal of the eleventh clause, so totally inexpedient.

The 6 Will. 4, chap. 28 is an Act to provide less expensive means for the recovery of wages due to Scamen of vessels belonging to, or registered in this Province.

The 6 Will. 4, chap. 35 is an Act for the medical treatment of sick mariners merely.

The 6 Vict., chap. 4, merely amends the 47 Geo. 3 chap. 9, by reducing the allowance to be paid for Scamen to the Gaoler when detained under the said Act.

The 8 Vict., chap. 12, is an Act for the relief of shipwrecked and destitute mariners, in certain cases therein mentioned, and the 26 chap. of the same Act merely continues the 6 Will. 4, chap. 35.

The 10 and 11 Vict., chap. 25, is an Act for regulating the Shipping of Seamen which I prepared, but it was so altered that it is now found quite inefficient to meet the frauds practised by the crimps. It is merely a copy of the 8 and 9 Vict., chap 116, Imperial, called the Seamen's Protective Act.

The 11 Vict., chap. 5, merely amends the above Act, by fixing a salary for the Shipping Master, and funding the fees.

I would recommend the repealing of the 10 and 11 Vict., chap. 25, and substituting the Bill, before mentioned, copy of which is subjoined.

The 13 and 14 Vict., chap. 25, is an Act to extend the provisions of the 47 Geo. 3, chap. 91, as amended by 6 Vict., chap. 4, and the 10 and 11, Vic., chap. 25, to Foreign Merchant vessels when within this Province, provided their Consul demand it, or that both parties desire it.—Query, the right of a colony to legislate on that point.

The Imperial Statutes, 7 and 8 Vict., chap. 112, and the 13th and 14th Vict., chap. 93, are both in force, but some of the clauses of the one clash with those of the other; this ought to be remedied by repealing both, and introducing one which would embrace the whole. The 94th clause is intended to be a bar to the action for wages, but is not so framed as to meet that point, for it says: "no Seaman legally engaged;" now, the question *legally engaged* is a question of evidence, and must be inquired into; also, I am of opinion that he ought to have a right of action in cases of deviation.

I am also of opinion that the punishments are too severe under this Act, and in this Colony, where the navigation is open for only seven months, it cannot be carried out after the expiration of their punishment. Power is granted every fall by the Executive to discharge all Seamen confined under the Merchant Seamen's Act, immediately previous to the closing of the navigation, so that a man who might richly deserve his six or twelve weeks for an offence committed on the 15th November, gets discharged perhaps next day, and is shipped immediately on board of another vessel. There is no provision for the men being taken back by the Captain at the expiration of their imprisonment, should he still be in port.

In conclusion, I would respectfully suggest the adoption of one of the courses. Amend the laws as I have above stated and pass the laws for the Shipping of Seamen, &c., which I now forward. I think that by that means desertion would be checked, for there would be no inducement as the crimps would be effectually put down, and no ship could obtain a clearance unless all the crew were legally engaged.

The second course is one replete with objections; that is, the engaging of Seamen for the run out. In the first place, it is believed to be contrary to the naval policy of England; next it would do away with the allotment money; likewise it would be absolutely necessary to establish a Sailor's Home, and even then, I fear, that many Seamen would run to the States.

Under all circumstances Imperial Legislative enactment is absolutely required for the importing, into the Colony, Seamen for the new ships, the want of which is the cause of much desertion, as the owners are anxious to get their ships off early, and offer high wages.

The whole respectfully submitted,

(Signed,)

WILLIAM K. McCORD,  
Inspector and Superintendent of Police.

The Honorable  
L. T. Drummond,  
Attorney General.

Memorandum of Acts sent to the Attorney General, 3rd April, 1852.

1. An Act to regulate the Shipping of Seamen and the prevention of their desertion, A.

2. An Act to prevent the desertion of Seamen, and others in the sea service, to punish persons encouraging such Seamen and others to desert, or harboring or concealing them thereafter, and to repeal certain Acts therein mentioned.

3. An Act to require the keepers of boarding houses and lodging houses, within the City and Banlieu of Quebec, to take out a license and to establish a register of boarders and lodgers.

I have, &c.,

(Signed,)

WILLIAM K. McCORD,  
Inspector and Superintendent of Police.

CUSTOM HOUSE,  
QUEBEC, 17th March, 1852.

SIR,—I have the honor to acknowledge the receipt of your letter of the 4th instant, requesting such observations and suggestions as I may have to offer on the Acts relating to Merchant Seamen, now in force in this Port; and in reply I beg to state that Captain Boxer having conferred with me upon your similar request addressed to him, we agreed on the memorandum inclosed in his letter to you, of yesterday's date, to which I would crave permission to refer, as containing my views upon the laws alluded to.

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

(Signed,)

JOHN BRUCE,  
Comptroller.

The Honorable  
L. T. Drummond,  
Attorney General.

SHIPPING MASTER'S OFFICE,  
QUEBEC, 18th March, 1852.

SIR,—In reply to your letter of the 4th instant, requesting for the information of the Lords of the Privy Council for Trade, such observations as my experience in the working of the various Acts relating to Merchant Seamen, in force in this Province, may enable me to suggest with a view to their amendment or reform;

I have the honor to state that of the various Acts alluded to, the portion of which has most particularly fallen under my immediate observation, are the following;

1st. The 10th and 11th Vic., chap. 25, intituled, An Act for regulating the shipping of Seamen.

2nd. The 11th Vic., chap. 5, intituled, An Act to amend the above, and to fund the fees payable under said Act.

3rd. The 13th and 14th Vict., chap. 25, intituled, An Act to extend certain Provincial Acts to Foreign merchant vessels when within the Province.

By the first of the above Statutes, the office of Shipping Master, for the port of Quebec, is created, and the Provincial Government conferred the appointment on me, by Commission, under the Privy Seal, dated 17th August, 1847.

In entering upon the duties of my office, I felt that I had at least three objects to accomplish, namely: to check the desertion of Seamen, to put an end to the crimping frauds practiced upon them, and to rescue the name of Quebec from the unenviable distinction of being the most demoralizing port for Seamen, in the British dominions, and I never allowed myself for a moment to doubt the accomplishment of these ends.

The working of the Provincial Statute, (10 and 11 Vict., chap. 25,) has been observed with much attention by the shipping interests of the United Kingdom, but the law as at present in force, while it has materially checked the practices complained of, has proved inefficient for the ends desired. I refer particularly to two clauses of the Act, namely, the 6th and 7th, the first of which is as follows:

"That every Seaman desirous of shipping, shall first, " exhibit his Register Ticket to the Shipping Master or Deputy, previously to being shipped, and " unless the Seaman shall exhibit such Ticket, or shew to the satisfaction of the " said Shipping-master or Deputy, why he does not exhibit the same, such Seaman shall not be shipped." This seems to imply that the Shipping-master or his Deputy, are the only persons who can legally ship Seamen, whereas the 7th Clause seems to transfer the same authority to no less than four other parties. VII. "That " no person not being such Shipping-master or Deputy as aforesaid, or not being " the owner, part-owner, master or person in charge of a Merchant ship, or the ship's " husband, shall hire, engage, supply or provide a Seaman to be entered on board " any Merchant ship; and no person whatever, other than the owner, master or " person in charge of a Merchant ship or the ship's husband, shall demand or " obtain the Register Ticket of any Seaman, for the purpose or under the " pretence of engaging him on board of any Merchant ship," and this clause has been found the main obstacle to the successful working of the Act.

The disposition of a very numerous portion of Ship-masters trading to Quebec, to support the law, stands recorded in the Register of this office, but the obstacle those masters and the office have had to contend with by the crimping frauds still practised at this Port, rendered their efforts to do so exceedingly harassing, so much has this been felt, that in the month of May last, a large body of Ship-masters and owners, endeavored to meet the difficulties opposed to them, by an appeal to the Provincial Legislature, then in Session; in their memorial they prayed for an amendment to the Act whereby the shipping of Seamen without enregistering the same in due form at the Shipping-masters office, should render the persons so offending, liable to a penalty of twenty-five pounds for each and every man shipped, and not therein registered according to law. That portion of their memorial, however, does not appear to have been acted on, and the great and certain advantages which might have been derived therefrom, were consequently lost to the shipping interests and to the office for the Season.

The framers of the Imperial Act 13 and 14 Vict., chap. 93, for improving the condition of masters, mates and Seamen, &c., have, however, adopted the principle prayed for in the said memorial, and with a far more effectual check than a fine of £25, as the master of every Foreign going ship is now compelled to produce to the Collector or Controller of Customs the agreement of his crew, properly signed and attested by the Shipping-master or his Deputy, before he can obtain his clearance. I consider the adoption of that portion of the Imperial Act by the Provincial Legislature, in place of the said 7th Clause, would prove most important and beneficial to the trade of the Port of Quebec.

A serious obstruction to the well working of the Provincial Act has also been found in the difficulty of compelling Seamen to fulfil their engagements to serve on board a vessel after having duly signed articles for the same. This great inconvenience is to be attributed to the glaring practices of a host of low taverns

and boarding-house keepers, principally in Champlain Street and its neighborhood, whose trade it is to entice, harbour and conceal Seamen, and which evil can only be met by the sure infliction of a sufficient penalty; certain it is, however, that whatever may be the provisions of any or all the laws now in force in this Province to punish such persons, they are ineffectual for the purpose, and are openly and daily set at defiance. The establishment of a Sailor's Home would doubtlessly, under proper regulations, be a great benefit to Seamen at this Port.

Not having at my command the various Acts of the Imperial and Colonial Parliaments relating to the subject, I may be warranted in restricting my observations to the limits which the practical experience of my official duties as Shipping-master has afforded, these duties have placed me in antagonism with interests and men whose doings are not one whit removed from the just classification under which the Penal Statutes of the realm have placed the African Slave Trade. The criminal influence of such men over Seamen has at length received (it may be hoped) an effectual check in the United Kingdom, by the provisions of the Imperial Statutes 13 and 14 Vict., chap. 93, and 14 and 15 Vict., chap. 96, intituled, "The Mercantile Marine Act" and amended Act &c., the clauses of which having relation to the legal hiring and discharging of Seamen, if adopted by the Provincial Parliament, could hardly fail to insure satisfaction and benefit to the important interests concerned in the legitimate and increasing trade of the Port of Quebec.

In respect of engagements and discharges, the Imperial Act however imposes upon each Seaman, a reduction from his wages, of one shilling, by way of partial repayment of the fees received at the Shipping Office. This charge upon the Seamen's wages appears to be a subject of discontent amongst them, in the United Kingdom, and certainly would not be willingly acceded to by them at the Port of Quebec.

With respect to the working of the Provincial Act relating to Seamen belonging to Foreign vessels, the following occurrence took place last summer at this Port.

The Russian Ship, "Sovinto," lost her men by desertion, three of whom were discovered by the Master on board of the Barque, "Sappho," McDonald, Master, bound for Sunderland. With the aid of the River Police the deserters were taken from the vessel, and brought before the Police Magistrate, when it was discovered that the nation to which the ship belonged had no Consul or authorised agent at this port, to interpose in the matter, consequently the Police had to restore the deserters to the deck of the "Sappho," and Capt. McDonald, is made aware that he may again employ a Quebec crimp to man his ship again under similar circumstances with impunity. By desire of the Russian Captain the facts and names of the deserters were at once transmitted from this Office to the Registrar General of Seamen, and to the Russian Consul at the Port of Sunderland.

With respect to the employment of crimps to procure Seamen for British vessels, I may instance the case of the ship, "Sir Richard Jackson," of Liverpool, Jonathan Bell, Master, in November last; instead of coming to this Office, this man employed a crimp to hire Seamen, for which offence both he and the crimp were summoned to the Police Court, and the latter, being convicted, is at this moment undergoing the penalty of imprisonment in default of paying the fine of £30 and costs. During the examination of the case the master was more than once threatened with the consequences of prevarication; unfortunately, the penalty clause of the Provincial Act does not reach the Ship master for employing a crimp.

In the course of the duties of my Office, I have been requested to Report to the Registrar General of Seamen, such obstacles as have appeared to me to be opposed to the Shipping interests. In doing so, I have had very frequent occasions

to transmit to that Office lists of desertions, by which means the facility of detection and consequent penalty have been frequently effected upon their return to the United Kingdom; but this desired information has had a direct tendency to increase the difficulties of working the Office, inasmuch as the lawless crimping influence has become more daring and successful for harbouring and concealing Seamen, by holding up to them the almost certain conviction and forfeiture of wages on their return home, and hence the exorbitant rate demanded, of ten and twelve sovereigns for the run home, cash down, scarcely a shilling of which goes into the pockets of the poor dupes of Seamen.

In the several efforts which have been made by the Office, to enforce the law, only two instances of conviction have been obtained by the Shipping Master against crimps, for the last four years, in consequence of the impossibility of protecting witnesses against their clutches.

The absence of legal provision for procuring from distant parts at least two thirds of the Seamen required to man the large number of new ships built annually at this Port, has been frequently represented by the general shipping interest as being a great cause of the desertion and unruly conduct of Seamen at Quebec. Should, however, such a measure be adopted by the Legislature, the objection to the discharge of crews on arrival out, would be in a great measure removed, and desertion thereby done away with.

The desire for the efficient working of this Office has been evinced, by the active support of a large number of Ship-masters, who have noticed the difficulties to be contended with, as well as the total inadequacy of accommodation for the transaction of its duties; for the successful accomplishment of which I have thought it my duty to spare no efforts, confident in the assurances repeatedly given, that every expense necessary for the maintenance of the Department, on a more efficient footing, will be readily granted by those interests for whose protection the Office has been established.

Respectfully submitting the above observations.

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

(Signed,) ALFRED HAWKINS,  
Shipping-master.

Honorable L. T. Drummond,  
Attorney General,  
C. E.

SHIPPING MASTER'S OFFICE,  
QUEBEC, 24th August, 1852.

SIR,—By the last English mail I received a letter (of which the inclosed is an exact copy) from the Messrs. Graves & Son, who are extensive Shipowners and much engaged in the Quebec Trade.

The facts stated in that letter appear to me to be of importance, and I therefore respectfully submit the same for your consideration as to the propriety of placing the letter before His Excellency the Governor General.

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

(Signed,) ALFRED HAWKINS,  
Shipping Master.

The Honorable A. N. Morin,  
Secretary, &c., &c., &c.



NEW ROSS, 5th August, 1852.

SIR,—Your favors of the 10th & 17th ult., came duly to hand and are now before us. We are much obliged for the ample information you afford us as to the working of your office, and of the extent and nature of the disgraceful crimping system so successfully and extensively carried on at Quebec, almost, we fear, under the sanction of the local authorities, or rather the Colonial ones there, at least without any adequate efforts to suppress it. We consider the effect to be highly demoralizing to the character of British Seamen, and is certainly very injurious to Shipowners.

We shall very gladly aid you in your efforts to combat the evil, and will not fail to use, to the best advantage, the documents and information you furnish us with. We intend this week to lay them before the Liverpool Shipowners Association, of which we are members, and will duly urge on the Home Government the absolute necessity that exists for their interference, both directly and indirectly, through the Colonial Government.

It is disgraceful to them and all concerned, that such a sad state of affairs is allowed to prevail year after year at a Port like Quebec, which should be under as perfect control as is Belfast or Hull, or any port of equal trade in this Country. We can keep our crews in our ships in every port of the world save Quebec.

We have a large ship now due from Australia, navigated by her original crew, with the exception of two Seamen shipped at Sydney, and we find some of our vessels going quite round the world, and returning after visiting many ports with scarce any change in their crew lists; but when we send a ship to Quebec, it is almost certain that she will lose her crew. We have before us now, two letters from Masters in our employment, dated in June last, one writes, "Desertion is at the present moment worse here than at Savannah or New Orleans, the men will actually walk away from ships in noon day, Captain and Officers, looking at them, and afraid to stop them; some of the Masters who did so, when caught on shore, were nearly murdered." The other Master advises having lost nine of his crew. And one large ship we had in Quebec last summer, lost all her crew except the Chief Officers, and one or two boys—such a state of things would bring disgrace on a savage country, how doubly does it do so on a civilized one.

It is short sighted policy to suppose that desertion as at present practised is, or can be useful to Quebec. Is not its direct tendency to enhance freights both inward and outwards, and looking to the bulky nature of the cargoes each way, what can be more directly injurious than this to Quebec and Canada generally? for is it not evident that any enhancement of freight is followed by a reduced price at your side for lumber and other Canada produce, and an increase in price of imported goods, especially iron, coal, salt, &c.

Our loss by the desertion of an entire crew, last year, of a ship of about 1000 tons Register, we computed at £400, on that voyage of a single ship; and as other owners suffer in the same way, we think it is plain that such losses are made up by higher rates of freight than would otherwise be necessary; no doubt many think that competition will cause Shipowners to work away at so large a trade even to a loss rather than withdraw their ships; but there is no correctness in this view, the world is open to Shipowners, and they will only permanently keep their ships in those trades that pay them.

You have written to us freely and frankly, and you may rest assured that we will use the documents and information you sent us in a way which, we hope, will prove beneficial to the great interests concerned, and not injurious to you.

We remain, Sir,

Your very obedient servant,

Alfred Hawkins, Esq.,  
Shipping Master's Office, Quebec.

(Signed,) W.M. GRAVES & SON.

P. S — Will you be kind enough to inform us if a vessel of war has been sent to Quebec, as in part promised, and whether you consider such naval aid would be efficacious in the suppression of open desertion: An early reply on this subject will oblige.

SECRETARY'S OFFICE,  
QUEBEC, 25th August, 1852.

SIR,—With reference to the letter of Messrs. William Graves & Son, a copy of which was transmitted in yours of the 24th instant, I have it in command from the Governor General to request that you will furnish me, for His Excellency's information, with your suggestions on the means to be adopted to remedy the evils referred to in the above-mentioned communication.

I have, &c.,

(Signed,)

E. PARENT,  
Assistant Secretary.

Alfred Hawkins, Esquire,  
Shipping Master,  
Quebec.

SHIPPING MASTER'S OFFICE,  
QUEBEC, 21st September, 1852.

SIR,—In obedience to the commands of His Excellency the Governor General, that I should furnish you, for His Excellency's information, with my suggestions on the means to be adopted to remedy the evils referred to in the letter of Messrs Graves & Son;

I have the honor to state that, with a view to condense my remarks as much as possible, I have taken time and given the subject every consideration within my humble capacity; the result of which in my mind is, a thorough conviction that a very short amendment of the 10th and 11th Vic., cap. 25, will overcome the main obstructions to the successful working of the above Act.

I therefore have the honor to submit, for His Excellency's consideration, the accompanying sketch of a Bill, which, if put in proper form and enacted, will, I believe, effectually meet the evils complained of.

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

(Signed,)

ALFRED HAWKINS,  
Shipping Master.

E. Parent, Esquire,  
Assistant Secretary,  
&c., &c.

A copy of the Mercantile Marine Amendment Act, 14 and 15 Vic., chap. 96 is also enclosed.

An Act to amend the Act 10 and 11 Vic., chap. 25, 1847, intituled, "An Act for regulating the shipping of Seamen."

WHEREAS it is expedient to amend the Act for regulating the shipping of Seamen; Be it therefore enacted, &c., &c.

1st. That this Act shall, so far as is consistent with the contents and subject matter thereof, be taken as part of and construed with the said Act for regulating the Shipping of Seamen, 1847.

Certificate of pro-  
per execution of  
agreement.

2nd. After the passing of this Act, the Master of every Foreign-going ship shall, before proceeding to sea, produce to the Collector or Comptroller of Customs the *certificate* to be given to him by the Shipping Master or Deputy Shipping Master, of the proper execution of the agreement and registration thereof, with the crew, or as far as may relate to any change or changes required to be made concerning Seamen or a Seaman required to serve on board a ship; and no Officer of Customs shall clear any Foreign-going ship outwards, or permit her to proceed to sea without the production of such certificate from the Shipping Master as aforesaid.

And that the following form of certificate be adopted :

☞ The following form (with others) has been transmitted to the Shipping Master, as being now in use in the United Kingdom in virtue of the Act 13 and 14 Vic., cap. 93.

(A. A.) *Foreign-going ship.*

Certificate of production of agreement for clearance outwards.\*

I certify that \_\_\_\_\_ Master of the \_\_\_\_\_ of \_\_\_\_\_ has produced to me his agreement, with his crew, properly signed and attested (pursuant to the provisions of the Statute in that behalf) on departing from the port of \_\_\_\_\_ on a voyage to \_\_\_\_\_  
Dated at \_\_\_\_\_ day of \_\_\_\_\_ 185 .

Collector or Comptroller.

Seamen's ad-  
vance notes.

3rd. That no Seaman's advance note shall be valid for any sum whatever on account of wages, unless such advance note be issued and signed by the Shipping-master or Deputy, and no such advance note shall be legal payment unless it shall bear upon the face thereof, in addition to the signature above mentioned, such seal of authority as His Excellency the Governor General shall be pleased to direct (to counterfeit which shall be forgery and punishable as &c., &c.) Such advance notes may be given to the Seamen as soon as the agreement has been signed in the presence of the Shipping-master or Deputy Shipping-master.

A clerical error in the 10th Clause requires to be corrected. ☞ See accompanying paper.

Act to be in force as soon as passed.

In a Bill which was printed early in 1848, there appeared the following :

Whereas a clerical error hath crept into the 10th section of the Act passed in the 10th and 11th Vic., &c., Shipping Act, and it is hereby enacted, &c., &c.

Certain words in  
tenth section re-  
pealed. " And that any such Shipping-master or Deputy, knowingly em-  
ploying any other person for the purpose aforesaid, shall forfeit and  
pay a sum not exceeding ten pounds currency, and in addition thereto shall  
forfeit and lose his office, shall be and is hereby repealed"; and instead thereof  
the words following, that is to say :

And others sub-  
stituted therefor. " And that every person or persons knowingly employing any per-  
son for the purposes aforesaid, other than the said Shipping-master or his  
Deputy, shall forfeit and pay a sum not exceeding ten pounds currency, shall  
be held to make part of the said section, and the said Act shall be construed as  
if they had been inserted in the said section instead of that portion thereof  
repealed."

2. Fees to be funded, and salary, £250, and necessary expenses and disbursements allowed.

\* Production of Shipping Master's certificate (instead of agreement) 14 and 15 Vic. cap. 96.

The above clerical error has not yet been corrected, and has proved one of the main causes of failure of the Act.

A. H.

Quebec, 22nd Sept., 1852.

It would also be advantageous and convenient to Ship-masters, were discharges and Register Tickets of deserters registered at the Shipping-master's Office; this, however, is now regulated by an Imperial Statute.

A. H.

SHIPPING-MASTER'S OFFICE,  
QUEBEC, 26th August, 1852.

SIR,—In reply to your letter of yesterday's date, desiring, for the information of His Excellency, my suggestions on the means to be adopted to remedy the evils referred to in the letter of Messrs. Graves and Son;

I beg to state in relation to that subject that I was desired by letter from the Honorable Attorney General, dated 4 March last, "to submit for the information of the Lords of the Privy Council for Trade, such observations as my experience in the working of the various Acts relating to Merchant Seamen in force in this Province, may enable me to suggest, with a view to their amendments or reform."

I have the honor to submit for His Excellency's consideration, a copy of the suggestions I then deemed advisable for remedying the evils referred to, and which subsequent experience has more fully confirmed.

I would also respectfully suggest that, should His Excellency think proper to cause an order to be issued directing the Shipping-master to furnish a weekly or semi-monthly Report of vessels leaving the port, without enregistering the Seamen, required to be shipped at this office, as well as a Return of the names of the parties notoriously known to be engaged in obstructing the execution of the provisions and intentions of the Provincial Act for regulating the Shipping of Seamen, such order would, in my opinion, be of considerable advantage to all interested in checking the evils, and in promoting the most important interests of the Trade of the Port.

I have the honor to be, Sir,  
Your most obedient servant.

(Signed,) ALFRED HAWKINS,  
Shipping-master.

E. Parent, Esq.,  
Assistant Secretary.

SHIPPING-MASTER'S OFFICE,  
QUEBEC, September 18th, 1852.

SIR,—Having been summoned at a very short notice before the Special Committee, of which you are a member, to give evidence on the necessity of supporting or repealing the Provincial "Act for regulating the Shipping of Seamen."

I have the honor respectfully to submit that, on a subject so deeply involving not only the character of the Port of Quebec, but the loss of much of its valuable maritime trade, such questions as the Committee desire to put to me, may be submitted in writing, and that I be allowed a reasonable time to prepare my answers, and such observations as the importance of the case demand.

I am the more earnestly desirous that my request should be acceded to by the Committee, inasmuch as I may show that the allegations set forth in the Petitions for the Repeal of the Act are in no wise founded on fact, and are totally at variance with the great maritime interests of Canada.

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

(Signed,) ALFRED HAWKINS,  
Shipping-master.

To the Members of the Special Committee  
appointed to report on the Act for regulating  
the Shipping of Seamen, 10 & 11 Vict.,  
cap. 25, &c. &c.

SHIPPING MASTER'S OFFICE,  
QUEBEC, 11th October, 1852.

SIR,—Having had the honor to receive, by the last English Mail, another letter from the extensive Shipowners, Messrs. Graves & Son, and also \* copy of their letter to the President & Council of the Board of Trade of Quebec.

I feel it my duty to place the same before you, without loss of time; for His Excellency the Governor General's information, more particularly as a Special Committee have reported in favor of repealing an Act, the maintenance of which is so earnestly desired by the important interests concerned—and further, the recommendation of the Committee is calculated to cause much injury to the Shipping interests now in port, as well as embarrassment to the duties of this Department, by the countenance which the Report has given to the crimps.

I have the honor to be, Sir,  
Your very faithful servant,

(Signed,) ALFRED HAWKINS,  
Shipping-master.

Honorable A. N. Morin,  
Secretary, &c.

(Copy.)

Per Steamer of 25th, from Liverpool.

NEW ROSS,  
23rd September, 1852.

SIR,—We are favored this day with your letter of 28th ult. with its inclosures. Since we last addressed you, we have not been idle on the subject of desertion at Quebec.

By last week's steamer, we addressed a letter to the Quebec Board of Trade on the subject, and as it was on public business we think it quite in course to hand you the inclosed copy.

We have sent a copy also to our friends Lemesurier, Tilston & Co., empowering them to use it as they deem best. In it you will see our views expressed pretty clearly.

We are glad to see the Governor General is desirous of amending the present Canadian Seaman's Act, or of introducing a new one with increased powers.

\* NOTE.—Copy of this letter will be found as an inclosure in Messrs. Graves' letter to the Governor General, dated 30 Sept., 1852.

This is as it should be, as we think that the Home Government, and the leading Shipowners of this country, are reluctant to interfere in the internal affairs of your Province.

We are therefore of opinion if the evils complained of so long, and which has rendered Quebec a terror to Shipowners and a disgrace to Canada, are to be redressed, it must mainly be done by the Canadian Legislature, aided by the local authorities of Quebec; if they fail to provide remedies for the great evils of the present system, Canada and Quebec will be the real and permanent sufferers, as they are to no small degree at present.

We are in hopes your experience will enable you to submit to the Governor General, full, clear, and practical proposals for remedying the abuses so long prevalent. Unfortunately we have not with us the copy of your letter to the Attorney General, to which you refer, having forwarded it to Liverpool some time back.

We are informed the desertions at Quebec in 1851, amounted to over 1200 Seamen, and about this number of hands were required for the new ships launched during the year. If that is correct, cause and effect are at once shewn; and we fear no real or permanent improvement can be expected until Shipbuilders are required by law, to import, say two men for every 100 tons, new shipping they lay down. If this is done, the evil will soon cure itself. It will cost Shipbuilders no more to do so, than to pay from £8 to £12 sterling a man per month, as they do at present for the voyage home. This will, moreover, have the effect a tonce of reducing Quebec freights considerably, and on their maintaining, at low and moderate rates, depends the welfare of Canada, and especially of Quebec, every shilling per ton or load, added or taken off them has the practical effect of bringing nearer to, or removing her farther from, by some hundreds of miles, the great consumer of her produce—the United Kingdom.

We would like to see a larger and more efficient Water Police force organized, even, if necessary, by an increased rate on shipping; the present force seems useless, and is therefore a very dear one. We think the Shipping Office should be placed on a more independent footing than at present, and all engagements and discharges of crews and Seamen before the Shipping-master only should be made compulsory under increased penalties. The whole crimping system should be put down by a *proper administration* of the laws, which was wanting in some of the late proceedings under the Seamen's Act in Quebec.

You will see in last week's *London Shipping Gazette*, and also in this week's one, some articles bearing strongly on the subject, and you will observe we have its valuable aid.

You must not trouble yourself to send us a list of those who have signed the Petition for a repeal of the present Seamen's Act; but we will be glad to be advised from time to time of the movements relative to the matter, both in and out of the Legislature.

We hope there is no danger of a repeal of the Seamen's Act, and have written strongly to some influential parties on the subject.

We cannot help expressing regret and surprise at the treatment you, as a public officer, have received from the Board of Trade and the Magistracy at Quebec; instead of support and co-operation, you have received opposition and annoyance in the discharge of your duties.

We remain, Sir,  
Your very obedient servants.

(Signed,) WM. GRAVES & SON.

Alfred Hawkins, Esq.,  
Shipping-master, Quebec.

You need not trouble yourself copying lengthy documents, we think we understand the case now pretty well, and require only information of mere facts.

NEW ROSS, September 30th, 1852.

MY LORD,—We take the liberty of addressing you on a subject of much importance to the interests of the fine Colony over which you preside, and of no small moment to Great Britain, involving as it does the continued demoralization of her Seamen. We allude to the shameful system of desertion and insubordination existing at Quebec every season, to which we have called the attention of the Home Government in vain, for some years.

We succeeded in getting what we took for a promise, this Spring, from the present Government, that a vessel of war would be placed there during the season, but this has not been done, and we can plainly see, that if redress is to be had, it must be through the intervention of the Colonial Government. As we presume, Your Lordship is well aware of the facts of the case, we will not dwell on them, but take the liberty of inclosing a copy of a letter which we have recently addressed to the Board of Trade at Quebec, which will shew the present position of affairs and our humble views on the subject. Since we wrote to the Board of Trade, additional facts have reached us showing that the crimping system is extending itself, and adding midnight plunder and piracy to its former misdeeds.

Matters are now in such a state that as rather extensive Shipowners, we trust you will permit us to ask Your Lordship, as head of the Colonial Government, if the law is to be upheld, or if such lawless deeds are to continue unchecked. If the law is not strong enough to ensure Shipowners that just protection for their rights and property, which every other port under the British flag affords (with the temporary exception of one port in Australia) it would be only fair that Shipowners were apprised of the fact, that they might abandon so harassing a trade. Unfortunately many influential people in Quebec, Ship-builders, owners of lodging houses, &c., are interested in preserving the state of lawlessness which has so long prevailed, and they have succeeded in preventing the proper working of the Shipping Office, which promised at one time to work out a remedy, and which Mr. Labouchere took so much trouble about; and now these parties seek to have the Canadian's Seamen's Act (10 and 11 Vic., cap. 25) repealed, that nothing may stand in the way of an *extension* of the evils of desertion, &c. We trust the Legislature will not be so blind to the welfare of Canada as to permit its repeal, its true interests would be more promoted by an extension of the Act *properly carried into effect by able officers properly supported*, than by its repeal. And as the chief cause of desertion is the large amount of new ships launched annually at Quebec, requiring from twelve hundred to two thousand Seamen to navigate them home, it is only honest, fair and wise to require the Shipbuilders to import crews, and not to rely *entirely* as they do at present, on men kidnapped and entrapped from Merchant ships visiting the port.

We will not trespass on your Lordship's time further than to express a hope that you will look fully into the whole matter, and apply those remedies which seem safest and best.

We are your Lordship's

Very obedient humble servants,

(Signed,)

WM. GRAVES & SON,  
Merchants and Shipowners.

To His Excellency  
The Earl of Elgin  
Governor General of Canada.

NEW ROSS, 15th *September*, 1852.

GENTLEMEN,—We take the liberty of addressing you on a subject which is no less important to the interests of Canada than to us as Shipowners, namely, the disgraceful and demoralizing desertion of Seamen at the Port of Quebec every season. We have taken for years much pains to induce the Home Government to interfere, as we look on the evil as affecting Imperial as well as Colonial interests, but have hitherto laboured in vain, though we supposed that this Spring we had, in part, gained our object by the conditional promise of a Vessel of War being placed at Quebec during the season, to aid in preserving order in the Port and checking desertion.

This promise has not, however, been fulfilled, and we fear it will be hard to induce the Home Government to move in the matter, as there is a proper delicacy in interfering with the administration of laws in a colony like Canada, enjoying the privileges and power of self Government. We therefore trust you with pardon our addressing you on the subject. As Shipowners engaged in the navigation of the St. Lawrence for about 30 years, we feel we have some reason to complain of a state of desertion, mutiny and insubordination being allowed to continue year after year at Quebec, which would be a disgrace to a barbarous nation. We have before us reports from two of our masters, written this season, from that port, one of which states that “desertion is worse than ever this year, men walk away from their ships in the open day, with the Captains and Officers looking at them, and afraid to interfere, as some masters who did interfere to stop the desertion of their crews were marked men and nearly murdered when caught on shore.” The remarks of the other master confirm this statement, but as such occurrences take place annually, we fear they will strike you, as they did us, less strongly than they really deserve, owing to their frequency.

We observe from time to time, with deep regret, that when the Shipping-master of the port endeavours to have the ringleaders in such scenes rendered amenable to law, he usually fails from the favor the crimps and deserters find in and off the Bench in Quebec. This is more than plain from a printed report before us, of a trial that took place in the public Court on the 11th August last, Hawkins, *versus* Wilson, in which an offence against the Act *was proved*, but the case was dismissed on account of the information being informal in substance, “though the very Act under which proceedings were taken provides that “no information or complaint shall be dismissed for any want of form.”

We bring these matters before you in the hope that they have hitherto escaped your notice, and we would earnestly implore of you to endeavour to support the parties who have the administration of the law, and aid in having such legal and Municipal Ordinances passed as will be necessary to check so deplorable a state of things, as for long has existed in Quebec, and which is as injurious to the true interests of Canada as to the Ship-owners of this country.

The effects of desertion is to raise inward and outward freights, and this tells directly on Canada, especially in her lumber trade, as the uniform low rates of freight to North of Europe will tend to turn the consumption of the United Kingdom more and more to European woods, unless freights to Quebec can be maintained at a moderate rate. And this can be done only by enabling Shipowners to retain their crews for the return voyages. We have ships engaged in the commerce of various parts of the world, including Australia, and in no place do we find so much trouble and loss from desertion as at Quebec. This fact has aided in inducing us to withdraw the greater portion of our tonnage from the Quebec trade; and as we find many other owners acting on the same policy, we doubt not that Canada will ere long feel severely a pressure which no doubt many supposed would fall only on Shipowners.



We are induced to trouble you at this time with these remarks, by observing that Mr. Lee and other parties are endeavouring to have the Seamen's Act, 10th and 11th Vic., repealed. We trust you will see the necessity of resisting such a movement. We know the Shipowners of this Country have taken alarm about it, and think we may say, in their name, we urge on you to prevent, as you best can, the repeal of the Act, rather should it be extended and strengthened, as well as properly administered. Praying your pardon for this trespass,

We are &c., &c.,

(Signed,) WILLIAM GRAVES & SON.

To the President and Council  
of the Board of Trade, Quebec.

SECRETARY'S OFFICE,  
QUEBEC, 22nd October, 1852.

GENTLEMEN,—I have received the commands of the Governor General to acknowledge the receipt of your letter of the 30th ultimo, on the subject of the repeal of the Merchant Seamen's Act, 10th and 11th Vic., cap. 25, and to inform you that your representations will not fail to receive His Excellency's best and special consideration.

I have &c.,

(Signed,) A. N. MORIN,  
Secretary.

Messrs. Wm. Graves and Son,  
New Ross,  
Ireland.

SHIPPING-MASTER'S OFFICE,  
QUEBEC, 15th October, 1852.

SIR,—I have the honor to submit to you, for the notice of His Excellency the Governor General, the accompanying document, relative to the attempt now making by certain parties to repeal the "Act regulating the shipping of Seamen."

I have, &c.

(Signed,) ALFRED HAWKINS  
Shipping-master.

The Hon. Mr. Morin,  
The Secretary of the Province,  
Quebec.

To A. Hawkins, Esquire.  
Shipping-master for the Port of Quebec.

We, the undersigned, having learned that another attempt is now making by crimps and their supporters to repeal the Act for regulating the shipping of Seamen at Quebec, by false representations, in petitions from Champlain Street and other quarters, to the Provincial Legislature, now in session, feel it our duty to our

owners as well as to ourselves, to bear testimony to the great advantages which the said Act has conferred upon the shipping interest trading to Quebec, notwithstanding the imperfect form of the said Statute. We consider that the Act requires amendment, and that, being amended, it will confer great benefit upon the vast interests concerned, if it be made imperative by Colonial Statute, that every master of a sea-going vessel, before leaving the Port of Quebec, shall exhibit to the Collector or Comptroller of Her Majesty's Customs at the Port of Quebec, the Shipping-master or Deputy Shipping-master's Certificate of the proper engagement and registration of the crew, (if a new ship or otherwise,) of such sea-going vessel, as the discharge, desertion, or otherwise, of any number of the crew shall require to be shipped. And that no Custom House Officer shall clear any sea-going ship outwards without the production of such certificate, from the Shipping-master or Deputy as aforesaid. We also desire to acknowledge the very earnest endeavours you have at all times used to overcome the difficulties which have beset the duties of the office of Shipping-master at this Port, whereby the notorious collusions in support of desertion and crimping have been ably exposed, and, we doubt not, would ere this have been effectually put down, had the law been efficient for that purpose.

Begging you will solicit the favorable attention of His Excellency the Governor General, to the above.

We remain, &c.,

Signed,

WILLIAM DRYSDALE, Barque, "Broom."  
 THOS. BURTON, Ship, "John Francis."  
 CHARLES GOURLAY, "Caledonia."  
 JOHN WOOD, "Woodstock."  
 JAS. B. BELL, "Kossuth."  
 THOS. HALPIN, "Wave."  
 ROBERT SHEOCH, "Woodbine."  
 ALEX. MITCHELL, "Argo."  
 JOHN PYE, "Ronochan."  
 JOHN WYLES, "Miramichi."  
 WILLIAM GUTHRIE, "Advance."  
 ROBERT MORTON, "Wallace."  
 JOHN YOUNGER, "Acadia."  
 GEORGE HENSEL, "Feronia."  
 WILLIAM WOODEN, "Bredalbane."  
 WILLIAM GRAHAM, "Keepsake."  
 THOMAS DICK, "Advice."  
 JOHN WILLIAMS, "Ant."  
 THOMAS SIMPSON, "China."  
 WILLIAM BALLANTINE, "Toronto."  
 JOHN CRAIG, "Fingalton."  
 ANDREW CRAWFORD, "Sir Howard Douglas."  
 DAVID WELSH, "Spartan."  
 GEORGE WELSH, "Onwards."  
 JOHN BARCLAY, "Albion."  
 RICHARD BROWN, "Sarah Mary."  
 JAMES MOYES, "John Ker."  
 ALEXANDER MORRISON, "Lion."  
 J. H. ROALLONS, "Hercules."  
 JOHN RICHARDS, "Royal Adelaide."  
 WILLIAM HIGGINS, "Kelsie Wood."  
 JOHN MYLER, "Amazon."

CHARLES HOWES, "Ocean Queen."  
 ANDREW ROBERTSON, "Alicea."  
 DAVID BLYTHE, "St. John."  
 THOMAS BULMAN, "Dædalus."  
 THOMAS DIMOND, "Empress."  
 WILLIAM WILLIAMS, "Dunbrody."  
 JOHN WILLIS, "India."  
 PETER MORRIS, of Madawaska, Lumber Merchant.  
 G. M'CREA do do do.  
 W. C. READ, Rideau Canal.  
 JOHN SUPPLE, Pembroke, Lumber Merchant.  
 HUGH HAMILTON, West Meath.  
 THOMAS CORCORAN, Bytown.  
 WILLIAM MORRIS, Potawawa.  
 ALEXANDER SCOTT & CO., Merchant, Glasgow.  
 ROBERT CAMPBELL, do.  
 C. CUMMING, River Trent, Lumber Merchant.  
 J. B. CRUICE, Ottawa.

The following letters were received by the Shipping-master, per English Mail, 23rd December, 1852, and copies transmitted to the Honorable the Provincial Secretary, on 6th January, 1853.

(Copy.)

New Ross, 6th December, 1852.

SIR,—Your favor of the 25th October, reached us on the 23rd ultimo, in manuscript and print, and its contents have had our careful consideration.

We have no wish to be the accusers of the Board over which you preside, and if we had formed the impression that it had not used its powers and efforts towards the suppression of desertion, we did so from facts which came to our knowledge, long antecedent to Mr. Hawkins having written us on the subject. He is a perfect stranger to us, known only in right of his Office.

You mention that on one occasion only has your Board come in contact with him as Shipping-master. We should rather have learned in how many instances you supported and aided him in carrying the laws into effect.

It is no satisfaction to be told that you consider him as totally unfit for his situation, and therefore withheld from him, as a public officer, your co-operation and support. If he is unfit for his office, (and of this we have no means of judging,) it was your province to endeavor to have him replaced by a suitable person; but so long as he held his important public post, the office, if not the man, should have received the support of your Board.

And we cannot help expressing surprise at the light way you speak of the burning of the Shipping-office, involving, we believe, considerable loss of property.

Your observations look as if Mr. Hawkins' official acts were less agreeable to you than the work of an incendiary. As we have no wish to bring charges against any respectable body of men, we regret to have to make this remark, and willingly pass on to the other portions of your letter.

You state "that the evils complained of are caused entirely by Shipowners and Shipmasters themselves engaging crews for the voyage out and home."

Had you said they were caused by Shipowners having ships or crews at all, it could scarcely have read more strange to parties in this country, for it is new and unreasonable to blame employers for the ill conduct and desertion of those

they employ, when the former act strictly in accordance with the usages and laws of their country.

We think you expect too much when you call on British Shipowners to change customs which have prevailed for centuries, and under which one quarter of a million of Seamen are annually engaged; because the Board of Trade of Quebec, and some interested parties there, will not consent to the proper administration and enforcement of the law, and desire that the crews of over 1000 Ships shall annually be discharged in Quebec to spend their earnings in that City, and bring home at a moderate rate the 30 or 40 new ships annually built there.

We find by a Petition to the Legislative Assembly, a copy of which is before us, that nearly all the leading mercantile men of Quebec hold our views, and pray that the Seamen's Act may be "amended and strengthened;" and further, are of opinion that the builders of new ships should be compelled to import crews for their ships.

This would be only fair and far more politic than to adopt your proposal, or continue the present demoralizing system of organised desertion.

You will admit that the crews who navigate ships to Quebec would be sufficient to bring them home again, and if the Shipbuilders there did not require the services of very many hundreds of Seamen annually for their new vessels, crimping and desertion would no more prevail with you than at New-York or Boston; but as a sufficient number to navigate the new ships must at all hazards be seduced and taken from the vessels arriving at the Port, this necessity has established crimping as a Quebec "Branch of Industry," and if it is pushed further than the interests of Shipbuilders require, this is the natural result of a body of men organized to set the laws at defiance, we regret to add, with perfect impunity.

It will be more fair and just, that men to bring home 30 to 40 new ships be imported annually than that the crews of over 1000 ships are to be tampered with, demoralized, and incited to desertion and insubordination.

If your proposal of shipping crews for the outward voyage only was carried into effect, it would be sacrificing the interests of the many to that of the few, and would prevent many Shipowners like us endeavouring to keep their men, not only voyage after voyage, but year after year, which in other trades we can do. Your plan would put a stop to such desirable and continuous interests between employers and their men.

You will find that about one-fourth of the ships arriving at Quebec, go there *via* an intermediate port, with cargo or passengers outwards, and whether they go to Quebec, or a cotton, or other States port to load homewards, depends on the state of freights, &c., on the arrival at their port of discharge; all this too should be changed for the benefit of the Quebec Shipbuilders and lodging house-keepers.

We could give many more objections to your proposal, but perhaps we have stated enough to shew its impolicy.

We well know that the law can and will rise superior to difficulties, which you consider insurmountable, if it is properly administered, as we trust soon it will be at Quebec, and hoping that you and your Board will see it in your place, rather to aid in this movement, than by hostility or inaction to aid those who have so long trampled on the laws, and deeply injured the character of British Seamen.

As the character and office of the Shipping-master are so deeply involved in the matter, we send him a copy of this.

We remain, Sir,

Your very obedient servants,

James Dean, Esqr.

President of the Quebec Board of Trade.

WILLIAM GRAVES & SON.

P.S.—We omitted to say that to load 300 or 400 ships at a time in Quebec, as you propose, entirely by labourers, would raise wages to 15s. a man per day, perhaps higher, and though this may suit some Quebec interests, we think Ship-owners will see in it an additional reason for declining your proposal.

(Copy.)

NEW ROSS, 8th December, 1852.

Sir,—We beg to inclose you a copy of a letter we send by this Mail to the President of the Quebec Board of Trade, in answer to his letter to us which we received a week or two back, but which from the pressure of other business we were unable duly to reply to.

As the matter under discussion is an important public one, and as your official character is involved in it, we think it right to send you a copy which you are free to use as you deem best.

We are obliged for the Newspapers, &c., you were so good as to send us.

Yours very obediently,

WILLIAM GRAVES & SON.

Alfred Hawkins, Esq.,  
Shipping Master, Quebec.

(Copy.)

GLASGOW, 10th December, 1852.

DEAR SIR,—We duly received your letter of 16th October, and note contents. We regret to know that you receive so little countenance and support in the performance of the very troublesome duty you have to execute. We have for many years taken considerable interest in the Mercantile Marine Laws of the nation, which, we regret to say, are not now such as they ought to be. We believe it will be a most difficult matter to put an end to desertion, which we know is the greatest grievance the British Shipowner has to contend with. Yet it is in the power of the Government to amend our laws so as very much to check it, and eventually to cause desertion to be the exception and not the rule as at present.

Our belief is, that until something is done to improve and amend our law here, anything you may do on your side will avail little. We must go to the root of the evil.

The writer expressly warned Mr. Labouchere, late the President of the Board of Trade, when he brought forward the present Mercantile Marine Bill, that the checks against desertion would prove to be inefficient.

I urged other clauses should be added to the measure, which, it has since been acknowledged, ought to have been adopted.

When in London, last week, the writer had a long private interview with Mr. Henly, President of the Board of Trade, who is fully aware now of the position of affairs. The Marine Laws are consolidated, and I am in great hopes they will be brought into Parliament this session, after the new-year, when I trust, after receiving any additions and amendments that can be suggested for improvement; the whole may, after being made into one law, receive the assent of all parties concerned.

We are truly yours,

(Signed,)

POLLOK, GILMOUR, & Co.

Alfred Hawkins, Esquire,  
Shipping Master Office, Quebec.

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QUEBEC:

PRINTED BY JOHN LOVELL, AT HIS STEAM PRINTING ESTABLISHMENT,  
MOUNTAIN STREET.

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# RETURN

TO AN ADDRESS from the Legislative Assembly of the 30th ult., for Copies of all Correspondence of record in the Office of the Provincial Secretary, on the subject of the claims of certain Inhabitants of the Indian Stream Settlement, in the Eastern Townships of Lower Canada, for compensation for injuries received from Citizens of the State of New Hampshire, on the occasion of the arrest in 1835, of two individuals, under a Warrant from Alexander Rea, Esquire, then a Justice of the Peace, and for other information.

By command,

A. N. MORIN,  
Secretary.

SECRETARY'S OFFICE,  
QUEBEC, 7th April, 1853.

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No. 1.

QUEBEC, 6th November, 1835.

SIR,—For the consideration of His Excellency the Governor in Chief, we transmit to you the following details of a late violation of the Provincial Territory, which has been communicated to us by Alexander Rea, Esquire, one of His Majesty's Justices of the Peace, residing in the Township of Hereford.

Complaint having been made to Mr. Rea, Justice of the Peace, on the twentieth day of October last, by Mr. John H. Tyler, one of His Majesty's subjects residing at Hereford, in the Province of Lower Canada, against William Smith and John Milton Harvey, of Colebrook, in New Hampshire, one of the United States of America, and against Richard J. Blanchard, of Drayton, in the Province of Lower Canada, for having on the 12th day of October, then instant, illegally arrested the said Tyler at Drayton, for a pretended debt, and attempted violently to remove him from without the limits of the Province, and into the State of New Hampshire, that gentleman granted his Warrant for their apprehension, if found within the limits of his jurisdiction. Mr. Zacheus Clough, the officer charged with the execution of the Warrant, having arrested Mr. Blanchard, on the 22nd day of the same month, at Hereford, was proceeding with his prisoner to the residence of Mr. Rea, accompanied by some persons he had called to his assistance, when he was met on the King's Highway by Ephraim H. Mahurine, of Columbia, Horatio Tuttle, James Minir Hilliard, John Milton Harvey, and Samuel Weeks, junior, of Colebrook, Thomas Piper and Thomas Bloydett, of Stuartstown, Miles Hulbert and Joseph Pope Wiswell, of Clarksville, in the State of New Hampshire, mounted and armed with guns and other weapons, and acting apparently under the directions of Ephraim H. Mahurine and Thomas B.

Bloydett: these individuals without any provocation whatever, addressed Mr. Clough and the person assisting him in the most violent and abusive language, desiring them to liberate the prisoner at the peril of their lives, and declaring they would blow out their brains unless they delivered him up, at the same time presenting their guns, and swearing they would carry their threats into execution, they forcibly rescued the said Richard J. Blanchard from Mr. Clough, placed him on a horse, and rode off with him to another party, who received them with shouts of applause.

In the mean time Mr. Rea having been called on to preserve the peace, proceeded to the spot in question, at a short distance from his house, and found Miles Hulbert, Ephraim Aldrick, Hiram Fletcher, Captain Morney, Doctor Herrill, Asa Parker, John Pope Wiswell, Mr. Small, Mr. Cobbitt, junior, Mr. Bloydett, Doctor Butten, two Mr. Hodges, and several other persons, but more particularly Miles Hubbert and Ephraim Aldrick, in warm dispute with some of the individuals who had accompanied Mr. Clough while in charge of Mr. Blanchard,—he requested them to disperse and return to their homes, which they refused to do, abusing him in the foulest language, and threatening to shoot him. Miles Hubbert attempted to execute this threat, and fired a loaded pistol at Mr. Rea, but missed him, the ball taking effect in the thigh of Mr. Bernard Young, who at the same time received a cut of a sabre from the said Ephraim Aldrick, and is still suffering from the effects of these wounds; Mr. Rea was also cut at and wounded in the head by a sabre by the said Ephraim Aldrick, and was otherwise much abused and ill treated. Mr. Rea, having entered a field close by, was followed by six or seven of the above named persons, who violently pulled and dragged him into the highway, threw him into a wagon, and carried him a prisoner to Canaan Corner in Vermont, where he was confined until evening, and then set at liberty. Ephraim Aldrick, besides severely wounding Mr. Rea in the head with a sabre, snapped two pistols at him, and John P. Wiswell discharged a loaded musket at him, and repeatedly threatened to run his bayonet through him. These persons have since entered Hereford and the neighbouring villages in a riotous manner, in the day and during the night time, and on these occasions have conducted themselves with the most wanton and unprovoked violence, so that many of the Inhabitants, whose lives they have threatened to take, think of abandoning the place, and seeking elsewhere protection from a lawless rabble.

Under these circumstances, relative to which we shall offer no comment, we deem it our duty respectfully to suggest to His Excellency, the appointment of a Commissioner for the purpose of ascertaining the fact, with a view to the adoption of such measures for the punishment of the guilty, and the prevention of similar outrages in future, as His Excellency in his wisdom may see fit to take.

We have the honor to be, Sir,

Your most obedient and very humble servants,

(Signed,) JNO. MOORE.

(Signed,) A. GUGY.

S. Walcott, Esquire,  
Civil Secretary.

*To His Excellency the Earl of Gosford, Captain General and Governor in Chief, in and over the Provinces of Upper and Lower Canada, &c., &c., &c.*

We, the undersigned Commissioners, appointed by Your Excellency to inquire into and investigate certain offences alleged to have been committed by Ephraim H. Mahurine, Thomas B. Blodgett, and other citizens of the United States of America



against Alexander Rea, Esquire, and other subjects of His Majesty in the Province of Lower Canada, to examine witnesses under oath touching the said complaints, and to report what felonies, misdemeanors, breaches of the Peace, and other offences, if any, should appear to have been committed by the said persons within the said Province of Lower Canada, having visited the Townships of Hereford, Drayton and Compton, and examined divers witnesses, have the honor to report:—

That it appears from the depositions taken before us and herewith transmitted to Your Excellency, that for a length of time attempts have been occasionally made without success by the authorities of New Hampshire, to exercise jurisdiction over the Indian Stream Settlement, in the Township of Drayton, and that during the last twelve months a disposition to reduce that settlement by force under the control of New Hampshire, has been more fully evinced by numerous acts of violence and oppression committed on the Inhabitants, by persons professing to act under authority from the State of New Hampshire. It further appears that serious offences have been recently committed against the laws of this Province within its undoubted boundary, by armed parties from the State of New Hampshire; in the first place by the forcible rescue of one Richard J. Blanchard, while he was being conducted to Hereford, under arrest in virtue of a warrant from Alexander Rea, Esquire, a Justice of the Peace for the District of St. Francis, at a spot within the limits of the said Township of Hereford, as will be seen on reference to the accompanying Diagram and Map on which the same has been accurately marked by Captain Hayne, after actual survey; and secondly, by a violent attack on the peaceable and unprotected Inhabitants of Hereford, by an armed body acting under the direction of an officer in the New Hampshire militia, of the name of James Mooney, in which Alexander Rea, Esquire, and Bernard Young, Inhabitants of Hereford, were severely wounded, and the former forcibly conveyed over the boundary into the State of Vermont, where after having been subjected to much abuse and ill treatment, he was released by a Magistrate of that State. It appears to us that no satisfactory reason can be adduced in justification of these outrages, and that the only excuse offered in palliation is, that Alexander Rea exercised, under authority, in granting a Warrant for the arrest of said Blanchard and one Luther Parker, of Indian Stream, although at the time he was acting in the course of his duty as a Magistrate, in consequence of an assurance given to the Inhabitants of Indian Stream, that they should be protected by the Government of this Province. It also appears to us that no fair argument can be advanced in favor of the pretensions of the State of New Hampshire to the Indian Stream Territory, the words of Treaty of 1783 being clear, and the Boundary defined by the Connecticut River in that part, but it is attempted to substitute a Tributary known by the name of Hall's Stream, for the Connecticut River, although each of these has been known by the name which it now bears, for upwards of fifty years. It moreover appears that Governor Badger, of New Hampshire, is connected with a Company of land speculators, who claim the Territory of Indian Stream as their private property, under a pretended Title from one King Philip, an Indian, which might possibly induce a belief that he is actuated by other motives than State policy, in his attempts to annex it to the State of New Hampshire. It appears also that the Inhabitants of Indian Stream Settlement, situated on a Territory in dispute between both countries, and over which jurisdiction has been occasionally exercised by each, framed and adopted a constitution for themselves for their better government, which was to become null and void on the final settlement of the Boundary question. Amongst others, one Luther Parker took the oath to support this constitution, and was elected a Member of the Executive Council, but having through misconduct, forfeited the confidence of the Inhabitants, they ceased to elect him or to promote him to any office under the constitution, in consequence of which he became dissatisfied, transferred his allegiance to the Government of New Hampshire, and has ever since, by misrepresentations to that Government, and by all other means in his power, continued to harass and disturb the

peace of the Inhabitants of Indian Stream, and leagued with five others, he forwarded a petition for protection to the Government of New Hampshire, falsely purporting to be a petition of the Inhabitants of Indian Stream, but in reality signed by certain Inhabitants of Colebrooke, Stuartstown and Clarksville, in the State of New Hampshire. This Luther Parker was subsequently arrested under a warrant issued by Mr. Rea, for an assault on one Jonathan C. L. Knight, and conveyed to Sherbrooke Gaol, whence he was discharged on giving bail.

We have further to report to Your Excellency, that several of the inhabitants of Indian Stream, obnoxious to the authorities of New Hampshire on account of their attachment to the British Government, have been driven from their homes, that their houses have been rifled, their females abused, and their property sacrificed, and that the territory is now in the possession of a body of New Hampshire Militia, consisting of fifty men under the immediate orders of the same James Mooney, who was conspicuous in the affray at Hereford; that in our progress through the Indian Stream settlement in the prosecution of our inquiry, we were stopped on the highway near the house of one Fletcher (also marked on the accompanying figurative plan) by a military guard composing a part of the force above mentioned, who, at the point of the bayonet commanded us to stand, and would not permit us to pass although made aware of the authority under which we were acting. And we further report that several of the inhabitants of Indian Stream have been lately carried prisoners to Lancaster Gaol in the State of New Hampshire for rebellion against the laws of that State, some of whom have been liberated on bail, but two of the number, viz: Emor Appleby and Benjamin Appleby still remain incarcerated. Amongst those who were most active in the commission of the outrages above mentioned, we would direct Your Excellency's attention in an especial manner to Ephraim C. Aldrick and Luther Parker, inhabitants of Indian Stream, the former being the person who cut Mr. Rea over the head with a sabre, and who afterwards attempted to take his life, and the latter who has acted as a spy and general disturber of the peace, as also to Miles Hurlburt of Stewartstown, New Hampshire, who shot Bernard Young, James Mooney, the captain of the guard stationed at Indian Stream, Ephraim H. Mahurin, Thomas B. Blodgett and James M. Hillyard, who were the leaders of the party which rescued Blanchard, and to Joseph P. Wiswell. And we do further report that from the disposition manifested by the authorities of New Hampshire to oppress the inhabitants of Indian Stream, and the threats which are daily made of again offering violence to Mr. Rea and others, His Majesty's subjects in that quarter, there appears to exist an absolute necessity for speedy measures being taken by the British Government, for their relief and protection. We would humbly recommend to the favorable consideration of Your Excellency, Bernard Young, who was severely wounded while acting as a Peace Officer, in the execution of his duty under Mr. Rea, he being still incapacitated for labor and much injured in his general health, and having no means of paying the fees of his medical attendant, or of earning a livelihood except by the work of his hands; and, in conclusion, we beg leave to observe that we are indebted to Captain Hayne for his assistance in ascertaining and marking on the Diagram and plan the situations of the different places referred to in the deposition of the witnesses, and in this our Report which is humbly submitted.

(Signed,)

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EDWARD SHORT,  
J. MCKENZIE,  
BENJAMIN POMROY.

Lennoxville, 1st January, 1836.

LENNOXVILLE, 5th January, 1836.

GENTLEMEN,—Agreeable to your desire, I proceeded to Hereford on the 18th ult., for the purpose of holding myself in readiness for the performance of any professional duty which you might deem it necessary to require of me; and in conformity with your after instructions, I made surveys of the *roads* in the immediate neighbourhood of the residence of A. Rea, Esquire, those passing over the Mountain which separates Hall's from Leeche's Stream, as well as those which run along the West Bank of the River Connecticut, commencing from the S. E. angle of the Township of Hereford, and terminating at a house now occupied by a Detachment of the 24th Regiment of the State of New Hampshire U. S. Militia; which said house or barrack is situated in the Township of Drayton, or as it is commonly called, in the "Indian Stream Settlement."

In the Diagram handed to me for my further guidance, I have conspicuously marked the places to which you have called my particular attention; but having discovered several remarkable inaccuracies in the same, I have thought proper to furnish you with a plan of my work, constructed on a scale similar to that of the Diagram above alluded to.

Having observed that the South outline of the Township of Hereford, or *Province* line, as delineated on the Diagram, did not agree with that on the figurative Plan, (herewith returned,) I endeavoured to ascertain, as accurately as the extremely unfavorable weather would allow, the point of intersection of the 45° parallel of North latitude with the Connecticut River; the result of my operations you will find traced on the accompanying Plan; I have, however, much reason to regret that time and the circumstance before mentioned, prevented me from determining the point in question in a more satisfactory manner.

On the West Bank of the Connecticut, I found a Boundary Post, having the names of "J. Carden and J. Collins, Quebec," carved thereon; this Post has hitherto been considered and acknowledged by the neighbouring inhabitants as the S. E. angle of the Township of Hereford, and from which a line *nominally* due East and West has been traced in the field; this line, therefore, not only represents the Southern outline of the Township, but also the Provincial Boundary, according to the Diagram and survey of the above-named individuals.

With respect to the line which indicates the 45th degree of North latitude on the figurative Plan, I have every reason to believe it to be that which was determined by Dr. Tiaracks in the year 1818; no visible landmark or Boundary-line, however, now exists to shew the point of intersection of the said parallel of latitude with the Connecticut River; I was shewn the spot near to which the said line is supposed to strike the Connecticut, and should have made search for some of the marks, which I presume Dr. Tiaracks must have made of this remarkable site, had I been in the neighbourhood at a less disturbed period.

It becomes my duty to inform you, that while engaged in the performance of the latter part of my survey, and in coming within a few chains of the Barracks, I was accosted by Lieutenant Drew, one of the Officers of the Detachment of the 24th Regiment of New Hampshire militia, who demanded my business and by whose orders I surveyed that part of the Country! Fully aware who this gentleman was, I declined making any reply, until I first learnt that the authority by which my proceedings were questioned, emanated from the State of New Hampshire:—Such is the excitement and alarm which the presence of the New Hampshire troops have occasioned both in Hereford and Drayton, that I could procure but one man who would consent to cross the Indian Stream in my employ: two, indeed, left me on reaching Hall's Stream, up to the Eastern Bank of which, the authorities of the State of New Hampshire appear disposed to make their encroachments.

With reference to my opinion respecting the portion of the "North Eastern Boundary," immediately connected with the claims made by the State of New

Hampshire, on the Territory known by the name of the "Indian Stream Settlement," I shall merely make an extract from the 2nd Article of the Treaty, dated Paris, 3rd September, 1783, and add a few remarks on the same, in the hope of convincing you of the absurdity of the claims set forth:

Extract—"From the North-west angle of Nova Scotia, viz., that angle which is formed by a line drawn due North from the source of Saint Croix River to the high-lands, along the said high-lands which divide those Rivers that empty themselves into the River St. Lawrence, from those which fall into the Atlantic Ocean, to the North-westernmost head of Connecticut River, thence down along the middle of that River to the forty-fifth degree of North latitude, from thence by a line due West on said latitude until, &c., &c."

First—It appears to be well authenticated that the waters which connect the lakes taking their rise at or near the point B (vide the Surveyor General's figurative Plan), existed under the name of the "Connecticut River" prior to the date of the Treaty; as the middle of this River, therefore, forms the given boundary, no tributary can be claimed as the River itself: with equal justice, indeed, might the St. Francis; Chaudière, or any other of the tributaries of the St. Lawrence, be now called, and *bonâ fide* considered, as that magnificent River itself.

Secondly—All the large streams flowing into the Connecticut, near the 45th degree of North latitude, bear the same names at the present moment as they did in the year 1783. The Indian Stream, therefore, can, under no pretext whatever, be styled the Connecticut River, neither can the claims of Hall's or Lecche's Stream to the name of this River, be considered in the least degree better grounded.

Thirdly—Hall's Stream unites with the Connecticut, about two miles below the point of intersection of the 45th parallel of N. latitude with that River; it is clear, therefore, by the spirit of the Treaty, that Hall's Stream can have no title to the formation of any portion of the boundary, agreeable to the old and at present recognized point of intersection; and although the 45th degree of N. latitude, as more recently determined, will be found to strike the Connecticut, about a mile below the junction of Hall's Stream with the Connecticut River, it can in no wise strengthen the claims of the American Government; for the boundary line is to run down the middle of the Connecticut River to the 45th degree of North latitude, and not down the middle of Hall's Stream to the same parallel of latitude.

In conclusion, I beg leave to observe that the decision of the Arbiters in favor of the British claim on this particular point, appears to justify the foregoing remarks, and further that the non-settlement of this highly important question, is peculiarly detrimental to the interest of government and particularly to the poor settlers who have established themselves on or near the frontier.

I herewith enclose a pay-list of the men I have had the occasion to employ on the late survey; my own travelling and contingent expences, I must estimate at ten shillings per diem, and leave the remuneration for my services to the consideration and pleasure of His Excellency the Governor in Chief.

I have the honor to be, Gentlemen,  
Your obedient humble servant,

(Signed,) R. HAYNE,  
Capt. H. P. Royal Staff Corps.

To the Commissioners appointed to inquire into  
and investigate the outrages lately committed in  
the Township of Hereford, L. C.

(Copy.)

(Signed,)

GOSFORD.

The Governor in Chief informs the House of Assembly that a communication was addressed to him in the month of November last, by the Members for the County of Sherbrooke, detailing an outrage of a serious nature said to have been committed within the limits of this Province, by certain citizens of the United States and others, upon a Magistrate and a Peace Officer, His Majesty's subjects, by assaulting and severely wounding them while in the discharge of their public duty.

The Governor in Chief further informs the House of Assembly, that in compliance with the request contained in the communication already alluded to, praying him to cause inquiry to be made into the matter, he immediately issued a Commission, composed of three persons, for the purpose of ascertaining correctly the facts of the case.

This Commission has finished its labors, and the Governor in Chief confidently relies on the liberality of the House of Assembly to make good the expense attending the inquiry, together with the sum which it has been considered expedient to allow for the medical treatment of the Peace Officer who was wounded while in the discharge of his duty, and for his subsistence, until he shall be able again to follow his usual avocations, amounting in the whole, as appears by the accompanying statement, to the sum of one hundred and forty-three pounds, eight shillings and six pence.

This Message was referred to the Standing Committee of public accounts.

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 No. 2.

(Copy.)

WASHINGTON, January 25th, 1837.

MY LORD,—I have the honor herewith to enclose the copy of a Despatch addressed to me by the United States Secretary of State, Mr. Forsyth, with 33 Documents annexed, in reply to a communication which had been made to him in the early part of the last year, by His Majesty's *chargé d'affaires*, Mr. Bankhead, transmitted to Your Lordship in Mr. Bankhead's Despatch, No. 31, of the 21st of February, 1836, conveying certain representations and complaints preferred by the Colonial Government of Lower Canada, upon the subject of unwarrantable acts alleged to have been committed by citizens of the State of New Hampshire, upon that part of the disputed boundary line called the Indian Stream Territory.

The Documents annexed to Mr. Forsyth's Despatch consist, first, of a letter from Mr. Hill, the Governor of New Hampshire, to the Secretary of State, in reply to a reference which had been made to him, for information with respect to the proceedings complained of by the Canadian Government; secondly, of a detailed Report drawn up by the Commissioners, appointed on the part of the Government and Legislature of New Hampshire, to investigate the matter in question; and thirdly, of thirty-one affidavits and depositions sworn by various persons, citizens of New Hampshire, and inhabitants of the Indian Stream Territory, who were examined by the above named Commissioners, and upon whose testimony the Report is framed. These Commissioners were appointed during the Session of the New Hampshire Legislature of last year; they conducted their investigation upon the spot, during the months of July and August, and their Report was recently communicated by the Governor of New Hampshire to the Legislature of the State, in its Session of the present year.

It will be perceived that in this Report, the New Hampshire Commissioners do not altogether deny the facts complained of by the Canadian Government, although they endeavour to a certain degree to extenuate and excuse them; while they prefer,

on the other hand, upon the faith of sworn depositions a number of counter-charges of acts of violence and outrage against certain of His Majesty's Canadian subjects. I apprehend that the inferences which must unavoidably be drawn from the above conflicting charges and allegations, are these, that the Territory on the disputed line of Frontier has become the asylum of vagabonds and outlaws from both sides, who profess allegiance to one Country or the other, or to neither, according as it may suit their own lawless purposes, and that no regular or peaceable jurisdiction can, in the present unsettled state of the boundary question, be ascertained by either Country within the disputed Territory, while the Magistrates, and subordinate agents of authority from both sides of the line mutually warn off each other, for the advantage of that class of the inhabitants only, who desire to escape from subordination to any law; and I am afraid, moreover, that the same or rather a gradually worse state of things will continue to prevail, until the long pending question of the boundary line between Great Britain and the United States, shall be satisfactorily settled.

The Report of the New Hampshire Commissioners, besides treating of facts complained of by the Government of Lower Canada, enters at large into a discussion of the Boundary Question, bringing forward as it appears, certain new claims on the part of the State of New Hampshire; and the Governor of the State in his letter to Mr. Forsyth addresses upon the faith of the said Report, a very strong exhortation and injunction almost to the Federal Government not to depart from the assertion of those claims at the final settlement of the Boundary Question. Your Lordship will perceive that Mr. Forsyth, in conveying to me the communication received from the State Government of New Hampshire, very properly refrains from making any observations upon this part of the subject. Whenever the discussion of the important question of the boundary is renewed, it must of course be conducted between His Majesty's Government and the Federal Government at Washington alone, whose business it will be to negotiate such minor arrangements with the several State Governments interested in the matter, as the terms agreed upon may require.

I have the honor &c , &c.,

(Signed,)

II. S. FOX.

Viscount Palmerston,  
&c., &c., &c.

DOWNING STREET,  
9th June, 1837.

MY LORD,—I have had the honor to receive your Despatch of the 1st of May, No. 48, on the subject of the outrage committed in the month of October, 1835, by an armed party of American citizens in the vicinity of the Indian Stream Settlement. I had already received from Lord Palmerston the copy of a Despatch from His Majesty's Minister at Washington, containing a voluminous correspondence with the Government of the United States on the same subject.

I shall, I trust, have it in my power to convey to you, at an early date, definitive instructions on the matter; but in the meantime, you will, of course, take all necessary steps for protecting all classes of His Majesty's subjects in Lower Canada, conformably with the spirit of my instructions of the 12th December, 1835.

I have the honor to be, My Lord,  
Your Lordship's most obedient humble servant,

(Signed,)

GLENELG

The Earl of Gosford, &c., &c., &c.

DOWNING STREET,  
June 20th 1837.

SIR,—I am directed by Lord Glenelg to acknowledge your letter of the 9th ultimo, enclosing a copy of a Despatch from His Majesty's Minister at Washington, on the subject of the outrage committed in October, 1835, within the Canadian Frontier, by certain citizens of the State of New Hampshire. Since the date of your letter, a Despatch on the same subject has been received from Lord Gosford, a copy of which is herewith transmitted for Lord Palmerston's information. Before stating his opinion on the course pursued with reference to this affair by the United States Government, and on the steps which it now behoves Her Majesty's Ministers to adopt, Lord Glenelg thinks that it may be convenient shortly to recapitulate the principal facts.

In the beginning of October, 1835, Mr. Wm. Smith, a Deputy Sheriff of the County of Coos, in New Hampshire, proceeded in company with H. Blanchard and J. M. Hemeý, to execute a Writ against John Tyler, an inhabitant of the disputed Territory, lying around the sources of the Connecticut River. Tyler was arrested, but having been rescued by some of his neighbours, he obtained from Mr. Rea, a Magistrate of Lower Canada, a Warrant against the parties who had arrested him. This Warrant was executed against Blanchard, but on the road to Mr. Rea's house, and when within the undisputed limits of Lower Canada, the persons in whose custody the prisoner was were stopped, and Blanchard forcibly taken from them, by a party, among whom, as it would appear, were a detachment of the Local Militia, under the sanction if not under the immediate orders of their Commanding Officer. After Blanchard had been taken back to Canaan, in Vermont, Smith, the Deputy Sheriff before alluded to, offered by the advice, as he states, of the Sheriff of the County, a reward of five dollars to any person who would arrest Tyler; accordingly some of those who had been concerned in the rescue of Blanchard again proceeded to Lower Canada, and having failed in seizing Tyler, and being ordered to depart by Mr. Rea, assaulted that gentleman with much violence, fired at, and dangerously wounded one of his attendants, and finally carried Mr. Rea a prisoner into the State of Vermont. These facts, it is to be observed, rest not on the depositions of the complainants alone, but are proved by the affidavits of the parties implicated, more especially by those of Miles Hurlburt, H. A. Fletcher and Captain Mooney. Thus it appears not only that acts of sovereignty have been done by the citizens of the United States, within the disputed Territory, but that the undisputed Territory of Great Britain has been since invaded Her Majesty's subjects violently assaulted, and a British Magistrate carried a prisoner into the State of Vermont by an armed party, acting as it would seem under the sanction of persons enjoying official authority under the State of New Hampshire. It is next to be considered what reparation for these outrages has been accorded to the representations of Her Majesty's Minister at Washington.

The Legislature of New Hampshire, on receiving the complaint of Lord Gosford, appointed Commissioners to examine and report on the circumstances. These Commissioners collected a number of Affidavits, the majority of which, however, have but little immediate reference to the case in question, and they conclude, as the result of their inquiries, that the assault on Mr. Rea and his attendant, arose from his own violence in the first instance, and that the disputed Territory is, and always has been a part of New Hampshire.

They further announce the determination of that State to enforce her authority over all within her borders. This Report was adopted by the Governor of New Hampshire, who, in transmitting it to Mr. Forsyth, demands "that the State shall be protected in the quiet and peaceable possession of that entire tract which lies eastwardly of Hall's Stream," while he, Mr. Forsyth, forwards the whole of the documents to Mr. Fox, without any comment whatever on their contents.

Lord Glenelg cannot but consider the proceedings of the United States Government in this case as altogether unsatisfactory. In regard to the assumption of the Commissioners, that the outrage committed on Mr. Rea, was the consequence of his own violence, His Lordship would observe, that it seems to be inconsistent, not only with the evidence transmitted by Lord Gosford, but with that collected by the American Commissioners. When Mr. Rea first appeared, the persons who afterwards assaulted him, were in the commission of an act altogether illegal and indefensible, namely: violating the British Territory, in order to arrest a person resident therein. It was therefore a duty incumbent on Mr. Rea, as a Magistrate, to warn parties off the British Territory, and if necessary, to use force for their expulsion, more especially as a similar outrage had been committed by them but a few hours before. There is no evidence that in discharging this duty, he conducted himself with unnecessary violence, indeed, such a charge would be quite incredible, when it is recollected that the parties against whom he acted were fully armed, while he himself was altogether without weapons of any kind. At the same time, the intemperate language and violence used towards Mr. Rea, are fully admitted in the affidavits laid before the American Commissioners, thus affording a strong confirmation of that gentleman's original statement. But even if it could be shown that Mr. Rea's conduct had been intemperate, the case would appear to Lord Glenelg scarcely less serious, for, passing by the personal question as regards Mr. Rea, it seems to His Lordship that Her Majesty's Government would not be justified in leaving unnoticed the double invasion of the British dominions in Lower Canada, by armed parties from the neighbouring States, since it appears that no steps have been taken by the authorities of those States, either to prevent the recurrence of similar events—to bring to punishment the offenders in this instance—or even to express reprobation of their conduct; on the contrary, the Report from the Commissioners of New Hampshire, and the letter from the Governor of that State, are framed in such terms, as to justify and encourage their citizens in the commission of such outrages in future, while no dissent from the sentiments contained in those documents is expressed by the central Government.

The pretext for this inaction appears to be the claim to the absolute possession of the disputed territory, advanced by New Hampshire. A large portion of the Report from the Commissioners, is devoted to the proof of an uninterrupted succession of acts of sovereignty performed by that State within this territory, and a majority of the affidavits annexed to the Report, are intended to shew that until within the last few years, no mention had ever been made of a claim to it on the part of Great Britain. To them it is only necessary to answer, that by the 5th article of the Treaty of Ghent, it is expressly declared that the north-westernmost head of Connecticut River had not at that time been ascertained, and the solution of the doubts existing on that point was among the principal objects of the reference to the King of Holland.

It is scarcely possible that this fact could have escaped the recollection of the Governor of New Hampshire, and it is to be regretted that the inaccuracy into which they had fallen respecting it, was not pointed out to the Commissioners, when their Report was presented.

After attentively considering the subject, Lord Glenelg is of opinion that the matter cannot now be allowed to remain in its present position. The principal objects which it seems to His Lordship necessary to obtain are twofold: 1st To vindicate the honor of Great Britain, which has been injured by the invasion of her territory; 2nd. To repress the systematic attempts of the State of New Hampshire to possess itself of the whole of the disputed territory.

1. In respect to the first point Lord Glenelg considers that Her Majesty's Minister at Washington should be instructed forthwith to demand the punishment of the parties concerned in the outrage on Mr. Rea. The evidence already collected by the Commissioners of New Hampshire is sufficient to show that little difficulty



would exist in bringing this offence home to the persons implicated in it, and it appears to Lord Glenelg that the conviction and punishment of these individuals is necessary, not only on the national ground of their violation of the British Territory, but in order to afford protection in future to Her Majesty's subjects living near the Boundary. If, as is surmised by Mr. Fox, the vicinity in question has become the refuge of persons of desperate character, their licentious conduct would naturally be aggravated by impunity.

2. The other object to be aimed at is the repression of the attempts of New Hampshire forcibly to seize on the disputed territory.

It will, no doubt, be in Lord Palmerston's recollection that on a former occasion, when complaint was made by the British Government of an assumption on the part of New Hampshire of sovereignty over this territory, the Governor, Mr. Badger, in a long message to the State Legislature, asserted their right to exercise such authority, which was confirmed in the most ample terms by a resolution of the Senate and House of Representatives. This occurred in the month of June, 1835, and as soon as it became known to Her Majesty's Government, the British Minister at Washington was instructed, as Lord Glenelg understands, to protest against the proceeding. What effect followed from that protest, his Lordship does not know, but he fears that the present re-assertion of the claim, and the manner in which it is urged, must be regarded as a systematic design on the part of New Hampshire to solve in their favour the questions respecting the position of the Boundary Line. That Great Britain cannot be divested of any portion of her territory, except by her own consent and that she has never relinquished her claim to the land in dispute, are propositions too self evident to require argument. But as the pretensions of New Hampshire will acquire additional consistency in proportion to the length of time they are left uncontradicted, Lord Glenelg thinks that no time should be lost in communicating on the subject with Her Majesty's Minister at Washington, and instructing him to call on the Central Government of the United States to interpose their authority with the State of New Hampshire for the repression of the encroachments lately made on the disputed territory, as such proceedings, if continued, could not but lead to collisions between the subjects of the respective Governments, and to consequences in every respect to be deprecated. His Lordship would be happy to learn that there is any prospect of a settlement of a general question respecting the Boundary, but it should, in his opinion, be distinctly pointed out to the United States Government that transactions such as those on which I have commented in this letter, far from advancing, can only tend to retard and embarrass this desirable event.

I am further to enclose for Lord Palmerston's consideration, the draft of a Despatch on the subject of this letter, which Lord Glenelg proposes to address to the Earl of Gosford, should it meet with Lord Palmerston's concurrence.

I have the honor to be, Sir,  
Your most obedient humble servant,

(Signed,) JAS. STEPHEN.

F. Backhouse, Esq.  
&c., &c., &c.

DOWNING STREET, 29th June, 1837.

MY LORD,—On the 9th instant, I had the honor to acknowledge Your Lordship's Despatch of the 1st May, No. 48, relative to the outrage committed in October, 1835, within the Canadian Frontier, by certain citizens of New Hampshire. I now enclose for Your Lordship's information, the copy of a letter which has lately been addressed by my directions to the Under-Secretary of State for Foreign Affairs,

from whom I had received copies of the correspondence between Her Majesty's Minister at Washington and the Secretary of State of the United States I also enclose a copy of the Despatch addressed by Mr. Fox to Viscount Palmerston, which will complete the series of correspondence of which Your Lordship is already in possession on this subject. The Letter of my Under-Secretary to Mr. Backhouse will fully explain to you the views which, after much deliberation, I have adopted with respect to this case. It only remains for me, therefore, to convey to you the necessary instructions for your guidance in the present conjuncture.

Your Lordship will need no assurance of the anxiety of Her Majesty's Government to preserve the harmony at present subsisting between Great Britain and the United States, an anxiety which has been manifested at all times by a scrupulous abstinence from any act which could wear even the semblance of encroaching on the rights of those States. It was in this spirit that my Instructions of the 12th December, 1835, were framed; and the discretion and forbearance with which Your Lordship has acted, prove that you fully appreciate and participate in the sentiments of Her Majesty's Government. By these Instructions, Her Majesty's Government are resolved steadily to abide; and accordingly, while they feel it to be their bounden duty to maintain inviolate the British dominions, and to protect all Her Majesty's subjects from aggression, they are most anxious that no extreme measures should be adopted, until every other resource shall have been exhausted. The Government of New Hampshire, as it would appear, has recently withdrawn the body of Local Militia who had been posted on the frontier, to maintain the assumed right of that State to the disputed territory. I cannot but regard this proceeding with satisfaction, as diminishing the risk of any hostile collision between armed citizens of New Hampshire and the inhabitants of Lower Canada.

If, however, Your Lordship should see reason to apprehend the recurrence of aggressions similar to those now under consideration, it will be indispensable that you should take steps for immediately resisting them and for bringing the offenders to justice. For this purpose you will, in concert with Sir John Colborne, avail yourself of the Military Force at your command in Lower Canada. It appears to Her Majesty's Government that the Regular Troops, as being more accustomed to strict discipline and entirely free from local influences, should be employed on this service in preference to the Provincial Militia. Great circumspection must be used in selecting for the command an officer of discretion and experience, while the Force to be placed under his orders should be such as to overawe the turbulent characters residing in this vicinity, and thus to prevent the probability of collision. I need scarcely observe that every demonstration of a disposition to resort to force, or of the moving of troops to the frontier, should, as much as possible, be avoided.

But, even if the necessity for such extreme measures should unfortunately arise, Your Lordship would understand that the sole aim of Her Majesty's Government is the protection of British subjects, not aggression on the citizens of New Hampshire. If any violence should be attempted on their part, which, however, I cannot suppose, it must be met and firmly resisted by Your Lordship and those acting under your directions. But further than this, you must on no account advance. Her Majesty would regard with the most serious displeasure any proceedings which might be construed into an attack on the citizens of New Hampshire. To preclude the possibility of such an event, the operation of the British Troops must be strictly confined within the British Frontier, including of course the disputed territory; nor is it possible to anticipate any circumstances which would justify them in passing the Boundary Line.

I have given Your Lordship these general instructions in the event of the unfortunate contingency which I have contemplated, because, in so important a conjuncture, it is my duty to relieve you from the responsibility of acting entirely on your own discretion. The details of such measures as you may be compelled to adopt, I leave to yourself, with perfect reliance on Your Lordship's prudence and

forbearance. It is, however, my confident hope that no occasion will arise for extreme measures; but that the Legislature of New Hampshire will recede from pretensions which they must know to be untenable, and will exact from their fellow-citizens a more scrupulous observance in future of the rights of the British Crown.

Whatever steps you may take, you will of course keep me fully informed of them; and you will not fail to communicate with the British Minister at Washington, on all questions which may appear to require the interference of the Central Government of the United States.

In regard to the Railroad between Quebec and St. Andrews, I have already conveyed to Your Lordship the decision of Her Majesty's Government.

I have the honor to be, My Lord,  
Your Lordship's obedient humble servant,

(Signed,) GLENLEG.

The Earl of Gosford.

DOWNING STREET,  
3rd July, 1837.

MY LORD,—With reference to my Despatch of the 29th ultimo, No. 228, I transmit to you, herewith, the copy of a letter from the Under-Secretary of State for Foreign Affairs, and of the answer returned to it by my directions, from which your Lordship will learn the nature of the instructions, which it is intended to convey to Her Majesty's Minister at Washington, on the subject of the outrage committed in October, 1835, by certain citizens of New Hampshire, within the territory of Lower Canada.

I have the honor to be, My Lord,  
Your Lordship's most obedient humble servant.

(Signed,) GLENELG.

The Earl of Gosford.

DOWNING STREET,  
3rd July, 1837.

SIR.—I am directed by Lord Glenelg to acknowledge your letter of the 27th instant, relative to the proceedings to be adopted by Her Majesty's Government, with reference to the outrage committed by certain citizens of New Hampshire within the Territory of Lower Canada. In reply, I am to inform you that under the circumstances stated by you, Lord Glenelg concurs in the modification of the instructions to Her Majesty's Minister at Washington, which is proposed by Viscount Palmerston.

Lord Glenelg will transmit a copy of your letter, and of my answer to the Earl of Gosford, in order to put him in full possession of the views and intentions of Her Majesty's Government on this subject.

I have, &c.

(Signed,) J. STEPHEN.

J. Backhouse.

FOREIGN OFFICE,  
27th June, 1837.

SIR,—I have laid before Viscount Palmerston your letter of the 20th instant, and its enclosures, relative to the outrage which was committed in October, 1835, within the Canadian Frontier, by certain citizens of the State of New Hampshire, and his Lordship directs me to state to you for Lord Glenelg's information, that he concurs in the Despatch which Lord Glenelg proposes to address to Lord Gosford on that subject.

With respect to the instructions to be given to Her Majesty's Minister at Washington, Viscount Palmerston observes that they ought to be well considered. If a positive demand made for the punishment of the offenders, the honor of the Country will be deeply committed to the obtaining of a compliance with that demand. But His Lordship apprehends that there may be some difficulty in that matter; the Central Government of the United States may demur on the allegation that, though the parties who violated British Territory cannot be justified in having done so, yet their incursion was the consequence of a previous act committed by British authorities on ground which New Hampshire considers to be United States Territory, and the Government of the United States might put forward a claim that some steps should be taken by Her Majesty's Government with respect to the first arrest of Blanchard, as a condition for any steps to be taken by the United States Government with regard to the persons who assaulted Mr. Rea on British ground.

But even if the Central Government made no difficulties in point of principle to the demand that punishment should be inflicted on the delinquents, that Government might plead its inability to punish. Punishment could, in all probability be inflicted only by the sentence of the Law. That sentence could only be given by some New Hampshire Tribunal; and if the Government of New Hampshire could be brought to consent to prosecute the offenders, it is not likely that any Court in that State would find guilty and condemn. It may indeed be doubtful whether the Courts of one country have any proper jurisdiction over offences committed on the Territory of a neighbouring and foreign state.

Viscount Palmerston would therefore suggest for Lord's Glenelg's consideration that it might perhaps be better to make no respective demand on the Government of the United States; but to point out the unjustifiable violation of territory indisputably British; to express a conviction that such an Act must incur the disapprobation of the President, and that if it has not been punished, its impunity must have arisen from some insurmountable difficulties of constitutional action; to draw the serious attention of the President to the unfortunate consequences which must inevitably follow a recurrence of such proceedings, and to declare in a friendly but firm manner, that Her Majesty's Government will feel it their duty to protect by all means in their power the subjects of Her Majesty, and the territories of Her Majesty's Crown, that force will be repelled by force, and that the responsibility of all the evils which may ensue from such collisions must rest upon the heads of those who are the aggressors.

If Lord Glenelg concurs in the view which Lord Palmerston takes on this subject, His Lordship will forthwith instruct Mr. Fox accordingly.

I am, &c.,

(Signed,)

T. BACKHOUSE.

J. Stephen, Esq.  
&c., &c., &c.

To *His Excellency the Right Honorable Sir CHARLES BAGOT, G. C. B., Governor General in and over the United Province of Canada, &c., &c., &c.*

The Memorial of the undersigned, Barnard Young, of the Township of Compton, in the District of St. Francis,

HUMBLY SHEWETH:

That in the year of our Lord one thousand eight hundred and thirty-five, he was an inhabitant of the Township of Hereford, and acted as Peace Officer under Alexander Rea, Esquire, one of Her Majesty's Justices of the Peace for the Township of Hereford aforesaid.

That while acting in his capacity of Peace Officer, under the special direction and supervision of Mr. Rea, he was severely wounded on the twenty-second day of October, eighteen hundred and thirty-five, by sundry citizens of New Hampshire, who had made a forcible and violent invasion of Her Majesty's territory, for the purpose of rescuing one Richard Blanchard, of the Township of Drayton, who had been lawfully arrested at his own domicile by virtue of a warrant under the hand and seal of Mr. Rea.

That this invasion of Her Majesty's territory was made in consequence of a pretended claim on the part of the State of New Hampshire, to the sovereignty of that portion of the Township of Drayton, in which the said Blanchard resided.

That in consequence of the wounds then and there received, the bodily health of your Memorialist has received an injury from which he has never recovered, and he has reason to believe never will.

That the only remuneration he has received, was the payment of the Physicians who attended him, and the twenty-five pounds, currency, for expenses and support of himself and family during several months' confinement, until his wounds were healed, which was paid by directions of His Excellency Lord Gosford.

That Your Petitioner, finding himself unable to follow his usual calling of a labouring farmer, in consequence of the wounds he had received, petitioned the Legislature of Lower Canada, in eighteen hundred and thirty-six and seven, to take his case into consideration, but as no business of a private nature was transacted by that body, he failed in obtaining a hearing.

That being now left with a sick wife and a large family of small children, your Memorialist therefore humbly prays that Your Honorable Body will be graciously pleased to take his case into consideration, and grant him such a yearly pension or other compensation for the injuries received by him, while in the execution of his duty, as in your wisdom shall be deemed just and right; and, as in duty bound, he will ever pray.

(Signed,)

BARNARD YOUNG.

To *His Excellency the Right Honorable Sir CHARLES BAGOT, Governor General in and over the United Province of Canada, &c., &c., &c.*

We, the undersigned, humbly beg leave to bear testimony to the correctness of the statement contained in the above Petition of the therein named Barnard Young, as having had personal knowledge of the principal circumstances therein set forth, and to recommend him as worthy of such relief as in your wisdom it may seem meet to bestow.

(Signed,)

C. P. REID, Minister.

"

B. POMROY, J. P.

"

ALEX. REA, J. P.

*To His Excellency the Right Honorable Sir CHARLES BAGOT, G. C. B., Governor General in and over the United Province of Canada, &c., &c., &c.*

The Memorial of Alexander Rea, Esquire, one of Her Majesty's Justices of the Peace for the District of St. Francis,

HUMBLY SHEWETH :

That in the year eighteen hundred and thirty-five, he was an inhabitant of the Township of Hereford, and served in the capacity of a Magistrate; that during a succession of preceding years attempts had been occasionally made, without success, by the authorities of the State of New Hampshire, to exercise jurisdiction over the Indian Stream Settlement in the neighbouring Township of Drayton.

That these attempts had been uniformly resisted by the inhabitants of this settlement.

That in the early part of the year A. D. one thousand eight hundred and thirty five, when the authorities of the State of New Hampshire exhibited a disposition to reduce them by force to submission, they humbly, by Petition to His Excellency Lord Gosford, claimed the protection of the British Government.

That at the request of the people who signed this Petition, your Memorialist was the person who forwarded it, through the resident Member for the County, John Moore, Esquire, to His Excellency.

That in reply to this Petition, on the twelfth of September, eighteen hundred and thirty-five, His Excellency was pleased to make the following exposition of the views and intentions of His Majesty's Government :

"In making the late communication, I beg it distinctly to be understood that "I do not mean to convey to you the impression that the right of the local authorities "of this Province to exercise jurisdiction over the Indian Stream Territory is at all "called in question by His Excellency, on the contrary, he feels quite satisfied that "every legal protection will be afforded by the Magistracy of the District of St. "Francis, as well to the inhabitants of the Indian Stream Settlement, as to all other "of His Majesty's subjects within their jurisdiction."

That in consequence of this exposition of the views and wishes of His Majesty's Government, Your Memorialist, on the fifteenth of October, eighteen hundred and thirty-five, issued his Warrant upon the sworn information of one John H. Tyler, an inhabitant of the Township of Drayton, for the apprehension of William Smith, John M. Henry, (American citizens,) and Richard Blanchard of Drayton, for having arrested the said Tyler under the authority of the Sheriff of New Hampshire.

That under this Warrant, Blanchard only was arrested on the twenty-second of October, at his residence in Drayton, and while the Constables were conveying him to the house of Your Memorialist he was forcibly rescued by a body of armed men, citizens of New Hampshire.

That on the return of the Constables and others, who had arrested, or assisted, from having informed Your Memorialist of the rescue, they were again stopped on the public highway in Hereford, before they had proceeded more than fifty rods, or thereabouts, from the house of your Memorialist, by another armed force consisting of one Miles Hurlbut, of New Hampshire, and Ephraim Aldrich, of Drayton, and sundry others.

That on observing this, your Memorialist proceeded to remonstrate against such an illegal act, when Hurlbut presented a pistol and threatened to fire upon him if he advanced any further.

That your memorialist having frequently exhorted them without success to retire, directed Barnard Young, a Peace Officer of the Township of Hereford, to arrest Aldrich, who appeared to be unarmed. That in the scuffle which ensued, Young was wounded in a dangerous manner, and in the language of Lord Gosford, in his communication to Mr. Bankhead, Secretary of the British Legation at Washington,

dated Castle Saint Louis, eighth of February, eighteen hundred and thirty-six, "Your Memorialist received a deep wound on his head, and in attempting to "escape was nearly murdered, and eventually carried prisoner to Canaan, in "Vermont, where after being detained some hours, he was enabled, through a "Magistrate of the State of Vermont, to return to his own house in Hereford."

That in the subsequent communication from Lord Gosford, addressed to Your Memorialist, and dated the twenty-sixth of April, eighteen hundred and thirty-six, the following expression of His Excellency's approbation of the conduct of Your Memorialist throughout this affair, is given: "In conclusion, His Excellency has "commanded me to signify to you his approbation of the zealous and fearless "manner in which you performed your duties, as one of His Majesty's Justices of "the Peace, when called upon to quell the riotous proceedings, &c."

That in consequence of the wounds then and there received, Your Memorialist has received permanent injury, and been incapable of severe bodily labor as an agriculturist, upon which he is obliged to depend for the support of himself and family, and to avoid the persecutions, his residence being on the immediate frontier of the Province, to which he was afterwards subjected from the citizens of the United States, he was obliged to dispose of his property in Hereford, and to remove to Compton, at a ruinous sacrifice.

That as the question of the boundary between the two countries is now settled, Your Memorialist believes the present to be a fit and proper time to urge his claims for that remuneration to which he conceives himself on every principle of justice, to be entitled.

Your Memorialist would humbly pray Your Excellency would be graciously pleased to take his case into serious consideration, and to grant him such a yearly pension or other compensation, or by appointment to some situation of emolument under Government, in which he may serve his country and at the same time receive some compensation for the injuries and losses he has sustained, while performing his duty as a Magistrate of this Province, under the direction and sanction of His Excellency Lord Gosford, the then Governor in Chief, as in your wisdom shall be deemed just and right, and as in duty bound, he will ever pray.

(Signed,) ALEXANDER REA.

Compton, 16th September, 1842.

*To His Excellency the Governor General of the Provinces of Canada, &c., &c., &c.*

The Petition of Alanson Cummings, Amos Tyler, John H. Tyler, Jonathan Hartwell, Rufus Hartwell, Reuben Sawyer, all of the Township of Compton, in the District of St. Francis, and Province of Canada, yeoman, and William White, of the Township of Hereford, in the District and Province aforesaid, yeoman,

HUMBLY SHEWETH:

That a number of years ago, Your Petitioners settled in the Township of Drayton, in the Province of Lower Canada, at a place commonly called Indian Stream, bordering on the State of New Hampshire, one of the United States of America, and claimed by Great Britain and the United States, as a portion of their respective dominions.

That in the year one thousand eight hundred and thirty-five, (Your Petitioners having then amassed considerable property at Indian Stream,) the State of New Hampshire, intent on reducing this territory into possession, sent her Ministers of Justice into it with judicial precepts and processes against some of its inhabitants, and menaced all who should refuse to submit to her authority with consign punishment. That thereupon Your Petitioners and the principal part of the inhabitants of

Indian Stream united in a Petition to the Earl of Gosford, the then Governor General of the Province, for protection against these usurpations and encroachments by New Hampshire, and received in reply an assurance from His Excellency, that he should consider them as British subjects, entitled to the aid and protection of the British Government. From this period Your Petitioners relying on the protection thus promised them, refused to submit to the authorities of New Hampshire, and resisted them as they best could until the latter part of the same year, when an armed military force from New Hampshire, marched into and occupied the territory. Some of its inhabitants were then seized and conveyed to the gaols in New Hampshire; others were suffered to remain, on making the required submission; and Your Petitioners, who, in consequence of the prominent part they had taken in the foregoing proceedings, had been marked as objects peculiarly worthy of punishment and vengeance, were obliged to fly for safety to parts of the Province more remote from the frontier, and leave their families, property and possessions at the mercy of the invaders. Not long after this time, the Provincial Government sent Commissioners to the Township of Hereford and Drayton, to enquire into the causes and character of an outrage which had been committed by some of the citizens of New Hampshire upon the person of Alexander Rea, Esquire, of Hereford, a Justice of the Peace for the District of St. Francis; and Your Petitioners appeared before these Commissioners and made their depositions, in which was contained a particular account of the injuries which they, Mr. Rea, and other British subjects had received at the hands of the citizens of New Hampshire. That as these depositions and the Report of the Commissioners to the Government on that occasion, can undoubtedly be now referred to if necessary, Your Petitioners will not trouble Your Excellency with a further detail of their wrongs, but simply observe that although their claims upon the government to be indemnified for the losses which they had sustained in consequence of the abandonment and destruction of their property at Indian Stream, were distinctly admitted by the Earl of Gosford, yet no steps were then or have been since taken to settle or satisfy those claims, and that they have conscientiously estimated their several losses as follows, viz: That of Alanson Cummings, at seventy-five pounds currency; that of Amos Tyler, at fifty pounds currency; that of Rufus Hartwell, at fifty pounds currency; that of Reuben Sawyer, at one hundred and seventy-five pounds currency; that of John H. Tyler, at seventy-five pounds currency; that of Jonathan Hartwell, at seventy-five pounds currency; and that of William White, at one hundred pounds currency.

Wherefore Your Petitioners humbly pray that Your Excellency will be pleased favorably to consider their claims, and grant them such indemnification as under the circumstances, in your wisdom you think them entitled to. And as in duty bound they will ever pray, &c., &c., &c.

|           |                    |
|-----------|--------------------|
| (Signed,) | ALANSON CUMMINGS,  |
| "         | AMOS TYLER,        |
| "         | JOHN H. TYLER,     |
| "         | JONATHAN HARTWELL, |
| "         | RUFUS HARTWELL,    |
| "         | REUBEN SAWYER,     |
| "         | WILLIAM WHITE.     |

Compton, 14th September, 1842.

Personally appeared the signers of the foregoing Petition, and made oath this 14th September, 1842, at Compton.

|           |                   |
|-----------|-------------------|
| (Signed,) | B. POMROY, J. P., |
|           | Secretary         |



SECRETARY'S OFFICE, EAST,  
KINGSTON, 26th September, 1842.

SIR,—I have the honor, by command of the Governor General, to transmit to you for the Report of the Executive Council, the three memorials enclosed, praying for compensation on account of certain losses stated to have been suffered by the Memorialists in 1835, in the course of the boundary dispute at Indian Stream.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,) CHRISTOPHER DUNKIN,  
Assistant Secretary.

Hon. R. B. Sullivan,  
&c., &c., &c.

*To His Excellency the Right Honorable Sir CHARLES METCALF, Baronet, G. C. B., and one of Her Majesty's Most Honorable Privy Council, and Captain General and Governor in Chief in and over the Province of Canada.*

The Petition of Alexander Rea, Esquire, of the Township of Compton,

HUMBLY SHEWETH :

That in the performance of his duty as a Magistrate, in the month of October, in the year of Our Lord one thousand eight hundred and thirty-five, at the Township of Hereford, he was attacked by an armed body, a mob from New Hampshire, one of the United States of America, and severely wounded in the head and side, from which he still suffers, and which is more fully set forth in his Petition, to Your Excellency's predecessor in your high office, in September, in the year of Our Lord one thousand eight hundred and forty-two, and to which he now respectfully refers.

He therefore prays that you will be pleased to take his case into your favorable consideration.

And Your Petitioner, as in duty bound, will ever pray.

(Signed,) ALEXANDER REA.

Compton, 16th October, 1843.

*To the Right Honorable Sir CHARLES THEOPHILUS METCALF, Baronet, G. C. B., one of Her Majesty's most Honorable Privy Council, Captain General of Her Majesty's Forces in British North America, and Governor in Chief in and over the Province of Canada, &c., &c., &c.*

The Memorial of the undersigned. Barnard Young,

HUMBLY SHEWETH :

That he, in the year of our Lord One thousand eight hundred and forty-two, addressed to the then three branches of the Legislature of the Province of Canada, a Petition praying for remuneration for losses and personal damages by him sustained, while acting as a Peace Officer under the supervision of Alexander Rea, Esquire, at the same time, to wit, in the year of Our Lord one thousand eight hundred and thirty-five, from a body of armed men from the State of New Hampshire, one of the United States of America, all of which is more fully explained

and set forth in his said Petition and sustained by divers Documents therewith transmitted; but the said Petition, doubtless for sufficient cause (although unknown to Your Memorialist) was not then acted upon.

And whereas he is still labouring under the same misfortunes resulting from the same causes, he therefore humbly begs leave respectively to call Your Excellency's attention to his Petition and Documents aforesaid, and cause them to be laid before you for the investigation of their merits, and make such order thereon as in your wisdom, justice may seem to require.

And he, as in duty, bound will ever pray.

(Signed,)

BARNARD YOUNG.

Compton, 15th January, 1845.

*To the Right Honorable Sir CHARLES THEOPHILAS METCALFE, Baronet, G. C. B., one of Her Majesty's Most Honorable Privy Council, Captain General of Her Majesty's Forces in British North America, and Governor in Chief of the Province of Canada, &c., &c.*

The Memorial of the undersigned,

HUMBLY SHEWETH :

That whereas they, in the year of Our Lord one thousand eight hundred and forty-two, addressed Petitions to the three branches of the then Legislature of the then Province of Canada, praying for remuneration, for their losses and damages severely sustained while residing on the Indian Stream territory, in the year of Our Lord, one thousand eight hundred and thirty-five, at that time supposed to be within the Province of Lower Canada, in defence of Her Majesty's territory against the people of the State of New Hampshire, one of the United States of America, and in the support of which Petition, divers Documents as vouchers for the same were therewith transmitted, but the said Petition, doubtless for just causes (although unknown to Your Memorialists) was not at the time acted upon.

And whereas Your Memorialists are still labouring under the same misfortunes resulting from the same cause, they therefore humbly beg leave to call your Excellency's attention to the said Petition and Documents, and that you cause the same to be laid before you for the investigation of their merits, and make such order thereon as in your wisdom justice may seem to require.

And Your Memorialists, as in duty bound, will ever pray.

(Signed,)

ALANSON CUMMINGS,  
JONATHAN HARTWELL,  
REUBEN SAWYER,  
JOHN H. TYLER,  
RUFUS HARTWELL,  
AMOS TYLER.

Compton, 14th January, 1845.

SECRETARY'S OFFICE,  
MONTREAL, 27th January, 1845.

SIR,—The Governor General having had under consideration in Council, the Memorials transmitted by you on behalf of certain inhabitants of the Indian Stream Settlement, in the District of St. Francis, praying for compensation for bodily injuries and losses sustained from outrages committed by American citizens from New

Hampshire, in the year 1835. I have received His Excellency's command to acquaint you in reply, for the information of the Petitioners, that being satisfied that the Petitioners have suffered severe injuries and losses by intrusive aggressions on the part of American citizens, and considering that this is a case in which the Imperial authorities might be requested to interfere in behalf of the sufferers, with the view of obtaining some indemnification from the Government of the United States of America, His Excellency will have much pleasure in transmitting the case to the Colonial Secretary for the consideration of Her Majesty's Government.

I have, &c., &c.

(Signed,) D. DALY.

Samuel Brooks, Esq., M. P. P.

HOUSE OF ASSEMBLY,  
MONTREAL, *January 27th*, 1845.

SIR,—Herewith I have the honor of transmitting a Petition from Alexander Rea, Esquire, of the Township of Compton, addressed to His Excellency the Governor General, praying for redress.

I have the honor to be,  
With great respect,  
Your obedient servant,

(Signed,) SAMUEL BROOKS.

Hon. D. Daly,  
Provincial Secretary.

*To His Excellency the Right Honorable Sir CHARLES THEOPHILUS METCALFE, Bart., G. C. B., Governor General of British North America, Captain General and Governor in Chief, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:

The Petition of Alexander Rea, of the Township of Compton,

HUMBLY SHEWETH:

That Your Petitioner, while in the performance of his duty as a Magistrate at the Township of Hereford, in the County of Sherbrooke, District of St. Francis, Province of Lower Canada, on the 18th day of October, 1835, was violently assaulted by an armed mob from New Hampshire, one of the United States of America, and by them severely wounded, (from the effects of which he still suffers,) and carried off a prisoner into the State of Vermont. As is more fully set forth by the Report (and Document) of a Commission of Enquiry appointed for that purpose by the then Governor General, Lord Gosford, and referred by him to the Legislature of Lower Canada; and also by several Petitions presented to Your Excellency and your predecessors and the United Parliament of this Province at former Sessions, more especially one which was presented to Your Excellency by Capt. John Moore, the Member for the County of Sherbrooke, in the Session of 1843.

Your Petitioner therefore humbly prays that Your Excellency will take the hardship of his case into your most favorable consideration, and that Your Excellency will be graciously pleased to direct that such measures shall be taken in the premises as in Your Excellency's wisdom shall seem just and right, to afford him redress.

And Your Petitioner, as in duly bound, will ever pray, &c.

(Signed,) ALEXANDER REA,

Compton, District of Sherbrooke,  
*January 20th*, 1845.

SECRETARY'S OFFICE,  
MONTREAL, 20th February, 1845.

SIR,—I have had the honor to bring under the consideration of the Governor General your letter of the 27th ult. and the memorial of Mr. Alexander Rca which accompanied it; and I am commanded by His Excellency in reply, to inform you, that he is unable to arrive at any other decision upon the case than that conveyed to you by my letter of the 27th ult.

I have, &c., &c.

(Signed,) D. DALY.

Samuel Brooks, Esq., M. P. P.

MONTREAL, 8th November, 1848.

SIR,—I have the honor to send you herewith a Petition to His Excellency the Governor General, and to request that the same be submitted to His most gracious consideration.

I have, &c.,

(Signed,) E. SHORT.

Honorable Jas. Leslie,  
Provincial Secretary.

Province of Canada.

*To His Excellency the Right Honorable JAMES, Earl of Elgin and Kincardine, Governor General of British North America, and Captain General and Governor in Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick and the Island of Prince Edward, and Vice Admiral of the same, &c., &c., &c.*

The humble Petition of Alanson Cummings, Reuben Sawyer, William White, Jonathen Hartwell, Rufus Hartwell and Amos Tyler,

**MOST HUMBLY SHIEWETH:**

That in consequence of the difficulties that have arisen between Her Majesty's Government and the United States of America, respecting the disputed territory at the head of Connecticut River, Your Petitioners have most considerably suffered in their private concerns on the same account, and they do most particularly call your Excellency's attention to this point, that all their said sufferings have arisen from an inviolable attachment to Her Majesty and Her laws, and firm determination to sustain the same by all legal means in their power. That Your Petitioners think it not necessary to enter into any merits or rights in the premises in this Petition, as there are Documents in the Secretary's Office to sustain the facts. That your Petitioners humbly trust and believe that after a proper investigation in the case Your Excellency will not suffer some of your subjects to be entirely ruined, and others nearly so, without granting to them that indemnity and recompense which their loyalty deserves.

And Your Petitioners shall ever pray.

(Signed,)

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ALANSON CUMMINGS,  
RUFUS HARTWELL,  
REUBEN SAWYER,  
WLLIAM WHITE,  
JONATHEN HARTWELL,  
AMOS TYLER.

Compton, October 19th, 1848.

*Memorandum of Mr. Assistant Secretary Parent.*

The case of the Petitioners is clearly stated in their Petition, dated 14th September, 1842, herewith.

In 1845 an Order in Council was passed, (8th January,) recognizing the injuries and losses suffered by them, and considered that this was a case in which the Imperial Authorities might be requested to interfere for the purpose of obtaining some indemnification from the Government of the United States. Accordingly the papers were transferred to the Private Secretary to be transmitted to the Colonial Secretary, accompanied by such recommendation as the Governor General might be pleased to direct.

But on the 28th February, the papers were sent back to the Executive Council from the Private Secretary's Office, with remarks for consideration of the Report of 8th January; and on the 28th of May, 1847, were returned to this Office without Report and put by.

The above mentioned remarks from the Private Secretary are not to be found among the papers, but may likely be procured on application to the Private Secretary. A copy is herewith.

(Signed,)

E. PARENT,  
Asst. Secretary.

Provincial Secretary's Office,  
11th November, 1848.

*Memorandum of Mr. Civil Secretary Higginson.*

The territory which, prior to the Treaty of Washington, was in dispute between Lower Canada and New Hampshire, is situated between the River Connecticut which was then claimed by the British Government as the boundary, and Hall's Stream to the west of the Connecticut, which was claimed as the boundary by the United States. It was known in Canada by the name of the Township of Drayton.

The Township adjoining, and within the undisputed limits of Lower Canada, is the Township of Hereford.

Both Governments claimed and exercised jurisdiction in the Township of Drayton.

In October, 1835, two persons, named Blanchard and Barker were arrested in Drayton by warrant from Mr. Rac, a Lower Canada Magistrate, but on the road to Mr. Rac's house, and when within the undisputed limits of Lower Canada, the persons in whose custody the prisoner was, were stopped, and Blanchard forcibly taken from them by a party, among whom, as it would appear, was a detachment of the New Hampshire Militia. Blanchard was taken back to Vermont.

Afterwards some of the same persons returned from Vermont to Lower Canada, to endeavour to rescue another person name Tyler, who had also been apprehended by Mr. Rac's orders. An affray ensued in which Messrs. Rae and Young were wounded, and the former conveyed to gaol in Vermont, but subsequently released. This occurred in the Township of Hereford within the admitted limits of Lower Canada and beyond the territory in dispute.

The Petitions, 1st from Alexander Cummings, Amos Tyler, John H. Tyler, Jonathan Hartwell, Reuben Sawyer, of the Township of Compton, and William White of the Township of Hereford in the said District; who pray to be indemnified for loss to their property which they were obliged to abandon in the Township of Drayton in consequence of the prosecutions and threats of the authorities of the United States.

2nd. From Bernard Young, of Compton, in the District of St. Francis, who prays for indemnity for bodily injuries sustained by him while acting as a Peace Officer under the orders of Mr. Rea, when they were attacked in October, 1835,

in the Township of Hereford, by an armed party of Militiamen and others, from the State of New Hampshire, and represents that the only remuneration he had received was the payment of the Physicians who attended him, and the sum of £25 currency for expenses and support of himself and family during several months confinement, and that in consequence of his wounds he now finds himself unable to follow his occupation as a labouring farmer.

3rd. Alexander Rae, who prays compensation for wounds received in the affray of October, 1835, which have rendered him incapable of labor as an agriculturalist.

It appears on inquiry, that the circumstances connected with the outrage by which the Petitioners above named represent themselves to have suffered, were fully reported to Her Majesty's Secretary of State at the time of its occurrence, and upon mature consideration it was decided by Her Majesty's Government that no retrospective demand on account of it should be made upon that of the United States. It does not seem probable that at this distant period the British Government would be disposed to adopt a course inconsistent with the deliberately formed decision upon the question, and therefore the Governor General requests that the Committee of Council will reconsider their Report of the 8th ultimo upon the application of Alexander Rae and others, recommending that the Imperial authorities should be requested to interfere for the purpose of obtaining indemnification from the Government of the United States for the consequences of the outrage.

By Command,

(Signed,)

J. M. HIGGINSON

CIVIL SECRETARY'S OFFICE,  
28th February, 1845.

COMPTON, 24th July, 1849.

SIR,—I beg to call your attention to the long pending claims for indemnity to myself and others, who were sufferers by the outrages committed upon us by the armed band which came into Hereford and Drayton, in this Province, in October, 1835.

It is now upwards of thirteen years since; and although some of the persons are dead, their widows and children survive, and, with the rest, are living expatriated from their former farms and homes in this and adjacent Townships of the Province. I would respectfully call to your recollection that, during the sitting of the Legislature last winter, you promised that so soon as the pressure and hurry of the public business was over by the proroguing of Parliament, you would give our application your earliest attention. As upwards of two months have now expired, I trust you have done so, but, in case your other pressing avocations have not allowed you to do so or may have distracted your attention from us, I hope you will bear with me in now reminding you of our great necessities, and that you will be pleased, on receipt of this, to lose no time in moving His Excellency the Governor General, Lord Elgin, in Council, to a speedy and favorable decision of what to us is of great moment, although only a simple act of justice, where the faith and honor and the Provincial Government has been so long pledged. In hopes of soon receiving an answer to this,

I have, &c.,

(Signed,)

ALEX. RAE.

Hon. James Leslie,  
Provincial Secretary,  
&c., &c., &c.,  
Montreal.

(Copy.)

SECRETARY'S OFFICE,  
QUEBEC, 17th Nov., 1852.

SIR,—The Governor General having been pleased to order a Commission to investigate and report upon the nature and extent of the injuries sustained by certain inhabitants of the Indian Stream Settlement, in the Eastern Townships, from citizens of the State of New Hampshire, on the occasion of the arrest, in 1835, of two individuals, under Warrant from Alexander Rea, Esquire, then a Justice of the Peace, the details of which are contained in the accompanying correspondence, I am commanded to transmit to you the enclosed Instrument, by which His Excellency has been pleased to entrust you with this investigation.

Your remuneration will be at the usual rate, viz., £1 a day, and an allowance of 10s. a day for the services of a Clerk.

I have, &amp;c.,

(Signed,)

A. N. MORIN,  
Secretary.

John Moore, Esquire, Eaton.

SHERBROOKE, 11th February, 1853.

SIR,—Accompanying, this letter, I beg leave to hand you the result of my labors as Commissioner, to investigate the injuries sustained by certain inhabitants of the Indian Stream Settlement in October, 1835, being the evidence taken by me and my Report thereon. The Commission has been continued longer than I had at first expected, but it was rendered necessary under the circumstances. Many of the parties whom I found necessary to examine reside in the United States and the remainder are scattered throughout the Eastern Townships, and although all written to in December, through the bad state of the roads, they were unable to attend in season, but were delayed for a considerable time, and some whom I would have wished to examine have not appeared at all. Enclosed I beg leave to hand you a Schedule of the expenses incurred by the Commission.

And remain, &amp;c.

(Signed,)

JOHN MOORE,  
Commissioner.The Hon. A. N. Morin,  
Provincial Secretary.*To the Right Honorable the Governor General of the Province of Canada.*

The undersigned Commissioner, appointed by Your Excellency under an Act of the Legislature of the Province of Canada, passed in the 9th year of Her present Majesty's Reign, intituled, An Act to empower Commissioners for inquiring into matters connected with public business, to take evidence on Oath, to investigate into the nature and extent of the injuries and losses sustained by Alexander Rea and other inhabitants of the Township of Hereford, in the District of St. Francis, in the Province of Canada, and of the Township of Drayton, heretofore in said District and now in the State of New Hampshire one of the United States of America, by and in consequence of an attack made upon them on the 18th day of October, 1835, by an armed party from the State of New Hampshire on the occasion of the rescue of one Blanchard, then in lawful custody under a Warrant of arrest issued by the said Alexander Rea, then one of Her Majesty's Justices

of the Peace for the said District, has the honor to report that from the accompanying evidence the pecuniary losses sustained by the sufferers from the outrages committed in and concerning the Indian Stream Territory, appear to have been as nearly as can be estimated as follows;

|                                                                                          |       |    |   |
|------------------------------------------------------------------------------------------|-------|----|---|
| Alexander Rea, now of Compton, in the said District,.....                                | £1000 | 0  | 0 |
| Bernard Young, of Barndston, in said District,.....                                      | 250   | 0  | 0 |
| Rufus Hartwell, of Compton, in said District,.....                                       | 75    | 0  | 0 |
| Anos Tyler, of the same place,.....                                                      | 50    | 0  | 0 |
| Jonathan Hartwell, of the same place,.....                                               | 150   | 0  | 0 |
| Alanson Cummings, of the same place,.....                                                | 87    | 10 | 0 |
| Reuben Sawyer, of the same place,.....                                                   | 165   | 0  | 0 |
| Silas H. Flanders, of the Township of Hereford, in said District,..                      | 75    | 0  | 0 |
| Aaron Judd, of the same place,.....                                                      | 25    | 0  | 0 |
| Marcus Beecher, now of the Town of Stewarts-town, in the State of<br>New Hampshire,..... | 75    | 0  | 0 |
| E. C. Sawyer, now of Pittsburgh, in the State of New Hampshire,                          | 62    | 10 | 0 |
| John L. Haines, of the same place,.....                                                  | 125   | 0  | 0 |
| Jonathan C. L. Knight, of the same place,.....                                           | 125   | 0  | 0 |
| John H. Tyler, of the same place,.....                                                   | 250   | 0  | 0 |
| Henry Flanders, of the Town of Canaan, in the State of Vermont,..                        | 75    | 0  | 0 |

The nature of the injuries suffered by the above named persons is fully delineated in the depositions of the witnesses attached to this report. It consists mainly in the destruction of property and the losses occasioned by deprivation of the peaceable enjoyment of the same. The cases of Alexander Rea and Bernard Young, differs from those of the others in one important particular. They sustained *permanent* bodily injuries. It will not appear from the evidence that Mr. Rea, was at the time of the occurrence of the said outrages in the possession and enjoyment of a valuable property in the Township of Hereford, in addition to a considerable annual income aside from the mere revenue of his property, all of which he was forced to abandon by reason of the persecutions to which he was subjected. In addition to this he has suffered in his permanent health by reason of the internal injuries occasioned by the wound inflicted upon him on that occasion, from which he has not yet and probably never will fully recover. These facts taken in connection with the fact that he was acting under the direct instructions of Her Majesty's Government in this Province in the discharge of his duty as a Magistrate, and also that his acts have not only been sanctioned but highly applauded by His then Majesty's Representative in this Province, has induced your Commissioner to recommend a sum as compensation for his losses and sufferings, which would probably otherwise seem exorbitant. Another reason which induces your Commissioner to consider the sum recommended a reasonable one is, the fact that Mr. Rea being at that time in the Commission of the Peace, and acting under the direct instructions of His then Majesty's Representative in this Province, was brought into disgrace not only in his private, but in his official capacity through his inability to carry into execution the laws of the Province, as he understood them.

Barnard Young, is also particularly recommended to Your Excellency's favorable consideration. He received, as appears by the evidence herewith remitted, and by the Report of the former Commissioner appointed to inquire into the occasion of the outrages referred to, bodily injuries of a most serious nature. He was subjected to great suffering, and in fact was disabled from pursuing his occupation as a farmer, and was in consequence compelled to sell his farm and seek a livelihood by a trade, the knowledge of which he acquired not from choice but impelled thereto from necessity.



With reference to the others the estimates have been entirely based upon the evidence of loss and destruction of their property.

Your Commissioner takes the liberty to add, that he had an opportunity of acquiring much personal knowledge of the transactions to which this Report relates at the time of their occurrence, and so far as he is competent to judge, the depositions of the witnesses relative to the outrages then committed, and the losses and damage consequent upon them, are true statements and not exaggerated.

All which is respectfully submitted.

(Signed,) JOHN MOORE,  
Commissioner.

Sherbrooke, 11th Feby., 1853.

Province of Canada, }  
District of St. Francis, }

TOWNSHIP OF BARNSTON,  
VILLAGE OF COATICOOK.

Personally came and appeared before me, John Moore, Esq., a Commissioner duly appointed to investigate into the nature and extent of the injuries and losses sustained by Alexander Rea, and of other inhabitants of the Township of Hereford, in the District of St. Francis and of the Township of Drayton, herebefore in the said District, and now in the State of New Hampshire, one of the United States of America, by and in consequence of an attack made upon them on the 18th day of October, 1835, at Hereford aforesaid, by an armed party from the said State of New Hampshire, this 24th day of December, 1852, Alexander Rea, Esquire, in the Township of Compton in said District, who being duly sworn upon the Holy Evangelists, deposeth and saith as follows:—In the month of October, 1835, I was a resident of the Township of Hereford and in the Commission of the Peace. The inhabitants of the Indian Stream Territory had communicated with me at various times, requesting and claiming the protection of the Provincial Government. I communicated with the Executive on the subject through John Moore, Esquire, then Member of the Provincial Parliament for the County of Sherbrooke, more especially by forwarding a Petition, signed by sixty heads of families in the Indian Stream Settlement, claiming the protection of the Provincial Government as subjects of His Majesty. In reply to which, I received full authority from the Provincial Government to exercise the rights of British jurisdiction over that portion of the territory, and which can now be only corroborated by the copy of the letter written by me to the inhabitants of said Indian Stream Territory, on the receipt of said authority from the Provincial Secretary. The original of said letter is supposed to have been burnt with other Documents in the House of Assembly. The copy of said letter is herunto annexed. Shortly after communicating with the inhabitants of the Indian Stream Territory, I was induced on complaint to issue a Warrant for the arrest of one Blanchard and another. The parties so arrested were rescued by an armed band from the State of New Hampshire in that part of Hereford, now remaining in the Province. Having rescued the prisoner and carried him off, they returned again and attacked me and others on the highway on my own premises. On that occasion I received a sabre cut on the head and a severe contusion in the side. After I received the cut on the head, the attacking party being about eleven in number, and others coming up, I authorized my friends to make their escape, and tried to do so myself. In doing so I was pursued by some six or seven armed men, two or three of whom snapped their pistols at me, and attempted to run me through with bayonets;

and one man after I had fallen down tried to pierce me through with his sword, but I obtained possession of one end of it with my hands, and he kicked me severely on the side with his heavy boots, thereby inflicting an injury upon my side from the effects of which I have constantly suffered severely ever since. I was then dragged to the road, thrown into a baggage wagon in which they had a quantity of ammunition and carried into the State of Vermont. On arriving in Vermont, at a certain Tavern, I claimed the protection of the Commonwealth of Vermont at the hands of a gentleman whom I recognized as a Justice of the Peace in Vermont, and through his instrumentality and that of his friends I was enabled in the course of the evening to return to my home in Hereford. During the residue of my residence in Hereford, I lived in constant fear of outrage and violence, especially the dread of having my buildings and mills set fire to. In 1838, when the Rebellion broke out, in consequence of threats held out against me, I was constrained to leave Hereford. In doing so I made a considerable pecuniary sacrifice. I consider that in the depreciation of the value of the property which I was obliged to abandon, and in the loss upon that property which I sold, I suffered to the extent of £500. On leaving Hereford, I was obliged to give up the Land Agency which I had for Baron Grant, and also for the estate of Alexander Hart which was of the yearly value of £30 a year; the above agencies being within the limits of the Township of Hereford, and ever since my general health has suffered so much from the injuries I received that I have never been able to exert myself as a practical agriculturalist as I did before. I know Barnard Young, now of the Township of Barnston. On the occasion of the affray before mentioned, he was present acting as a Peace Officer. On that occasion he was cut down by a blow from a sabre by one of the assaulting party, and when attempting to recover himself, he received a pistol shot which wounded him in the thigh, and caused a severe wound in the private parts. When wounded he was carried to my house where he remained for two or three weeks; whence he was carried on a bed to his own domicile, and I think was confined to his house for about three months. and was an invalid for three months more. Previous to these injuries he was capable of performing any out-door labor, and since he has not been able to perform any field labor on a farm, and has been obliged to confine himself to a sedentary employment and his general health very poor at that; and I am satisfied that the change is owing to the injuries he then received. I am aware that certain inhabitants of the Indian Stream Territory were subjected to persecution and annoyance from the authorities of New Hampshire, in consequence of their expressed desire for the extension of Provincial Jurisdiction over that Territory, they claiming to be recognized as British subjects. I know Alanson Cummings, Reuben Sawyer, William White, Jonathan Hartwell and Amos Tyler. They with others, viz: Zebalon Flanders, Marcus Beecher, Russel White, and John H. Tyler were constrained to leave the Indian Stream Settlement in consequence of the threats and persecutions experienced from the New Hampshire authorities. In so leaving, these parties respectively subjected themselves to more or less pecuniary loss, and the following parties suffered in their properties as well as were incarcerated in Lancaster Gaol, in New Hampshire, viz: Emos Appleby, Benjamin Appleby, Mathew Judd, Abner Hyland and Samuel Huggins, and I believe that besides being incarcerated they all suffered pecuniary loss to a greater or less extent. There were also two other parties whom I now remember suffered in a similar manner as the other parties whom I have named. These were John L. Heynes and Elijah Sawyer. I have continued from the time of that occurrence to correspond with the Executive and to keep them informed of parties who were injured at that time, and deponent hath signed.

(Signed,) ALEX. REA.

Sworn before me, this 23rd January, 1853.

(Signed,) JOHN MOORE, Commissioner.

Copy of a letter referred to in Mr. Rea's deposition.

HEREFORD, 24th September, 1835.

GENTLEMEN,—Having received a communication through the hands of John Moore, Esq., from the Civil Secretary, at the instance of Lord Gosford, present Governor in Chief of this Province, in answer to a certain petition drawn up and signed by at least sixty of the inhabitants of the Township of Drayton, in this County, and District, commonly known as the Indian Stream Settlement or Territory. I have a request from the said functionary by command of His Excellency to assure the Petitioners, that former complaints as well as the Petition alluded to have received every attention from both the former and present Governor, and that they have had a correspondence with the United States Executive through the British Minister at Washington, and a Statement of the whole business is in course of being forwarded to His Majesty's Government in England.

In making this communication you are distinctly to understand that you are all recognized as subjects of the Crown of Great Britain, and as such, entitled to all the attention and protection of the authorities of the Province, and more particularly of legal succour from the Magistracy of the District of St. Francis. This being the case, I shall make it my duty to meet as many of the Petitioners at the School House in the Tabor Settlement as can make it convenient to attend on Saturday next, the 26th, at three o'clock, P. M., or on the Sunday following, after the morning meeting, whichever is most consistent with the views and convenience of the inhabitants.

In the meantime I am as I have ever been, the undeviating and disinterested advocate of good Government and social order in the Indian Stream Settlement.

I remain, &c.,

(Signed),

ALEX. REA., J. P.

Province of Canada, }  
District of St. Francis. }

TOWN OF SHERBROOKE.

Personally came and appeared before me, John Moore, Esq., this 19th day of January, 1853, the Honorable Edward Short, one of the Justices of the Superior Court of Lower Canada, who deposeth and saith; I was one of the Commissioners appointed to investigate a riotous assault perpetrated on Alexander Rea, Esq., Justice of the Peace, in October, 1835, by Ephraim H. Mehurin, Thomas B. Blodget and other citizens of the United States of America, in the Township of Hereford, in the District of St. Francis, and I repaired with the other Commissioners to said Township of Hereford, for the purpose of carrying on the said investigation. On arriving at Hereford I saw Alexander Rea, who, if my memory serves me right, was still suffering from the effects of the said assault. I think I did not see Barnard Young, who, I believe, was too unwell to appear before the Commissioners. From my observation of the feeling entertained by parties in New Hampshire towards Mr. Rea, I think that he had good reason to apprehend further violence, and I think moreover, that he acted only with common prudence in leaving Hereford. And in my opinion he must have made a sacrifice in so leaving, and I think a very considerable sacrifice, and further deponent saith not and hath signed.

(Signed),

E. SHORT.

Sworn before me,  
this 19th January, 1853.

(Signed,) JNO. MOORE.

Province of Canada, }  
 District of St. Francis. }

TOWNSHIP OF BARNSTOWN,  
 VILLAGE OF COATICOOK.

Personally came and appeared before me, John Moore, Esquire, this 23rd day of December, 1852, Alanson Cummings, of the Township of Compton, joiner, who, being duly sworn upon the Holy Evangelists, deposeth and saith : I was a resident of the Indian Stream Settlement in 1835, when an attack was made on Alexander Rea, Esquire, by an armed body of men from New Hampshire ; I was present in Hereford when the said attack was made, I saw Mr. Rea cut down by a sabre stroke by one of the New Hampshire Militia ; after cutting him down, a larger party of men appeared, coming from New Hampshire, when they took Mr. Rea and carried him off in a wagon ; at the same that Mr. Rea was wounded, a pistol ball was fired into the body of Mr. Barnard Young, who was carried into the house of Mr. Rea. The next day I saw Mr. Rea at his house, and saw the wound in his head, I also saw Mr. Young there, and saw in what way he was wounded, and thought his wound to be of a dangerous nature. I am aware that Mr. Rea left Hereford shortly afterwards ; I am of opinion that the cause of his leaving was from the threats of violence which were prevalent against him. I have heard threats made by people in New Hampshire, to the effect that they would shoot him, or that he ought to be shot. In leaving Hereford, I believe that Mr. Rea made great pecuniary sacrifice ; I knew that he had the agency of Baron Grant's Mills on Hall's Stream, and believe that he was Agent for the sale of Baron Grant's lands. I have ever been acquainted with Mr. Rea since that time, and I believe that the injuries he received at that time have had a permanent effect upon his health. I am also aware that Mr. Barnard Young left Hereford soon after, and believe the cause of his removal to have been the same as that of Mr. Rea's removal. My being present on the occasion of the affray, was in consequence of my being subpoenaed as a witness in Blanchard's case ; I never returned to my home afterwards, being prevented by threats of violence or of legal proceedings against me in New Hampshire. I was in the occupancy of two hundred acres of land, about twenty acres of which was under cultivation, with a frame barn and a log house erected thereon, and that at that time I considered my place worth 350 dollars, and I lost other property to the extent of 100 dollars, which I was never enabled to recover. I am also aware that there were other parties who were placed in similar circumstances as myself, and obliged to leave the Indian Stream Settlement, on account of persecutions from the authorities of New Hampshire. The parties I refer to, are Rufus Hartwell, Amos Tyler, Jonathan Hartwell, Reuben Sawyer, John H. Tyler, Emos Appleby, Benjamin Appleby, William White, and Russel White. I believe that these parties above enumerated, made great pecuniary sacrifices, having in a measure sacrificed their all, and further deponent saith not, and hath signed.

(Signed,) ALANSON CUMMINGS.

Sworn before me,  
 this 23rd day of December, 1852.

(Signed,) JNO. MOORE,  
 Commissioner.

Province of Canada, }  
 District of St. Francis. }

TOWNSHIP OF BARNSTOWN,  
 VILLAGE OF COATICOOK.

Personally came and appeared before me, John Moore, Esquire, this 23rd day of December, 1852, Jonathan Hartwell, of Compton, farmer, who being duly sworn upon the Holy Evangelists, deposeth and saith: At the time that an attack was made on Alexander Rea, Esquire, in Hereford, by an armed party from New Hampshire; I was a resident of Compton, in the District of St. Francis, having removed from the Indian Stream Settlement, through apprehension of violence and persecution from the New Hampshire authorities, on account of the active part I had taken in aiding the Provincial authorities in the arrest of one John Tyler. When I left the Indian Stream Territory, I owned a farm of one hundred acres, forty acres of which was under cultivation, with a good frame barn and frame house nearly finished thereon. I considered the farm worth six hundred dollars in cash; all that I was ever able to recover for my farm was two hundred dollars. I knew Mr. Rea, and I knew that he was Agent for the sale of lands in Hereford, and I believe that the reason of his leaving was from apprehension of violence from certain parties in New Hampshire. I am also of opinion that Rufus Hastwell, Amos Tyler, Reuben Sawyer, John H. Tyler, Emos Appleby, Benjamin Appleby, William White, and Russel White, were induced to leave the Indian Stream Settlement from the same cause, and that they all suffered considerable pecuniary loss from so leaving; and further deponent saith not, and hath signed.

(Signed,) JONATHAN <sup>his</sup> HASTWELL  
 mark.

Sworn before me,  
 this 23rd day of December, 1852.

(Signed,) JNO. MOORE,  
 Commissioner.

Province of Canada, }  
 District of St. Francis. }

TOWNSHIP OF BARNSTON,  
 VILLAGE OF COATICOOK.

Personally came and appeared before me, John Moore, Esquire, this 24th day of December, 1852, Rufus Hartwell, of Compton, farmer, who, being duly sworn upon the Holy Evangelists, deposeth and saith: In 1835, at the time an attack was made upon Alexander Rea, Esquire, in Hereford, by an armed party from New Hampshire, I was residing in Compton, my family being left in the Indian Stream Territory. I had previously resided in the Indian Stream Settlement for a long time, having left but a short time before the attack on Mr. Rea; my motive for leaving the settlement was the fear of being arrested and carried to gaol in New Hampshire. In connection with others, I had signed a Petition praying for Provincial protection, and it was in consequence of this expressed desire to live under British rule, that I had rendered myself obnoxious to the authorities of New Hampshire. I owned at the time I left Indian Stream Settlement, a farm of one hundred acres, with a good frame house and barn, and about forty or fifty acres under cultivation, and my loss upon the same I consider to have been three hundred dollars. I know Mr. Rea, who resided in Hereford,

and I know that he possessed a considerable quantity of real estate there. I also am aware that he was acting as Agent for several parties for the sale of their lands in Hereford. I believe his motive for leaving Hereford to have been threats of violence from certain parties in New Hampshire, and I heard one person threaten to do violence to him, and I think he would not have been safe to have remained in Hereford, and I think he made a sacrifice of property in leaving Hereford. I knew Mr. Barnard Young before he was wounded on the occasion of the attack on Mr. Rea, and he was capable of performing out-door labor. I have known him since, and do not think he has been capable of performing field labor. On or about the time I left the Indian Stream Territory, there were other parties who left from the same motive as myself, and I believe that each and every of them made a pecuniary sacrifice in doing so. The parties I refer to, are Ruben Sawyer, Alanson Cummings, Jonathan Hartwell, Amos Tyler, William White, and John Tyler. The amount of their respective losses I could not testify to, and further deponent saith not, and hath signed.

(Signed,) RUFUS HARTWELL.

Sworn before me,  
at Coaticook, this 24th day of December, 1852.

(Signed,) JNO. MOORE, Commissioner.

Province of Canada, }  
District of St. Francis. }

TOWNSHIP OF BARNSTON,  
VILLAGE OF COATICOOK.

Personally came and appeared before me, John Moore, Esq., this 24th day of December, 1852, Amos Taylor, of the Township of Compton, farmer, who, being duly sworn upon the Holy Evangelists, deposed and saith: At the time of the rumored attack on Alexander Rea, Esq., in Hereford, I was residing in Compton. I had been residing in the Indian Stream Territory previous to my coming to Compton. I removed to Compton from the Indian Stream Settlement, about the middle of August, 1835. My reason for removing was the apprehension of being arrested by the authorities of New Hampshire, and of being carried to Gaol because I was unwilling to submit to the jurisdiction of New Hampshire. I had, previous to this time, in connection with others, petitioned the Provincial authorities for protection, as we had a preference for the Provincial jurisdiction over that of New Hampshire; and I considered that, in consequence of this expressed preference, I was in danger of being arrested, and I received information immediately previous to my departure, that a Warrant had issued for my arrest. I consider that, in leaving, I sustained a pecuniary loss of £50, in lands and buildings, and I consider that I sustained other damage in removing at an unfavorable season of the year. I believe Mr. Rea was induced to leave Hereford by threats of violence against him by certain parties in New Hampshire. I know Barnard Young; and, previous to his being wounded in Hereford, he was an active man and capable of performing out-door labor upon a farm, and I believe that, since, he has never been capable of performing field labor, and he has ever since followed a sedentary occupation. I am aware that other persons left the Indian Stream Settlement about that time for the same reasons as myself. The persons I refer to are Reuben Sawyer, Alanson Cummings, Jonathan Hartwell, Rufus Hartwell, and I believe that these persons suffered a pecuniary loss in so leaving; and further deponent saith not, and hath signed.

(Signed,) AMOS TYLER.

Sworn before me, this 24th day of  
December, 1852.

(Signed,) JOHN MOORE, Commissioner.

Province of Canada, }  
 District of St. Francis. }

## TOWN OF SHERBROOKE.

Personally came and appeared before me, John Moore, Esq., this 30th day of December, 1852, Marcus Beecher, of Stewartstown, in the State of New Hampshire, who, being duly sworn upon the Holy Evangelists, deposeth and saith: I was a resident of Hereford, in October, 1835, when an assault was made on Alexander Rea, Esq., by an armed body of men from New Hampshire. I was present when the attack was made on Mr. Rea. His head was badly cut on the occasion—I suppose by a sword. I saw him brought out of the bushes and thrown into a wagon, and carried away towards the State of Vermont. I know Barnard Young; he was present on the occasion referred to; he was wounded by a pistol ball which wounded his private parts. I saw Mr. Young soon after he was wounded, and assisted him to Mr. Rea's house. The medical man who was sent for, pronounced his wound dangerous. I had at that time a property in the Township of Drayton, for which I paid 110 dollars, and which I bargained for 225 dollars; but, in consequence of the disturbed state of the country, the bargain was never ratified, and I only realized 50 dollars for the place. I was induced to leave the settlement in consequence of threats of violence having been made towards me. There were others who left the settlement about that time from the same motives. These were Zebulon Flanders, Reuben Sawyer, Alanson Cummings, William White, John H. Tyler, Rufus Hartwell, Jonathan Hartwell, and I have no doubt that they all suffered more or less pecuniary loss by so leaving. I believe that Mr. Reuben Sawyer must have sustained a loss fully to the extent of £100. There were several other families who sustained loss from the same cause, but did not leave at the same time, the heads of the families having been incarcerated in Gaol at Lancaster, or having been compelled to give bonds to appear before the New Hampshire authorities. These were Nathan Judd, Emos Appleby, and Benjamin Appleby. At the time Mr. Rea left Hereford, I do not think it would have been safe for him to remain there; threats of violence having been held out against him which I heard, and of which I informed him. I think Mr. Rea must have experienced pecuniary loss in leaving Hereford, but to what extent I cannot say. I have no doubt but Mr. Rea continues to suffer from the injuries he received at that time, and he has since complained to me of the internal injuries he received. I know Barnard Young. Before this outrage, he was considered a strong, active young man, capable of performing any out-door labor; but, since, he has not been able to perform field labor; and further deponent saith not, and hath signed.

(Signed,)

MARCUS BEACHER.

Sworn before me, this 30th day of  
 December, 1852.

(Signed,) JNO. MOORE,  
 Commissioner.

Province of Canada, }  
 District of St. Francis. }

## TOWN OF SHERBROOKE.

Personally came and appeared before me, John Moore, Esqr., this 20th day of January, 1853, E. C. Sawyer, of Pittsburgh, in the State of New Hampshire, who, being duly sworn upon the Holy Evangelists, deposeth and saith: At or about the time of an assault on Alexander Rea, Esqr., in Hereford, by an armed body of men from New Hampshire, I was residing in the Township of Compton, previous to which, I had resided in the Indian Stream Settlement and had removed to Compton in July previous, being induced to leave the Indian

Stream Settlement in consequence of fears of being molested by the authorities of New Hampshire. The reason of my being so obnoxious to the authorities of New Hampshire was my having expressed a desire of living under the British Government, and my having assisted in arresting one Luther Parker under a Warrant from Alexander Rea, Esqr., and having conveyed said Parker to Sherbrooke Gaol. By being deprived of my crops for the two succeeding years, during which time I did not dare to return on account of a Warrant which was out against me in New Hampshire, I suffered to the extent of 75 dollars a year. I also lost a set of mill gears, which were burnt during my absence, which were worth 100 dollars. My house was also burnt, and about fifty dollars worth of furniture. The house was a log house. I was not present at the attack on Mr. Rea, but I have seen him since and I have frequently heard him complain of suffering from internal injuries received at that time. I did not see Mr. Barnard Young, but I saw the doctor who attended, and I heard him frequently say that the nature of the wounds received by him at the time of the assault was such that it was doubtful whether he would recover from them. There were other persons who left the Indian Stream Settlement about the same time as myself and from the same cause, all sacrificing their property to a greater or less extent, and deponent hath signed.

(Signed,)

E. C. SAWYER.

Sworn before me, this 20th  
January, 1853.

(Signed,)

JNO. MOORE,  
Commissioner.

Province of Canada, }  
District of St. Francis. }

TOWN OF SHERBROOKE.

Personally came and appeared before me, the 20th January, 1853, John L. Haines, of Pittsburg, in the State of New Hampshire, who, being duly sworn upon the Holy Evangelists, deposeth and saith: I was residing in the Township of Hereford in 1835; at this time an assault was made on Alexander Rea, Esquire, by an armed body of men from New Hampshire, having been previously a resident of the Indian Stream Settlement, but having left that settlement in July previous, on account of a warrant issued against me by the authorities of New Hampshire, and from fear of being arrested and carried to gaol. The reason of my being so obnoxious to the authorities of New Hampshire, was my having resisted their encroachments upon the settlement, and my having expressed a desire to live under British Government. I was obliged to leave suddenly, and leave my crops standing in the field, from which I never received any compensation. Their value I believe to have been forty-five dollars. I lost the use of my farm for five years, and its yearly value I consider to have been thirty-seven dollars. I have heard Mr. Rea complain of the injuries sustained at the time of the assault, and say that he should always feel the effects of his wounds. I know Barnard Young. I think that he was not capable of performing the same labor after the assault as before. I also know that there were other parties who left the Indian Stream Settlement at the same time as myself and for similar reasons, and I believe they all suffer pecuniarily in a greater or less degree; and deponent hath signed.

(Signed,)

JOHN L. HAINES.

Sworn before me,  
this 20th January, 1853.



Province of Canada, }  
 District of St. Francis. }

## TOWN OF SHERBROOKE.

Personally came and appeared before me, John Moore, Esquire, the thirtieth day of December, 1852, Henry Flanders, of Canaan, in the State of Vermont; who, being duly sworn upon the Holy Evangelists, deposeth and saith: On the occasion of an attack on Mr. Rea, by an armed party from New Hampshire in 1835, I was in the State of Maine, but returned to Hereford in the month of November, and assisted my father, Zebulon Flanders, who is since dead, to recover some of his effects, which he had left in the Township of Drayton, whence he had removed the August previous. His motive for leaving was in consequence of the usurpation of authority by New Hampshire over that part of the country; and having signed a petition praying for the protection of Provincial authorities, he was subjected to persecution in consequence thereof. In order to enable him to leave, he was induced to exchange farms with a man by the name of Nichols, and in doing so he made a sacrifice of at least three hundred dollars. I believe that he also suffered other loss in his effects, but to what extent I do not know. I knew Mr. Rea before this outrage, and I saw him afterwards. He appeared to be suffering from the injuries said to have been inflicted at that time, and I have heard him complain of having received internal injuries. I think he left Hereford from apprehension of further violence, and I consider his fears to have been well grounded, and I think he made a sacrifice in his property in so leaving, but I cannot say to what extent. I was present when he bargained his farm to the present proprietor, and I heard him say that he would not have sold were it not for annoyances he experienced there. I knew Barnard Young. Previous to the injuries he received on the occasion referred to, he was a hearty, active young man, since which he has not been capable of following out-door avocations. I did not personally sustain any damage. I knew Reuben Sawyer, Alanson Cummings, John H. Tyler, William White, Rufus Hartwell, Jonathan Hartwell, and others, the whole of whom suffered pecuniary loss in being compelled to leave the Settlement; and further deponeth saith not, and hath signed.

(Signed,)

HENRY FLANDERS.

Sworn before me,  
 this 30th day of December, 1852.

(Signed,) JOHN MOORE,  
 Commissioner.

Province of Canada, }  
 District of St. Francis. }

TOWNSHIP OF BARNSTON,  
 VILLAGE OF COATICOOK.

Reuben Sawyer, of the Township of Compton, farmer, having personally appeared before me, John Moore, Esquire, this twenty-third day of December, 1852, and being duly sworn upon the Holy Evangelists deposeth and saith: I became an inhabitant of the Indian Stream Territory in the year of our Lord eighteen hundred and twenty, at that time literally a wilderness. In the course of the following ten years considerable numbers settled down on the lands of the said territory, and finding the territory in dispute between the Province of Canada and the State of New Hampshire, and neither country exercising jurisdiction over the said territory, we were constrained to form regulations for our own self-government. Under these regulations I acted, repeatedly, as Sheriff. The autho-

rities of New Hampshire, on or about the year eighteen hundred and thirty-three, began to interfere with our regulations, and to create us annoyance and disturb the harmony of the Settlement. In consequence of this interference, the inhabitants of this territory petitioned the Provincial Government to exercise its authority over them, as they were desirous of being under its jurisdiction. This petition was forwarded to the Government, and the people received from their Excellencies Lord Aylmer and Lord Gosford, assurances that their petition should be granted, or any losses made good to them. In June, 1835, I received from Alexander Rea, Esquire, then a Justice of the Peace residing in Hereford, a warrant authorizing me to arrest two persons resident in the Indian Stream Settlement, one of them escaped into New Hampshire, and the other I arrested and lodged in the Sherbrooke Gaol. In consequence of this and my zeal in support of the Provincial authorities, I was constrained to leave the Settlement, being threatened with violence and not feeling my life secure if I remained. When I abandoned the Settlement I was possessed of two hundred acres of land, forty acres of which were under cultivation, with a good frame house and barn, and my crops were all left standing in the field; the same property I conceive to have been worth seven hundred dollars, having been offered six hundred dollars for it a short time before I left; I never received any consideration for the said property other than an old house worth forty dollars. I was informed afterwards by Mr. Alexander Rea, that he would be constrained to leave Hereford in consequence of the enmity and threats held out against him in consequence of the action he had taken as a Magistrate in the Indian Stream affairs, and I know that soon after he did leave Hereford. I should think he made a sacrifice of property in moving from Hereford. Mr. Rea has always informed me that he received great bodily injury from the usage he received during the attack made on him in October, 1835, and he continues to suffer therefrom. I know Amos Tyler, Jonathan Hartwell, Rufus Hartwell, Alanson Cummings, William White, Russel White; they were residents of the Indian Stream Territory and of Hereford, and I believe that they were constrained to leave Hereford, and the Indian Stream Territory, on account of threats held out to them by the authorities of New Hampshire. At the time of leaving they were all, but Alanson Cumming, occupants of land, and made a pecuniary sacrifice in consequence of leaving. I know Barnard Young. I have reason to believe that Mr. Barnard Young was constrained to dispose of his property in Hereford and change his locality, being unfitted by his wounds for out-door labor, and I think that he made a pecuniary sacrifice in doing so; and further deponent saith not, and hath signed.

(Signed,) REUBEN SAWYER.

Sworn before me,  
this 23rd day of December, 1852.

(Signed,) JOHN MOORE,  
Commissioner.

Province of Canada, }  
District of St. Francis. }

TOWNSHIP OF BARNSTON,  
VILLAGE OF COATICOOK.

Personally came and appeared before me, John Moore, Esquire, this twenty-second day of December, eighteen hundred and fifty-two, Silas R. Flanders, of Township of Hereford, farmer, who, being duly sworn upon the Holy Evangelists, doth depose and say. I was present in Hereford in the year one thousand eight hundred and thirty-five, when an attack was made upon Alexander Rea, Esquire,

by an armed band from the State of New Hampshire. I saw a pistol fired at Barnard Young which wounded him. I saw a wound on Mr. Rea's head, which I understood he received from a sabre cut. I have frequently heard of threats being subsequently made against Mr. Rea by the inhabitants of New Hampshire. I think Mr. Rea was induced to quit Hereford in consequence of these threats made against him. It is my opinion that Mr. Rea made a sacrifice of property in selling, that he might leave Hereford. I know that Mr. Rea was agent for Baron Grant and for Mr. Hart, for the sale of their lands in Hereford, and that he had charge of Baron Grant's mills on Hall's Stream. In consequence of these wounds, Mr. Barnard Young was obliged to give up his farm because his wound incapacitated him from labor. I am aware that Mr. Young was sick for a long time after being wounded in consequence of his wounds. My father, Zebulon Flanders, was compelled to remove into Hereford from the Indian Stream Territory, in consequence of the threats and annoyances he received from inhabitants of New Hampshire. My father estimated his loss at three hundred dollars. I know Alanson Cummings, Amos Tyler, John H. Tyler, Jonathan Hartwell, Reuben Sawyer, Rufus Sawyer, William White, Marcus Beecher, Nathan Judd, Aaron Judd, Benjamin Appleby, Emos Appleby, Russel White, Abner Hyland, Zaccheus Clough, Samuel Huggins, Jonathan C. L. Knight, David Smith, and David Mitchel, and I know that most of these parties were obliged to leave the Indian Stream Territory in consequence of the persecution they received from inhabitants of New Hampshire, and that their pecuniary loss must have been considerable. I am also aware that the property which Mr. Rea left in Hereford, has deteriorated greatly in value in consequence of his absence; and further deponent saith not, and hath signed.

(Signed,)

SILAS R. FLANDERS.

Sworn before me,  
this 22nd day of December, 1852.

(Signed,) JOHN MOORE,  
Commissioner.

Province of Canada, }  
District of St. Francis. }

TOWN OF SHEREBROOKE.

Personally came and appeared before me, John Moore, Esquire, the 22nd day of January, 1853, John H. Tyler, of Pittsburg, in the State of New Hampshire, farmer, who, being duly sworn upon the Holy Evangelists, deposeth and saith: In October, 1835, I was a resident of Drayton, supposed to be then a portion of the Province of Lower Canada. I have a knowledge of an attack having been made on Alexander Rea, Esquire, by an armed body of men from New Hampshire in October, 1835. I was one of the petitioners to the British Government, praying that Provincial jurisdiction should be extended over that Territory. In consequence of my being one of the petitioners, I was taken prisoner by the authorities of New Hampshire. After being so taken prisoner I was rescued from the hands of the New Hampshire Officers by some of my neighbours and liberated. A warrant was then taken out at my instance against Blanchard, by Mr. Rea, said Blanchard having been one of the parties who arrested me. I assisted in arresting Blanchard. Blanchard was afterwards rescued from the officer and his assistants in charge of him, by a body of armed men from New Hampshire. After the rescue, I proceeded with the officer to report to Mr. Rea. The armed body who had rescued Blanchard afterwards assembled near Mr. Rea's house. Mr. Rea proceeded to ascertain their motives for so assembling,

and directed me to retire as they were in search of me. I retired to a position where I was enabled to see a part of the affray. Mr. Rea appeared to have been wounded as I could perceive the blood upon his head, and I supposed another man to have been killed. The next morning I went to Mr. Rea's house, where I found him in bed suffering from the wounds he had received, one in the head supposed to be sabre cut, and complaining of internal injuries received the day before. I saw Mr. Barnard Young, not that day, but several days afterwards, and I supposed that he could not recover from his wounds. He was wounded in the private parts. From what had occurred I dared not return to my house but come to Compton. At that time I owned three hundred and thirty acres of land in the Township of Drayton, with eighty acres cleared and a house and a good frame barn built upon it, and at the time I had considerable crops in my barn. I considered my property worth at least one thousand dollars. For this property I never realized anything with the exception of about seventy-five dollars. There were other parties who were obliged to leave under similar circumstances as myself. Those were Emos Appleby, Benjamin Appleby, Levi Appleby, Jonathan Hartwell, Amos Tyler, Rufus Hartwell, Alanson Cummings, Reuben Sawyer, Elijah Sawyer, William White, Russel White and Nathan Judd. I believe that Mr. Rea was constrained by fears of further violence to leave Hereford, and I know that he sacrificed his property in so doing. I understand that Mr. Rea was land agent for several parties at that time. I have heard Mr. Rea complain frequently since the time of the attack, of suffering from the injuries there received, and I believe that he continues to suffer from the injuries then received. I know Mr. Barnard Young, and I am of the opinion that the wounds he received at that time have incapacitated him from any great exertion of bodily labor. I am of the opinion that the persecutions endured by the inhabitants of the Indian Settlement were, in consequence of their expressed preference for British jurisdiction over that of New Hampshire; and deponent hath signed.

(Signed,) JOHN H. TYLER.

Sworn before me,  
this 22nd day of January, 1853.

(Signed,) JOHN MOORE,  
Commissioner.

Province of Canada, }  
District of St. Francis. }

TOWNSHIP OF BARNSTON,  
VILLAGE OF COATICOOK.

Personally came and appeared before me, John Moore, Esquire, this twenty-second day of December, eighteen hundred and fifty-two, Barnard Young, of Barnston, Shoemaker, who, being duly sworn upon the Holy Evangelists, deposes and saith: I was present in the Township of Hereford, in the District of St. Francis, in the month of October, eighteen hundred and thirty-five, when an armed party from the State of New Hampshire, attacked Alexander Rea, Esquire; Mr. Rea was acting as a Magistrate that time for the said District. I was acting at that time in the capacity of Peace Officer for Mr. Rea. At the time of the affray, I was cut down by a sabre stroke on the neck, and thrown forward upon my hands, and while in that position I was wounded by a pistol ball, which passed through my thigh and so cut away my right testicle. I then contrived to get to Mr. Rea's house, where I remained twenty-one days, and from his house was carried to my own house on a bed. During the time I remained at Mr. Rea's house, I was obliged to undergo several severe surgical operations, in consequence of the pistol

wound received as stated above. I was for three months under medical treatment. The only amount that I have received from Government in consideration of my suffering and loss of time, and for payment of medical attendance, was forty pounds, most of which was disbursed for medical aid and other assistance. Previous to this occurrence, I was a farmer and capable of performing all kinds of out door labour, since which I have been incapacitated from performing field labour and have been compelled to follow a sedentary occupation, and with greatly impaired health. I was partly induced to leave the Township of Hereford from apprehensions of further violence, and partly from my impaired health, which required me to adopt an avocation which could be better carried on elsewhere. My pecuniary sacrifice induced by such change, I believe to be equal to one hundred pounds. During the affray I did not see Mr. Rea in any way injured. After the affray I saw Mr. Rea when he came back (as I was told) from Canaan, and I saw a wound on his head, apparently a sabre cut. I have reason to believe that threats of further violence were made against Mr. Rea, and I always supposed his motive in leaving Hereford to have been in consequence of those threats. I believe that Mr. Rea must have made great pecuniary sacrifice in leaving Hereford. He had a good farm and valuable property. I know Alanson Cummings, Amos Tyler, John H. Tyler, Jonathan Hartwell, Reuben Sawyer, Rufus Hartwell, and William White. These men resided in the Indian Stream Settlement. I also knew Marcus Beecher, Nathan Judd, Aron Judd, Zebulon Flanders, Benjamin Appleby, Emos Appleby, Russel White, Abner Hyland, Zaccheus Clough, Samuel Huggins, Jonathan C. L. Knight, David Smith, David Mitchel, who were also, in the year eighteen hundred and thirty-five residents of the Indian Stream Territory. Most of the above mentioned persons had to leave the Indian Stream Settlement from the apprehension of violence from the authorities of New Hampshire and at considerable pecuniary loss. Several who had been incarcerated in the goals of New Hampshire were afterwards bailed out and remained in the Settlement. I further certify that Mr. Rea, previous to his leaving Hereford, possessed several valuable agencies in that Township, and was the Superintendent of certain mills for Baron Grant, as well as those of his own; and deponent hath signed.

(Signed,)

BARNARD YOUNG.

Sworn before me,  
this 22nd day of December, 1852.

(Signed,) JOHN MOORE,  
Commissioner.

Province of Canada, }  
District of St. Francis. }

TOWNSHIP OF BARNSTON,  
VILLAGE OF COATICOOK.

Personally came and appeared before me, John Moore, Esquire, this twenty-second day of December, eighteen hundred and fifty-two, Aaron Judd, of the Township of Hereford, Farmer, who, being duly sworn upon the Holy Evangelists, doth depose and say: I was in October, eighteen hundred and thirty-five, a resident of the Township of Drayton, then known as the "Indian Stream Territory." My father, Nathan Judd, who is since dead, and I myself claimed at that time to be British subjects, and were then desirous of living under Provincial laws, in consequence of which expressed opinion, my father was arrested by the New Hampshire authorities and carried into Clarkeville, in the State of New Hampshire, and I myself was obliged to secrete myself in the woods for safety. — I recollect hearing of the attack on Mr. Rea by an armed party from New Hamp-

shire. It is my opinion the cause of Mr. Rea's leaving Hereford was from the annoyance experienced by him while a resident there. I am aware that Mr. Rea was agent for Baron Grant at that time, and had the management of his mills of Hall's Stream, and that the residue of Mr. Rea's property in Hereford has greatly deteriorated in value in consequence of his absence. I know Barnard Young, shoemaker, at present residing at Barnston. I understood that he was seriously injured or wounded at the time of the attack upon Mr. Rea; and further deponent saith not and hath signed.

(Signed,)

AARON JUDD.

Sworn before me,

this 22nd day of December, 1852.

(Signed,)

JNO. MOORE,

Commissioner.

Province of Canada, }  
 District of St. Francis. }

TOWN OF SHERBROOKE.

Personally came and appeared before me, this 26th day of January, 1853, Benjamin Pomroy, Esquire, J. P., of Compton, who, being duly sworn upon the Holy Evangelists deposed and saith: I am aware that in the month of October, 1835, an assault was made upon Alexander Rea, Esquire, a Justice of the Peace in the Township of Hereford, by an armed body of men from New Hampshire. On hearing of this assault in company with Joseph Pennoyer, I proceeded to Hereford. On arriving at Hereford, I found Mr. Rea very badly bruised with a wound on his head, apparently the cut of a sabre, and was informed by Mr. Rea and others that he had received these injuries at the hands of an armed force from the State of New Hampshire. I have known Mr. Rea since that time, and he has very frequently complained of an injury received on his side on that occasion. I also saw Barnard Young at Mr. Rea's house on the occasion of my visit to Hereford, suffering from the effects of wounds received by him on the occasion of the assault on Mr. Rea. I saw his wound. The wound was of such a nature as to induce me to consider his case as dangerous, and I proceeded immediately in search of medical assistance. I found such at Compton, and I believe the prompt aid afforded was the means of saving his life. I have no doubt of it. I was afterwards appointed one of the Commissioners to investigate the facts connected with the assault made on Mr. Rea. In the course of this investigation, I was satisfied that Mr. Rea had only acted in accordance with his powers as a Magistrate, and in the course of the investigation, we were satisfied that a most bitter feeling existed among the people of New Hampshire against Mr. Rea in consequence of his endeavour to maintain British jurisdiction over the Indian Stream Settlement. I am of opinion Mr. Rea left Hereford in consequence of his not feeling himself safe in remaining there, and am aware that threats of violence were held out against him by certain parties in New Hampshire. In so leaving he subjected himself to pecuniary loss. I know that he sold his farm for less than its value. I knew Barnard Young previous to this transaction, and I am of opinion that his wounds were of such a nature as to incapacitate him from performing farm labour. I am of opinion that at or about this period a number of the old settlers of the Indian Stream Settlement were induced to leave that Settlement through apprehension of violence, and that several of them settled in the Township where I reside, and I am of opinion that they sacrificed their property to a greater or less extent in so leaving.

# R E T U R N

RELATIVE TO

## THE STATE OF THE COLONIES.

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RETURN to an Address from the Legislative Assembly, to His Excellency, the Governor General, dated the 30th March, ultimo; praying His Excellency to cause to be laid before the House, "Copies of any late Reports from the Governor General of Canada, and from the Lieutenant Governors of the other British Provinces, on the State of the Colonies under their Government, which may have been laid before the Imperial Parliament."

By Command.

A. N. MORIN,

Secretary.

SECRETARY'S OFFICE,

Quebec, 18th April, 1853.

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## SCHEDULE.

| PLACE.                         | NAME.                                                    | DATE.                | SUBJECT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------|----------------------------------------------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NOVA SCOTIA . . . .            | 1.—Colonel Bazalgette . . . .                            | July 5, 1852 . . . . | Enclosing Returns for last CENSUS, and EXPORTS and IMPORTS.<br>1. Census.<br>2. Births, &c.; Schools, &c.<br>3. Religious Denominations.<br>4. Trades and Occupations.<br>5. Buildings, value of Property and Assessments.<br>6. Agriculture.<br>7. Fisheries.<br>8. Manufactures.<br>9. Imports.<br>10. Exports.                                                                                                                                                                                                                                |
| NEWFOUNDLAND . . . .           | 2.—Sir J. G. LeMarchant . . . .                          | April 12, do . . . . | Forwarding Blue Book for 1851, and Report accompanying.<br>Estimated VALUE of ARTICLES IMPORTED and EXPORTED.<br>REVENUE and EXPENDITURE. Improved state of the Finances.<br>FISHERIES. Injurious effects of the high Duties imposed by Foreign Nations on British Fish, also by the system of Bounties granted by them, and by the Encroachments of Foreigners.<br>FISH and OILS EXPORTED.<br>SHIPPING INWARDS and OUTWARDS.<br>Steady advance in the AGRICULTURE of the COLONY.<br>Little Improvement in Produce or Health of the POTATO CROP. |
| PRINCE EDWARD ISLAND . . . . . | 3.—Lieutenant Governor Sir Alexander Bannerman . . . . . | July . . . . .       | Transmitting Blue Book for 1851, with explanatory statement.<br>OFFICERS, and their SALARIES, on the CIVIL ESTABLISHMENT.<br>SOURCES of REVENUE. Rate of Duties and Fees imposed.<br>EXPENDITURE.<br>JUDICIAL and ECCLESIASTICAL Establishments.<br>EDUCATION.<br>COMMERCE.<br>RESPONSIBLE GOVERNMENT conceded to PRINCE EDWARD ISLAND.                                                                                                                                                                                                          |

## VAN DIEMEN'S LAND . . . . .

|                                                  |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------------------------------------------------|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 27.—Lieutenant Governor Sir W. Denison . . . . . | August 4, 1851 . . . .    | Forwarding Blue Book for 1850.<br>REVENUE—apparent Decrease.<br>EXPENDITURE.<br>Items of Expenditure—Description of intended wharves, docks, &c.<br>Roads, streets, waterworks, lighthouses.<br>Magazine, Convict Works, &c.<br>LEGISLATION.<br>EDUCATION—Steady progressive increase in Number of Schools and Scholars.<br>IMPORTS, SHIPPING, EXPORTS.<br>AGRICULTURE—Little dependence to be placed on the Returns—Evident improvement in the System of Cultivation.<br>SHIPBUILDING, TRADE, COAL MINES, WHALE FISHERY. 25 vessels, registering 2,610 tons, built in the Colony in 1851.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1.—Earl of Elgin . . . . .                       | December 22, 1852 . . . . | Forwarding Blue Book for 1851.<br>PROGRESS and PROSPERITY of the COLONY.<br>Value of IMPORTS from GREAT BRITAIN in 1851; and rate per head on the total Population.<br>IMPORTS and EXPORTS. Value of, 1842—1851.<br>REVENUE derived from CANAL TOLLS, 1850—1851.<br>NUMBER and TONNAGE of VESSELS entered inwards and outwards.<br>OCEAN ROUTE of the ST. LAWRENCE; its advantages and safety; 100 to 200 miles shorter than the route to New York.<br>TIMBER TRADE.<br>NUMBER and TONNAGE of VESSELS BUILT at QUEBEC.<br>QUEBEC, its facilities for SHIPBUILDING.<br>RAILWAY ENTERPRISES, pecuniary responsibilities of the Province in connexion with.<br>Increased facilities of communication afforded by Railways much called for by the growth of Population and the increase of the Colony.<br>COMPARATIVE INCREASE of BRITISH and CANADIAN POPULATION.<br>LOCAL ASSESSMENTS, levy and collection of.<br>Value of Assessable Property of the Colony as compared with that of the United States.<br>Its increase indicative of the growth of wealth.<br>PUBLIC GRANTS for SCHOOLS.<br>APPROPRIATION of CLERGY RESERVE FUNDS, 1851.<br>STATE of the CHURCH of CANADA.<br>CLIMATE, its severity generally exaggerated. |



## SCHEDULE.—(Continued.)

| PLACE.               | NAME.                                          | DATE.              | SUBJECT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------------|------------------------------------------------|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CANADA.—(Continued.) | 1.—Earl of Elgin .....                         | December 22, 1852. | POST OFFICE, state of INDIANS of CANADA, their condition. PROVINCIAL DEBT, Expenditure, and Income, remarks on.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| NEW BRUNSWICK.       | 2.—Lieutenant Governor Sir E. Head, Bart. .... | October 4, 1853.   | Enclosing Blue Book for 1851. POPULATION, increase of, as shown by the Census. INCREASE of AGRICULTURAL PRODUCE in certain Counties. POTATOES the standard Crop. Severity of the Potato Blight. Small Quantity of INDIAN CORN produced. GENERALLY PROSPEROUS STATE of AGRICULTURE and COMMERCE. Sale of TIMBER Berths. Damage formerly caused to the Harbor of St. John by the Quantity of Sawdust thrown in it, now avoided by its being burnt in Furnaces constructed with a view to its Consumption. STATE of the FISHERIES. Extract from CENSUS RETURNS, showing the Value and Quantities of Fish caught in the several Counties in 1851. |
| NEW SOUTH WALES      | 3.—Governor Sir C. A. Fitzroy .....            | June 2, do ..      | Transmitting Blue Book for 1851. TAXES, DUTIES, &c. Increased Revenue derived from Duties on Spirits. Decrease in the Tobacco Duties. Increase of ad valorem Duties, and Wharfrage and Harbor Duties. Post Office, Assessment on Stock, Licences to occupy Crown Lands, and Office Fees, Revenue produced from. GOLD LICENCES, amount derived from. REVENUE and EXPENDITURE. Increase of Revenue compared with the previous year. CROWN REVENUE, Statement of. CONVICT EXPENDITURE (from Military Chest).                                                                                                                                     |

|                        |                                      |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------|--------------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| VICTORIA.....          | 4.—Lieutenant Governor Latrobe ..... | do 12, do ..      | LOCAL REVENUES of SYDNEY. MILITARY EXPENDITURE. LEGISLATION. PENSION LIST. POPULATION, increase of. Ecclesiastical Returns, showing the sums paid to the various Religious bodies. EDUCATION; number of Schools, and amount paid out of the Colonial Treasury, and by voluntary contribution. Exchanges, Money, &c.; amount of Coin and Paper in circulation. IMPORTS and EXPORTS; in particular the Exports of Wool, Tallow, and Gold. SHIPPING RETURNS for 1850 and 1851. MANUFACTURES, MINES, and FISHERIES. GRANTS and SALES of LAND. GAOLS and PRISONS; number of Convictions and of Executions. Transmitting Blue Book for 1851. REVENUE, increase of. POST OFFICE Revenue and Expenditure. LOCAL REVENUES of Melbourne and Geelong. LEGISLATION. Members of Executive and Legislative Councils. CIVIL ESTABLISHMENTS. PENSIONS payable in the Colony. FOREIGN CONSULS. POPULATION and EDUCATION. Exchanges, Money, &c.; amount of Coin and Paper Money in circulation. IMPORTS and EXPORTS. AGRICULTURE, MANUFACTURES, MINES, &c. GRANTS of LAND. GAOLS and PRISONS; Convictions and Executions; Civil Cases. Anticipated INCREASE of REVENUE. |
| VAN DIEMEN'S LAND..... | 5.—Sir W. Denison .....              | October 17, do .. | Transmitting Blue Book for 1851. REVENUE, increase of. EXPENDITURE, increase of, occasioned by sums expended upon Public Works, Education, &c. LOCAL REVENUES, beneficial effect produced by Expenditure of. COMMISSARIAT EXPENDITURE, increase in, caused by rise in the price of Provisions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

## SCHEDULE.—(Continued.)

| PLACE.                             | NAME.                  | DATE.              | SUBJECT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------------------|------------------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| VAN DIEMEN'S<br>LAND..(Continued.) | 5.—Sir W. Denison..... | October 17, 1852.. | <p>PUBLIC WORKS, CONVICT; outlay occasioned by the principal Female Establishment at Hobart Town.</p> <p>PUBLIC WORKS, COLONIAL; Progress of the Wharves, Barracks, Roads, &amp;c., at Hobart Town and Launceston; construction of a new Market, &amp;c.</p> <p>LEGISLATION.</p> <p>EDUCATION; increased number of Schools and Scholars. Contemplated Legislative measure.</p> <p>IMPORTS and EXPORTS, causes of variation of, as compared with the preceding Year.</p> <p>AGRICULTURE; falling off in the amount of land under cultivation.</p> <p>MINES, MANUFACTURES, and FISHERIES; injurious effects upon, produced by deficiency of labor. Shipbuilding nearly at an end.</p> <p>COAL MINES newly opened in the vicinity of Hobart Town.</p> |

**REPORTS** exhibiting the *Past and Present*  
*State of Her Majesty's Colonial Possessions.*

NOVA SCOTIA.

(No. 26.)

No. 1.

EXTRACT OF A DESPATCH FROM COLONEL BAZALGETTE, TO  
 THE RIGHT HONORABLE SIR JOHN S. PAKINGTON, BART.

GOVERNMENT HOUSE, HALIFAX, July 5, 1852.  
 (Received July 19, 1852.)

SIR,—I have the honor to enclose Copy of the Census taken under a Law  
 of this Province in 1851.

I have, &amp;c.,

(Signed,) JOHN BAZALGETTE,  
 Administrator of the Government.

The Right Hon. Sir JOHN PAKINGTON, Bart.  
 &c. &c. &c.

STATISTICS of each County of the Province of Nova Scotia, exhibiting a  
 view of the Population, Pursuits, Industry, and Resources of the  
 Country, within each County of the Province.

No. 1.

CENSUS of the PROVINCE; exhibiting the aggregate NUMBERS, AGES,  
 and SEXES of each Description of Persons.

| No. of County. | Counties.       | No. of Persons under 10 Years of Age. |          | No. of Persons from 10 to 20 years of Age. |          | No. of Persons from 20 to 30 Years of Age. |          | No. of Persons from 30 to 40 years of Age. |          |
|----------------|-----------------|---------------------------------------|----------|--------------------------------------------|----------|--------------------------------------------|----------|--------------------------------------------|----------|
|                |                 | Males.                                | Females. | Males.                                     | Females. | Males.                                     | Females. | Males.                                     | Females. |
| 1              | Halifax . . . . | 5488                                  | 6291     | 4228                                       | 4650     | 2543                                       | 3553     | 2485                                       | 2616     |
| 2              | Lunenburg . . . | 2576                                  | 2618     | 1877                                       | 1860     | 1387                                       | 1298     | 885                                        | 848      |
| 3              | Queen's . . . . | 1107                                  | 1081     | 975                                        | 841      | 555                                        | 550      | 378                                        | 393      |
| 4              | Shelburne . . . | 1490                                  | 1412     | 1909                                       | 1502     | 714                                        | 788      | 496                                        | 518      |
| 5              | Yarmouth . . .  | 2227                                  | 2083     | 1713                                       | 1645     | 917                                        | 987      | 652                                        | 647      |
| 6              | Digby . . . . . | 2099                                  | 1912     | 1468                                       | 1454     | 863                                        | 941      | 637                                        | 635      |
| 7              | Annapolis . . . | 2214                                  | 2138     | 1733                                       | 1653     | 987                                        | 1181     | 751                                        | 793      |

## No. 1.—CENSUS OF THE PROVINCE OF NOVA SCOTIA.—(Continued.)

| No. of County. | Counties.      | No. of Persons under 10 Years of Age. |          | No. of Persons from 10 to 20 years of Age. |          | No. of Persons from 20 to 30 years of Age. |          | No. of Persons from 30 to 40 years of Age. |          |
|----------------|----------------|---------------------------------------|----------|--------------------------------------------|----------|--------------------------------------------|----------|--------------------------------------------|----------|
|                |                | Males.                                | Females. | Males.                                     | Females. | Males.                                     | Females. | Males.                                     | Females. |
| 8              | King's .....   | 2245                                  | 2122     | 1720                                       | 1679     | 1082                                       | 1086     | 777                                        | 787      |
| 9              | Hants .....    | 2345                                  | 2261     | 1719                                       | 1629     | 1044                                       | 1168     | 754                                        | 728      |
| 10             | Cumberland ..  | 2442                                  | 2370     | 1665                                       | 1680     | 1099                                       | 1079     | 888                                        | 772      |
| 11             | Colchester ..  | 2520                                  | 2412     | 1912                                       | 1866     | 1116                                       | 1142     | 818                                        | 838      |
| 12             | Pictou .....   | 4158                                  | 4038     | 3086                                       | 3105     | 1772                                       | 2196     | 1240                                       | 1359     |
| 13             | Sydney .....   | 2095                                  | 2139     | 1749                                       | 1788     | 973                                        | 1161     | 596                                        | 605      |
| 14             | Guysboro' ..   | 1817                                  | 1737     | 1405                                       | 1374     | 834                                        | 873      | 519                                        | 496      |
| 15             | Inverness....  | 2814                                  | 2727     | 2096                                       | 2014     | 1451                                       | 1897     | 820                                        | 831      |
| 16             | Richmond ..    | 1750                                  | 1650     | 1197                                       | 1275     | 839                                        | 872      | 539                                        | 521      |
| 17             | Cape Breton. } | 4613                                  | 4476     | 3389                                       | 3420     | 2101                                       | 2118     | 1380                                       | 1333     |
| 18             | Victoria ..... |                                       |          |                                            |          |                                            |          |                                            |          |
|                | Total ....     | 44000                                 | 43452    | 33791                                      | 33444    | 20277                                      | 22385    | 14615                                      | 14665    |

| No. of County. | Counties.      | No. of Persons from 40 to 50 years of Age. |          | No. of Persons above 50 years of Age. |          | No. of Married Persons of both Sexes. | No. of Widowers. | No. of Widows. | No. of Rate-payers. |
|----------------|----------------|--------------------------------------------|----------|---------------------------------------|----------|---------------------------------------|------------------|----------------|---------------------|
|                |                | Males.                                     | Females. | Males.                                | Females. |                                       |                  |                |                     |
| 1              | Halifax .....  | 1761                                       | 1608     | 1906                                  | 1974     | 11892                                 | 380              | 1127           | 4187                |
| 2              | Lunenburgh...  | 718                                        | 848      | 640                                   | 850      | 4595                                  | 85               | 277            | 2469                |
| 3              | Queen's.....   | 275                                        | 283      | 392                                   | 426      | 2253                                  | 61               | 144            | 1260                |
| 4              | Shelburne....  | 374                                        | 370      | 507                                   | 542      | 2868                                  | 77               | 234            | 1710                |
| 5              | Yarmouth....   | 479                                        | 456      | 669                                   | 667      | 4088                                  | 85               | 240            | 2197                |
| 6              | Digby .....    | 505                                        | 454      | 635                                   | 649      | 3659                                  | 95               | 213            | 1854                |
| 7              | Annapolis....  | 580                                        | 633      | 827                                   | 801      | 4378                                  | 122              | 306            | 1961                |
| 8              | King's .....   | 527                                        | 539      | 824                                   | 800      | 4286                                  | 128              | 317            | 2194                |
| 9              | Hants .....    | 585                                        | 538      | 825                                   | 734      | 4184                                  | 126              | 274            | 2304                |
| 10             | Cumberland ..  | 496                                        | 482      | 755                                   | 611      | 4066                                  | 97               | 193            | 2048                |
| 11             | Colchester ..  | 585                                        | 546      | 916                                   | 798      | 4701                                  | 135              | 238            | 2399                |
| 12             | Pictou .....   | 1062                                       | 922      | 1379                                  | 1326     | 7103                                  | 215              | 539            | 3062                |
| 13             | Sydney .....   | 428                                        | 468      | 713                                   | 762      | 3242                                  | 90               | 329            | 1788                |
| 14             | Guysboro' ..   | 351                                        | 339      | 601                                   | 492      | 3030                                  | 80               | 198            | 1670                |
| 15             | Inverness....  | 532                                        | 507      | 824                                   | 904      | 4295                                  | 129              | 387            | 2298                |
| 16             | Richmond ..    | 387                                        | 371      | 498                                   | 482      | 2993                                  | 88               | 246            | 1819                |
| 17             | Cape Breton. } | 971                                        | 907      | 1467                                  | 1405     | 7568                                  | 236              | 654            | 3668                |
| 18             | Victoria ..... |                                            |          |                                       |          |                                       |                  |                |                     |
|                | Total ....     | 10616                                      | 10271    | 14378                                 | 14223    | 78701                                 | 2238             | 5916           | 38888               |

## No. 1.—CENSUS OF THE PROVINCE OF NOVA SCOTIA.—(Continued.)

| No. of County. | Counties.        | No. of Pairs. | Deaf and Dumb. |                 | Blind. |     | Lunatics. |     | Idiots. |     | Indians. |     | Coloured Persons. |      | Total Population. |
|----------------|------------------|---------------|----------------|-----------------|--------|-----|-----------|-----|---------|-----|----------|-----|-------------------|------|-------------------|
|                |                  |               | M.             | F.              | M.     | F.  | M.        | F.  | M.      | F.  | M.       | F.  | M.                | F.   |                   |
|                |                  |               | 1              | Halifax . . . . | 339    | 23  | 10        | 13  | 13      | 30  | 35       | 10  | 6                 | 78 |  | 91 | 733 | 955 | 39112 |
| 2              | Lunenburg . . .  | 24            | 3              | 1               | ...    | ... | 4         | 6   | 4       | 2   | 11       | 10  | 7                 | 4    | 16395             |
| 3              | Queen's . . . .  | 29            | ...            | 3               | ...    | ... | ...       | 1   | 4       | 2   | 25       | 27  | 107               | 106  | 7256              |
| 4              | Shelburne . . .  | 15            | 2              | 3               | 1      | 3   | 2         | ... | 4       | 5   | 16       | 9   | 209               | 231  | 10622             |
| 5              | Yarmouth . . .   | 25            | 3              | 6               | 2      | 3   | 1         | 3   | 8       | 6   | 11       | 2   | 126               | 121  | 13142             |
| 6              | Digby . . . . .  | 65            | 5              | 5               | 3      | 1   | ...       | 5   | 12      | 11  | 74       | 80  | 226               | 228  | 12252             |
| 7              | Annapolis . . .  | 50            | 8              | 2               | 5      | 3   | 6         | 3   | 6       | 5   | 54       | 64  | 253               | 230  | 14288             |
| 8              | King's . . . . . | 63            | 7              | 8               | 2      | 3   | 3         | 6   | 12      | 3   | 4        | 2   | 95                | 90   | 14136             |
| 9              | Hants . . . . .  | 49            | 3              | 2               | 1      | 1   | 2         | 3   | 7       | 13  | 31       | 33  | 75                | 95   | 14380             |
| 10             | Cumberland . .   | 20            | 6              | 5               | 5      | ... | ...       | 2   | 4       | 3   | 1        | ... | 61                | 75   | 14339             |
| 11             | Colchester . . . | 17            | 7              | 8               | 3      | 2   | 3         | 6   | 9       | 5   | 10       | 5   | 10                | 10   | 15469             |
| 12             | Pictou . . . . . | 117           | 16             | 7               | 5      | 7   | 8         | 5   | 25      | 9   | 47       | 55  | 13                | 7    | 25593             |
| 13             | Sydney . . . . . | 15            | 10             | 4               | 7      | 5   | 4         | 3   | 17      | 8   | 62       | 52  | 73                | 89   | 13467             |
| 14             | Guysboro' . . .  | 32            | 7              | 3               | 7      | 7   | 2         | 2   | 6       | 6   | 37       | 25  | 294               | 309  | 10833             |
| 15             | Inverness . . .  | 55            | 10             | 17              | 7      | 4   | 4         | 5   | 15      | 12  | 2        | 7   | 1                 | 2    | 16917             |
| 16             | Richmond . . .   | 31            | 5              | 2               | 2      | 2   | 2         | 1   | 11      | 5   | 11       | 8   | 20                | 21   | 10381             |
| 17             | Cape Breton . .  | 60            | 17             | 12              | 11     | 8   | 5         | 4   | 22      | 22  | 50       | 62  | 18                | 14   | 27580             |
| 18             | Victoria . . . . |               |                |                 |        |     |           |     |         |     |          |     |                   |      |                   |
|                | Total . . . . .  | 1072          | 132            | 98              | 74     | 62  | 76        | 90  | 176     | 123 | 524      | 532 | 2321              | 2587 | 276117            |

## No. 2.

## BIRTHS, &amp;c.—SCHOOLS and PUPILS.

| No. of County. | Counties.          | Births, Deaths, and Marriages. |                |                   | Schools and Pupils. |                  |
|----------------|--------------------|--------------------------------|----------------|-------------------|---------------------|------------------|
|                |                    | No. of Births.                 | No. of Deaths. | No. of Marriages. | No. of Schools.     | No. of Scholars. |
|                |                    |                                |                |                   |                     |                  |
| 2              | Lunenburg . . . .  | 501                            | 158            | 125               | 61                  | 1620             |
| 3              | Queen's . . . . .  | 159                            | 78             | 57                | 37                  | 1069             |
| 4              | Shelburne . . . .  | 229                            | 100            | 96                | 49                  | 937              |
| 5              | Yarmouth . . . .   | 346                            | 171            | 82                | 61                  | 1806             |
| 6              | Digby . . . . .    | 358                            | 127            | 67                | 57                  | 1323             |
| 7              | Annapolis . . . .  | 331                            | 111            | 79                | 66                  | 1839             |
| 8              | King's . . . . .   | 488                            | 174            | 126               | 60                  | 1749             |
| 9              | Hants . . . . .    | 344                            | 110            | 72                | 48                  | 1589             |
| 10             | Cumberland . . .   | 401                            | 90             | 63                | 71                  | 1861             |
| 11             | Colchester . . . . | 526                            | 127            | 143               | 93                  | 2365             |
| 12             | Pictou . . . . .   | 781                            | 194            | 120               | 102                 | 3525             |
| 13             | Sydney . . . . .   | 372                            | 109            | 58                | 46                  | 1343             |
| 14             | Guysboro' . . . .  | 338                            | 131            | 67                | 43                  | 1026             |
| 15             | Inverness . . . .  | 493                            | 133            | 116               | 86                  | 1857             |
| 16             | Richmond . . . .   | 323                            | 138            | 72                | 31                  | 764              |
| 17             | Cape Breton . . .  | 904                            | 381            | 138               | 70                  | 2179             |
| 18             | Victoria . . . . . |                                |                |                   |                     |                  |
|                | Total . . . . .    | 8120                           | 2802           | 1710              | 1096                | 31354            |

No. 3.

RELIGIOUS DENOMINATIONS.

| No. of County. | Counties.         | Church of England. | Catholics. | Kirk of Scotland. | Presbyteri-<br>an Church<br>of<br>Nova Scotia | Free Church. | Baptists. |
|----------------|-------------------|--------------------|------------|-------------------|-----------------------------------------------|--------------|-----------|
| 1              | Halifax .....     | 10245              | 13317      | 1868              | 3530                                          | 1397         | 3525      |
| 2              | Lunenburg .....   | 5128               | 679        | 39                | 568                                           | 2168         | 2727      |
| 3              | Queen's .....     | 1176               | 564        | 11                | 56                                            | 2            | 1699      |
| 4              | Shelburne .....   | 1529               | 107        | 197               | 568                                           | 42           | 3461      |
| 5              | Yarmouth .....    | 634                | 2810       | 19                | 349                                           | 106          | 4931      |
| 6              | Digby .....       | 1972               | 5259       | 74                | 89                                            | 12           | 3918      |
| 7              | Annapolis .....   | 3000               | 565        | 52                | 213                                           | 104          | 7356      |
| 8              | King's .....      | 972                | 1143       | 155               | 402                                           | 764          | 6859      |
| 9              | Hants .....       | 2731               | 1005       | 79                | 3931                                          | 113          | 2173      |
| 10             | Cumberland .....  | 1349               | 617        | 624               | 1379                                          | 340          | 1661      |
| 11             | Colchester .....  | 771                | 311        | 700               | 7908                                          | 755          | 1811      |
| 12             | Pictou .....      | 1105               | 2031       | 9886              | 7665                                          | 3588         | 197       |
| 13             | Sydney .....      | 372                | 11260      | 86                | 949                                           | 498          | 276       |
| 14             | Guysboro' .....   | 2518               | 2895       | 154               | 912                                           | 250          | 809       |
| 15             | Inverness .....   | 278                | 8349       | 930               | 118                                           | 4189         | 264       |
| 16             | Richmond .....    | 546                | 7229       | 541               | 18                                            | 1984         | 45        |
| 17             | Cape Breton ..... | 2156               | 11493      | 3452              | 103                                           | 8963         | 531       |
| 18             | Victoria .....    |                    |            |                   |                                               |              |           |
|                | Total .....       | 36482              | 60634      | 18867             | 23767                                         | 25280        | 42243     |

| No. of County. | Counties.         | Method-ists. | Congrega-<br>tion-<br>alists. | Univer-<br>salists. | Luther-<br>ans. | Sandima-<br>nians. | Quakers. | Other<br>denomi-<br>nations. | Churches |
|----------------|-------------------|--------------|-------------------------------|---------------------|-----------------|--------------------|----------|------------------------------|----------|
| 1              | Halifax .....     | 2457         | 515                           | 248                 | 48              | 90                 | 6        | 494                          | 74       |
| 2              | Lunenburg .....   | 1565         | 20                            | 49                  | 4011            | .....              | 1        | 79                           | 19       |
| 3              | Queen's .....     | 1501         | 858                           | 39                  | 17              | .....              | .....    | 267                          | 24       |
| 4              | Shelburne .....   | 2245         | 23                            | 23                  | 3               | .....              | 10       | 21                           | 28       |
| 5              | Yarmouth .....    | 686          | 353                           | 2                   | .....           | .....              | 4        | 567                          | 37       |
| 6              | Digby .....       | 792          | 15                            | .....               | .....           | 3                  | 6        | 112                          | 35       |
| 7              | Annapolis .....   | 2705         | 14                            | 38                  | 7               | 1                  | 77       | 154                          | 46       |
| 8              | King's .....      | 2309         | 288                           | 101                 | .....           | 2                  | 17       | 756                          | 31       |
| 9              | Hants .....       | 2982         | 125                           | .....               | .....           | 1                  | 19       | 311                          | 49       |
| 10             | Cumberland .....  | 3413         | 9                             | 48                  | .....           | 4                  | 8        | 612                          | 42       |
| 11             | Colchester .....  | 466          | 19                            | 13                  | .....           | .....              | 2        | 29                           | 31       |
| 12             | Pictou .....      | 314          | 1                             | 4                   | .....           | .....              | 37       | 56                           | 32       |
| 13             | Sydney .....      | 14           | .....                         | .....               | .....           | .....              | .....    | .....                        | 27       |
| 14             | Guysboro' .....   | 1282         | 167                           | 12                  | 1               | .....              | .....    | 14                           | 9        |
| 15             | Inverness .....   | 120          | 159                           | .....               | .....           | .....              | .....    | 4                            | 24       |
| 16             | Richmond .....    | 60           | .....                         | .....               | .....           | .....              | 1        | .....                        | 12       |
| 17             | Cape Breton ..... | 685          | 73                            | 3                   | .....           | .....              | .....    | 315                          | 47       |
| 18             | Victoria .....    |              |                               |                     |                 |                    |          |                              |          |
|                | Total .....       | 23596        | 2639                          | 580                 | 4087            | 101                | 188      | 3791                         | 567      |

## No. 4.

## TRADES AND OCCUPATIONS.

*Number of Persons engaged in Learned Professions, Commerce, Manufactures, Mechanics, Agriculture, Fisheries, Navigation, and Lumbering.*

| No. of County. | Counties.         | No. of Clergymen. | No. of Lawyers. | No. of Doctors. | No. of Merchants and Traders. | No. of Persons employed in Manufactures. |
|----------------|-------------------|-------------------|-----------------|-----------------|-------------------------------|------------------------------------------|
| 1              | Halifax .....     | 44                | 57              | 31              | 760                           | 253                                      |
| 2              | Lunenburg .....   | 11                | 5               | 9               | 324                           | 300                                      |
| 3              | Queen's .....     | 15                | 4               | 6               | 85                            | 293                                      |
| 4              | Shelburne .....   | 13                | 2               | 5               | 43                            | 105                                      |
| 5              | Yarmouth .....    | 16                | 3               | 8               | 185                           | 125                                      |
| 6              | Digby .....       | 14                | 2               | 7               | 89                            | 184                                      |
| 7              | Annapolis .....   | 21                | 10              | 11              | 93                            | 178                                      |
| 8              | King's .....      | 21                | 7               | 10              | 81                            | 107                                      |
| 9              | Hants .....       | 17                | 5               | 6               | 74                            | 225                                      |
| 10             | Cumberland .....  | 16                | 11              | 15              | 80                            | 482                                      |
| 11             | Colchester .....  | 17                | 5               | 8               | 64                            | 367                                      |
| 12             | Pictou .....      | 21                | 9               | 11              | 159                           | 280                                      |
| 13             | Sydney .....      | 12                | 7               | 2               | 62                            | 73                                       |
| 14             | Guysboro' .....   | 16                | 4               | 3               | 107                           | 57                                       |
| 15             | Inverness .....   | 12                | 2               | 2               | 73                            | 87                                       |
| 16             | Richmond .....    | 4                 | 3               | 4               | 67                            | 40                                       |
| 17             | Cape Breton ..... | 18                | 7               | 7               | 119                           | 94                                       |
| 18             | Victoria .....    |                   |                 |                 |                               |                                          |
|                | Total .....       | 288               | 143             | 145             | 2415                          | 3200                                     |

| No. of County. | Counties.         | No. of Mechanics. | No. of Farmers. | No. of Persons engaged in the Fisheries. | No. of registered Seamen. | No. of Persons employed at Sea. | No. of Persons engaged in lumbering. |
|----------------|-------------------|-------------------|-----------------|------------------------------------------|---------------------------|---------------------------------|--------------------------------------|
| 1              | Halifax .....     | 2023              | 2099            | 1823                                     | 86                        | 271                             | 92                                   |
| 2              | Lunenburg .....   | 380               | 3018            | 1155                                     | 24                        | 178                             | 192                                  |
| 3              | Queen's .....     | 257               | 400             | 316                                      | .....                     | 185                             | 289                                  |
| 4              | Shelburne .....   | 337               | 317             | 1806                                     | 282                       | 263                             | 54                                   |
| 5              | Yarmouth .....    | 449               | 1151            | 406                                      | 210                       | 553                             | 17                                   |
| 6              | Digby .....       | 279               | 1331            | 202                                      | 48                        | 350                             | 21                                   |
| 7              | Annapolis .....   | 476               | 1993            | 43                                       | 23                        | 266                             | 7                                    |
| 8              | King's .....      | 486               | 2500            | 22                                       | 46                        | 113                             | 4                                    |
| 9              | Hants .....       | 404               | 1822            | 3                                        | 105                       | 267                             | 10                                   |
| 10             | Cumberland .....  | 624               | 1932            | 11                                       | 99                        | 138                             | 220                                  |
| 11             | Colchester .....  | 502               | 2333            | 42                                       | 74                        | 189                             | 223                                  |
| 12             | Pictou .....      | 1089              | 3463            | 5                                        | 204                       | 55                              | 13                                   |
| 13             | Sydney .....      | 301               | 2113            | 197                                      | 52                        | 83                              | .....                                |
| 14             | Guysboro' .....   | 242               | 1243            | 1222                                     | 81                        | 125                             | 38                                   |
| 15             | Inverness .....   | 373               | 2113            | 473                                      | 41                        | 108                             | 7                                    |
| 16             | Richmond .....    | 171               | 490             | 1072                                     | 3                         | 594                             | 1                                    |
| 17             | Cape Breton ..... | 502               | 3276            | 1124                                     | 35                        | 273                             | 66                                   |
| 18             | Victoria .....    |                   |                 |                                          |                           |                                 |                                      |
|                | Total .....       | 8895              | 31604           | 9927                                     | 1413                      | 3961                            | 1254                                 |





## No. 6.

### AGRICULTURE.

| No. of County. | Counties.         | Improved Lands.      |                |                               | Live Stock. |              |             |        |        |
|----------------|-------------------|----------------------|----------------|-------------------------------|-------------|--------------|-------------|--------|--------|
|                |                   | Acres of dyked Land. | Average Value. | Acres of other Improved Land. | Horses.     | Neat Cattle. | Milch Cows. | Sheep. | Swine. |
| 1              | Halifax .....     | 540                  | 4              | 23326                         | 1762        | 6456         | 5185        | 12845  | 3605   |
| 2              | Lunenburg .....   | .....                | .....          | 29396                         | 669         | 9142         | 3744        | 11934  | 2989   |
| 3              | Queen's .....     | 45                   | 3              | 13905                         | 295         | 3231         | 1553        | 5540   | 933    |
| 4              | Shelburne .....   | 50                   | 6              | 16435                         | 311         | 3205         | 2236        | 9241   | 1450   |
| 5              | Yarmouth .....    | 1720                 | 6              | 30575                         | 662         | 8022         | 3364        | 12449  | 1694   |
| 6              | Digby .....       | 83                   | 4              | 17242                         | 496         | 6063         | 2568        | 11709  | 1222   |
| 7              | Annapolis .....   | 2793                 | 19             | 44512                         | 1514        | 12546        | 5158        | 17526  | 2852   |
| 8              | King's .....      | 6938                 | 17             | 66668                         | 2381        | 14176        | 5216        | 19383  | 4652   |
| 9              | Hants .....       | 5292                 | 22             | 60162                         | 2176        | 10232        | 4967        | 16377  | 3100   |
| 10             | Cumberland .....  | 16170                | 7              | 84397                         | 2623        | 11082        | 5433        | 20677  | 4342   |
| 11             | Colchester .....  | 5130                 | 15             | 66531                         | 2636        | 15278        | 7042        | 22143  | 4410   |
| 12             | Pictou .....      | 20                   | 40             | 103562                        | 4561        | 18920        | 10030       | 29920  | 8224   |
| 13             | Sydney .....      | .....                | .....          | 69370                         | 1623        | 9383         | 6323        | 20827  | 2771   |
| 14             | Guysboro' .....   | 111                  | 4              | 11400                         | 659         | 3211         | 2810        | 9495   | 1638   |
| 15             | Inverness .....   | 1052                 | 9              | 81212                         | 2946        | 11227        | 8547        | 24127  | 3521   |
| 16             | Richmond .....    | .....                | .....          | 10581                         | 715         | 2952         | 2450        | 8987   | 873    |
| 17             | Cape Breton ..... | .....                | .....          | 63527                         | 2755        | 11636        | 10125       | 29000  | 3257   |
| 18             | Victoria .....    | .....                | .....          | .....                         | .....       | .....        | .....       | .....  | .....  |
|                | Total .....       | 40012                | .....          | 799310                        | 28789       | 156857       | 86856       | 232180 | 51533  |

| No. of County. | Counties.         | Grain Crops.      |                    |                 |                  |                       |                        |
|----------------|-------------------|-------------------|--------------------|-----------------|------------------|-----------------------|------------------------|
|                |                   | Bushels of Wheat. | Bushels of Barley. | Bushels of Rye. | Bushels of Oats. | Bushels of Buckwheat. | Bushels of Indian Corn |
| 1              | Halifax .....     | 5139              | 8496               | 102             | 51584            | 11194                 | 177                    |
| 2              | Lunenburg .....   | 4892              | 50361              | 3078            | 12421            | 1013                  | 403                    |
| 3              | Queen's .....     | 816               | 4052               | 1761            | 10870            | 1886                  | 378                    |
| 4              | Shelburne .....   | 4                 | 1401               | 10              | 2129             | 46                    | 230                    |
| 5              | Yarmouth .....    | 228               | 2583               | 2657            | 6606             | 3206                  | 169                    |
| 6              | Digby .....       | 1420              | 5337               | 990             | 11748            | 4910                  | 379                    |
| 7              | Annapolis .....   | 11081             | 17048              | 17035           | 42955            | 13984                 | 11779                  |
| 8              | King's .....      | 11403             | 4977               | 26868           | 94573            | 11290                 | 14947                  |
| 9              | Hants .....       | 26585             | 3072               | 1242            | 103823           | 13138                 | 3943                   |
| 10             | Cumberland .....  | 34004             | 8855               | 2199            | 70823            | 45642                 | 514                    |
| 11             | Colchester .....  | 30880             | 6858               | 377             | 106234           | 39291                 | 1993                   |
| 12             | Pictou .....      | 88186             | 22103              | 35              | 263703           | 13151                 | 413                    |
| 13             | Sydney .....      | 34304             | 9378               | 25              | 142949           | 5897                  | 1737                   |
| 14             | Guysboro' .....   | 1827              | 503                | 9               | 25702            | 4761                  | 89                     |
| 15             | Inverness .....   | 28951             | 18064              | 17              | 152010           | 813                   | 185                    |
| 16             | Richmond .....    | 837               | 3153               | .....           | 33119            | 4                     | 5                      |
| 17             | Cape Breton ..... | .....             | .....              | .....           | .....            | .....                 | .....                  |
| 18             | Victoria .....    | 16600             | 24776              | 33              | 183188           | 75                    | 124                    |
|                | Total .....       | 297157            | 196097             | 61438           | 1384437          | 170301                | 37475                  |

## No. 6.—AGRICULTURE.—(Continued.)

| No. of County. | Counties.        | Various Crops. |                            |                         |                      |                     | Products of the Dairy.  |                     |                     |
|----------------|------------------|----------------|----------------------------|-------------------------|----------------------|---------------------|-------------------------|---------------------|---------------------|
|                |                  | Tons of Hay.   | Bushels of Peas and Beans. | Bushels of Grass Seeds. | Bushels of Potatoes. | Bushels of Turnips. | Bushels of other Roots. | Butter. <i>lbs.</i> | Cheese. <i>lbs.</i> |
| 1              | Halifax .....    | 18063          | 352                        | 85                      | 53900                | 20404               | 1258                    | 144909              | 977                 |
| 2              | Lunenburg ..     | 17538          | 889                        | 24                      | 72939                | 26947               | 2938                    | 96626               | 1424                |
| 3              | Queen's .....    | 5752           | 682                        | 166                     | 31496                | 4933                | 816                     | 69654               | 2462                |
| 4              | Shelburne .....  | 5496           | 136                        | .....                   | 51196                | 6708                | 929                     | 58827               | 24640               |
| 5              | Yarmouth .....   | 11599          | 357                        | 62                      | 94717                | 36338               | 3398                    | 200869              | 92530               |
| 6              | Digby .....      | 8497           | 1122                       | 35                      | 90236                | 39954               | 1394                    | 78725               | 8086                |
| 7              | Annapolis .....  | 23985          | 3833                       | 170                     | 146899               | 78470               | 5539                    | 186717              | 171961              |
| 8              | King's .....     | 28117          | 1786                       | 169                     | 574692               | 29694               | 1990                    | 232092              | 93960               |
| 9              | Hants .....      | 26112          | 1855                       | 478                     | 112407               | 31658               | 4413                    | 309013              | 14410               |
| 10             | Cumberland ..... | 26150          | 1781                       | 583                     | 128924               | 41295               | 4014                    | 391715              | 11611               |
| 11             | Colchester ..... | 30430          | 2526                       | 550                     | 182645               | 24052               | 1615                    | 317256              | 11877               |
| 12             | Pictou .....     | 21626          | 4622                       | 1099                    | 157603               | 69849               | 1649                    | 378471              | 58180               |
| 13             | Sydney .....     | 17399          | 763                        | 124                     | 52958                | 11702               | 194                     | 348420              | 90726               |
| 14             | Guysboro' .....  | 8384           | 272                        | 6                       | 31326                | 12145               | 882                     | 95560               | 1176                |
| 15             | Inverness .....  | 19176          | 408                        | 58                      | 69164                | 14928               | 413                     | 317014              | 55998               |
| 16             | Richmond .....   | 4262           | 87                         | 5                       | 21033                | 1332                | 203                     | 58986               | 1851                |
| 17             | Cape Breton ..   | 16251          | 167                        | 72                      | 114654               | 21718               | 680                     | 329086              | 16300               |
| 18             | Victoria .....   |                |                            |                         |                      |                     |                         |                     |                     |
|                | Total .....      | 287837         | 21638                      | 3686                    | 1986789              | 467127              | 32325                   | 3613890             | 652069              |

## No. 7.

## F I S H E R I E S .

| No. of County. | Counties.        | No. of Vessels employed. | Tonnage. | No. of Men. | No. of Boats employed. | No. of Men. | No. of Nets and Seines. | Quantity of dry Fish cured. | No. of Barrels of Salmon. | No. of Barrels of Shad. |
|----------------|------------------|--------------------------|----------|-------------|------------------------|-------------|-------------------------|-----------------------------|---------------------------|-------------------------|
| 1              | Halifax .....    | 96                       | 2184     | 255         | 1437                   | 1054        | 6764                    | 14684                       | 25                        | 1                       |
| 2              | Lunenburg ..     | 186                      | 2478     | 659         | 458                    | 640         | 5610                    | 21057                       | 7                         | .....                   |
| 3              | Queen's .....    | 27                       | 1178     | 228         | 119                    | 229         | 612                     | 8998                        | .....                     | .....                   |
| 4              | Shelburne .....  | 109                      | 27229    | 694         | 419                    | 679         | 1842                    | 35417                       | 50                        | .....                   |
| 5              | Yarmouth .....   | 71                       | 2206     | 477         | 49                     | 76          | 396                     | 20270                       | .....                     | .....                   |
| 6              | Digby .....      | 34                       | 900      | 169         | 82                     | 112         | 256                     | 10901                       | .....                     | 43                      |
| 7              | Annapolis .....  | 6                        | 247      | 19          | 62                     | 86          | 197                     | 602                         | .....                     | 20                      |
| 8              | King's .....     | 7                        | 580      | 38          | 32                     | 45          | 181                     | 994                         | 30                        | 856                     |
| 9              | Hants .....      | .....                    | .....    | .....       | 8                      | 11          | 19                      | 87                          | 6                         | 546                     |
| 10             | Cumberland ..... | 3                        | 109      | 18          | 25                     | 23          | 273                     | 680                         | 97                        | 563                     |
| 11             | Colchester ..... | 2                        | 25       | 6           | 28                     | 50          | 96                      | 229                         | 15                        | 1450                    |
| 12             | Pictou .....     | .....                    | .....    | .....       | 6                      | 13          | 97                      | 34                          | 75                        | .....                   |
| 13             | Sydney .....     | 6                        | 90       | 26          | 180                    | 153         | 1056                    | 1033                        | 184                       | .....                   |
| 14             | Guysboro' .....  | 71                       | 2350     | 289         | 833                    | 1005        | 7227                    | 15884                       | 601                       | 4                       |
| 15             | Inverness .....  | 74                       | 1007     | 284         | 247                    | 379         | 955                     | 11901                       | 193                       | .....                   |
| 16             | Richmond .....   | 99                       | 2197     | 456         | 522                    | 860         | 2654                    | 32255                       | 42                        | 25                      |
| 17             | Cape Breton ..   | 21                       | 463      | 83          | 654                    | 1298        | 2469                    | 21458                       | 344                       | 28                      |
| 18             | Victoria .....   |                          |          |             |                        |             |                         |                             |                           |                         |
|                | Total .....      | 812                      | 43333    | 3681        | 5161                   | 6713        | 30154                   | 196434                      | 1669                      | 3536                    |

## No. 7.—FISHERIES.—(Continued.)

| No. of County. | Counties.         | No. of Barrels of Mackerel. | No. of Barrels of Herring. | No. of Barrels of Alewives. | Quantity of Smoked Herring. | Value.  | Quantity of Fish Oil. | Value. |
|----------------|-------------------|-----------------------------|----------------------------|-----------------------------|-----------------------------|---------|-----------------------|--------|
| 1              | Halifax .....     | 29835                       | 5085                       | 182                         | 98                          | £53573  | 17895                 | £1508  |
| 2              | Lunenburg .....   | 9417                        | 4878                       | 202                         | .....                       | 15113   | 8401                  | 875    |
| 3              | Queen's .....     | 1441                        | 4880                       | .....                       | 30                          | .....   | 10274                 | 1055   |
| 4              | Shelburne .....   | 4610                        | 6680                       | 61                          | 275                         | 22215   | 40992                 | 3977   |
| 5              | Yarmouth .....    | 1129                        | 1398                       | 611                         | 100                         | 15000   | 7988                  | 851    |
| 6              | Digby .....       | 1385                        | 5213                       | 10                          | 4880                        | 7615    | 1356                  | 327    |
| 7              | Annapolis .....   | 108                         | 529                        | 16                          | 7362                        | 1555    | 752                   | 132    |
| 8              | King's .....      | 2                           | 849                        | 164                         | 2115                        | 1200    | 242                   | 27     |
| 9              | Hants .....       | .....                       | 340                        | .....                       | 107                         | .....   | .....                 | .....  |
| 10             | Cumberland .....  | 36                          | 678                        | 162                         | 150                         | 1810    | 932                   | 98     |
| 11             | Colchester .....  | .....                       | 112                        | .....                       | 300                         | 2404    | 98                    | 9      |
| 12             | Pictou .....      | .....                       | 50                         | 12                          | .....                       | .....   | 13                    | 2      |
| 13             | Sydney .....      | 1828                        | 1250                       | 32                          | .....                       | .....   | 2518                  | 252    |
| 14             | Guysboro' .....   | 20054                       | 3460                       | 815                         | .....                       | 28208   | 21378                 | 1641   |
| 15             | Inverness .....   | 5401                        | 2287                       | 2172                        | 6                           | 18492   | 17174                 | 1914   |
| 16             | Richmond .....    | 15373                       | 4398                       | 851                         | .....                       | 50085   | 22947                 | 1782   |
| 17             | Cape Breton ..... | .....                       | .....                      | .....                       | .....                       | .....   | .....                 | .....  |
| 18             | Victoria .....    | 9428                        | 6113                       | 53                          | 41                          | .....   | 36290                 | 3804   |
|                | Total .....       | 100047                      | 53200                      | 5343                        | 15409                       | £217270 | 189250                | £17754 |

## No. 8.

## MANUFACTURES.

| No. of County. | Counties.         | Mills and Factories. |        |                       |                     |        |                        |                           | Value. |                    |
|----------------|-------------------|----------------------|--------|-----------------------|---------------------|--------|------------------------|---------------------------|--------|--------------------|
|                |                   | No. of Saw Mills     | Value. | No. of Hands employed | No. of Grist Mills. | Value. | No. of Hands employed. | Steam Mills or Factories. |        | No. of Tan-neries. |
| 1              | Halifax .....     | 68                   | £5012  | 98                    | 19                  | £13430 | 20                     | 2                         | 19     | £6368              |
| 2              | Lunenburg .....   | 156                  | 8305   | 242                   | 54                  | 2735   | 45                     | .....                     | 10     | 1072               |
| 3              | Queen's .....     | 66                   | 16375  | 256                   | 6                   | 1550   | 4                      | 1                         | 6      | 1863               |
| 4              | Shelburne .....   | 20                   | 2713   | 64                    | 4                   | 715    | 5                      | .....                     | 4      | 160                |
| 5              | Yarmouth .....    | 45                   | 4016   | 73                    | 5                   | 465    | 5                      | .....                     | 25     | 3461               |
| 6              | Digby .....       | 95                   | 5046   | 110                   | 7                   | 870    | 7                      | 1                         | 15     | 1010               |
| 7              | Annapolis .....   | 88                   | 4142   | 103                   | 34                  | 3190   | 35                     | .....                     | 22     | 990                |
| 8              | King's .....      | 55                   | 2605   | 44                    | 26                  | 3240   | 23                     | .....                     | 24     | 1132               |
| 9              | Hants .....       | 47                   | 4120   | 39                    | 19                  | 4510   | 161                    | 3                         | 14     | 1296               |
| 10             | Cumberland .....  | 226                  | 16161  | 366                   | 38                  | 4840   | 37                     | .....                     | 14     | 1065               |
| 11             | Colchester .....  | 99                   | 7286   | 148                   | 34                  | 6355   | 45                     | .....                     | 37     | 1409               |
| 12             | Pictou .....      | 93                   | 7124   | 114                   | 40                  | 11697  | 45                     | 1                         | 20     | 3045               |
| 13             | Sydney .....      | 45                   | 1848   | 25                    | 26                  | 5320   | 24                     | .....                     | 10     | 2015               |
| 14             | Guysboro' .....   | 20                   | 2375   | 34                    | 11                  | 1720   | 10                     | .....                     | 3      | 300                |
| 15             | Inverness .....   | 14                   | 1126   | 27                    | 31                  | 5115   | 40                     | .....                     | 6      | 510                |
| 16             | Richmond .....    | 2                    | 860    | 21                    | 10                  | 1985   | 17                     | .....                     | 1      | 5                  |
| 17             | Cape Breton ..... | .....                | .....  | .....                 | .....               | .....  | .....                  | .....                     | .....  | .....              |
| 18             | Victoria .....    | 14                   | 755    | 22                    | 34                  | 4912   | 50                     | 2                         | 7      | 1061               |
|                | Total .....       | 1153                 | £89869 | 1786                  | 398                 | £72649 | 437                    | 10                        | 237    | £26762             |

## No. 8.—MANUFACTURES.—(Continued.)

| No. of County. | Counties.      | Mills and Factories.—(Continued.)  |                                |                                        |                   |        |                        |                                |        |                    |
|----------------|----------------|------------------------------------|--------------------------------|----------------------------------------|-------------------|--------|------------------------|--------------------------------|--------|--------------------|
|                |                | No. of Hands employed in Tanneries | Value of Leather manufactured. | Value of Boots and Shoes manufactured. | No. of Four-ches. | Value. | No. of Hands employed. | Quantity of Iron smelt'd Tons. | Value. | Value of Castings. |
| 1              | Halifax .....  | 35                                 | £14736                         | £4486                                  | 2                 | £2000  | 16                     | 30                             | £160   | £500               |
| 2              | Lunenburg ..   | 15                                 | 3790                           | 4491                                   | .....             | .....  | .....                  | .....                          | .....  | .....              |
| 3              | Queen's .....  | 22                                 | 4395                           | 2607                                   | .....             | .....  | .....                  | .....                          | .....  | .....              |
| 4              | Shelburne ..   | 8                                  | 121                            | 4661                                   | .....             | .....  | .....                  | .....                          | .....  | .....              |
| 5              | Yarmouth ..    | 26                                 | 2172                           | 5761                                   | 1                 | 100    | 2                      | .....                          | .....  | .....              |
| 6              | Digby .....    | 15                                 | 1410                           | 2499                                   | .....             | .....  | .....                  | .....                          | .....  | .....              |
| 7              | Annapolis ..   | 21                                 | 1971                           | 4123                                   | 1                 | 1500   | .....                  | .....                          | .....  | 170                |
| 8              | King's .....   | 25                                 | 2235                           | 4657                                   | .....             | .....  | .....                  | .....                          | .....  | .....              |
| 9              | Hants .....    | 16                                 | 1866                           | 2807                                   | .....             | .....  | .....                  | .....                          | .....  | .....              |
| 10             | Cumberland ..  | 68                                 | 1170                           | 3268                                   | .....             | .....  | .....                  | .....                          | .....  | .....              |
| 11             | Colchester ..  | 41                                 | 2590                           | 3452                                   | 3                 | 5000   | 105                    | 250                            | 3750   | 113                |
| 12             | Pictou .....   | 35                                 | 7630                           | 11713                                  | 1                 | 800    | 10                     | 120                            | 720    | 1503               |
| 13             | Sydney .....   | 17                                 | 2753                           | 3131                                   | .....             | .....  | .....                  | .....                          | .....  | .....              |
| 14             | Guysboro' ..   | 7                                  | 650                            | 3008                                   | .....             | .....  | .....                  | .....                          | .....  | .....              |
| 15             | Inverness ..   | 10                                 | 2040                           | 3723                                   | .....             | .....  | .....                  | .....                          | .....  | .....              |
| 16             | Richmond ..    | 1                                  | 212                            | 2239                                   | .....             | .....  | .....                  | .....                          | .....  | .....              |
| 17             | Cape Breton .. | 12                                 | 2854                           | 6078                                   | 1                 | 3500   | 5                      | .....                          | .....  | 1200               |
| 18             | Victoria ..... |                                    |                                |                                        |                   |        |                        |                                |        |                    |
|                | Total .....    | 374                                | £52625                         | £73654                                 | 9                 | £12900 | 138                    | 400                            | £4635  | £3486              |

| No. of County. | Counties.      | Mills and Factories.—(Continued.) |        |                       |                    |        |                                    |                                        |                                |
|----------------|----------------|-----------------------------------|--------|-----------------------|--------------------|--------|------------------------------------|----------------------------------------|--------------------------------|
|                |                | Weaving and Card- Establishments  | Value. | No. of Hands employed | No. of Hand-looms. | Value. | Yards of fuled Cloth manufactured. | Yards of Cloth not fuled manufactured. | Yards of Flannel manufactured. |
| 1              | Halifax .....  | 3                                 | £850   | 11                    | 337                | £662   | 2474                               | 37597                                  | 7264                           |
| 2              | Lunenburg ..   | 2                                 | 290    | 3                     | 784                | 1965   | 45                                 | 62325                                  | 2465                           |
| 3              | Queen's .....  | 1                                 | 200    | 2                     | 201                | 568    | .....                              | 20631                                  | 194                            |
| 4              | Shelburne ..   | .....                             | .....  | .....                 | 449                | 611    | .....                              | 27156                                  | 4133                           |
| 5              | Yarmouth ..    | 2                                 | 200    | 3                     | 405                | 637    | 273                                | 35306                                  | 4583                           |
| 6              | Digby .....    | 2                                 | 350    | 2                     | 489                | 695    | 12                                 | 26236                                  | 7023                           |
| 7              | Annapolis ..   | 7                                 | 535    | 9                     | 598                | 1349   | 306                                | 59227                                  | 18103                          |
| 8              | King's .....   | 11                                | 1450   | 12                    | 479                | 800    | 37                                 | 56517                                  | 22909                          |
| 9              | Hants .....    | 8                                 | 1425   | 9                     | 414                | 1305   | 294                                | 71714                                  | 14939                          |
| 10             | Cumberland ..  | 5                                 | 900    | 11                    | 774                | 2135   | 2825                               | 66858                                  | 24269                          |
| 11             | Colchester ..  | 11                                | 1550   | 22                    | 1121               | 3018   | 6031                               | 104661                                 | 14242                          |
| 12             | Pictou .....   | 13                                | 1955   | 22                    | 1132               | 2384   | 27052                              | 59198                                  | 32672                          |
| 13             | Sydney .....   | 5                                 | 655    | .....                 | 809                | 1615   | 21703                              | 31661                                  | 22546                          |
| 14             | Guysboro' ..   | 5                                 | 430    | 6                     | 246                | 709    | 398                                | 25669                                  | 10823                          |
| 15             | Inverness ..   | 2                                 | 250    | 2                     | 1133               | 3477   | 30664                              | 38601                                  | 15823                          |
| 16             | Richmond ..    | 1                                 | 100    | 1                     | 531                | 570    | 2234                               | 23153                                  | 1270                           |
| 17             | Cape Breton .. | 3                                 | 550    | 4                     | 1194               | 1936   | 24850                              | 43504                                  | 16084                          |
| 18             | Victoria ..... |                                   |        |                       |                    |        |                                    |                                        |                                |
|                | Total .....    | 81                                | £11690 | 119                   | 11096              | £24486 | 119698                             | 790104                                 | 219552                         |

## No. 8.—MANUFACTURES.—(Continued.)

| No. of County. | Counties.         | Mills and Factories—Continued. |        |                       |                                      |                                           |                         |        |                       |
|----------------|-------------------|--------------------------------|--------|-----------------------|--------------------------------------|-------------------------------------------|-------------------------|--------|-----------------------|
|                |                   | Breweries and Distilleries.    | Value. | No. of Hands employed | Gallons of Malt Liquor manufactured. | Gallons of distilled Liquor manufactured. | No. of other Factories. | Value. | No. of Hands employed |
| 1              | Halifax .....     | 11                             | £3612  | 38                    | 70000                                | 10600                                     | 15                      | £2405  | 35                    |
| 2              | Lunenburgh .....  |                                |        |                       |                                      | 30                                        | 1                       | 120    | 2                     |
| 3              | Queen's .....     |                                |        |                       |                                      |                                           | 2                       |        | 9                     |
| 4              | Shelburne .....   |                                |        |                       |                                      |                                           | 12                      | 1650   | 28                    |
| 5              | Yarmouth .....    |                                |        |                       |                                      |                                           | 31                      | 4202   | 16                    |
| 6              | Digby .....       |                                |        |                       |                                      |                                           | 5                       | 200    |                       |
| 7              | Annapolis .....   |                                |        |                       |                                      |                                           | 4                       | 1055   | 10                    |
| 8              | King's .....      |                                |        |                       |                                      |                                           | 4                       | 70     | 3                     |
| 9              | Hants .....       |                                |        |                       |                                      |                                           |                         |        |                       |
| 10             | Cumberland .....  |                                |        |                       |                                      |                                           |                         |        |                       |
| 11             | Colchester .....  |                                |        |                       |                                      |                                           | 8                       | 400    | 6                     |
| 12             | Pictou .....      | 6                              | 2420   | 4                     | 8076                                 | 1270                                      | 43                      | 2504   | 50                    |
| 13             | Sydney .....      |                                |        |                       |                                      |                                           | 2                       | 800    | 7                     |
| 14             | Guysboro' .....   |                                |        |                       |                                      |                                           |                         |        |                       |
| 15             | Inverness .....   |                                |        |                       |                                      |                                           | 3                       | 450    | 8                     |
| 16             | Richmond .....    |                                |        |                       |                                      |                                           |                         |        |                       |
| 17             | Cape Breton ..... |                                |        |                       |                                      |                                           | 3                       | 526    | 11                    |
| 18             | Victoria .....    |                                |        |                       |                                      |                                           |                         |        |                       |
|                | Total .....       | 17                             | £6082  | 42                    | 78076                                | 11900                                     | 131                     | £14382 | 185                   |

| No. of County. | Counties.         | Agricultural Implements, Carriages, &c.        |                                                |                                  |                                          |
|----------------|-------------------|------------------------------------------------|------------------------------------------------|----------------------------------|------------------------------------------|
|                |                   | Value of Agricultural Implements manufactured. | Value of Chairs and Cabinet Ware manufactured. | Value of Carriages manufactured. | Value of other Wooden Ware manufactured. |
| 1              | Halifax .....     | £1190                                          | £3626                                          | £350                             | £4351                                    |
| 2              | Lunenburgh .....  | 494                                            | 336                                            | 86                               | 346                                      |
| 3              | Queen's .....     | 123                                            | 6                                              | 305                              | 210                                      |
| 4              | Shelburne .....   | 25                                             | 101                                            | 10                               | 1433                                     |
| 5              | Yarmouth .....    | 337                                            | 718                                            | 1632                             | 1271                                     |
| 6              | Digby .....       | 162                                            | 66                                             | 235                              | 311                                      |
| 7              | Annapolis .....   | 142                                            | 363                                            | 597                              | 529                                      |
| 8              | King's .....      | 896                                            | 288                                            | 944                              | 396                                      |
| 9              | Hants .....       | 878                                            | 162                                            | 412                              | 35                                       |
| 10             | Cumberland .....  | 476                                            | 721                                            | 1290                             | 109                                      |
| 11             | Colchester .....  | 1516                                           | 532                                            | 910                              | 649                                      |
| 12             | Pictou .....      | 2546                                           | 949                                            | 1062                             | 978                                      |
| 13             | Sydney .....      | 1581                                           | 701                                            | 877                              | 1349                                     |
| 14             | Guysboro' .....   | 1006                                           | 325                                            | 180                              | 3962                                     |
| 15             | Inverness .....   | 4175                                           | 2135                                           | 363                              | 1699                                     |
| 16             | Richmond .....    | 84                                             | 20                                             |                                  | 286                                      |
| 17             | Cape Breton ..... |                                                |                                                |                                  |                                          |
| 18             | Victoria .....    | 1009                                           | 106                                            | 188                              | 1319                                     |
|                | Total .....       | £16640                                         | £11155                                         | £9491                            | £19233                                   |

No. 8.—MANUFACTURES.—(Continued.)

| No. of County. | Counties.         | Coal, Lime, Bricks, Gypsum, &c. |                      |        |                          |        |                          |        |                              |        |
|----------------|-------------------|---------------------------------|----------------------|--------|--------------------------|--------|--------------------------|--------|------------------------------|--------|
|                |                   | Quantity of Coals raised.       | Casks of Lime burnt. | Value. | Quantity of Bricks made. | Value. | Tons of Gypsum quarried. | Value. | No. of Grindstones quarried. | Value. |
|                |                   | Chalds.                         |                      | £      |                          | £      |                          | £      | Tons.                        | £      |
| 1              | Halifax .....     |                                 | 1301                 | 1118   | 961000                   | 635    | 95                       | 4      |                              |        |
| 2              | Lunenburg .....   |                                 | 822                  | 894    | 250400                   | 280    |                          |        |                              |        |
| 3              | Queen's .....     |                                 |                      |        | 17000                    | 26     |                          |        |                              |        |
| 4              | Shelburne .....   |                                 |                      |        |                          |        |                          |        |                              |        |
| 5              | Yarmouth .....    |                                 | 900                  | 175    | 120000                   | 150    |                          |        |                              |        |
| 6              | Digby .....       |                                 |                      |        | 75000                    | 72     |                          |        |                              |        |
| 7              | Annapolis .....   |                                 |                      |        | 526000                   | 454    |                          |        |                              |        |
| 8              | King's .....      |                                 | 50                   | 13     | 262000                   | 307    |                          |        |                              |        |
| 9              | Hants .....       |                                 | 9                    | 2      |                          |        | 76743                    | 10095  |                              |        |
| 10             | Cumberland .....  | 2400                            | 1888                 | 187    | 102000                   | 494    | 73                       | 11     | 36712                        | 5198   |
| 11             | Colchester .....  |                                 | 612                  | 160    | 420000                   | 558    | 2160                     | 311    | No. 55                       | 4      |
| 12             | Pictou .....      | 59574                           | 12393                | 955    | 48000                    | 120    | 4                        | 4      | 363                          | 547    |
| 13             | Sydney .....      |                                 | 220                  | 90     | 36000                    | 90     | 450                      | 11     |                              |        |
| 14             | Guysboro' .....   |                                 | 223                  | 74     | 10000                    | 15     |                          |        |                              |        |
| 15             | Inverness .....   | 18                              | 6061                 | 599    | 9000                     | 10     |                          |        | No. 292                      | 69     |
| 16             | Richmond .....    |                                 | 118                  | 30     |                          |        | 270                      | 62     |                              |        |
| 17             | Cape Breton ..... |                                 |                      |        |                          |        |                          |        |                              |        |
| 18             | Victoria .....    | 53000                           | 4421                 | 636    |                          |        |                          |        | No. 118                      | 39     |
|                | Total .....       | 114902                          | 28603                | £4433  | 2845400                  | £3211  | 79795                    | £10498 |                              | £5687  |

| No. of County. | Counties.         | Soap and Candles.           |                                | Quantity of Maple Sugar manufactured. | Vessels.              |          |                     |
|----------------|-------------------|-----------------------------|--------------------------------|---------------------------------------|-----------------------|----------|---------------------|
|                |                   | Value of Soap manufactured. | Value of Candles manufactured. |                                       | No. of Vessels built. | Tonnage. | No. of Boats built. |
|                |                   | £                           | £                              | lbs.                                  |                       |          |                     |
| 1              | Halifax .....     | 6013                        | 6298                           | 844                                   | 5                     | 192      | 82                  |
| 2              | Lunenburg .....   | 152                         | 293                            | 454                                   | 50                    | 2570     | 743                 |
| 3              | Queen's .....     | 101                         | 129                            |                                       | 5                     | 484      | 62                  |
| 4              | Shelburne .....   | 732                         | 60                             |                                       | 6                     | 119      | 211                 |
| 5              | Yarmouth .....    | 1468                        | 984                            |                                       | 21                    | 3851     | 69                  |
| 6              | Digby .....       | 509                         | 332                            | 691                                   | 27                    | 5484     | 43                  |
| 7              | Annapolis .....   | 1311                        | 962                            | 1307                                  | 10                    | 911      | 33                  |
| 8              | King's .....      | 2057                        | 1789                           | 1814                                  | 18                    | 3414     | 13                  |
| 9              | Hants .....       | 1395                        | 1485                           | 2771                                  | 10                    | 1566     | 7                   |
| 10             | Cumberland .....  | 2743                        | 1470                           | 57641                                 | 38                    | 10233    | 37                  |
| 11             | Colchester .....  | 2206                        | 1802                           | 10977                                 | 22                    | 3192     | 16                  |
| 12             | Pictou .....      | 3544                        | 2903                           | 18290                                 | 27                    | 9680     | 51                  |
| 13             | Sydney .....      | 1508                        | 875                            | 7095                                  | 20                    | 845      | 33                  |
| 14             | Guysboro' .....   | 1380                        | 479                            | 862                                   | 11                    | 910      | 230                 |
| 15             | Inverness .....   | 1921                        | 650                            | 6043                                  | 7                     | 877      | 165                 |
| 16             | Richmond .....    | 213                         | 187                            | 20                                    | 135                   | 11346    | 335                 |
| 17             | Cape Breton ..... |                             |                                |                                       |                       |          |                     |
| 18             | Victoria .....    | 1074                        | 512                            | 2132                                  | 24                    | 2593     | 469                 |
|                | Total .....       | £28277                      | £21210                         | 110441                                | 436                   | 57776    | 2654                |







No. 9.—IMPORTS FOR THE YEAR 1851.—(Continued.)

| PORT OF HALIFAX.                                                   | ESTIMATED VALUE IN STERLING. |                   |                |             |                           |                 |        |                |       |                   | SHIPS INWARDS. |                |       |                 |       |        |       |
|--------------------------------------------------------------------|------------------------------|-------------------|----------------|-------------|---------------------------|-----------------|--------|----------------|-------|-------------------|----------------|----------------|-------|-----------------|-------|--------|-------|
|                                                                    | From Great Britain           | British Colonies. |                |             | United States of America. | Foreign States. | Total. | Great Britain. |       | British Colonies. |                | United States. |       | Foreign States. |       | Total. |       |
|                                                                    |                              | Weg. H.           | North America. | West India. |                           |                 |        | No.            | Tons. | No.               | Tons.          | No.            | Tons. | No.             | Tons. | No.    | Tons. |
| ARTICLES IMPORTED.                                                 |                              |                   |                |             |                           |                 |        |                |       |                   |                |                |       |                 |       |        |       |
| Description and Quantity.                                          |                              |                   |                |             |                           |                 |        |                |       |                   |                |                |       |                 |       |        |       |
| Oil, Sperm, barrels 39                                             |                              |                   |                |             | 122                       |                 |        |                |       |                   |                |                |       |                 |       |        |       |
| Olive, barrels 96, cases 49, baskets 2                             |                              |                   |                | 30          | 578                       |                 |        |                |       |                   |                |                |       |                 |       |        |       |
| Paint, barrels 146                                                 |                              |                   |                | 96          | 16                        |                 |        |                |       |                   |                |                |       |                 |       |        |       |
| Pork, barrels 2190                                                 |                              |                   |                | 2741        | 3239                      |                 |        |                |       |                   |                |                |       |                 |       |        |       |
| Potatoes, bushels 49679                                            |                              |                   |                | 2708        |                           |                 |        |                |       |                   |                |                |       |                 |       |        |       |
| Pease, barrels 222                                                 |                              |                   |                | 140         |                           |                 |        |                |       |                   |                |                |       |                 |       |        |       |
| Pimento, bags 222                                                  |                              |                   |                | 400         |                           |                 |        |                |       |                   |                |                |       |                 |       |        |       |
| Rum, puncheons 407                                                 | 47                           |                   |                | 214         | 1106                      | 2880            |        |                |       |                   |                |                |       |                 |       |        |       |
| Rosin, barrels 1080                                                |                              |                   |                | 8           | 368                       |                 |        |                |       |                   |                |                |       |                 |       |        |       |
| Rice, casks 90, tierces 482, half tierces 61                       |                              |                   |                |             | 1798                      |                 |        |                |       |                   |                |                |       |                 |       |        |       |
| Sugar, hds. 9214, casks 29, bis. 8957, tierces 378, half tierces 9 | 1815                         | 139               |                |             | 5719                      | 10022           | 108595 |                |       |                   |                |                |       |                 |       |        |       |
| Salt, tons 12498, bushels 66892, bags 450                          | 6549                         | 1443              |                | 464         |                           | 1847            | 10303  |                |       |                   |                |                |       |                 |       |        |       |
| Stone - Manufactures, packages 204                                 |                              |                   |                | 347         | 210                       |                 | 557    |                |       |                   |                |                |       |                 |       |        |       |
| Sennes, packages 10                                                |                              |                   |                |             | 239                       |                 | 239    |                |       |                   |                |                |       |                 |       |        |       |
| Soap, packages 1126                                                |                              |                   |                | 311         | 144                       |                 | 455    |                |       |                   |                |                |       |                 |       |        |       |
| Salaratus, packages 512                                            |                              |                   |                | 60          | 998                       |                 | 1058   |                |       |                   |                |                |       |                 |       |        |       |
| Seeds, packages 106                                                |                              |                   |                | 28          | 315                       |                 | 338    |                |       |                   |                |                |       |                 |       |        |       |
| Seal skins, No. 9049, barrels 2                                    |                              |                   |                | 2266        |                           |                 | 2266   |                |       |                   |                |                |       |                 |       |        |       |
| Starch, boxes 245                                                  |                              |                   |                | 91          | 17                        |                 | 108    |                |       |                   |                |                |       |                 |       |        |       |

|                                                   |        |      |        |       |        |        |        |    |       |     |       |     |       |     |       |      |        |
|---------------------------------------------------|--------|------|--------|-------|--------|--------|--------|----|-------|-----|-------|-----|-------|-----|-------|------|--------|
| Stone, (lime), tons 395                           |        |      |        |       |        |        | 109    |    |       |     |       |     |       |     |       |      |        |
| Spices, packages 102                              |        |      |        | 7     | 229    |        | 236    |    |       |     |       |     |       |     |       |      |        |
| Tea, packages 17295                               | 8716   |      |        | 129   | 15000  | 9740   | 57141  |    |       |     |       |     |       |     |       |      |        |
| Tobacco, packages 6092                            |        |      |        | 750   | 23513  | 50     | 24313  |    |       |     |       |     |       |     |       |      |        |
| Tallow, packages 556                              |        |      |        | 42    | 2077   |        | 2119   |    |       |     |       |     |       |     |       |      |        |
| Tar and Pitch, barrels 3092                       |        |      |        |       | 1060   |        | 1060   |    |       |     |       |     |       |     |       |      |        |
| Turpentine, barrels 77                            |        |      |        | 129   | 189    |        | 189    |    |       |     |       |     |       |     |       |      |        |
| Turnips, bushels 2798                             |        |      |        | 605   | 173    | 39     | 817    |    |       |     |       |     |       |     |       |      |        |
| Vinegar, barrels 514                              |        |      |        | 280   | 60     |        | 559    |    |       |     |       |     |       |     |       |      |        |
| Whiskey, hds. 14, casks 8, puns. 11, qr. casks 8  | 219    |      |        |       |        |        |        |    |       |     |       |     |       |     |       |      |        |
| White, pipes 23, hds. 130, casks 3                |        |      |        |       | 434    | 2940   | 8478   |    |       |     |       |     |       |     |       |      |        |
| Wine, cases 430, baskets 100, kegs 289, bis. 2    | 3414   | 55   |        | 1635  |        |        |        |    |       |     |       |     |       |     |       |      |        |
| Wheat, bushels 51940, bags 992                    |        |      |        | 2799  | 6874   |        | 9673   |    |       |     |       |     |       |     |       |      |        |
| Woolen Manufactures, packages 94                  |        |      |        |       | 1233   |        | 1233   |    |       |     |       |     |       |     |       |      |        |
| Woodenware, packages 1811                         |        |      |        | 10    | 1255   |        | 1378   |    |       |     |       |     |       |     |       |      |        |
| Logwood, tons 127                                 |        |      |        | 275   | 15     |        | 290    |    |       |     |       |     |       |     |       |      |        |
| Lignum vitse, tons 110                            |        |      |        | 160   | 51     | 16     | 237    |    |       |     |       |     |       |     |       |      |        |
| Shingles, No. 5072700                             |        |      |        | 2005  |        |        | 2005   |    |       |     |       |     |       |     |       |      |        |
| Miscellaneous articles not amounting to £100 each |        |      |        | 485   | 1216   | 330    | 2031   |    |       |     |       |     |       |     |       |      |        |
| Total                                             | 401022 | 7885 | 181549 | 15000 | 223835 | 165993 | 994184 | 79 | 40670 | 612 | 41449 | 253 | 45805 | 179 | 19676 | 1123 | 147600 |

CUSTOM HOUSE, Halifax, N.S., June, 1852.

No. 9.—IMPORTS FOR THE YEAR 1851.—(Continued.)

| ARTICLES IMPORTED. |                       | ESTIMATED VALUE IN STERLING. |                |             |                           |                 |                 |           |                |           |           | SHIPS INWARDS.    |           |                |           |                 |           |           |  |
|--------------------|-----------------------|------------------------------|----------------|-------------|---------------------------|-----------------|-----------------|-----------|----------------|-----------|-----------|-------------------|-----------|----------------|-----------|-----------------|-----------|-----------|--|
|                    |                       | British Colonies.            |                |             | United States of America. |                 | Foreign States. |           | Great Britain. |           |           | British Colonies. |           | United States. |           | Foreign States. |           | Total.    |  |
| From               |                       | West In-dies.                | North America. | Else-where. | United States of America. | Foreign States. | Total.          | No. Tons. | No. Tons.      | No. Tons. | No. Tons. | No. Tons.         | No. Tons. | No. Tons.      | No. Tons. | No. Tons.       | No. Tons. | No. Tons. |  |
|                    | TOTAL FROM            |                              |                |             |                           |                 |                 |           |                |           |           |                   |           |                |           |                 |           |           |  |
|                    | Halifax               | 401022                       | 7385           | 181549      | 15000                     | 223836          | 165398          | 79        | 40870          | 612       | 41449     | 253               | 45805     | 179            | 19676     | 1123            | 147600    | 10630     |  |
|                    | Pictou                | 16329                        | 5108           | .....       | 8444                      | 281             | 30157           | 8         | 3499           | 170       | 10130     | 273               | 32410     | 12             | 1291      | 463             | 47330     | 2885      |  |
|                    | Windsor               | 2217                         | .....          | 1609        | .....                     | .....           | 10119           | 2         | 354            | 75        | 6961      | 168               | 16927     | .....          | .....     | 245             | 23642     | 1260      |  |
|                    | Parrsboro'            | 7                            | .....          | 1499        | .....                     | 1455            | 2961            | 1         | 169            | 38        | 2722      | 108               | 8134      | .....          | .....     | 149             | 11025     | 605       |  |
|                    | Digby                 | .....                        | 7462           | .....       | 4888                      | .....           | 12351           | .....     | .....          | 207       | 13275     | 447               | 24694     | .....          | .....     | 654             | 87969     | 2450      |  |
|                    | Yarmouth              | 4912                         | 2147           | 3173        | 21708                     | 1306            | 33327           | 7         | 1324           | 59        | 8145      | 111               | 11663     | 10             | 984       | 187             | 17116     | 891       |  |
|                    | Lucenburgh            | .....                        | 288            | 36          | 1140                      | 130             | 1589            | .....     | .....          | 4         | 177       | 16                | 1184      | 1              | 66        | 21              | 1427      | 111       |  |
|                    | Liverpool             | 198                          | 1108           | 1470        | 7164                      | 766             | 10857           | 2         | 424            | 85        | 4337      | 29                | 2943      | 18             | 2104      | 84              | 9808      | 504       |  |
|                    | Guysboro'             | 6413                         | .....          | 232         | .....                     | .....           | 282             | .....     | .....          | 2         | 274       | .....             | .....     | .....          | .....     | 2               | 274       | 6         |  |
|                    | Sydney                | 4596                         | .....          | 1332        | .....                     | .....           | 12954           | 6         | 1007           | 193       | 18776     | 54                | 5830      | 40             | 3020      | 293             | 28633     | 1620      |  |
|                    | Arichat.              | .....                        | 68             | 5512        | 1119                      | 4057            | 16298           | 2         | 297            | 52        | 3365      | 122               | 10686     | 7              | 867       | 188             | 15215     | 801       |  |
|                    |                       | 435688                       | 10991          | 208977      | 16269                     | 283832          | 169266          | 107       | 47744          | 1447      | 104611    | 1581              | 159676    | 267            | 28008     | 3402            | 340089    | 2116      |  |
|                    | Total Imports in 1851 | 435688                       | 10991          | 208977      | 16269                     | 283832          | 169266          | 107       | 47744          | 1447      | 104611    | 1581              | 159676    | 267            | 28008     | 3402            | 340089    | 2116      |  |
|                    | Total Imports in 1850 | 378404                       | 14623          | 238520      | 42991                     | 322515          | 59161           | 139       | 65864          | 1963      | 136992    | 2896              | 281340    | 254            | 25509     | 5255            | 509705    | 34475     |  |

HENRY TREW,  
Controller H. M. Customs.

Custom House, Halifax, N.S., June, 1852.



No. 10.—EXPORTS FOR THE YEAR 1851.—(Continued.)

| PORT OF HALIFAX.                           | ESTIMATED VALUE IN STERLING. |                   |                |            |                           |                 | SHIPS OUTWARDS. |                   |           |                |           |                 |           |           |           |           |        |       |
|--------------------------------------------|------------------------------|-------------------|----------------|------------|---------------------------|-----------------|-----------------|-------------------|-----------|----------------|-----------|-----------------|-----------|-----------|-----------|-----------|--------|-------|
|                                            | To                           | British Colonies. |                |            | United States of America. | Foreign States. | Total.          | British Colonies. |           | United States. |           | Foreign States. |           | Total.    |           |           |        |       |
|                                            |                              | West Indies.      | North America. | Elsewhere. |                           |                 |                 | No. Tons.         | No. Tons. | No. Tons.      | No. Tons. | No. Tons.       | No. Tons. | No. Tons. | No. Tons. | No. Tons. |        |       |
| ARTICLES EXPORTED.                         | Great Britain                |                   |                |            |                           |                 |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Description and Quantity.                  |                              |                   |                |            |                           |                 |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Paint, mineral, bbls. 163                  |                              |                   |                |            |                           |                 |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Rum, puns 39                               |                              |                   | 230            |            |                           |                 |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Skins and Furs, puns. 185                  |                              |                   | 585            |            |                           |                 |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Soap, boxes 1086                           | 11250                        |                   | 34             |            | 284                       |                 |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Lumber, No. feet 2037265                   |                              | 87                | 188            |            | 202                       | 477             |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Shingles, 3880700                          |                              | 1512              | 270            | 136        |                           | 3093            |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Deals, pieces 320357                       | 1067                         | 892               | 199            |            | 428                       | 1519            |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Shooks and Heading, No. 14328              |                              |                   |                |            |                           | 1067            |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Staves, No. 42286                          | 27                           | 94                | 8              |            |                           | 1930            |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Hoops, No. 124681                          |                              | 240               | 3              |            |                           | 110             |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Wool, bales 28                             |                              |                   |                |            |                           | 101             |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Miscellaneous articles, not exceeding £200 | 80                           | 505               | 1792           |            | 822                       | 3199            |                 |                   |           |                |           |                 |           |           |           |           |        |       |
| Total                                      | 13067                        | 131813            | 22900          | 5819       | 86455                     | 59666           | 319720          | 27                | 23413     | 689            | 60571     | 188             | 38684     | 112       | 11046     | 1016      | 133864 | 10001 |

HENRY TREW,  
Controller H. M. Customs.

| ARTICLES EXPORTED.    | ESTIMATED VALUE IN STERLING. |                   |              |                |                           |                 |        |                |      |                   | SHIPS OUTWARDS. |                |       |                 |      |        |       |
|-----------------------|------------------------------|-------------------|--------------|----------------|---------------------------|-----------------|--------|----------------|------|-------------------|-----------------|----------------|-------|-----------------|------|--------|-------|
|                       | To                           | British Colonies. |              |                | United States of America. | Foreign States. | Total. | Great Britain. |      | British Colonies. |                 | United States. |       | Foreign States. |      | Total. |       |
|                       |                              | Great Britain     | West Indies. | North America. |                           |                 |        | Elsewhere.     | No.  | Tons.             | No.             | Tons.          | No.   | Tons.           | No.  | Tons.  | No. | Tons. | No. | Tons. |
| Halifax               | 13067                        | 131813            | 22900        | 5819           | 86455                     | 59666           | 319720 | 27229413       | 689  | 60571             | 188             | 38834          | 112   | 11046           | 1016 | 133864 | 10001 |
| Pictou                | 7787                         | 251               | 7308         | .....          | 30772                     | .....           | 46208  | 1472666        | 166  | 10579             | 415             | 44206          | ..... | .....           | 595  | 62051  | 4003  |
| Windsor               | 1490                         | .....             | 41           | .....          | 4830                      | .....           | 6092   | 71128          | 58   | 5235              | 221             | 21023          | ..... | .....           | 286  | 27386  | 1429  |
| Parrsboro'            | 2826                         | .....             | 2928         | .....          | 3180                      | .....           | 8935   | 102156         | 42   | 2041              | 82              | 5782           | ..... | .....           | 134  | 9979   | 626   |
| Digby                 | .....                        | .....             | 3651         | .....          | 7275                      | .....           | 11126  | .....          | 200  | 14130             | 343             | 24990          | ..... | .....           | 543  | 39120  | 2599  |
| Yarmouth              | 114                          | 10160             | 1853         | .....          | 5146                      | 106             | 17380  | 102465         | 98   | 8159              | 57              | 4851           | 1     | 105             | 166  | 15580  | 789   |
| Lunenburg             | .....                        | 313               | .....        | .....          | 1126                      | .....           | 1449   | .....          | 3    | 183               | 16              | 1195           | ..... | .....           | 19   | 1378   | 106   |
| Liverpool             | .....                        | 28049             | 1050         | .....          | 877                       | 415             | 30392  | .....          | 83   | 10847             | 17              | 1200           | 4     | 597             | 104  | 12640  | 634   |
| Guysboro'             | .....                        | .....             | 931          | .....          | .....                     | .....           | 931    | .....          | 7    | 466               | .....           | .....          | ..... | .....           | 7    | 466    | 36    |
| Sydney                | 1466                         | .....             | 270          | 18906          | .....                     | 8805            | 30234  | 51764          | 192  | 18161             | 85              | 9274           | 18    | 928             | 800  | 30127  | 1721  |
| Archat                | 757                          | .....             | 2323         | 2673           | 2640                      | 2993            | 10464  | 1586           | 57   | 3235              | 12              | 847            | 7     | 825             | 77   | 5443   | 357   |
| Total                 | 27597                        | 173179            | 62450        | 8459           | 151159                    | 71436           | 494287 | 7438728        | 1595 | 138607            | 1436            | 152202         | 142   | 13501           | 3247 | 338038 | 22201 |
| Total Exports in 1851 | 27597                        | 173179            | 62450        | 8459           | 151159                    | 71436           | 494287 | 7438728        | 1595 | 138607            | 1436            | 152202         | 142   | 13501           | 3247 | 338038 | 22201 |
| Total Exports in 1850 | 52157                        | 190275            | 84028        | 4818           | 178885                    | 50784           | 560947 | 18377174       | 1930 | 148777            | 2606            | 247154         | 102   | 9749            | 4821 | 482854 | 32575 |

HENRY TREW,  
Controller H. M. Customs.

Custom House, Halifax, June, 1852.

## QUINQUENNIAL AVERAGE.—NOVA SCOTIA—1851.

|                         | 1847.   | 1848.  | 1849.  | 1850.   | 1851.   | Quinquennial Average. |
|-------------------------|---------|--------|--------|---------|---------|-----------------------|
|                         | £       | £      | £      | £       | £       | £                     |
| Value of Imports .....  | 1031955 | 838413 | 984838 | 1056213 | 1125029 | 1007290               |
| do Exports .....        | 831071  | 523771 | 560947 | 671286  | 494287  | 616272                |
|                         | Tons.   | Tons.  | Tons.  | Tons.   | Tons.   | Tons.                 |
| Shipping, Inwards ..... | 490910  | 461837 | 485586 | 509705  | 340039  | 457615                |
| do Outwards .....       | 416463  | 473990 | 482854 | 501237  | 338038  | 442516                |

## NEWFOUNDLAND.

## No. 2.

(No. 18.)

COPY OF A DESPATCH FROM GOVERNOR SIR J. GASPARD LE MARCHANT TO THE RIGHT HONORABLE SIR JOHN S. PAKINGTON, BARONET.

GOVERNMENT HOUSE, ST. JOHNS,

NEWFOUNDLAND, April 12, 1852.

(Received May 10, 1852.)

SIR,—I have the honor to forward herewith the Blue Book of the Colony for the year 1851, together with the accompanying Report.

## SECTION I.—REVENUE AND EXPENDITURE.

It is gratifying to me to be able to report a further improvement in the financial condition of the Colony, and that the Revenue raised has been more than sufficient to meet the current expenses of the year.

The amount of Customs Duties raised in the year 1851 is £74,205 4s. 1d., showing an increase of £9,680 17s. 1d., when compared with the duties raised in the preceding year (£64,524 7s.); this increase has been occasioned by a considerable improvement in the import trade of the Colony in the past year.

The total Revenue of the Colony in the year 1851 amounted to £80,395 14s. 2d., a decrease apparently of £2,256 6s. 6d., when compared with the amount of the year preceding (£82,652 0s. 8d.); but I must observe that in 1850 £7,008 14s. 8d., raised by loan under a Colonial Act, and £5,200 Treasury Notes, formed part of the estimated Revenue of that year; deducting, therefore, these two items, the actual increase of the Revenue of the Colony in 1851 over that of the year 1850 is £9,952 8s. 2d.

The Expenditure in the year 1851 amounted to £75,770 15s. 1d., showing an excess of revenue over Expenditure amounting to £4,624 19s. 1d.; and loans have been paid off in the past year amounting to £6,730.

## SECTION 2.—IMPORTS AND EXPORTS.

The Returns furnished exhibit a further improvement in our import trade, the increase in our import trade being £75,875 over the estimated value of that in the year 1850; and in that year there was a very considerable improvement over the trade of the year preceding, the increase of our imports in 1850 showing an excess of £97,126 over that of the year 1849.

On the other hand, the export trade has declined in the past year, when compared with the estimated value of the year preceding, the decrease on the year being £16,019. The exports, however, in the year 1850, showed an increase of £99,203 over the estimated value of that of the year 1849.

|                                               |          |
|-----------------------------------------------|----------|
| The estimated amount of imports in 1850 ..... | £867,316 |
| do do do 1851 .....                           | 943,191  |
| That of exports in 1850 .....                 | 975,770  |
| do do 1851 .....                              | 959,751  |

The following Tables will exhibit the total estimated value in pounds sterling of our import and export trade in the year 1851.

## ARTICLES IMPORTED.

| From<br>Great Britain. | British Colonies. |                   |            | United States<br>of<br>America. | Foreign<br>States. | Total. |
|------------------------|-------------------|-------------------|------------|---------------------------------|--------------------|--------|
|                        | West<br>Indies.   | North<br>America. | Elsewhere. |                                 |                    |        |
| £                      | £                 | £                 | £          | £                               | £                  | £      |
| 974571                 | 13344             | 180259            | 8583       | 201075                          | 165359             | 943191 |

## ARTICLES EXPORTED.

| To<br>Great Britain. | British Colonies. |                   |            | United States<br>of<br>America. | Foreign<br>States. | Total. |
|----------------------|-------------------|-------------------|------------|---------------------------------|--------------------|--------|
|                      | West<br>Indies.   | North<br>America. | Elsewhere. |                                 |                    |        |
| £                    | £                 | £                 | £          | £                               | £                  | £      |
| 400394               | 66192             | 70773             | 24335      | 20012                           | 360045             | 959751 |

## SECTION 3.—FISHERIES.

The total estimated value of the exports of our Fisheries in the year 1851 amounted to £920,147, a decrease of £8,280 when compared with the amount exported in 1850, £928,427.

The following Tables will exhibit the result of both Fisheries in the past year.

## OILS EXPORTED.

| Description and Quantity.          | Estimated Value in Pounds Sterling. |                   |                   |                 |                                 |                    | Total. |
|------------------------------------|-------------------------------------|-------------------|-------------------|-----------------|---------------------------------|--------------------|--------|
|                                    | To<br>Great<br>Britain.             | British Colonies. |                   |                 | United<br>States of<br>America. | Foreign<br>States. |        |
|                                    |                                     | West<br>Indies.   | North<br>America. | Else-<br>where. |                                 |                    |        |
| Cod, unrefined—                    | £                                   | £                 | £                 | £               | £                               | £                  |        |
| Tuns. Galls.                       |                                     |                   |                   |                 |                                 |                    |        |
| 3250 203 .....                     | 98326                               |                   |                   |                 |                                 |                    |        |
| 2 35 .....                         |                                     | 66                |                   |                 |                                 |                    |        |
| 105 39 .....                       |                                     |                   | 8158              |                 |                                 |                    |        |
| 49 52 .....                        |                                     |                   |                   | 1476            |                                 |                    |        |
| 7 220 .....                        |                                     |                   |                   |                 | 238                             |                    |        |
| Total. 3415 37 .....               |                                     |                   |                   |                 |                                 |                    | 108264 |
| Cod, refined—                      |                                     |                   |                   |                 |                                 |                    |        |
| Tuns. Galls.                       |                                     |                   |                   |                 |                                 |                    |        |
| 65 76 .....                        | 4265                                |                   |                   |                 |                                 |                    |        |
| 1 186 .....                        |                                     |                   | 118               |                 |                                 |                    |        |
| 10 114 .....                       |                                     |                   |                   |                 | 673                             |                    |        |
| Total.. 77 70 .....                |                                     |                   |                   |                 |                                 |                    | 5056   |
| Seal—                              |                                     |                   |                   |                 |                                 |                    |        |
| Tuns. Galls.                       |                                     |                   |                   |                 |                                 |                    |        |
| 6510 146 .....                     | 194797                              |                   |                   |                 |                                 |                    |        |
| 8 218 .....                        |                                     | 266               |                   |                 |                                 |                    |        |
| 150 39 .....                       |                                     |                   | 4505              |                 |                                 |                    |        |
| 209 21 .....                       |                                     |                   |                   | 6271            |                                 |                    |        |
| 1 14 .....                         |                                     |                   |                   |                 | 30                              |                    |        |
| 88 119 .....                       |                                     |                   |                   |                 |                                 | 2654               |        |
| Total. 6968 45 .....               |                                     |                   |                   |                 |                                 |                    | 208524 |
| Blubber, Dregs and Pitch-<br>ings— |                                     |                   |                   |                 |                                 |                    |        |
| Tuns. Galls.                       |                                     |                   |                   |                 |                                 |                    |        |
| 414 163 .....                      | 3009                                |                   |                   |                 |                                 |                    |        |
| 5 235 .....                        |                                     |                   | 48                |                 |                                 |                    |        |
| 10 204 .....                       |                                     |                   |                   | 76              |                                 |                    |        |
| Total.. 431 190 .....              |                                     |                   |                   |                 |                                 |                    | 3138   |
| Seal Skins—                        |                                     |                   |                   |                 |                                 |                    |        |
| Number.                            |                                     |                   |                   |                 |                                 |                    |        |
| 498945 .....                       | 74843                               |                   |                   |                 |                                 |                    |        |
| 215 .....                          |                                     |                   | 32                |                 |                                 |                    |        |
| 11717 .....                        |                                     |                   |                   | 1608            |                                 |                    |        |
| 753 .....                          |                                     |                   |                   |                 | 113                             |                    |        |
| Total.... 511680 .....             |                                     |                   |                   |                 |                                 |                    | 76596  |

The total value of our export trade in oils and skins amounted in 1851 to £396,578, and an increase of £20,286, when compared with the export of these articles estimated in the year preceding at £376,287.





## FISH EXPORTED.—(Continued.)

| Description and Quantity. | Estimated Value in Pounds Sterling. |                   |                   |                 |                                 |                    |        |
|---------------------------|-------------------------------------|-------------------|-------------------|-----------------|---------------------------------|--------------------|--------|
|                           | To<br>Great<br>Britain.             | British Colonies. |                   |                 | United<br>States of<br>America. | Foreign<br>States. | Total. |
|                           |                                     | West<br>Indies.   | North<br>America. | Else-<br>where. |                                 |                    |        |
|                           | £                                   | £                 | £                 | £               | £                               | £                  | £      |
| Sounds—                   |                                     |                   |                   |                 |                                 |                    |        |
| Kegs.                     |                                     |                   |                   |                 |                                 |                    |        |
| 122½ .....                | 20                                  |                   |                   |                 |                                 |                    |        |
| 128 .....                 |                                     |                   | 22                |                 |                                 |                    |        |
| 48 .....                  |                                     |                   |                   |                 | 8                               |                    |        |
| 16 .....                  |                                     |                   |                   |                 |                                 | 3                  |        |
| Total..... 314½ .....     |                                     |                   |                   |                 |                                 |                    | 53     |
| Trout—                    |                                     |                   |                   |                 |                                 |                    |        |
| Tierces. Barls.           |                                     |                   |                   |                 |                                 |                    |        |
| .. 12 .....               |                                     |                   | 16                |                 |                                 |                    |        |
| 10 .. .....               |                                     |                   |                   |                 | 15                              |                    |        |
| .. 7 .....                |                                     |                   |                   |                 |                                 | 9                  |        |
| Total.. 10 19 .....       |                                     |                   |                   |                 |                                 |                    | 40     |

From the above returns, the value of the fish exported in the past year amounted to £523,574, and when compared with the export of the preceding year, £552,140, there appears a decrease on the year of £28,566.

It must, however, be observed that the value of our fish and oil exports can never be estimated so as to exhibit the actual prices realized by the trade; the above returns are framed from an estimate of the shipments made at the Custom House at the time the vessels are cleared, and cannot be taken at all as the average of the sums obtained for the cargoes either in the home or foreign markets; and from evidence taken before a Committee of the House of Assembly in the spring of this year, it appeared to be the unanimous opinion of all the trade, who were examined, that the competition of foreigners, supported by large bounties, in our fish markets, has been increasing considerably for the last few years, and that, together with the encroachments of the French fishermen on our waters, and the heavy duties imposed by the Governments of Spain, Portugal, Italy, and Brazil on our fish imported into those countries, has had a most disastrous and injurious effect on the mercantile interests of Newfoundland, as well as on the general prosperity of the island, and in the last year the general trade has been most unremunerative, the loss on the fish shipments in 1851 being estimated at not less than £150,000.

## SECTION 4.—SHIPPING.

The following return shows the amount of Tonnage employed in the import and export trade of the island.

|                                                                    |            |                      |
|--------------------------------------------------------------------|------------|----------------------|
| The number of ships that entered inwards in the past year was from |            |                      |
| Great Britain .....                                                | 202 Ships. | 29,968..... Tonnage. |
| British Colonies .....                                             | 571 do.    | 52,819..... do.      |
| United States .....                                                | 131 do.    | 16,479..... do.      |
| Foreign States .....                                               | 326 do.    | 40,234..... do.      |

Making in all 1,230 ships, containing 139,500 tons, and navigated by 8,257 seamen.

The number that cleared outwards was

|                        |            |              |          |
|------------------------|------------|--------------|----------|
| To Great Britain ..... | 121 Ships. | 16,026 ..... | Tonnage. |
| British Colonies ..... | 629 do.    | 67,729 ..... | do.      |
| United States .....    | 28 do.     | 2,742 .....  | do.      |
| Foreign States.....    | 302 do.    | 40,950 ..... | do.      |

Making in all 1,080 ships, containing 127,447 tons, and navigated by 7,534 seamen.

#### SECTION 5—AGRICULTURE.

It is satisfactory for me to be able to report that the efforts that have been made to promote the cause of Agriculture by the importation of an improved breed of Cattle and of good Seed, are being appreciated by those on whose behalf they have been made, and that the beneficial effects are already visible in the increased comfort of our agricultural population.

The Newfoundland Agricultural Society, in submitting a review of their transactions for the past year, observed that they are able to report a steady advancement in the Agriculture of the Colony, not only as regards improved crops, a better system of tillage, and a more careful management of manures, but also with regard to the number and quality of the live stock on the various farms, to rear which a greater desire is now manifesting itself than heretofore.

This society has ever received my patronage and active support; and in the last year I induced the Legislature, in addition to their usual legislative grant, to place a loan at the disposal of the society to enable it to extend its operations in importing cattle of pure breed for the benefit of the Colony at large; and the cattle ordered by the society in accordance with those views are expected to arrive early in the spring of this year.

The formation of new roads and the improvement of those already made have added very much to the development of the agricultural resources of the Colony, and they have afforded increased facilities to our laboring population to earn a comfortable maintenance.

With regard to the crops of the last season, an abundant harvest of hay, oaten fodder, and turnips was housed by the farmer, but owing in a great measure to a wet season, there was a considerable falling off in grain crops; and I regret to say that very little, if any, improvement has yet taken place in that most essential one to our agriculturists, the potatoe crop, which was far from being either a productive or healthy crop.

I have, &c.,

(Signed,) J. GASPARD LEMARCHANT.

The Right Honorable Sir J. S. PARINGTON, Bart.  
&c. &c. &c.

# PRINCE EDWARD ISLAND.

## No. 3.

COPY OF A DESPATCH FROM LIEUTENANT GOVERNOR SIR ALEX. BANNERMAN TO THE RIGHT HONORABLE SIR JOHN S. PAKINTON, BARONET.

GOVERNMENT HOUSE,  
Prince Edward Island, July, 1852.  
(Received 19th July, 1852.)

SIR,—I have the honor to transmit the Blue Book for the year 1851, together with an explanatory statement, as required by instruction.

I have, &c.,

(Signed,) A. BANNERMAN.

The Right Honorable Sir JOHN S. PAKINTON,  
&c. &c. &c.

EXPLANATORY STATEMENT to accompany the Blue Book for Prince Edward Island, for the year ended January 31, 1852.

The civil establishment consists of the Lieutenant Governor, whose salary, £1,500, is voted by the Imperial Parliament, and the following, paid by the Colonial Government:—

|                                                                                                                                                               | £   | s. | d. |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----|
| Chief Justice .....                                                                                                                                           | 466 | 13 | 4  |
| Assistant Judge and Master of the Rolls .....                                                                                                                 | 333 | 6  | 8  |
| Attorney General (exclusive of fees) .....                                                                                                                    | 100 | 0  | 0  |
| Secretary .....                                                                                                                                               | 266 | 13 | 4  |
| Treasurer .....                                                                                                                                               | 266 | 13 | 4  |
| Clerk to Executive and Legislative Councils.....                                                                                                              | 80  | 0  | 0  |
| Collector of Impost .....                                                                                                                                     | 133 | 6  | 8  |
| Registrar and Keeper of Plans .....                                                                                                                           | 133 | 6  | 8  |
| Clerk of the Crown, for travelling expenses .....                                                                                                             | 26  | 13 | 4  |
| Sixteen Comptrollers of Navigation Laws, who are also Collectors of Impost for the out-ports, and receive a per-centage on the amount of duty collected ..... | 160 | 0  | 0  |

Besides these there are the Solicitor General, and a Registrar in Chancery; also a Surveyor General, who receives no fixed salary, but paid for his services when required.

There is a Sub-Inspector and Adjutant General of Militia, who receives a salary from the Colony of £16 13s. 4d. sterling. There are various other offices of minor importance, the holders of which are paid out of the resources of the Colony.

There are also a Comptroller of Navigation Laws, and Searcher and Clerk of the port of Charlotte Town, whose salaries are paid by the Imperial Government, and are officers appointed by and under the control of Her Majesty's Commissioners of Customs.

The revenue is derived principally from a duty of 2s. 4d. the gallon on spirits, 2s. 2d. on wines, and 1s. 8d. the gallon on rum; 2d. per gallon on beer; 5s. 2d. per gallon on all spirits distilled in this island; 2d. the lb. on all manufactured tobacco, and 1d. on unmanufactured tobacco; and an *ad valorem* duty, varying from 2 to 20 per cent. on all goods, wares, and merchandise, excepting cigars, which pay 30 per cent., and wheels and materials for manufactories, which pay a duty of 25 per cent. under an annual Colonial legislative enactment.

An assessment of 1s. 8d. the 100 acres on all improved, 3s. 4d. the 100 acres on all unimproved lands; 2s. 8d. on each unimproved town, pasture, common, or water lot, and 1s. 4d. on ever improved lot, in the town and royalty of Charlotte Town; 10½d. on each improved, and 1s. 9½d. on each unimproved town, pasture, and water lot in the towns and royalties of George Town and Prince Town, by a colonial enactment of 11 Vic. cap. 7, passed for 15 years.

The foregoing are the principal sources of revenue; besides which there is a duty payable upon licences to retail spirituous liquors; marriage and pedlar licences; a tonnage duty on vessels, for the support of lighthouses and maintenance of buoys and beacons; the receipts of the post office\*; and interest payable on bonded duties after they become due.

The Revenue to the 31st January, 1851, amounted to £15,192 12s. 2¼d. That for the year ending 31st January, 1852, amounted to £15,264 6s. 7½d.; exceeding the former amount by £72 14s. 5½d. The amount would have been much greater, but several vessels loaded with goods were detained by the severity of the weather in the Gut of Canso, and only reached the island within the last few days.

The Expenditure to the 31st January, 1851, was.....£ 7,240 15 10  
Ditto to the 31st January, 1852..... 16,115 18 3½

It will be seen that the Expenditure for the year ending 31st January, 1852, exceeded that of 1851 by £8,875 2s. 4½d. The Assembly having refused to grant the usual supplies for 1851, it was necessary the year following to grant a larger sum for roads, bridges, and wharves, and for other services which were not provided for.

|                                                                                                                 |       |    |     |
|-----------------------------------------------------------------------------------------------------------------|-------|----|-----|
| The principal items of Expenditure are the Civil Establishment, all for the year ending 31st January, 1851..... | £2140 | 4  | 4   |
| Roads, bridges, and wharves .....                                                                               | Nil.  |    |     |
| Expense of the Legislature .....                                                                                | 1001  | 12 | 1½  |
| District Schools, including Central Academy .....                                                               | 1216  | 9  | 9½  |
| Mails, Postage, &c. ....                                                                                        | 256   | 14 | 5   |
| Crown prosecutions .....                                                                                        | 91    | 15 | 1   |
| Expense of Gaols, &c.....                                                                                       | 223   | 18 | 9   |
| Public Printing .....                                                                                           | 107   | 2  | 10  |
| Grants to indigent persons .....                                                                                | Nil.  |    |     |
| Interest on outstanding Treasury warrants .....                                                                 | 1177  | 2  | 9½  |
| Boards of Health .....                                                                                          | 15    | 17 | 11¾ |
| Lunatic Asylum and House of Industry .....                                                                      | 233   | 6  | 8   |
| Royal Agricultural Society.....                                                                                 | 313   | 6  | 8   |
| Lighthouses .....                                                                                               | 83    | 4  | 8½  |
| Sundries .....                                                                                                  | 379   | 19 | 9¼  |

£7240 15 11

The whole of the Expenditure and Revenue is calculated in British sterling, which bears a premium of 50 per cent. over island currency, £100 British sterling being equal to £150 currency.

\* The post office receipts are exceeded by the expenditure.

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 JUDICIAL ESTABLISHMENT.

The Judicial Establishment consists of a Chief Justice and three Assistant Judges, one of whom is professionally educated, and acts as Master of the Rolls. The Supreme Court sits four times a year in Charlotte Town, and twice a year at St. Eleanor, in Prince County, and twice a year at George Town in King's County.

The Chief Justice also presides in the Instance Court of Vice-Admiralty.

The Lieutenant Governor presides in the Court of Chancery, in which he is assisted by the Master of the Rolls, who is also an Assistant Judge of the Supreme Court; the Lieutenant Governor also presides in the Criminal Court of Vice-Admiralty, and in the Court of Marriage and Divorce.

## ECCLESIASTICAL ESTABLISHMENT.

This Establishment consists of seven Clergymen, stationed respectively at Charlotte Town, George Town, Saint Eleanor, Port Hill, Crapaud, Cherry Valley, and Melton. The rector of Charlotte Town, who is also ecclesiastical commissary, receives £100 a year from the Imperial Government, £100 a year from the Society for the Propagation of the Gospel, and £36 a year as officiating Chaplain to the garrison, beside surplice fees. He has no parsonage house, and is assisted in his duties by a curate, whose services are paid for by the parishioners.

The other six Clergymen are in a great measure supported by the Society for the Propagation of the Gospel, which has also liberally contributed to the erection of all churches in the island. Nearly one half the population consists of Roman Catholics. The different religious persuasions, according to the census taken in 1847, were as follow:—Roman Catholics, 27,147; members of the Church of England, 6,530; members of the Church of Scotland, 9,895; dissenters from ditto, 10,507; Wesleyan Methodists, 3,659; Baptist, 2,900; other denominations, 1,710; total population, 62,348.

## EDUCATION.

There is an Academy in Charlotte Town, established under an Act of the Colonial Legislature of 10th Geo. 4, cap. 9, and endowed with £200 a year. The masters are appointed by certain trustees, and were increased from two to three by the Act of 6 Victoria, cap. 21, the head master being therein assigned £100 a year, the second master £66 13s. 4d., and the third master £33 6s. 8d. a year, in addition to the tuition money paid by the students, which is divided as follows:—one half to the head master, one third to the second master, and one sixth to the third master. There are also apartments in the Academy for the two senior masters.

There is also a National School in Charlotte Town, the master of which resides in the building, and receives £26 13s. 4d. from the Colonial Government. Besides the before-named establishments, there are 124 district schools in different parts of the island, the masters and mistresses of which, having previously undergone an examination by a Board of Education established for the purpose, receive an annual allowance from the Government, varying from £6 13s. 4d. to £23 6s. 8d., according to their respective qualifications and the locality of the schools. The sums thus expended for 1851 up to 31st January was already stated to have been £1,216 9s. 9½d. sterling. A visitor of schools is appointed for each County, whose duty it is to inspect the district schools established therein half yearly, and report their efficiency after each inspection to the Board of Education, for which he receives an annual salary of £22 4s. 6d.

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**COMMERCE.**

The commerce of the island consists in the exchange of its agricultural produce, ships built in the island, and a small quantity of fish, for British and American manufactures, and other articles of necessary consumption. It is to be hoped that the establishment of fisheries in a Colony so well adapted for their being successfully carried on as Prince Edward Island is will be the means of increasing that branch of trade to an indefinite extent, particularly as the building of large ships has become a ruinous trade in the Colony. The number of vessels built in the island for the year 1850 up to 31st December was eighty-six.

The mercantile intercourse is chiefly carried on with Great Britain, the neighboring Colonies, and the United States.

On my assumption of the government in the spring of 1851, in accordance with instructions from the Colonial Minister, responsible government (for some years before eagerly sought for by the Colonists) was conceded to Prince Edward Island, and Her Majesty's hereditary revenues surrendered to the Colony. As was naturally to be expected, much party spirit existed before the concession was made, and it will continue to exist in a greater or less degree until the change of system has had a longer trial, and its opponents get more reconciled to the deprivation of that power and ascendancy in the island to which many years' possession appeared to give them an inherent right, but, which they can now only regain by obtaining the confidence of their fellow-Colonists in the usual constitutional way, and, from my short experience in the island, and from all I have seen, I am of opinion the change was not only necessary, but will prove beneficial to the Colony, and that I shall next year have to give a more favorable account of its progressive improvement.

(Signed,) A. BANNERMAN,  
Lieutenant Governor.

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## VAN DIEMEN'S LAND.

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### No. 27.

(No. 109.)

COPY OF A DESPATCH FROM LIEUTENANT GOVERNOR SIR W.  
DENISON TO EARL GREY.

VAN DIEMEN'S LAND, GOVERNMENT HOUSE,  
August 4, 1851.

(Received January 19, 1852.)

MY LORD,—I have the honor to forward herewith the Blue Book for the year 1850, and to submit the following remarks upon the various heads under which the information afforded is classified.

2. The first Table shows the net Revenue and the Expenditure in the year, and on inspecting the total it will be seen that a sum of £2,176 15s. 6d. was taken from the Land Fund to supply a deficiency arising from the falling off of the revenue in former years, which left a balance of debt against the Colony, which it became necessary to clear away. The circumstances connected with this employment of a

portion of the Land Fund have already received the sanction of Her Majesty's Government, and need not therefore be further alluded to here.

3. On reference to the comparative statement of the Revenue for the years 1849 and 1850, a glance at the totals would make it appear that there has been a decrease of £25,813 2s. 2d., balanced to a certain extent by an increase of £6,396 18s. 6d., showing, however, a diminution in the actual Receipts of £19,416 3s. 8d. Upon inspecting, however, the various items under which the Revenue is classified, it will be seen that a sum of £15,048 18s. was borrowed from the Land Fund in 1849 for the purpose of paying off a portion of the debt owing to the Commercial Bank, and that a portion of the contribution of the Home Government towards the expense of the Police and Gaols for 1848 was credited to the Revenue in 1849, making thereby an apparent increase of £6,250 in the Revenue of that year; deducting these two items, which amount to £21,298 18s., from the gross deficiency, will leave a balance of £4,544 4s. 2d.; and if this amount be taken from the gross increase, £6,396 18s. 6d., there will be a balance in favor of the Revenue of £1,882 14s. 4d.

Of the sum of £6,396 18s. 6d. no less than £3,260 4s. 10d. is derived from additional payments by the Home Government, which, though made in former years, have only in the course of 1850 been carried to account in the estimate of either revenue or expenditure.

4. The actual decrease in the Revenue arising from Colonial sources amounts to £1,377 10s. 6d. The principal falling off appears to have been in the Customs, in which, although the Receipts at Hobart Town have increased £592 1s. 11d., those at Launceston have diminished to the extent of £2,078 15s. 4d.

The Receipts from fines and fees in the different Courts of the Colony have shown as usual a steady decrease, while there has been an increase in the Postage Revenue to the extent of upwards of £1,100.

5. Upon reference to the comparative statement of the Expenditure in 1849 and 1850, it will be seen that while an increase has taken place in some items to the extent of £9,178 0s. 8d., a decrease is shown in others to the amount of £28,383 8s. 7d. The difference, £19,205 7s. 11d., being the actual diminution in the Expenditure of 1850 as compared with that of 1849. Of this, however, £16,364 10s. 8d. is due to the payment in 1849 of debts to that amount, the actual decrease of Expenditure in 1850 being £2,840 17s. 3d.

It is not necessary to go into any detailed explanation of the particular items in which an increase or a decrease of expenditure has taken place, the tables themselves show that the difference in excess or defect is spread generally over all the heads of the account.

6. Under the head of Local Revenue raised and appropriated under the authority of any municipal or other body, not accounted for in the general revenue of the Colony, the receipts from the tolls or money levied by a rate from the land for the improvement or repair of the roads has been inserted; the returns refer solely to the expenditure on certain lines of road, which have been placed in the hands of trustees, and are in point of fact those published in accordance with the Act establishing the different trusts; and although the amount raised and appropriated is but small, the benefit which has been already derived from the outlay has been such as to encourage those who have commenced the system to persevere, and to induce others to look forward with anxiety to the means of establishing similar arrangements for levying and appropriating local funds, so that in the course of a few years I have every reason to hope that the return under this head will exhibit a marked increase.

7. Under the head of Expenditure incurred by the Colony on account of the military defence, I have inserted the amount paid out of the Land Fund for the settlement of the military pensioners.



I am aware that in doing so I have put rather a forced construction upon the meaning of the heading, but as there was no other head under which this outlay could be inserted, I conceived it better to place it where it stands, than to leave it altogether unnoticed.

The sum paid has been devoted in great measure towards assisting the men in building houses upon the small allotments of land which have been granted to them, and in very many instances they have been enabled by the trifling aid thus afforded to settle themselves comfortably, and commence the cultivation of their allotments with good prospects of success.

8. The commissariat expenditure for military service shows a slight decrease, though the charge for provisions, fuel, and light has increased in consequence of the rise in the price of provisions. The total outlay in 1850 is £64,330, as against £67,890 in 1849. There has also been a reduction to the extent of £22,463 in the convict expenditure, the outlay in 1850 having been £120,213, as against £142,676 in 1849.

9. The amount expended upon the public works of the Colony has fallen short of the outlay in 1849 to the extent of £935, but on reference to the returns, it will be seen that the diminution has taken place in the expenditure upon the main line of road, which, as it approaches its completion, will naturally require only that amount of outlay upon it which will be necessary to keep a good turnpike road 120 miles in length in a state of perfect repair, which, under ordinary circumstances, and in so favourable a climate as this, should not exceed perhaps £10 or £12 a mile.

The diminution in the expenditure upon the main road has been upwards of £1,400, the amount therefore applied to other works has been in excess of the outlay of 1849. The principal items upon which any large amount of public money has been expended, are:—

The wharves at Hobart Town and Launceston;

The improvement of the navigation of the River Tamar;

The main line of road between Hobart Town and Launceston;

The repair of the streets of these two towns;

The repair of the light-houses, and the extension of works by which Hobart Town is supplied with water.

The outlay upon these has amounted to £7,848 14s.; the balance, amounting to £1,806, has been expended in keeping the public buildings in repair, and in the erection of various buildings for the accommodation of the police in different parts of the Colony.

With regard to the wharves, both at Hobart Town, and Launceston, the object of the Government has been, first, to place those which were previously in existence in a thorough state of repair, and then to extend the amount of accommodation in the manner best suited to meet the present and probable future wants of the mercantile community at each of these ports. The increase of trade, especially at Hobart Town, has been so great as to require the utmost activity on the part of the Government to meet the actual and increasing want of accommodation; and it became necessary, looking to the mode in which the town is distributed round the banks of a cove in the great estuary of the Derwent, to devise some scheme by which as much accommodation as possible could be provided in the immediate vicinity of the business part of the town.

The plan which is forwarded herewith will show the general scheme upon which it is proposed to carry out the future works. Your Lordship will see, that it is intended to secure as great an amount of wharfage as possible, by the construction of basins along the edge of the water, upon the principle carried out so extensively at Liverpool. The difference will be, that as the tide here only rises and falls a few feet, these basins will always be open, so as to allow vessels to enter at any time of

tide. The basin marked A. in the accompanying plan was completed in the course of 1850, and was thrown open to the trade on the 1st December; it was intended, and will hereafter be used principally for the small craft which ply up and down the river and bring supplies to the market, a new market-place, to which allusion will be made hereafter, being now in the course of construction in the immediate vicinity. The depth at low-water spring tides is full ten feet, and this is sufficient for the ordinary run of coasting vessels and colonial traders to which the dock has already afforded great accommodation. Owing to the mode in which the walls have been constructed, carts have been able to come alongside of the vessel, and the saving of labor in loading and unloading has been estimated by the merchants engaged in the colonial trade at upwards of £100 per annum for each vessel.

The general plan to which reference has already been made includes a second basin, with an extent of wharf amounting to 1,500 feet altogether uninterrupted (as indeed is the case with all the wharves at Hobart Town) by any private right of water frontage.

Provision is also made for a dry dock; and to this I would wish to call the attention of the Government, as affording opportunities for the repair of the vessels of war navigating these seas; the size of the dock for all colonial purposes would not require to exceed that which could afford accommodation for vessels of from 600 to 1,000 tons. To make it available for large frigates and steamers, the width of the entrance would have to be increased, as well as the general dimensions of the dock; the labor of this, however, would not be very great, nor the actual cost in money; and it would be a matter of consideration whether, looking to the possible benefit which might accrue to Her Majesty's vessels navigating in these seas, some assistance might not be given by the Lords Commissioners of the Admiralty, as has been granted to the Government of New South Wales, in order to ensure the completion of the work upon a scale likely to be available for all descriptions of vessels.

The general plan of the wharfrage at Launceston is altogether upon a different principle from that of Hobart Town. Launceston is situated at the head of the navigation of a river in which the tide rises from ten to twelve feet. The space for the accommodation of vessels is limited, the town being built upon one bank only of the river, and as there is but a small body of fresh water coming down, the vessels at low water are obliged to lie aground, and are apt when loaded to receive some damage. In addition to this disadvantage the river below the port is narrow, shallow, and obstructed with sand and mud banks; any scheme, therefore, for the improvement of this harbor must embrace not only the wants of the port itself, but also the improvement of the navigation up to it.

With regard to the last, it was intended to carry out a scheme which has been adopted with great success on the Clyde below Glasgow, namely, to confine the tidal and fresh water towards the latter half of the ebb to the main channel of the stream, and thus to cause such a scour as will, in the case of mud or sand banks, sweep them away, and maintain a good and open channel.

With regard to the port itself, the plan is, to dam up the water in the river, leaving ample means for the discharge of flood water, so that the vessels alongside of the wharves would always lie afloat; to construct a lock by which vessels which might be able to get up to the entrance can be admitted at any time of tide; to construct a bridge across the dam, by which a communication would be established with the opposite bank of the river, and by thus turning the bed of the river into a basin, and constructing wharves on each side, ample accommodation would be given for the trade of the port for some years to come. Hereafter it may be desirable to carry out the remainder of the plan as shown, by inclosing the mud-flat in front of the town and making it into a basin.

10. The works which have been carried on upon the main line of road are more of the nature of repairs than of new works, except in one or two instances

where the line of road has been altered in order to avoid a steep ascent or descent.

The line, however, is now complete from Hobart Town to Launceston, and in such a state as to allow coaches to travel upon it at the rate of from ten to twelve miles an hour.

11. The repair of the streets of Hobart Town and Launceston has been carried on by the Government only until a municipal body can be properly organized to undertake the charge of these as well as other arrangements which may come within the sphere of their duties.

In the same way the outlay upon the waterworks at Hobart Town, the object of which has been to extend the benefit of the supply as far as possible, has been conducted by the Government, but will, of course, be handed over to the municipal body as soon as it can be constituted.

12. The expenditure on the light-houses has been more of the nature of repairs than of new work; the object has been to place both the light-houses themselves, and the buildings for the keepers and their assistants, in such a state of permanent efficiency as may render any repairs beyond those of an ordinary character, such as painting, &c., unnecessary, for many years to come.

13. In addition, however, to these works, which, as being paid for out of the funds at the disposal of the Legislative Council, are inserted in the accounts of the Blue Book, there are sundry others of equal importance which are thrown upon the Land Fund. In former despatches I mentioned to your Lordship the discovery of large tracts of land, available for sale or leasing, to the westward of the great dividing range which, commencing near Hobart Town, runs in a north-westerly direction, separating the country into two parts most effectually. The height of this dividing ridge and the nature of the forest with which it is covered have hitherto proved a most effectual bar to the extension of occupation to the westward; I have therefore commenced a road across this ridge at a point about sixty miles from Hobart Town, the height being there about 1500 feet, and the length of the road to the point where it descends into the plain country to the westward, near the angle of the Gordon River, being about twenty-five miles. In connexion with this I am constructing a bridge over the Derwent River, and which will be in a state of great forwardness, if not actually completed, by the end of 1852.

The importance of these works, which will have the effect of opening a large tract of country to profitable occupation, cannot be over-estimated; by the road and bridge a ready access will be afforded to the sheep-owner of the central districts to land at present unoccupied, a large portion of which, owing to its western exposure, and consequent greater moisture, will be available for cultivation. Access is also given to the two harbours on the west coast, Port Davey and Macquarie Harbour, from which it is probable a large portion of the produce of this western territory will hereafter be exported.

14. The outlay upon public works of a military nature has amounted to £2,104 1s. 4d., of which however £1,196 14s. 10d. has been expended in constructing a new powder magazine, in which the powder belonging to the Government and that belonging to individuals will be stored. Half the charge for this magazine will be defrayed from colonial funds.

15. The public works undertaken for convict purposes have cost £7,733 17s. 3½d.; a large portion of this sum has been expended upon the ordinary and current repairs of buildings, &c.; but some most beneficial arrangements have been carried out at the Queen's Orphan Schools for the purpose of ensuring a better system of separation and instruction. Large additions have been made to the Female Factory, in order to simplify the arrangements for the maintenance of a proper system of discipline, and allow of all the female convicts in Hobart Town being brought together in one building. Some expenditure has also taken place at the Lunatic

Asylum at New Norfolk and the Female Factory at Ross, which have been essential to the proper maintenance of those establishments.

16. The Acts passed by the Legislative Council in the session of 1850 have been brought specially under your Lordship's notice in former Despatches. I do not think it necessary to allude to them particularly here, with the exception of those which have an especial bearing upon the matters to which I have before alluded in this Despatch.

No. 3. empowers the inhabitants of the district of Hamilton to appoint trustees, and levy a rate, for the purpose of making and repairing the roads in their district. By this Act, which has already been put in force, the road from Hobart Town to the new bridge over the Derwent will be made and kept in order, and a ready access thus afforded from the capital to the heart of the country.

No. 6. gives the Government power to construct a new market-place, and to remove the old one, which was most inconveniently arranged, and was besides in a ruinous state. The plan of the new building, which is in course of erection, is forwarded herewith, and it will not only be most conveniently situated with regard to the vessels bringing produce to Hobart Town, but will also be an ornament to the principal street.

No. 9. enables the Government to borrow money for the establishment of the steam-ferry across the Derwent opposite Hobart Town. This is very much wanted, the only means now of crossing the estuary with horses and vehicles is a bridge at Bridgewater about twelve miles up the river, but which only leads to the northern parts of the island, and a ferry five miles from Hobart Town, leading by a bad hilly and circuitous road to districts to the east and south, from which a great amount of produce is brought to market. A regular steam communication, such as it is proposed to carry out, will not only be most beneficial both to the town and to the districts with which it will open a communication, but will also amply pay the expenses of its establishment, and give a stimulus to similar projects for which there are many favorable openings.

17. The difference between the returns of the year 1850 and 1849 under the heads "Pensions," "Population," "Ecclesiastical," is too trifling to call for any special notice.

18. With regard to education, I am happy to be able to point out to your Lordship a steady progressive increase in the number of schools, and of the children receiving instruction. The increase in 1850 as compared with 1849 in the number of children has been 456, and in the number of schools, eleven. While, however, I state this, and rejoice at the evidence thus afforded of an increased desire on the part of the people to give their children the benefits of an education, such as the means at the disposal of the Government will enable it to offer, I cannot lead your Lordship to suppose that I am in any way satisfied with the system itself. It has been adopted, not because it was the best that could be devised, but because it was that which led me to hope for the greatest practical results from the means at the disposal of the Government; and while I feel that much benefit has accrued to the community from its introduction, I cannot give up the hope of being able to organize a sounder and more perfect system. The main difficulty, as felt here as well as in England, is that of securing an adequate remuneration to those persons who may choose to devote themselves to the instruction of youth. Could a fair income be appropriated to the schoolmaster, any required extent of qualification might be fairly demanded from him, and could a prospect of continuous employment be held out to him, together with the certainty of a retiring allowance adequate to his support when his failing faculties or health may render the performance of his onerous duties impossible, I am convinced that no difficulty would be found, in the course of a few years, in training up a body of well-qualified teachers, to whom the education as well as the instruction of the youth of the colony might fairly be entrusted.

In order, however, to secure these objects, some special legislative provision will be required; an enactment similar to that which I submitted to your Lordship in my Despatch, No. 91, dated 25th April, 1848, would provide ample means for remunerating the schoolmasters, while a retiring pension might be secured to them by means of a pension fund created by small deductions from their pay. I have however to apologize for the introduction of these remarks on the present occasion; I have done so in order that I might not be considered to advocate the system now in force, as that best suited to the colony, and that I might record my views generally on a question of so much importance to the colony.

19. On reference to the Table showing the value of the imports into the Colony, it will be seen that, with the exception of those from the United States, there has been an increase in the total value of the articles imported, amounting on the whole to upwards of £80,000; and in the same way it will be seen that there has been an increase of twenty-six in the number of ships, and of 4,954 tons in the total burthen of those which have arrived in this Colony.

On looking at the particular items, the most marked alteration appears to be a falling off in the quantity of cotton and linen goods to the extent of £16,000 and upwards in value, and an increase in those manufactured of wool to the extent of £65,000 and upwards. Under the other heads there is a falling off in some articles, and an increase in others, the cause of which in a limited market like this must be sought for in circumstances of a local and special character.

On referring to the table of exports, it will be seen that the actual increase in the total value is upwards of £55,000, that the increase of tonnage outwards has been 5,718 tons, and that thirty-eight more vessels have sailed from the Colony in 1850 than in 1849. A comparison of the items of these tables with those of 1849 will show that the increase has taken place principally in those articles which may be considered to form the staple exports of the Colony,—flour, fruit, grain, hops, oil, timber, wool, and vegetables. The increase in grain has been in barley, malt, and oats; the quantity of wheat exported having been less than in former years.

20. With regard to the agricultural return, I have on former occasions pointed out to Your Lordship, that very little dependence can be placed upon its accuracy. There is, however, an evident improvement in the system of cultivation, green crops are more extensively introduced, more attention is being paid to the collection of manure, and the rise in the price of agricultural produce will give a stimulus to cultivation which has been wanting for some years. California has become a valuable market for potatoes, onions, &c., and occasionally for flour, but there is a risk in speculating upon the price of this latter article, as it comes in competition with flour from Chili and North America, and the price may not prove remunerative.

21. Shipbuilding appears to be carried on steadily. Twenty-five vessels, registering 2,610 tons, have been built in the Colony during the last year. The different manufactories have gone on increasing their supply of articles. Leather has now become a large article of export, and the manufacture is improving daily. Soap is made in the Colony of very good quality, sufficient to supply the average demand, and will shortly become, I have no doubt, an article of export. The discovery of coal in several districts of the island has led to the establishment of companies to work the coal mines; and there is every reason to believe that this will in a short time become a valuable article of export, as well as a most useful addition to the comforts of the people, and to the means of the manufacturer.

22. The return of oil from the whale fishery has increased very much, the value being £70,659 in 1850, against £48,960 in 1849, though the number of vessels employed appears to have diminished. The advantages of Hobart Town, as a central point to which whaling vessels may resort, is certain to secure to it a large proportion of the whaling trade as long as this shall prove remunerative.

Upon the other subjects included in this Blue Book, I have no remark to make beyond those of last year.

I have, &c.,

(Signed,) W. DENISON.

The Right Honorable Earl GREY,  
&c. &c. &c.

## CANADA.

### No. 1.

COPY OF A DESPATCH FROM THE EARL OF ELGIN AND KINCARDINE TO THE RIGHT HONORABLE SIR JOHN S. PAKINGTON, BARONET.

(No. 116.)

GOVERNMENT HOUSE, QUEBEC, December 22, 1852.

(Received January 10, 1853.)

SIR,—I had the honor, with my Despatch No. 82, of the 9th September, to transmit two copies of "Tables of the Trade and Navigation of the Province of Canada, for 1851," and I now enclose the Blue Book, together with a printed copy of the "Accounts of the Province," and of a Report by the Commissioner of Public Works for the same year. These documents furnish much gratifying evidence of the progress and prosperity of the Colony, and justify the anticipations on this head expressed in my Despatch No. 94, of the 1st\* August, 1851, which accompanied the Blue Book of 1850. Lest any misunderstanding should be occasioned by the want of correspondence between the sums stated in this despatch and the same sums as they appear in the printed returns, it may be well, perhaps, that I should mention that in the former they are given in sterling at the real exchange of £1 4s. 4d. to the pound sterling, in the latter for the most part in currency.

2. The Imports or principal articles of British and Foreign merchandise entered for consumption in Canada during the year ending the 5th January, 1852, amounted in value to £4,404,409 0s. 3d., on which £606,114 5s. of duty was collected; and the goods in warehouse under bond on that day were valued at £233,545 15s., subject to £76,660 2s. 3d. of duty.

The corresponding figures for the year preceding were as follows:—

|                              | £         | s. | d. |
|------------------------------|-----------|----|----|
| Imports .....                | 3,489,466 | 3  | 4  |
| Duty collected .....         | 506,050   | 8  | 6  |
| Goods warehoused .....       | 150,709   | 18 | 7  |
| Duties payable thereon ..... | 49,871    | 13 | 6  |

Of the Imports entered for consumption there were imported from Great Britain—

|                                | £         | s. | d. |
|--------------------------------|-----------|----|----|
| In 1851, to the value of ..... | 2,475,643 | 14 | 7  |
| In 1850, do .....              | 1,979,161 | 16 | 2  |

\* For Lord Elgin's Despatch, No. 94, of the 1st August, 1851, vide Annual Blue Book presented to Parliament by Her Majesty's command, 1851, page 1.

## From the United States—

|               |           |    |   |
|---------------|-----------|----|---|
| In 1851 ..... | 1,718,992 | 17 | 2 |
| In 1850 ..... | 1,355,108 | 6  | 4 |

On analyzing the returns for 1851, it would appear that the imports classed under the heads of "Goods paying specific and *ad valorem* duties," and "Free Goods," are those which show the most considerable balance in favor of the United States as against Great Britain; viz.:—

1st. "Goods paying specific and *ad valorem* duties," imported into Canada during 1851—

|                                           | £       | s. | d. |
|-------------------------------------------|---------|----|----|
| From Great Britain, to the value of ..... | 70,957  | 18 | 6  |
| From United States, do .....              | 407,360 | 12 | 10 |

2dly. "Free Goods" imported into Canada during 1851—

|                          | £       | s. | d. |
|--------------------------|---------|----|----|
| From Great Britain ..... | 60,254  | 3  | 10 |
| From United States.....  | 284,389 | 16 | 1  |

The former class of goods comprises, among other articles, many of Foreign origin, such as tea, sugar, coffee, which are introduced through the United States, but are not the produce of the country; for it may be proper to mention, that goods are classed as imports from the country where they are purchased, and, consequently, when introduced from the United States are entered as imports from that country, unless they pass through it in bond. The latter includes books, coin, and bullion, and a considerable quantity of wheat. It is a fact of some interest, as bearing on the subject of reciprocal freedom of trade between Canada and the United States, that so large a quantity of wheat should have been imported from that Country into Canada during the year 1851.

3. Before I dismiss the subject of Imports, it may be well that I should invite your attention to the evidence which these returns furnish of the extent to which, in certain departments, the manufactures of the United States have obtained a footing in the Canadian markets. They derive, no doubt, some advantage from contiguity; but I am disposed to believe, from all that I can learn on the subject, that their British rivals would keep their ground against them more effectually if they evinced equal zeal in acquiring a knowledge of the wants and tastes of their customers.

During the year 1851 there were imported into Canada of Cotton manufactures to the value of—

|                          | £       | s. | d. |
|--------------------------|---------|----|----|
| From Great Britain ..... | 609,281 | 4  | 7  |
| From United States.....  | 192,887 | 14 | 1  |

## LEATHER.

|                              |        |    |   |
|------------------------------|--------|----|---|
| From Great Britain .....     | 11,140 | 12 | 4 |
| From the United States ..... | 32,817 | 0  | 8 |

## LINEN.

|                           |        |    |   |
|---------------------------|--------|----|---|
| From Great Britain .....  | 84,194 | 10 | 7 |
| From the United States .. | 9,204  | 4  | 5 |

## SILK.

|                              |         |    |   |
|------------------------------|---------|----|---|
| From Great Britain .....     | 129,009 | 9  | 7 |
| From the United States ..... | 29,262  | 14 | 7 |

## WOOL.

|                              |         |    |   |
|------------------------------|---------|----|---|
| From Great Britain .....     | 486,030 | 9  | 3 |
| From the United States ..... | 111,898 | 12 | 4 |

## MACHINERY.

|                              |        |    |   |
|------------------------------|--------|----|---|
| From Great Britain .....     | 1,410  | 2  | 9 |
| From the United States ..... | 33,103 | 17 | 6 |

## IRON AND HARDWARE.

|                              |              |
|------------------------------|--------------|
| From Great Britain .....     | 260,467 14 5 |
| From the United States ..... | 118,969 14 9 |

Nevertheless, the Imports from Great Britain into Canada for the year 1851 were valued, as I have already stated, at £2,475,643 14s. 7d., being at the rate of about £1 6s. per head on the total population.

4. The Exports of articles of Canadian produce and manufacture during the year ending the 5th January, 1852, are valued in this return at £2,663,983 14s. 2d., as against £2,457,886 1s. 1d. exported during the year which ended on the 5th January, 1851. These amounts fall very far short of the computed value of the imports during the corresponding term. This is, however, a constantly recurring characteristic of the annual trade returns made up in the Province, as appears from the following table, which comprises a period of ten years.

| Years.    | Imports. |    |    | Exports. |    |    |                                                                                                                                     |
|-----------|----------|----|----|----------|----|----|-------------------------------------------------------------------------------------------------------------------------------------|
|           | £        | s. | d. | £        | s. | d. |                                                                                                                                     |
| 1842..... | 2127643  | 5  | 8  | 1291213  | 9  | 10 | } The value of exports for these years are confined to Montreal and Quebec, no returns from the inland ports having been furnished. |
| 1843..... | 1990115  | 3  | 11 | 1817958  | 14 | 8  |                                                                                                                                     |
| 1844..... | 3559767  | 16 | 10 | 1680850  | 6  | 0  |                                                                                                                                     |
| 1845..... | 3444925  | 6  | 8  | 2084930  | 6  | 9  |                                                                                                                                     |
| 1846..... | 3711638  | 15 | 6  | 1965004  | 9  | 9  |                                                                                                                                     |
| 1847..... | 2966870  | 15 | 0  | 2203054  | 3  | 8  |                                                                                                                                     |
| 1848..... | 2629584  | 17 | 11 | 2302830  | 17 | 6  |                                                                                                                                     |
| 1849..... | 2468180  | 6  | 9  | 2193078  | 0  | 3  |                                                                                                                                     |
| 1850..... | 3489466  | 3  | 5  | 2457886  | 1  | 2  |                                                                                                                                     |
| 1851..... | 4404409  | 0  | 2  | 2663983  | 14 | 4  |                                                                                                                                     |

Considerable sums are no doubt annually drawn on Great Britain, and expended in this Province, both on account of the commissariat and of individuals who have incomes in England. It is probable, also, that a portion of the produce of the loans obtained in England for public works in the Province may contribute to swell the amount of the annual imports. It may, moreover, very reasonably be conjectured that the lowest valuation is placed by exporters upon articles which are destined, as is the case with an annually increasing proportion of the exports of Canada, for markets where they are subject to *ad valorem* duties.

5. The articles which figure most largely on the list of Canadian Exports are:—

- 1st. Products of the forest.
- 2d. Agricultural products, the latter being subdivided in these returns into,
  - a. Animals and their products.
  - b. Vegetable food.
  - c. Other agricultural products.

The following statement gives the value as reported of the exports of these articles in the years 1850 and 1851 respectively:—

## PRODUCTS OF THE FOREST.

| In 1850.  |    |    | In 1851.  |    |    |
|-----------|----|----|-----------|----|----|
| £         | s. | d. | £         | s. | d. |
| 1,118,411 | 15 | 3  | 1,245,927 | 18 | 5  |



## AGRICULTURAL PRODUCTS.

| In 1850.   |         |     | In 1851. |      |    |
|------------|---------|-----|----------|------|----|
| £          | s.      | d.  | £        | s.   | d. |
| a.         | 129,518 | 1 1 | 182,366  | 16 5 |    |
| b.         | 859,754 | 4 8 | 773,916  | 2 2  |    |
| c.         | 11,046  | 7 2 | 7,814    | 1 7  |    |
| <hr/>      |         |     | <hr/>    |      |    |
| £1,000,318 | 13 0    |     | £964,097 | 0 2  |    |

These figures would seem to indicate that at this period the exports of the products of the forest and of agricultural products are nearly balanced in respect of value, the advantage being still, however, with the former class of products. With reference to this subject, it may perhaps be well that I should mention that since the reduction of the duties which operated as a protection to Canadian timber in the British market, the exports of red pine have considerably declined, while those of white pine have increased. This circumstance has led the Government to resolve this year to reduce the tax levied on red pine timber cut on the public lands, so as to equalize it to that levied on white pine. Over and above these more considerable exports, it would appear from the official returns that there were exported from Canada, during the year 1851.—

|                                             | £      | s. | d. |
|---------------------------------------------|--------|----|----|
| Products of the seas, to the value of ..... | 51,225 | 5  | 6  |
| Products of the mine, do .....              | 17,826 | 7  | 5  |
| Manufactures, do .....                      | 11,327 | 10 | 3  |

6. Further evidence of the growth of the trade and resources of the Colony is furnished in the progressive increase in the revenue derived from tolls on the Provincial Canals, as indicated by the following return:—

## CANAL TOLLS.

| Years.     | Gross Receipts. |      |    | Net Revenue. |      |    |
|------------|-----------------|------|----|--------------|------|----|
|            | £               | s.   | d. | £            | s.   | d. |
| 1848 ..... | 38,214          | 1 3  |    | 30,259       | 1 9  |    |
| 1849 ..... | 46,192          | 8 3  |    | 39,479       | 13 8 |    |
| 1850 ..... | 54,059          | 12 3 |    | 45,296       | 7 8  |    |
| 1851 ..... | 62,640          | 3 8  |    | 52,545       | 5 6  |    |

A still more striking result is obtained if the total movement of property in goods, wares, and merchandise on the principal Canals, namely, the Welland, St. Lawrence, and Chambly, in each of these years respectively, be compared.

| Years.     | Welland. | St. Lawrence. | Chambly. |
|------------|----------|---------------|----------|
|            | Tons.    | Tons.         | Tons.    |
| 1848 ..... | 307611½  | 164267        | 18885    |
| 1849 ..... | 351596½  | 213153        | 77216    |
| 1850 ..... | 399600   | 288103½       | 109040½  |
| 1851 ..... | 691627½  | 450400½       | 110726½  |

7. It may probably be convenient that I should endeavour at this stage of my report to furnish as briefly as possible some information with respect to those public works which are now beginning to be productive, and in the execution of which the

debt of the Province has mainly been incurred. In order, however, to render my observations on this head intelligible, it is necessary that I should premise, that before 1849, independently of the sums expended on works of great magnitude and Provincial interest, such as the above-mentioned canals, the Legislature of the Province had been in the habit of annually appropriating amounts more or less considerable in aid of minor local works, such as roads and bridges. These works were rarely remunerative while in the hands of the Government, and the system was on other accounts objectionable. It was therefore wisely determined in that year to discontinue it, and an Act (12 Vic. cap. 5,) was passed, authorizing the Government to take steps for the transfer, on such terms and conditions as might be agreed on, to municipalities, local corporations, or companies, of such works of this class as were then in the hands of the Provincial Authorities.

8. The total cost up to the 1st January, 1852, of the Public Works of Canada under charge of the Department of Public Works, classed as productive, and not affected by the resolution to which I have referred, amounted to £2,834,234 1s. 1d., and the net revenue derived therefrom in the year 1851 was £48,278 0s. 10d., being under two per cent. on the outlay. The revenue from this source, however, as I have already observed, is progressively increasing; and it is moreover obvious that the direct income accruing from such works is by no means an adequate representation of their value to the Province.

9. As illustrative of this point, I may observe that the St. Lawrence and Welland Canals complete a continuous inland navigation to Chicago on Lake Michigan, a distance of 1,587 miles from tide water at Quebec. The length of canal in this navigation is 68½ miles, with 550¾ feet in lockages. These canals are not all of the same dimensions, but properly constructed vessels conveying 4,000 barrels of flour, or from 350 to 400 tons of freight, can pass through them. The Erie Canal in the State of New York, which is the great rival water-route from the west, is 363 miles in length, with 688 feet of lockages, and is not capable of transporting barges of more than seventy-five tons burden. The Chambly Canal is a work of smaller dimensions, connecting Lake Champlain with the River Richelieu which flows into the St. Lawrence at Sorel. The traffic on this canal increased, as I have shown, rapidly up to the commencement of the year 1852; since which period it has suffered from the competition of an adjoining railway. A strong feeling exists in certain quarters in favor of the construction of a ship canal, on a scale at least equal to that of the St. Lawrence Canals, from some point on the southern bank of the St. Lawrence opposite Montreal to Lake Champlain; and the project of a similar work on the Sault Ste. Marie, to connect Lakes Huron and Superior, is also pressed by many persons. The Government has not, however, yet engaged in either of these undertakings.

10. The increase which has taken place within the last few years in the movement of produce on these inland waters does not, however, it may be proper to remark, appear to have been met by a corresponding increase in the traffic of the seaports. The following is a statement of the number and tonnage of vessels from sea which entered inwards and outwards at the ports of Quebec and Montreal in each of the six years preceding 1852:—

|            | Ships. | Tonnage. |
|------------|--------|----------|
| 1845 ..... | 1,699  | 628,389  |
| 1846 ..... | 1,699  | 623,791  |
| 1847 ..... | 1,444  | 542,505  |
| 1848 ..... | 1,350  | 494,247  |
| 1849 ..... | 1,328  | 502,513  |
| 1850 ..... | 1,341  | 485,905  |
| 1851 ..... | 1,469  | 573,397  |

During the earlier years of this series, while the Canada Corn Act of 1843 was in operation, an impulse was given to the trade of Quebec and Montreal by the preference accorded in the markets of Great Britain to produce conveyed by the route of the St. Lawrence. Since that preference has been withdrawn, the facilities afforded by the Government of the United States for the transportation in bond of Canadian imports and exports through its territory, and the multiplication of railways connecting the southern bank of the St. Lawrence with different points on the coast, have diverted a portion of the trade of that river from the Canadian seaports to those of the United States. As this is, however, a point of considerable importance to the interests of the lower province especially, it may be well to look into it more closely, with the view of inquiring whether there be anything in the nature of the route itself, or in the nature of the trade, which places the route of the St. Lawrence at a disadvantage in competing with others for the trade of the great west.

11. The inland navigation of the St. Lawrence route shares with the Erie Canal the inconvenience of being closed during about five months of the year, with this aggravation, however, that its seaport is subject to the same drawback. In all other respects, whether as regards size and shortness of canals, freedom from transshipment, rapidity of transport, or the capacity for doing extensive business, it has unquestionable advantages over its rival.

12. Again, maps on Mercator's projection, and the fact that indifferent ships, recklessly navigated, have not unfrequently been employed in the timber trade, have contributed to produce an exaggerated popular impression with respect to the length and the perils of the ocean route of the St. Lawrence. It is not sufficiently known, as regards the former point, that the sailing distance from Liverpool to Quebec is, if the Straits of Belleisle be taken, some 400 miles, and, if the southern course be preferred, from 100 to 200 miles shorter than that from Liverpool to New York; and that, as respects the latter, the ocean route of the St. Lawrence is by no means peculiarly hazardous to well-found ships, navigated by officers who are thoroughly acquainted with it, while it is especially adapted to screw or paddle steam ships, from the circumstance that a considerable portion of the passage from one continent to the other is in smooth water. These remarks respecting the route would not be complete if I were to omit to add, that the Acts recently passed by the local legislature to encourage steam communication between Liverpool and Quebec, and to connect Quebec and Montreal by railway with seaports open during the winter, will tend materially to develop its capabilities.

13. There are some circumstances, however, arising out of the nature of the trade itself, which call for notice in this statement, inasmuch as the competency of the St. Lawrence route to maintain a successful rivalry in the transport of goods and passengers with other competing routes from the west is affected by them. Timber, as I have already remarked, still constitutes the principal article of export from Canada; and all the timber destined for Europe is shipped either at Quebec, to which point it is conveyed in rafts from the upper country, or at points lower down the river. Now, timber is an article of great bulk in proportion to value, and this circumstance has an effect on the shipping trade of the port, which the following return may serve to illustrate, showing, as it does, that while all the ships that sailed from Quebec in 1852 left it with cargoes, more than half of those which entered inwards were in ballast.

STATEMENT shewing the Number and Tonnage of Vessels entered Inwards and Outwards at the Port of Quebec in 1852, with Cargoes or in Ballast.

| INWARDS.           |        |         |
|--------------------|--------|---------|
|                    | Ships. | Tons.   |
| With cargoes ..... | 560    | 224,525 |
| In ballast .....   | 671    | 280,499 |

OUTWARDS.

|                    | Ships.      | Tons.   |
|--------------------|-------------|---------|
| With cargoes ..... | 1,228 ..... | 518,580 |
| In ballast .....   | None. ....  | None.   |

It is more than probable, therefore, that so long as timber continues to be shipped extensively at Quebec, freights outwards will have a tendency to rule higher at this port than at others, where the trade inwards and outwards is more nearly balanced in respect of bulk.

14. The same circumstances, however, which contribute to raise outward freights serve to enhance the advantages of the route of the St. Lawrence as a channel for traffic inwards. The admirable and capacious system of inland navigation extending from Quebec for upwards of 1,500 miles into the interior of the continent, and the certainty of obtaining outward freights, are calculated to cause a preference to be given to this over rival routes for the transport of heavy goods, such as salt and iron, and of immigrants destined for the vast regions bordering on the great lakes. These advantages are not yet generally known, nor have they been appreciated as highly as they deserve. The following return gives the number of immigrants who arrived at the ports of Quebec and New York respectively in each of the four last years :—

| Years.     | Quebec.      | New York.                           |
|------------|--------------|-------------------------------------|
| 1849 ..... | 38,494 ..... | 220,603                             |
| 1850 ..... | 32,292 ..... | 212,796                             |
| 1851 ..... | 41,076 ..... | 289,601                             |
| 1852 ..... | 39,176 ..... | 234,258 up the<br>the 1st November. |

Although there is no increase in the gross amount of immigration to Quebec during the current year, it is an interesting fact that it comprised an unusually large proportion (7,256) of foreign emigrants, who could have been attracted to this port only by the superiority of the route. I am also informed that during the course of the past season, many vessels which conveyed emigrants to New York from Europe have come from that port in ballast to the St. Lawrence in search of outward freights.

15. To complete this subject, I append a return showing the number and tonnage of vessels built at Quebec in each of ten years ending with 1852.

| No. of Vessels.     | Tons.  | No. of Vessels.     | Tons.  |
|---------------------|--------|---------------------|--------|
| 1843 ..... 48 ..... | 13,785 | 1848 ..... 41 ..... | 19,909 |
| 1844 ..... 48 ..... | 15,045 | 1849 ..... 37 ..... | 24,396 |
| 1845 ..... 53 ..... | 26,147 | 1850 ..... 45 ..... | 30,387 |
| 1846 ..... 40 ..... | 19,764 | 1851 ..... 65 ..... | 41,505 |
| 1847 ..... 70 ..... | 37,176 | 1852 ..... 42 ..... | 27,856 |

Few ports offer such facilities for ship building as Quebec, all materials employed in the construction of vessels being cheap, labor, during the winter months at least, abundant, and procurable at moderate rates, and outward freight at all times secured. The principal drawback attending the extension of the business is the increased temptation to desert from ships entering the port, occasioned by the demand for seamen to man new ships. Desertion prevails at Quebec to an extent that is much complained of. The subject is now under the consideration of the Government, with a view to the adoption of some remedial measure. A naval school is also about to be established, in the hope that it may indoctrinate some of the native youth with a taste for seafaring pursuits.

16. Before I pass on to other topics, it may perhaps be advisable that I should say a few words with respect to the pecuniary responsibilities which the Province is assuming in connexion with the great railway enterprizes now in progress or prospect within it. At the time when the resolution respecting local works, to which I have already referred was adopted by the Government, it was urged with much force and justice that the objections which unquestionably existed to the extension of public aid to undertakings of that class did not apply to works of great magnitude, to which an interest, provincial rather than local, attached, and which were, moreover, in the then circumstances of the province, clearly beyond the reach of private enterprize. Within this category, lines of railway of considerable length, linking together districts of the province remote from each other, and calculated materially to benefit its general trade, were held to fall. It was accordingly concluded that aid from the funds or credit of the province might, under proper conditions and restrictions, be afforded to these undertakings, without any departure from the salutary principle which had been adopted in the case of local works generally. It was resolved, however, that in administering such aid the pecuniary interests of the province should be more carefully protected than they had been in respect of advances previously made for local works. The Provincial Act, 12 Vic. cap. 29, (passed in 1849), was framed on the principle that the sums advanced on the credit of the province in furtherance of undertakings of this class should in no case exceed one half of the amount actually expended on the work, and that the whole resources and property of the companies should be pledged for their redemption, and for the payment of interest upon them. In all the railway enterprizes undertaken since that period, where public aid has been given, this principle has been substantially adhered to.

These comprise—

- 1st. The St. Lawrence and Atlantic Railway, running from the St. Lawrence opposite Montreal to the frontier line, where it joins an American railway which will extend, when completed, to Portland in the State of Maine; length 126 miles.
- 2nd. The Ontario, Simcoe, and Huron Railway, running from Toronto to Lake Huron; length, ninety miles.
- 3rd. Great Western, from Hamilton to Windsor; 228 miles.
- 4th. Quebec and Richmond; 100 miles.
- 5th. Main Trunk from Toronto to Montreal; 380 miles.
- 6th. Quebec and Trois Pistoles, on the route to the Lower Provinces; 160 miles. The construction of the two last-mentioned lines is provided for in Acts passed during the present session of the Provincial Parliament.

17. That the increased facilities afforded by these and other measures to the internal and external trade of the province are called for by the growth of its population and resources is apparent from the returns of the census for the year 1851, which are herewith transmitted. These returns state the total population of the Province at 1,842,265; 890,261 for Lower Canada, 952,904 for Upper Canada. In Lower Canada 94,449 persons occupy lands, having under cultivation 3,605,517 acres, or rather arpents, which is the common measure of land in Lower Canada, and contains about six-sevenths of an acre. In Upper Canada 99,860 persons occupy lands, having under cultivation 3,697,724 acres. In certain agricultural products, such as flax and hemp and maple sugar, as well as in some domestic manufactures, as fulled cloth and linen, the returns from Lower Canada exceed those from Upper Canada; but the produce of wheat and of agricultural products generally is much more considerable in the Upper than the Lower Province.

18. The full import of these statistical results cannot, however, be apprehended unless a comparison be instituted between them and similar returns made up at former periods. As the censuses of the Province which have been effected at differ-

ent times, have been taken under different systems, and with varying degrees of correctness, it is not possible to draw from such a comparison inferences which can be considered rigorously exact. Sufficient accuracy may, however, be attained for practical purposes, and ample proof given that the Province is advancing at a rate of progress which is highly satisfactory.

19. To begin then with the subject of population. At the period of the surrender of the country to Great Britain its population was estimated at from 60,000 to 65,000. The population was French or French Canadian, and was chiefly located in that part of the Province now called Lower Canada. It has received since that period no accessions by immigration; on the contrary, the passion for moving westward, which prevails so universally in North America, has affected the French Canadians to some extent, and considerable numbers are scattered over other parts of the continent. Nevertheless the census of 1851 gives 665,528 as the actual number of the French Canadian population of Lower Canada, besides 26,417 resident in the Upper Province. Exhibiting thus an increase from natural causes alone of upwards of 1,000 per cent. in ninety years. By the side of this population has grown up another, amounting, in 1851, to 220,733, composed of immigrants from Great Britain and other countries, and of Canadians not of French origin; making the whole population of this section of the Province 890,261.

20. The progress of Upper Canada in respect of population has been still more remarkable. In the year 1791, the date of the Constitutional Act, it amounted to

|               |         |
|---------------|---------|
| to .....      | 50,000  |
| In 1811 ..... | 77,000  |
| 1824 .....    | 151,097 |
| 1832 .....    | 261,060 |
| 1842 .....    | 486,055 |
| 1851 .....    | 952,004 |

21. In the absence of systematic local assessments in Lower Canada (for the power of assessment given to municipalities by recent Acts is but partially exercised, and the compulsory assessments for the support of common schools are not yet universally enforced), it is difficult to obtain direct proof of the growth in wealth of that section of the Province. In Upper Canada also, the changes which have taken place from time to time in the mode of levying assessments and of valuing assessable property render the evidence furnished thereby with respect to this point less conclusive than it would otherwise have been. Enough, however, may be gathered from the assessment rolls to warrant the belief that the growth of wealth in Upper Canada, of late years more especially, has not been less remarkable than that of population.

22. The first Act for laying and collecting local assessments in Upper Canada was passed in 1793. It divided the population for purposes of assessment into eight classes, according to property, excepting from assessment altogether all whose property was worth less than £50 currency. The highest class under this Act included persons with £400 currency and upwards, who were taxed by it at the rate of £1 currency a-year. A further Act was passed in the following year, adding two classes to the top of the scale, and including in an "upper list" all persons believed to be possessed of real or personal property, goods, or effects, above the value of £500 currency.

23. On the allegation that "the present mode of laying assessments has been found inconvenient," an Act was passed in 1803 defining "rateable property," and subjecting each description thereof to a fixed and uniform valuation. Under this Act cultivated land was valued at £1 currency an acre; uncultivated at 1s. currency. A second Act on the same subject, which passed in 1807, raised the value of uncultivated land for purposes of assessment to 2s. currency; and a third, passed in 1819, rated it at 4s. currency per acre. Assessments were levied under

the valuation fixed by this last-mentioned Act until the year 1851; but in 1849 the Board of Registration and Statistics report that the best information they have been able to procure after very extensive inquiry leads them to the conclusion that cultivated land in Upper Canada in the rural districts may be valued on the average at £3 10s. 10d. currency per acre; uncultivated at £1 9s. 2d. currency. Positive inferences respecting the relative value of property at different epochs are not probably deducible from these data, but they are interesting in many points of view, and especially so as showing at how early a period the salutary practice of local self-taxation for local objects obtained a place among the customs of Upper Canada.

24. Another view of the assessment rolls throws further light on the question of the growth of wealth in the community. The first returns of the assessable property of Upper Canada, as taken under the Act of 1819, which I have been able to procure, are those of 1825. Its total amount is estimated in that year

|              | £            | s. | d. |
|--------------|--------------|----|----|
|              | at 1,854,965 | 5  | 0  |
| In 1830..... | at 2,407,618 | 14 | 8  |
| In 1835..... | at 3,189,862 | 14 | 11 |
| In 1840..... | at 4,608,843 | 12 | 0  |
| In 1845..... | at 6,393,630 | 16 | 0  |

Another Act (13 & 14 Vic. cap. 67) was passed in 1850, requiring the municipal authorities to assess property at its real value, and rendering certain descriptions of personal property rateable which were previously exempted from assessment. I have obtained statements which, although not strictly official, are, I believe, tolerably correct, of the amounts of the two valuations (those, namely, for 1851 and 1852), which have already taken place under the Act, and I find them to be as follows:—

Total value of assessable property in Upper Canada in the year—

|            | £          | s. | d. |
|------------|------------|----|----|
| 1851 ..... | 36,252,178 | 7  | 0  |
| 1852 ..... | 37,695,931 | 4  | 8  |

In order to arrive at the real value, it is believed that 20 per cent. at least ought to be added to these amounts.

25. The census of the United States for 1850, the last that has been taken, exhibits a great amount of property in proportion to "free population"; the numbers of the latter being stated at 20,089,909, and the assessed value of real and personal estate at 6,010,207,309 dollars, about £1,210,000,000, to which sum 20 per cent. is added to obtain the real value. It is to be observed, however, in the first place, that valuation according to actual value has been longer customary in the United States than in Canada, and is consequently, it may be presumed, more stringently carried out in the former country than in the latter; and in the second, that the laboring class in the southern states, amounting to 3,179,589 souls, instead of contributing to swell the aggregate of population, are cast as chattels into the scale of assessable property. Some other interesting points of comparison between the progress of the United States and Canada present themselves on a review of the census returns.

Total free population of the United States—

|               |            |
|---------------|------------|
| In 1840 ..... | 14,582,102 |
| In 1850 ..... | 20,089,909 |

Increase 37.77 per cent.

Total slave population of the United States—

|              |           |
|--------------|-----------|
| In 1840..... | 2,487,358 |
| In 1850..... | 3,179,587 |

Increase 27.81 per cent.

## Total population of Canada—

|                          |           |
|--------------------------|-----------|
| 1841 .....               | 1,156,139 |
| 1851 .....               | 1,842,265 |
| Increase 59·34 per cent. |           |

## Total population of Upper Canada—

|                           |         |
|---------------------------|---------|
| 1841 .....                | 465,357 |
| 1851 .....                | 952,004 |
| Increase 104·57 per cent. |         |

## Wheat crop, Upper Canada—

|               | Bushels.   | To each Inhabitant. |
|---------------|------------|---------------------|
| In 1841 ..... | 3,221,991  | 6·60                |
| In 1847 ..... | 7,558,773  | 10·45               |
| In 1851 ..... | 12,692,852 | 13·33               |

nearly quadrupling itself in ten years.

## Wheat crop, Lower Canada—

|               | Minots.   | To each Inhabitant. |
|---------------|-----------|---------------------|
| In 1843 ..... | 942,835   | 1·36                |
| In 1851 ..... | 3,075,868 | 3·46                |

The minot is about  $\frac{1}{2}$ th more than the bushel.

## Wheat crop, United States—

|           | Bushels.    | To each Inhabitant. |
|-----------|-------------|---------------------|
| 1850..... | 100,479,150 | 4·33                |

## Value of imports of British goods into Canada—

|                        | British Imports. | Population. |
|------------------------|------------------|-------------|
| In 1851.....           | 2,475,643 14 7   | 1,842,265   |
| about £1 6s. per head. |                  |             |

## Value of imports of British goods into the United States—

|                      | British Imports.   | Population. |
|----------------------|--------------------|-------------|
| In 1850 .....        | 75,159,424 dollars | 23,246,301  |
| about 13s. per head. |                    |             |

The British imports into the United States increased in 1851 to 93,847,886 dollars, making about 16s. per head on the estimated population.

26. To return, however, for a moment from this digression to the point more immediately in hand, namely, the assessible property of Upper Canada, (and in doing so, I feel bound to say that I do not think much reliance should be placed on comparative statements such as those presented above, inasmuch as the data on which valuations and estimates are made in different countries are not always uniform), it is important to ascertain what amount of indebtedness for municipal purposes attaches to this property. The best information which I am able to obtain on this point leads me to believe that it does not at present exceed in all £572,115 12s. 4d. Very stringent provisions for the protection of creditors of municipalities, and for regulating and restricting the powers of these bodies in the creation of debt, were contained in an Act (12 Vic. cap. 81), passed in 1849. The Act of this session which provides for the establishment of a municipal loan fund for Upper Canada (16 Vic. cap. 22,) has the same object in view. It is hoped that by these means, while the credit of the municipal bodies in Upper Canada is placed on an unexceptionable basis, and made available for legitimate purposes, any tendency in particular localities towards incurring imprudent or excessive liabilities may be kept in check.



27. While such is the condition of the Province in respect of material prosperity, its moral and intellectual interests are not neglected; independently of the clergy reserves—of the tithe levied in Lower Canada from the Roman Catholic population for Roman Catholic purposes,—and of various endowments and special grants for collegiate institutions, normal schools, and other objects of a like character in both sections of the Province, the sum of £41,095 17s. 10d. is set apart annually from the public funds for the support of common schools, and divided between Upper and Lower Canada in proportion to their respective population. Each school municipality, in order to entitle it to obtain the share of this fund allotted to it, is bound to raise by local taxation at least an equal sum. In Upper Canada the sums thus raised greatly exceed the required minimum. The returns for 1851 show that in that section of the Province there were in that year 3,001 common schools in operation, attended by 168,159 pupils, and that the total sum available for teachers' salaries, and for the erection and repair of school-houses, was £98,226 15s. 7d., of which sum £20,547 18s. 11d. was parliamentary grant, the remainder being raised by local assessment and rate bills imposed by school trustees. In Lower Canada, where direct taxation is especially distasteful, the levy of a local rate was made compulsory, and attended for a time with some difficulty. The people in this part of the Province are, however, becoming generally reconciled to a tax from which they derive so palpable a benefit, and the common school system is making satisfactory progress among them likewise.

28. The separation between ecclesiastical and civil affairs in this Province is so complete, and the number of denominations in Upper Canada so considerable, that it is difficult to furnish precise information with respect to the amount of the provision for the religious wants of the community. The following statement is, I believe, tolerably accurate:—

Dioceses of the Church of England, three; clergy, 242; population, 268,592.

Dioceses of the Church of Rome, seven; clergy, 543; population, 914,561.

Clergy of all denominations in Lower Canada, 641; population, 892,261. Upper Canada, 869; population, 952,004.

On this and many other points much interesting information is given in the excellent lectures on the growth and prospects of Canada by the Reverend Mr. Lillie, a copy of which I had the honor of transmitting to you in my Despatch No. 35, of the 15th April. The following is a statement of the appropriation of the clergy reserve funds in 1851:—

Church of England, Upper Canada, £10,394 5s. 11d.

Church of England, Lower Canada, £1,786 15s.

Church of Scotland, Upper Canada, £5,847 16s. 7d.

Church of Scotland, Lower Canada, £893 7s. 5d.

United Synod of the Presbyterian Church, Upper Canada, £464 18s. 4d.

Roman Catholic Church, Upper Canada, £1,369 17s. 3d.

Wesleyan Methodist, Upper Canada, £639 5s.

29. As very exaggerated impressions prevail generally with respect to the severity of the climate of Canada, it may not be amiss that I should in this place call attention to the fact that, although the annual range of the thermometer is undoubtedly very considerable in the eastern districts of the province, the great lakes, which cover in the aggregate an area of 91,860 square miles, materially temper the extremes of heat and cold in the western parts, and increase the humidity of the atmosphere, rendering the climate especially favorable to the cultivation of the cereals.

The following is a table of the mean maximum and mean minimum temperatures, with the range of the different months in the year, as observed at Toronto, in Her

Majesty's observatory. The mean being of eleven years from 1840 to 1850, both inclusive.

|                | Mean. | Maximum. | Minimum. | Range. |
|----------------|-------|----------|----------|--------|
| January.....   | 24.67 | 45.53    | 4.41     | 49.74  |
| February.....  | 24.14 | 46.35    | 4.37     | 50.72  |
| March.....     | 30.83 | 53.31    | 7.59     | 45.92  |
| April.....     | 42.17 | 71.44    | 17.96    | 53.48  |
| May.....       | 51.84 | 76.76    | 28.82    | 47.94  |
| June.....      | 61.42 | 76.44    | 35.72    | 40.72  |
| July.....      | 66.54 | 88.11    | 44.05    | 44.06  |
| August.....    | 65.76 | 83.98    | 45.02    | 38.95  |
| September..... | 57.11 | 80.19    | 32.07    | 42.12  |
| October.....   | 44.50 | 66.10    | 22.17    | 44.30  |
| November.....  | 36.57 | 57.03    | 13.33    | 43.60  |
| December.....  | 27.18 | 45.25    | 3.52     | 46.27  |

Annual mean 44.39.

The climate of Toronto is greatly more temperate than that of other places in the the same latitude which are situated to the east or west of the great lakes, and at a distance which removes them from their influence. A very useful pamphlet has been published on this subject by Mr. Henry Youle Hind, mathematical master, and lecturer in chemistry and natural philosophy at the provincial normal school, Toronto, under the title of "A Comparative View of the Climate of Western Canada, considered in relation to its Influence upon Agriculture."

30. As the Post Office exercises no mean influence on the social and intellectual interests of a community, I will close this part of my report with a few remarks on the condition of that department, which was transferred to the control of the provincial authorities in the month of April, 1851. At the period of the transfer a uniform rate of 3d. currency (about  $2\frac{1}{2}$ d.) the half ounce was substituted for the rates varying according to distance which were previously levied, and which amounted on the average to 9d. currency (about  $7\frac{1}{2}$ d.) the half ounce on all letters passing through the office. The returns of the department show that in the year ending the 5th April, 1852, 2,931,375 miles were travelled by the mail, an increase of 444,360 miles over the preceding year, and that 243 new post offices were added to the establishment. The gross postage revenue for the first year of reduced postage was £59,004 11s. 10d., that of the preceding year having been £77,097 10s. 8d. It fell short of the expenditure by £9,362 0s. 11d.; but it is estimated that a sum of £3,287 13s. 5d. will cover the deficiency for the current year.

31. The condition of the Indians of Canada calls for a passing notice in this report. The legislature and government of the province have always been kindly disposed to them. They have readily, as circumstances required it, passed laws for their protection; and they have not had recourse to those measures of violence and fraud which have been adopted elsewhere in order to force them to recede before the advance of the white man. The Indians of the Upper Province, however, such of them at least as occupy the settled parts, are in many respects more favorably situated than those of the lower. They have always been held to possess certain territorial rights, which as population and settlement have progressed have been made the subject of negotiation.

In return for their formal cession of lands to the Crown, they have received compensation in the shape of annuities, and been permitted to retain fitting tracts for their own occupation, or for sale for their benefit. The Indians of the Lower Pro-

vince, on the contrary, have no funds (one or two seigniories of little value excepted) save the annual presents which they owe to the bounty of the British Government. As a partial remedy for this evil, the Provincial parliament in the year 1851 passed an Act, (14 & 15 Vic. cap. 106) setting apart for their use some considerable tracts of land, and a sum of £821 18s. 4½d. per annum. In Upper Canada the Indians inhabiting the settled districts are estimated in round numbers at about 7,500; those inhabiting the unsettled districts at about 3,000. In Lower Canada the corresponding classes may be stated at 3,500 and 2,000 respectively. The numbers in the unsettled districts cannot be very precisely ascertained, and it is to be feared they are diminishing. The Indian population in the settled districts seems on the whole to be stationary, or perhaps somewhat advancing. They are also making in different degrees some progress in civilization. I am in hopes that the industrial schools for the young, to which I called Earl Grey's attention in my despatch to his Lordship No. 19, of the 31st January, 1849, may prove of essential service in this respect.

32. Before bringing this report to an end, I think it right to offer a few remarks on the subject of the provincial debt, expenditure, and income.

That portion of the public debt of the province which has been incurred in the execution of works of a productive character, which the Government proposes to retain in its own hands, amounts, as I have already shown, to £2,834,234 1s. 1d. £1,500,000 of this amount was raised with the guarantee of the British Government, and bears interest at four per cent. At the close of 1851 the stock held on account of the sinking fund for the redemption of this loan, as appears from Earl Grey's despatch to me, No. 682, of the 22nd January, 1852, was £119,884 0s. 10d.; since which period further sums, amounting to £180,000, have been paid into this account. The remaining debt of the province amounts to £890,666 2s. 6d., and is partly represented by the local works which, in pursuance of the policy adopted in 1849, are being gradually disposed of; making the total amount of the provincial debt £3,659,146 15s. 1d. Over and above this debt are the liabilities which the province has incurred and is still incurring for the promotion of certain railway undertakings. I have, however, already stated the conditions on which these advances are made. It is by no means probable that they will ever entail any charge on the provincial treasury.

The total expenditure of the province for the year 1851 amounted to £521,643 11s. 2d., including:—

|                                   |          |    |   |
|-----------------------------------|----------|----|---|
| Interest on public debt .....     | £183,749 | 7  | 0 |
| Sinking fund .....                | 60,000   | 0  | 0 |
| Expenses of the legislature ..... | 39,128   | 18 | 9 |
| Education .....                   | 54,380   | 4  | 0 |
| Agricultural societies .....      | 10,617   | 4  | 2 |
| Hospitals.....                    | 14,447   | 4  | 1 |
| Indian annuities .....            | 6,373    | 19 | 5 |

leaving for administrative expenditure, properly so called, comprising the cost of the civil government, administration of justice, penitentiary, militia, pensions, and a variety of other miscellaneous charges, £152,946 13s. 1., about 1s. 8d. per head on the population, an amount which cannot be considered excessive, for in instituting comparisons between expenditure under these heads in Canada and in particular States of the Union it must always be borne in mind that many charges which are defrayed out of the provincial revenue here are in the United States thrown on the funds of the federal government or of the municipalities.

34. The Revenue for the same period was £692,206 4s. 9d., comprising:—

- 1st. Revenue from customs, amounting, after deduction of duties returned, and expenses of collection, which were about five per cent. on the total receipts, to £578,384 2s. 9d.
- 2nd. Revenue from excise, derived principally from duties on stills, spirit shops, hawkers and pedlars licenses, auction licenses, and yielding in 1851, after deduction of expenses of collection (about twelve per cent. on the whole), £16,586 17s. 3d.
- 3rd. Territorial, consisting of rents of ferries and proceeds of public lands and forests, amounting, in 1851, to:—

|                     | £      | s. | d. |
|---------------------|--------|----|----|
| Gross Revenue ..... | 61,080 | 3  | 7  |
| Net do .....        | 16,406 | 10 | 10 |

The great discrepancy between gross and net revenue in this case is attributable partly to the necessarily expensive character of the duties devolving on the department, and partly to the redemption of land and militia scrip, which is received in payment of Crown Lands. £31,395 14s. 2d. of scrip was thus redeemed during the course of 1851. In order to make this point clearer, it may be proper to mention, that by a Provincial Act, passed in 1841 (4 & 5 Vic. cap. 100,) free grants of land in this Province (with the exception of grants of fifty acres to actual settlers in the vicinity of public roads in new settlements) were put an end to. Persons who had claims to land (such persons being for the most part U.E. loyalists, militiamen, and military settlers,) were bound to present them before the 1st of January, 1843, and, if they could make them good, were allowed scrip at the rate of 4s. per acre for such claims. This scrip being receivable as money in sales of Crown lands, the period for making these claims was extended by an Act passed in 1849 (12 Vic. cap. 31); but all issues of scrip have now ceased. The total amount of scrip issued under these Acts is about £190,000, of which upwards of £170,000 have been redeemed, being to that extent a reduction of the public debt of the Province.

|                                                                                                                                             | £      | s. | d. |
|---------------------------------------------------------------------------------------------------------------------------------------------|--------|----|----|
| 4th. Revenue from lighthouses and tonnage duty .....                                                                                        | 770    | 8  | 4  |
| 5th. Revenue derived from a tax on the issues of banks .....                                                                                | 13,012 | 18 | 3  |
| 6th. Revenue from public works, including interest on the purchase money of certain works which have been alienated by the Government ..... | 53,432 | 0  | 10 |
| 7th. Militia fines .....                                                                                                                    | 6      | 13 | 7  |
| 8th. Fines and forfeitures .....                                                                                                            | 1,121  | 1  | 11 |
| 9th. Casual Revenue, including certain fees that are funded, interest on moneys deposited with banks, and other miscellaneous receipts..... | 9,154  | 12 | 9  |
| 10th. Law fees, funded .....                                                                                                                | 3,330  | 18 | 2  |

The general result being:—

|                   |         |    |   |
|-------------------|---------|----|---|
| Revenue.....      | 692,206 | 4  | 9 |
| Expenditure ..... | 521,643 | 11 | 2 |

Showing on the financial transactions of the year an excess in revenue over expenditure of..... 170,562 13 7

35. The foregoing statements are submitted in the hope that they may throw some light on the present condition and prospects of this interesting community of our fellow countrymen, which, under the protection of Great Britain, and in the enjoyment of British institutions, is growing up in the immediate vicinity of the United States, at a rate of progress, less ostentatious and vaunted it may be, but

susceptible, notwithstanding, of no unfavorable comparison with that of the adjoining republic.

I have, &c.,

(Signed,) ELGIN AND KINCARDINE.

The Right Honorable

Sir JOHN S. PAKINGTON, Baronet,  
&c., &c., &c.

## NEW BRUNSWICK.

### No. 2.

(No. 34.)

COPY OF A DESPATCH FROM LIEUTENANT GOVERNOR SIR EDMUND HEAD, BARONET, TO THE RIGHT HONORABLE SIR JOHN S. PAKINGTON, BARONET.

GOVERNMENT HOUSE, FREDERICTON,

New Brunswick, October 4, 1852.

(Received November 8, 1852.)

SIR,—I have the honor to enclose the "Blue Book" for this Colony, made up to the beginning of the year 1852.

I should have been able to transmit this volume earlier, had it not been for the fact that the clerks in the office of the Provincial Secretary have been fully occupied, until very lately, in digesting and completing the published Return of the Population of New Brunswick. Six copies of this document, as printed by order of the Assembly, accompany the present despatch, and I do not know that I can discuss the present condition of the Colony more advantageously than by stating some of the results of this Census, and commenting thereon.

2. I ought, however, in the first place, to observe, that the details of the Return in question cannot probably be relied on as absolutely correct. The Provincial Act, 11 Vic. cap. 27, gives to the Justices in session in each county the appointment of the persons who are to collect the information. The Census is not taken in one day, and several instances of carelessness in the performance of their duty by the persons employed have been brought to my knowledge. Besides this, I fear that an ignorant jealousy may have led some persons to withhold answers to minute statistical inquiries. Still, upon the whole, the Return will present us with the means of an approximate estimate of the progress and condition of this portion of British North America. Where it errs, it is likely to err on the side of defect rather than excess.

3. The total numerical increase in our population in the course of eleven years, since the last Census, is estimated at 39,800 persons, being at the rate of 2.35 per cent. annually, or 25.84 per cent. in the whole. At the end of the statement you will find, Sir, a comparison between our rate of progress and that of the four northern states of the American Union, Maine, New Hampshire, Vermont, and Massachusetts. These states were selected for comparison, because they are our nearest

neighbors, and resemble New Brunswick most closely in climate and general character. The result will be found to be that our rate of increase, computed for ten years, is 23.49 per cent., whilst that of the four states in question for the same time has been 21.55 per cent.

So far, at least, we have no reason to complain, although we cannot boast of the brilliant prosperity and rapid progress of Western Canada, or the Valley of the Mississippi.

4. It is probable that the portion of the Census Returns which is least complete is that which professes to give statistical details as to the quantity of agricultural produce, fish, and manufactures. Interesting information, however, may be gleaned from these particulars as they stand.

It strikes one as curious that the five Counties touching on the Gulf of St. Lawrence, that is to say, Westmoreland, Kent, Northumberland, Gloucester, and Restigouche, are returned as growing in the year more wheat by one-third than all the rest of the Province together; yet the population of the five Counties is only 60,153 against 133,647. The climate in the Gulf of St. Lawrence is certainly not milder or more favorable than that on the Bay of Fundy or the River St. John; and although the soil in Gloucester and Restigouche is well adapted for wheat, I am inclined to attribute this fact to the superior facility enjoyed by the southern and south-western districts for the importation of flour from the United States.

5. The increase in the quantity of cleared land since 1840 is given as considerable, viz.: 217,343 acres. You will observe, Sir, that the growth of potatoes is stated to be very large. For several years the blight was destructive, and it still exists, but its ravages are comparatively unimportant. The potato crop for the present year (1852) is abundant, and so far as I am able to learn, has not suffered materially.

6. In a former despatch of mine, addressed to Earl Grey, I took occasion to remark that potatoes were a standard crop in this country, for a reason converse to that which encouraged their growth in Ireland. In both countries it was important to raise the largest possible bulk of human food on a given space of ground; in Ireland, because, although labor was abundant, land was scarce; in this country, because, although land is abundant, the other element of production, labor, is scarce. The potato blight, therefore, fell with great severity on the settler in our woods, who, with one or two pair of hands at his command, relied on this kind of produce for his winter supplies.

7. Next to potatoes, oats are the kind of crop most abundant in New Brunswick.

The quantity of Indian corn appears small, although it usually ripens successfully in this climate. It is cultivated principally on the River Saint John, and the total amount is stated at 62,225 bushels.

Turnips and other roots fit for feeding stock are, I rejoice to say, increasing in quantity and improving in quality. Experience has shown that they can be cultivated with great advantage.

Our largest dairy country is situated in the counties of Westmoreland and Albert, at the head of the Bay of Fundy. In this district there is much diked land and marsh which requires no manure, but an occasional overflow of fertilizing mud suspended in the turbid waters of that part of the bay. One singular fact of great importance should be remarked in connexion with these marshes, there appears to be no ague or low fever endemic amongst them.

One peculiar article made for home consumption on the borders of our forests, is the maple sugar, of which 350,957 lbs. are stated to be manufactured in the year.

8. After some bad seasons, we have been blessed with abundant harvests for the last three years; and it affords me great pleasure to say, that the crops of the

current year (1852) appear likely to prove satisfactory. The crop of hay, indeed, on the uplands, has been short, owing to long-continued drought at one period of the summer.

9. It remains for me to add something with reference to the commerce of the colony, and I have pleasure in saying, that upon the whole its condition is satisfactory. We suffer, no doubt; from the high duties imposed on our produce by the United States, but our trade in wood with Great Britain is in a prosperous condition. The fall in freights has facilitated the sale of timber and deals, which might not otherwise have brought remunerating prices. The sudden increase in the number of "timber berths" (or licences to cut on a given space of Crown land), sold at the public sale, in 1851, is very remarkable, as the subjoined table will show:—

MEMORANDUM of Timber Berths sold at General Sales in the Years 1849, 1850, and 1851.

| Year.      | Licenses. | Square Miles. | Minimum Price of each License. |    | Highest Rate per Mile. |    | Average Rate per Mile. |    | Amount. |    |    |
|------------|-----------|---------------|--------------------------------|----|------------------------|----|------------------------|----|---------|----|----|
|            |           |               | s.                             | d. | s.                     | d. | s.                     | d. | £       | s. | d. |
| 1849 ..... | 220       | 887           | 20                             | 0  | 102                    | 0  | 11                     | 8  | 517     | 13 | 0  |
| 1850 ..... | 356       | 1477½         | 20                             | 0  | 90                     | 0  | 11                     | 5½ | 844     | 17 | 0  |
| 1851 ..... | 711       | 2751          | 20                             | 0  | 220                    | 0  | 16                     | 3½ | 2244    | 11 | 6  |

The mileage was 10s. per square mile, but not less than two miles was licensed.

The relative amount of competition at these sales is shown by the increase in the highest rate, and by the average rate paid as compared with those of the two former years. In the course of the present year the "mileage" has been raised, by the advice of the Executive Council, to 20s., and the number of licenses granted has not been relatively so great as in 1851; but the last sales are not yet over, and it is therefore premature to judge of the effect of this measure.

10. One curious point connected with the deal trade may be worth notice: A good deal of embarrassment was formerly caused in Saint John by the accumulations of large quantities of sawdust from the mills close to the harbor. We have unfortunately allowed the ice trade, which might have been as profitable to St. John as to Boston, to slip out of our hands. One use, therefore, of refuse sawdust, that of packing ice, is lost to us. In 1849 the complaints of damage done to the harbor of St. John by the quantity of sawdust and refuse "slabs" thrown into it were so great, that the Legislature passed an Act (12 Vic. cap. 52) prohibiting this mode of disposing of these articles. I am inclined to hope that a profitable remedy for this nuisance has now been found. In the last spring a fire occurred which consumed the mills of the Honorable John Robertson, one of the principal merchants of St. John. These mills have now been rebuilt, and Mr. Robertson tells me, that he has succeeded in constructing furnaces so contrived as to employ the sawdust and other refuse wood in the production of steam. In a letter addressed to me on the 25th September last, he says:—

"My boiler-houses and furnaces are precisely the same as before the fire; the only alteration is an additional stack of chimneys, and additional heights to the others. The furnace in which I am now using the sawdust is considered by the agents of the insurance offices here as more safe than when I am burning wood. When the mill is in full operation I will burn the offal in both furnaces, so that the question of sawdust as fuel, and with the most perfect safety, is now fully settled."

Such result is doubly important. A serious nuisance is at once got rid of, and it is applied to the production of working power.

11. Before I close this Despatch, it is necessary to advert to one branch of our industry which possesses peculiar interest at the present time,—the fisheries.

I do not rely on the strict accuracy of the returns accompanying the Census in this matter, any more than in others. As I have already said, however, I believe the numbers are too low rather than too high. The total value of fish alleged to be caught in the year is £82,832 currency (about equal to £69,000 sterling). The details will be found on the next page, as extracted from the Census Returns. I saw, with surprise, that the catch of fish in the small island of Campo Bello, at the entrance of the Bay of Fundy, is estimated at upwards of £10,000 currency.

On the other hand, I feel confident that the sums set opposite the parishes of "Carraquet" and "Shippegan," in the county of Gloucester, must be very much underrated, but I have no means of correcting the statement.

12. I will conclude by saying that the prospects of New Brunswick at the present moment appear, under Providence, to be cheering. Nor do I see any reason to apprehend any sudden check to our progress.

On the other hand, it must be remembered that these prospects have not the brilliancy which allures emigrants to Australia or California. Some of our young men have naturally been tempted to seek a more rapid access to wealth in one or other of these countries, and more will probably follow.

In New Brunswick a man who is prepared to work hard may, by honesty and industry, support his family, and continue to improve his own position in life; but if he looks to make a fortune in a short time he must go elsewhere.

I have, &c.,

(Signed,) EDMUND HEAD.

The Right Honorable  
Sir J. S. PAKINGTON, Baronet,  
&c. &c. &c.

Enclosure in No. 2.

RETURN of VALUE and QUANTITIES of FISH caught in the year 1851, as exhibited in the Census Returns.

| Counties and Parishes. | Value. | Barrels.                                     | Boxes. | Quintals. | Number. | Pounds. |
|------------------------|--------|----------------------------------------------|--------|-----------|---------|---------|
| ALBERT.                | £      |                                              |        |           |         |         |
| Coverdale .....        | 187    | { Smelt .. 40<br>Salmon .. 5<br>Shad .. 78 } |        |           |         |         |
| Harvey .....           | 317    | 306                                          |        |           |         |         |
| Hillsborough .....     | 418    | 275                                          |        |           |         |         |
| Hopewell .....         | 151    | 111                                          |        |           |         |         |
| CARLETON .....         |        |                                              |        |           |         |         |
| CHARLOTTE.             |        |                                              |        |           |         |         |
| Campo Bello .....      | 10078  | 5479                                         | 25102  | 8391      |         |         |
| Grandmanan .....       | 6885   | { Oil .. 5526<br>..... 2435 }                | 26210  | 8310      |         |         |
| Pennfield .....        | 1180   | 1000                                         |        | 1285      |         |         |
| St. David .....        | 170    | 240                                          |        |           |         |         |
| St. George .....       | 3340   |                                              |        | 9890      |         |         |
| West Isles .....       | 9835   | 5333                                         |        |           |         |         |



RETURN of VALUE and QUANTITIES of FISH caught in the year 1851, &c.—  
 (Continued.)

| Counties and Parishes. | Value. | Barrels.                          | Boxes. | Quintals.         | Number.       | Pounds.           |
|------------------------|--------|-----------------------------------|--------|-------------------|---------------|-------------------|
| <b>GLOUCESTER.</b>     |        |                                   |        |                   |               |                   |
| Beresford .....        | 1329   | { Salmon . 92<br>Herring . 812 }  | .....  | 1151              | .....         | .....             |
| Caraquet .....         | 4804   | ..... 1239                        | .....  | 8360              | .....         | .....             |
| New Bandon .....       | 1783   | .....                             | .....  | 2971              | .....         | .....             |
| Saumarez .....         | 2169   | ..... 4340                        | .....  | .....             | .....         | .....             |
| Shippigan .....        | 5608   | ..... 1065                        | .....  | 7251              | .....         | .....             |
| <b>KENT.</b>           |        |                                   |        |                   |               |                   |
| Carleton .....         | 637    | ..... 706                         | .....  | .....             | .....         | .....             |
| Dundas .....           | 714    | ..... 1428                        | .....  | .....             | .....         | .....             |
| Richibucto .....       | 2428   | ..... 1978                        | .....  | .....             | .....         | .....             |
| Weldford .....         | 144    | ..... 288                         | .....  | .....             | .....         | .....             |
| Wellington .....       | 782    | ..... 1564                        | .....  | .....             | .....         | .....             |
| <b>KING'S.</b>         |        |                                   |        |                   |               |                   |
| Greenwich .....        | 83     | ..... 132                         | .....  | .....             | .....         | .....             |
| Hampton .....          | 30     | ..... 42                          | .....  | .....             | Salmon... 60  | .....             |
| Kingston .....         | 29     | ..... 56                          | .....  | .....             | .....         | .....             |
| Norton .....           | 14     | ..... 9                           | .....  | .....             | .....         | .....             |
| Westfield .....        | 521    | ..... 344                         | .....  | .....             | Salmon.. 1187 | .....             |
| <b>NORTHUMBERLAND.</b> |        |                                   |        |                   |               |                   |
| Alnwick .....          | 2321   | ..... 2598                        | .....  | 416               | .....         | Salmon.<br>128000 |
| Blackville .....       | 741    | .....                             | .....  | .....             | .....         | .....             |
| Blissfield .....       | 42     | ..... 19                          | .....  | .....             | .....         | .....             |
| Chatham .....          | 4665   | ..... 1810                        | 20     | 50                | .....         | 5550              |
| Glenelg .....          | 1753   | ..... 1804                        | .....  | .....             | .....         | .....             |
| Ludlow .....           | 80     | ..... 36                          | .....  | .....             | .....         | .....             |
| Nelson .....           | 444    | ..... 262                         | .....  | .....             | .....         | .....             |
| Newcastle .....        | 240    | ..... 140                         | .....  | .....             | .....         | .....             |
| Northesk .....         | 173    | .....                             | .....  | .....             | .....         | .....             |
| <b>QUEEN'S.</b>        |        |                                   |        |                   |               |                   |
| Canning .....          | 113    | ..... 150                         | .....  | .....             | .....         | .....             |
| Hampstead .....        | 29     | ..... 55                          | .....  | .....             | .....         | .....             |
| Johnston .....         | 50     | ..... 50                          | .....  | .....             | .....         | .....             |
| Waterborough .....     | 64     | ..... 64                          | .....  | .....             | .....         | .....             |
| Wickham .....          | 40     | ..... 53                          | .....  | .....             | .....         | .....             |
| <b>RESTIGOUCHE.</b>    |        |                                   |        |                   |               |                   |
| Addington .....        | 448    | ..... 181                         | .....  | .....             | .....         | .....             |
| Colbourn .....         | 313    | ..... 869                         | .....  | .....             | .....         | .....             |
| Dalhousie .....        | 370    | { Herring . 200<br>Salmon . 100 } | .....  | .....             | .....         | .....             |
| Durham .....           | 198    | ..... 396                         | .....  | .....             | .....         | .....             |
| <b>SAINT JOHN.</b>     |        |                                   |        |                   |               |                   |
| Lancaster .....        | 233    | .....                             | .....  | .....             | Salmon.. 1430 | .....             |
| Portland .....         | 562    | .....                             | .....  | .....             | do .. 530     | .....             |
| St. John .....         | 10617  | { 2810<br>not<br>found. }         | .....  | .....             | do .. 2650    | .....             |
| St. Martin .....       | 352    | { 442<br>75<br>not<br>found. }    | .....  | 100<br>9          | .....         | .....             |
| Simonds .....          | 498    | { not<br>found. }                 | .....  | { not<br>found. } | do .. 550     | .....             |

RETURN of VALUE and QUANTITIES of FISH caught in the year 1851, &c.—  
(Continued.)

| Counties and Parishes. | Value. | Barrels.                 | Boxes. | Quintals. | Number.       | Pounds. |
|------------------------|--------|--------------------------|--------|-----------|---------------|---------|
| <b>SUNBURY.</b>        | £      |                          |        |           |               |         |
| Blissville .....       | 5      | 7                        |        |           |               |         |
| Burton .....           | 75     | 150                      |        |           |               |         |
| Lincoln .....          | 47     | { 32300<br>Gaspereaux. } | 94     |           |               |         |
| Mangerville .....      | 57     | { 34100<br>do. }         | 96     |           |               |         |
| Sheffield .....        | 140    | 421                      |        |           |               |         |
| <b>VICTORIA.</b>       |        |                          |        |           |               |         |
| Perth .....            | 65     |                          |        |           | Salmon .. 372 |         |
| <b>WESTMORELAND.</b>   |        |                          |        |           |               |         |
| Botsford .....         | 1186   | 1186                     |        |           |               |         |
| Dorchester .....       | 1382   | 922                      |        |           |               |         |
| Sackville .....        | 814    | 555                      |        |           |               |         |
| Shediac .....          | 953    | 1006                     |        |           |               |         |
| Westmoreland .....     | 17     | 17                       |        |           |               |         |
| Moncton .....          | 38     | 80                       |        |           |               |         |
| <b>YORK.</b>           |        |                          |        |           |               |         |
| Dumfries .....         | 14     | 7                        |        |           |               |         |
| Prince William .....   | 10     | 3                        |        |           |               |         |
| Queensbury .....       | 33     | 22                       |        |           |               |         |
| Stanley .....          | 74     |                          |        |           |               |         |
|                        | 82832  |                          |        |           |               |         |

## NEW SOUTH WALES.

### No. 3.

(No. 82.)

COPY OF A DESPATCH FROM GOVERNOR SIR C. A. FITZROY TO THE  
RIGHT HONORABLE EARL GREY.

GOVERNMENT HOUSE,

Sydney, June 2, 1852.

(Received, November 20, 1852.)

MY LORD,—I have the honor to transmit herewith the Blue Book of this Colony for the year ended the 31st December, 1851; and, in compliance with the instructions contained in the Secretary of State's Despatch, No. 101, of 5th May, 1842, I proceed to offer such remarks as may be interesting to Your Lordship.

## 2. TAXES, DUTIES, &amp;c.

The total Revenue derived from the duties on spirits imported, as well as made in the Colony, was in

|                                                        | £       | s. | d. |
|--------------------------------------------------------|---------|----|----|
| 1850.....                                              | 128,187 | 3  | 6  |
| Of which the Port Philip district contributed...       | 40,823  | 2  | 0  |
| And the middle district.....                           | 87,364  | 1  | 6  |
| And in 1851, not including the Colony of Victoria..... | 107,013 | 10 | 1  |
| Showing an increase of .....                           | 19,649  | 8  | 7  |

which is attributed to the increase of population, the discovery of the gold fields, and the growing prosperity of the Colony.

|                                                       |         |    |   |
|-------------------------------------------------------|---------|----|---|
| 2. The ad valorem duties amounted in the year 1850 to | £29,241 | 9  | 1 |
| Of which the Port Philip district yielded .....       | 11,407  | 12 | 7 |
| And the middle district .....                         | 17,833  | 16 | 6 |
| And in 1851 .....                                     | 22,930  | 9  | 7 |
| Not including the Colony of Victoria.                 |         |    |   |
| Showing an increase of .....                          | 5,096   | 13 | 1 |

which is attributed to the increase of population, the high rate of wages, and the growing prosperity of the Colony generally.

|                                                     |         |    |   |
|-----------------------------------------------------|---------|----|---|
| 4. The duties on tobacco produced in the year 1850, |         |    |   |
| were.....                                           | £64,719 | 8  | 0 |
| Of which the Port Philip district contributed...    | 24,248  | 4  | 3 |
| And the middle district.....                        | 40,471  | 3  | 9 |
| And in 1851 .....                                   | 30,806  | 13 | 1 |
| Showing a decrease of .....                         | 9,664   | 10 | 8 |

which is attributed to the diminished stock in the market, owing to the failure of the crop in America, and partly perhaps to illicit traffic.

|                                                        |        |    |   |
|--------------------------------------------------------|--------|----|---|
| 5. The wharfage and harbour duties amounted in 1851 to | £6,123 | 15 | 0 |
| And in 1850 to.....                                    | 5,542  | 15 | 0 |
| (Exclusive of Port Phillip, £2,932 7s. 3d.)            |        |    |   |
| Showing an increase of .....                           | 581    | 0  | 0 |

Of this amount, the dues on the entry and clearance of vessels and the lighthouse dues show a trifling increase of £226 18s. 8d., owing to the increase of shipping; while the tonnage duty is decreased by the sum of £120 2s. 9d., in consequence of a larger number of vessels trading between the Colonies, which are exempted from the payment of tonnage duty more than once in twelve months, although liable to all other port charges on entry and clearance. The pilotage fees and those of the harbour-master's office show an increase of £474 3s. 3d., owing to the increased traffic of the port.

## 6.—POST OFFICE.

The Revenue produced by the Post Office and the Expenditure stand thus:—

|                                   | Revenue. |    |    | Expenditure. |    |    |
|-----------------------------------|----------|----|----|--------------|----|----|
|                                   | £        | s. | d. | £            | s. | d. |
| In 1850 .....                     | 20,172   | 7  | 3  | 26,173       | 6  | 10 |
| Contributed by Port Phillip ..... | 6,526    | 1  | 6  | 10,440       | 15 | 6  |
|                                   | 13,646   | 5  | 9  | 15,732       | 11 | 4  |
| In 1851 .....                     | 18,252   | 1  | 11 | 16,324       | 13 | 4  |

7. The assessment on stock beyond the settled districts under the Act of Council, 11 Victoria No. 18, produced during the year:—

|                                   | £      | s. | d. |
|-----------------------------------|--------|----|----|
| 1850.....                         | 29,371 | 14 | 5  |
| Contributed by Port Phillip ..... | 12,655 | 15 | 11 |
|                                   | 16,715 | 18 | 6  |
| In 1851 .....                     | 16,477 | 17 | 10 |

The fees on licenses to occupy Crown Lands and to cut timber, which are part of the Crown Revenue, produced:—

|                                   | £      | s. | d. |
|-----------------------------------|--------|----|----|
| In 1850 .....                     | 48,466 | 13 | 1  |
| Contributed by Port Phillip ..... | 13,240 | 9  | 6  |
|                                   | 35,226 | 3  | 7  |
| In 1851 .....                     | 35,627 | 14 | 4  |

The licenses to search for, dig, and remove gold, which were issued on 1st June, 1851, the discovery of the gold fields having only been made in the preceding month, produced in the last half year £30,890 4s. 6d. The amount received for the conveyance of gold and money by escort during the same period amounted to £2,919 14s. 3d. The expenses consequent on the discovery of the gold fields amounted during the same period to £9,299 7s. 7d.

## 9.—FEES OF OFFICE.

The revenue derived from the fees of office was—

|                                  | £      | s. | d. |
|----------------------------------|--------|----|----|
| In 1850 .....                    | 19,548 | 2  | 1  |
| Contributed by Port Philip ..... | 8,795  | 19 | 1  |
|                                  | 10,752 | 3  | 0  |
| In 1851 .....                    | 8,327  | 0  | 9  |

## 10.—REVENUE AND EXPENDITURE.

The accounts of the Colony are made up in accordance with the principle laid down in the Constitution Act.

11. The ordinary revenue, that is to say, the revenue derived from taxes, duties, rates, and imposts, was—

|                                                                                      | £              | s.       | d.       |
|--------------------------------------------------------------------------------------|----------------|----------|----------|
| In 1850 .....                                                                        | 371,394        | 5        | 3        |
| Contributed by Port Phillip.....                                                     | 122,781        | 0        | 4        |
|                                                                                      | <u>248,613</u> | <u>4</u> | <u>1</u> |
| In 1851 .....                                                                        | 277,728        | 18       | 1        |
| Therefore the revenue of the last year exceeded<br>that of the previous year by..... | 29,115         | 13       | 2        |

## 12.—CROWN REVENUE.

The following is a statement of the Crown revenue for 1851 :—

|                                                 | £               | s.        | d.       |
|-------------------------------------------------|-----------------|-----------|----------|
| Land sold.....                                  | 42,205          | 2         | 1        |
| Town allotments by leaseholders .....           | 29              | 15        | 0        |
| Land and immigration deposits .....             | 821             | 10        | 0        |
| Leases and licenses to occupy Crown lands ..... | 36,806          | 14        | 4        |
| Licenses to cut timber on do .....              | 1,179           | 0         | 0        |
| Licenses to search for, dig, and remove gold .. | 30,890          | 4         | 6        |
| Conveyance of money and gold .....              | 2,919           | 14        | 3        |
| Quit-rents, and redemption of same .....        | 7,667           | 13        | 10       |
| Rents of Government quarries and premises.....  | 42              | 0         | 0        |
| Proceeds and sales, reimbursements, &c .....    | 778             | 19        | 4        |
|                                                 | <u>£123,340</u> | <u>13</u> | <u>4</u> |

To which is added—

|                                                           |                 |          |           |
|-----------------------------------------------------------|-----------------|----------|-----------|
| Proceeds of sale of land and immigration debentures ..... | 80,541          | 13       | 10        |
| Immigration remittances .....                             | 626             | 0        | 0         |
| Leases to occupy church and school estates .....          | 4,460           | 18       | 9         |
|                                                           | <u>£208,969</u> | <u>5</u> | <u>11</u> |

13. The charges on the same revenue in 1851 were as follows :—

|                                                                | £               | s.       | d.       |
|----------------------------------------------------------------|-----------------|----------|----------|
| Survey, sale, and management .....                             | 32,026          | 12       | 2        |
| Immigration, including quarantine .....                        | 98,721          | 6        | 10       |
| Aborigines .....                                               | 1,163           | 12       | 7        |
| Expenses consequent on gold discovery.....                     | 9,299           | 7        | 7        |
| Miscellaneous services.....                                    | 3,465           | 19       | 9        |
| Revenue and receipts returned .....                            | 409             | 4        | 2        |
| Special payments.....                                          | 43,984          | 11       | 9        |
| Payments out of the church and school estate<br>revenues ..... | 22,732          | 10       | 9        |
|                                                                | <u>£211,803</u> | <u>5</u> | <u>7</u> |

## 14.—CONVICT EXPENDITURE (FROM MILITARY CHEST.)

The expenditure under this head continues to decrease.

|                     |         |    |    |
|---------------------|---------|----|----|
| It was in 1850..... | £10,677 | 12 | 10 |
| do 1851.....        | 7,675   | 7  | 8  |

The expenses paid from the Colonial Treasury for the superintendence, lodging, and maintenance of convicts during 1851, at the establishment at Cockatoo Island and Newcastle, amounted to £5,415 ls. 1d., being at the rate of £16 6s. 2d. each man per annum.

The number of convicts in the Colony on 31st December was

|                | 1851.       | 1850. |
|----------------|-------------|-------|
| British .....  | 1,960.....  | 2,022 |
| Colonial ..... | 399.....    | 342   |
|                | 2,359 ..... | 2,364 |

The number of ticket-of-leave holders was

1,604 ..... 1,625

and the small reduction arises from a large number of men who were reported as absconders in 1850 having accounted for their supposed absence, and therefore had their indulgence restored.

15.—LOCAL REVENUE.

The total revenues of the city of Sydney amounted in 1851 to £19,268 6s. 1d.

A Return of the revenue and expenditure of the South Head Roads Trust, established under the authority of the Act of Council, 11 Victoria, No. 49, and of the Cumberland Roads Trust, under the authority of the Act of Council, 13 Victoria, No. 41, will be found in the Blue Book.

16. The District Councils remain in the same state of abeyance as hitherto.

17.—MILITARY EXPENDITURE.

The expenses of repairs to the Victoria Barracks and Dawes' Battery, Sydney, during the year 1851, amounted to £327 2s. 7d.

18. The only other expenditure under this head was consequent on the breaking up of the old mounted police corps on 31st December, 1850, and amounted to £311 16s. 6d.

19.—LEGISLATION.

The Reports on the Acts passed by the Legislative Council in 1851, were forwarded to Your Lordship by my Despatches, No. 91, of 6th May, 1851, and 4, of 14th January, 1852.

20.—PENSIONS.

The pension list shows an increase in 1851, and stands thus :—

|               |             |
|---------------|-------------|
| In 1850 ..... | £1,209 17 3 |
| 1851 .....    | 2,334 15 5  |

21.—RECAPITULATION OF THE ESTABLISHMENT.

This head requires no observation.

22. The foreign consuls in the year 1851 were those of America, France, the free Hanseatic City of Bremen, and the Hawaiian Islands.

23.—POPULATION.

A Census, the returns of which were forwarded to Your Lordship with my Despatch, No. 190, of the 20th November, 1851, was taken on the 1st March in that year, by which it appears that the population amounted to

|                   |                |
|-------------------|----------------|
| Males .....       | 108,691        |
| Females .....     | 81,260         |
| <b>Total.....</b> | <b>189,951</b> |

The population on the 31st December last, it is supposed, amounted to

|                   |                |
|-------------------|----------------|
| Males .....       | 113,032        |
| Females .....     | 84,136         |
| <b>Total.....</b> | <b>197,168</b> |

The increase between the 2d March, 1846, and the 1st March, 1851, was

|                   |               |
|-------------------|---------------|
| Males .....       | 14,106        |
| Females .....     | 19,115        |
| <b>Total.....</b> | <b>33,221</b> |

The centesimal increase during the same period—

|                   |              |
|-------------------|--------------|
| Males .....       | 14.92        |
| Females .....     | 30.76        |
| <b>Total.....</b> | <b>21.20</b> |

The centesimal proportion of the sexes—

|               | Males. | Females. | Total. |
|---------------|--------|----------|--------|
| In 1841 ..... | 65.80  | 34.20    | 100    |
| 1846 .....    | 60.35  | 39.65    | 100    |
| 1851 .....    | 57.22  | 42.78    | 100    |

#### 24.—ECCLESIASTICAL RETURNS.

The expenses under this head amount to

|                                                   | £              | s.        | d.       |
|---------------------------------------------------|----------------|-----------|----------|
| Church of England.....                            | 17,107         | 15        | 4        |
| Presbyterian .....                                | 2,173          | 19        | 0        |
| Wesleyan Methodist .....                          | 650            | 0         | 0        |
| Church of Rome .....                              | 7,554          | 16        | 9        |
| <b>Total paid from the Colonial Treasury.....</b> | <b>£27,486</b> | <b>11</b> | <b>1</b> |

The number of clergymen in the colony is:—

|                         | Paid wholly or in part<br>by Government. | Supported wholly by<br>voluntary contribution. |
|-------------------------|------------------------------------------|------------------------------------------------|
| Church of England ..... | 60                                       | 16                                             |
| Presbyterian.....       | 14                                       | 22                                             |
| Wesleyan .....          | 11                                       | 5                                              |
| Independent.....        | 0                                        | 4                                              |
| Baptist .....           | 0                                        | 2                                              |
| Roman Catholic .....    | 27                                       | 0                                              |
| Jews .....              | 0                                        | 1                                              |
|                         | <b>112</b>                               | <b>50</b>                                      |

In my Despatch, No. 23, of 30th January last, I had occasion to consult Your Lordship respecting the omission of any order or direction for the distribution among the various religious denominations receiving aid from the Government of the sum reserved to Her Majesty for purposes of public worship by Schedule (A. Part 3,) annexed to the Act of Parliament, 13 & 14 Victoria, cap. 59., and I then reported to Your Lordship the measures I had in consequence adopted.

## 25.—EDUCATION.

The Sydney University has not yet come into active operation, as the senate is awaiting the arrival from England of the professors, respecting the selection of whom I communicated with Your Lordship in my Despatch No. , of the last.

The number of schools is stated to be 420. The number of scholars, 21,076.

|                                                                                                                          | £       | s. | d.  |
|--------------------------------------------------------------------------------------------------------------------------|---------|----|-----|
| The amount paid from the Colonial Treasury in support of the orphan, denominational, and national schools, in 1851, was. | 22,687  | 14 | 5   |
| The amount paid by voluntary contribution, as stated in the returns of schools .....                                     | 6,372   | 0  | 10½ |
| Total.....                                                                                                               | £29,059 | 15 | 3½  |

## 26.—EXCHANGES, MONEYS, &amp;c.

The coin in the Colony was supposed to be—

|               |          |    |    |
|---------------|----------|----|----|
| In 1850 ..... | £690,852 | 18 | 11 |
| 1851 .....    | 560,766  | 9  | 9  |

The paper currency in circulation was—

|               |          |   |   |
|---------------|----------|---|---|
| In 1850 ..... | £266,002 | 0 | 0 |
| 1851 .....    | 418,541  | 0 | 0 |

The accounts are kept in pounds, shillings, and pence.

The exchange varied from par to 1½ per cent. premium for Treasury bills, and from 5½ per cent. discount to 1½ per cent. premium for bank bills on London. The rates of exchange for bills on India, purchased by two of the banks, were from 1½ to 7½ per cent. discount.

## 27.—IMPORTS AND EXPORTS.

|                                        | £         |
|----------------------------------------|-----------|
| The imports amounted in 1850 to.....   | 2,078,338 |
| Of which Port Philip contributed ..... | 744,925   |
|                                        | <hr/>     |
| In 1851 .....                          | 1,333,413 |
|                                        | 1,563,931 |
| Showing an increase of .....           | £230,528  |
|                                        | <hr/>     |
| The exports amounted in 1850 to.....   | 2,399,580 |
| Of which Port Philip contributed.....  | 1,041,796 |
|                                        | <hr/>     |
|                                        | 1,357,784 |
| In 1851 to .....                       | 1,796,912 |
| Showing an increase of .....           | £439,128  |



The export of wool from the whole colony was—

|                                    | Value.    | Quantity.  |
|------------------------------------|-----------|------------|
|                                    | £         | lbs.       |
| In 1850.....                       | 1,614,241 | 32,361,829 |
| Of which Port Phillip yielded..... | 826,190   | 18,091,207 |
|                                    | 788,051   | 14,270,622 |
| In 1851.....                       | 828,342   | 15,269,317 |
| Showing an increase of.....        | 40,291    | 998,695    |

The tallow exported was—

|                                        | Value.  | Quantity.              |
|----------------------------------------|---------|------------------------|
|                                        | £       | cwts.                  |
| In 1850.....                           | 300,721 | 217,878                |
| Of which Port Phillip contributed..... | 132,863 | 89,788                 |
|                                        | 167,858 | 128,090                |
| Sydney district.....                   | 167,858 | 128,090                |
| In 1851.....                           | 114,168 | 86,460                 |
| Showing a decrease of.....             | 53,690  | 41,630, or 4,323 Tons. |

The gold exported from the 1st June to the 31st December, 1851, was—

| Value.  | Quantity. |       |      |
|---------|-----------|-------|------|
| £       | oz.       | dwts. | grs. |
| 468,336 | 144,120   | 17    | 16   |

There is, however, included in the above a portion of what has been brought from the neighboring colony of Victoria, but the quantity cannot be accurately ascertained.

The shipping returns are—

|              | 1850. |         | 1851. |         |       |
|--------------|-------|---------|-------|---------|-------|
|              | No.   | Tons.   | No.   | Tons.   | Men.  |
| Inwards..... | 421   | 126,185 | 553   | 153,002 | 7,955 |
| Outwards...  | 506   | 176,762 | 503   | 139,020 | 7,988 |

### 28.—AGRICULTURE.

The returns under this head, which will be found at page 645, have been compiled from returns furnished by the magistrates and commissioners of Crown Lands. The average price of wages, merchandise, and produce are inserted at page 650.

### 29.—MANUFACTURES, MINES, AND FISHERIES.

These returns will be found at pages 652 and 654.

There are in the colony—

- 10 Coal mines.
- 2 Iron.
- 8 Copper.

None of the latter are worked in consequence of the want of labor in the colony.

A brief description of the gold mines in the western and southern districts will be found interesting;—see p. 654.

## 30.—GRANTS AND SALES OF LAND.

The land granted for public purposes amounted to—

| Acres. | Roods. | Perches. |
|--------|--------|----------|
| 107    | 2      | 3½       |

The amount received from the sale of land was—

|                             | £      | s. | d. |
|-----------------------------|--------|----|----|
| In 1850 .....               | 35,251 | 10 | 7  |
| (Exclusive of Port Phillip) |        |    |    |
| In 1851 .....               | 67,912 | 3  | 2  |

## 31.—GAOLS AND PRISONS.

The following is the comparative state of crime :—

## Convictions in the Supreme Court.

|                     | 1850.              | 1851. |
|---------------------|--------------------|-------|
|                     | (Sydney District.) |       |
| Murders .....       | 7                  | 6     |
| Other felonies..... | 142                | 133   |
| Misdemeanors.....   | 40                 | 46    |

## Convictions in Courts of Quarter Sessions.

|                   | 1850. | 1851. |
|-------------------|-------|-------|
| Felonies .....    | 302   | 322   |
| Misdemeanors..... | 64    | 67    |

## Criminals executed.

| 1850. | 1851. |
|-------|-------|
| 4     | 2     |

## Civil cases tried in the Supreme Court.

| 1850.              | 1851. |
|--------------------|-------|
| (Sydney District.) |       |
| 89                 | 119   |

Of which the number of undefended cases was in... 1850. 1851.

| (Sydney District.) | 1850. | 1851. |
|--------------------|-------|-------|
|                    | 18    | 21    |

## 32.—MISCELLANEOUS.

The annual statistics, not having been completed to this date, cannot as usual be appended to the Blue Book, but I will forward copies to your Lordship as soon as they are printed.

I have, &c.,

(Signed,) C. A. FITZROY.

The Right Honorable Earl GREY,  
&c. &c. &c.

# VICTORIA.

## No. 4.

(No. 71.)

COPY OF A DESPATCH FROM LIEUTENANT GOVERNOR LATROBE, TO  
THE RIGHT HONORABLE EARL GREY.

MELBOURNE, June 12, 1852.

(Received, November 5, 1852.)

MY LORD,—In obedience to your Lordship's circular, dated the 30th September, 1851, I have the honor to transmit herewith the "Blue Book of this colony from the period of its separation from New South Wales, viz., the 1st July, 1851, to the 31st December last, and to state, that I have been guided in compiling the same by the forms prescribed in your Lordship's circular before referred to. Every effort has been made to render the information therein contained as complete and accurate as possible; and I take leave to append such brief remarks as may appear called for.

### 2.—REVENUE.

The abstract of the net revenue under the two general heads shows that an increase has taken place in the general revenue over the corresponding six months of the year 1850, to the amount of £15,731 4s. 7d., and in the territorial revenue to that of £34,557 14s. 9d., making a total half-yearly increase of £50,288 19s. 4d.

### 3.—POST OFFICE.

The revenue of the post office and its expenditure stand thus:—

|                            | Revenue.   | Expenditure. |
|----------------------------|------------|--------------|
| 1850.....                  | £6,629 1 6 | £10,640 14 3 |
| Half of the year 1851..... | 4,751 10 8 | 5,842 3 9    |

### 4.—LOCAL REVENUES.

The local revenues of the city of Melbourne have been compiled for the whole year, and amount to £12,245 10s. 3d., and those of the town of Geelong for the same period amount to £2,785 4s. 1d.

### 5.—LEGISLATION.

The reports on the Acts passed by the Legislative Council were forwarded to your Lordship in my despatch dated January 16, 1852, No. 11.

### 6.—COUNCIL AND ASSEMBLIES.

The return under this head contains a list of members of the Executive and Legislative Councils.

### 7.—CIVIL ESTABLISHMENTS.

It may be remarked under this head that the salaries of the various officers and others are stated at their fixed rates, and are exclusive of the increases granted in consequence of the extraordinary rise in the price of all the necessaries of life caused by the discovery of gold in this and the adjoining colony of New South Wales.

## 8.—SECURITY FOR THE DISCHARGE OF DUTIES.

No observations upon this head seem called for.

## 9.—PENSIONS.

The only pensions payable in the colony are,—

1. To the late Chief Postmaster, £190 per annum.
2. To the late Guardian of Aborigines, £120 per annum.

## 10.—FOREIGN CONSULS.

There is only one consul in the colony, who represents in his own person the kingdom of Portugal, city of Hamburg, Norway and Sweden, kingdom of Spain, Brazil, and Chili.

## 11.—POPULATION.

The last census was taken on the 2nd of March, 1851, and the population is shown to be 77,345. The aborigines within the limits of the colony are estimated at 2,693 souls.

## 12.—EDUCATION.

The number of schools of all denominations is seventy-four, and the number of scholars attending the same, of all ages and sexes, is 4,890.

## 13.—EXCHANGES, MONEYS, &amp;c.

The amount of coin in the colony is stated to be £276,695 9s. 7d.

The paper money in circulation is £141,586 17s. 8d. The exchange varied from 1 per cent. premium to 9 per cent. discount, this being caused by the gold discoveries.

## 14.—IMPORTS AND EXPORTS.

|                                                                |          |
|----------------------------------------------------------------|----------|
| The value of the imports is.....                               | £661,155 |
| The value of the exports, including gold dust, is.....         | 606,051  |
| The export of wool, in quantity 2,514,631 lbs., valued at..... | 85,977   |
| The export of tallow, being 450 tons, valued at .....          | 12,735   |

## 15.—AGRICULTURE.

The returns of agriculture have been compiled from information furnished by the Commissioners of Crown Lands and police magistrates. Great difficulty is experienced in obtaining really correct information, but it is presumed to be approximate to real facts.

## 16.—MANUFACTURES, MINES, &amp;c.

The universal wealth of the colony appears but just to have been discovered. The gold fields are numerous, and their extent and produce is at present beyond calculation.

## 17.—GRANTS OF LAND.

The amount realized by the sale of land within the six months ending the 31st December is £93,206 12s. 6d.

## 18.—GAOLS AND PRISONERS.

The state of crime in the colony as shown in the returns gives the results as under :—

|                                                          |    |
|----------------------------------------------------------|----|
| Convicted of murder .....                                | 1  |
| Other felonies.....                                      | 76 |
| Misdemeanors.....                                        | 10 |
| Criminals executed.....                                  | 1  |
| The civil cases tried in the Supreme Court, number ..... | 43 |
| of which two only were undefended.                       |    |

## 19.—MISCELLANEOUS.

A variety of returns are given at the end of the "Blue Book" as printed for the Legislative Council.

A table of contents will be found at the commencement of the book, and they disclose a body of useful statistical information.

20. In conclusion, I may direct your Lordship to the information conveyed in other official documents to show that the revenue of the colony under every head is increased in the most unprecedented manner, and there can be little doubt that the return of the current year will show a customs revenue alone not far short of £300,000, and a total colonial revenue far above a million sterling.

21. Some doubt has been entertained as to the course which would be pursued by the Government of New South Wales in compiling their Blue Book for the past year, with reference to the returns required for the Port Phillip district for the first six months during which she formed an integral portion of that colony. It would have been impossible for a general Blue Book to be furnished for the entire year for this colony in the form prescribed by your Lordship in the circular adverted to at the commencement of this communication. But lest it might be found that information required by Her Majesty's Government with reference to the Port Phillip district was incomplete, from the circumstance of separation having taken place in the middle of the year, and the complete return for the colony being supplied only for the six months ending the 31st of December, I have directed that the returns in the old form usually forwarded to the Colonial Secretary of New South Wales should be forthwith compiled and ready for transmission in the event of their being called for.

I have, &c.,

(Signed,) C. J. LATROBE.

The Right Honorable Earl GREY,

&c.

&c.

&c.

## VAN DIEMEN'S LAND.

### No. 5.

(No. 210.)

COPY OF A DESPATCH FROM LIEUTENANT GOVERNOR SIR W. DENISON TO THE RIGHT HONORABLE SIR JOHN S. PAK-INGTON, BARONET.

VAN DIEMEN'S LAND,

Government House, October 21, 1852.

(Received, January 22, 1853.)

Sir,—I have the honor to forward herewith the Blue Book for the year 1851, and to submit the following remarks upon some of the heads under which the information is classified.

#### 1.—REVENUE.

On a reference to this table, in which the Revenue of 1851 is compared with that of the previous year, it will be seen that the total increase under various heads amounted to £8,660 1s. 7d. This, however, was partially balanced by a falling off under other heads to the extent of £2,619 0s. 7d., showing an absolute increase in the Revenue of the year of £6,041 1s.

On an inspection, however, of the items, it will be seen that in two instances the falling off in the revenue was only apparent; for instance, the arrears of 1849 went to swell the apparent revenue of the post office for 1850, making it appear that there had been a falling off in the receipts of that department in the course of last year to the extent of £181 4s. 6d., and there appears, also, with reference to the same department, to have been some delay in the payment of the half-yearly contribution from the military chest for the postage of the convict department, amounting to £750, which is noted as a deficiency; the sum of these two items will amount to £941 4s. 6d.

On the other hand, under the head of fees from the harbour master's office, there appears to be an increase of £979 17s. 3d., which is due in great measure, if not entirely, to the mode adopted of collecting the pilotage dues, and cannot be taken as indicating the absolute amount of addition to the revenue under this head.

If these items, then, be struck out, the balance in favor of the revenue for 1851, as compared with that of 1850, will be reduced by the difference between £979 17s. 3d. and £941 4s. 6d., or £38 12s. 9d., and will amount to £6,002 8s. 3d., or about 4.5 per cent.

The principal increase has been in the customs, the returns of which show that the revenue from this source in 1851 exceeded that of 1850 by £4,274 9s. 4d., or about 5.75 per cent. The tendency, however, to improve has been general in all the important branches of the revenue.

## 2.—EXPENDITURE.

The comparative returns of the Expenditure in 1850 and 1851 show an increase in the latter year of £3,985 12s. 1d., the totals being:—

|           |          |    |   |
|-----------|----------|----|---|
| 1850..... | £135,429 | 7  | 4 |
| 1851..... | 139,414  | 19 | 5 |

The difference, however, is made up, as will be seen on a reference to the returns, by the balance of the excess upon certain items against the saving in others, the former amounting to £15,127 8s. 9d., and the latter to £11,141 13s. 8d.

It is not necessary that I should go into a detailed analysis of the particular items. I may say generally that the principal increase has taken place in the amount expended upon public works, education, and charitable allowances either to the sick and infirm, or in the support and education of orphan children. This, however, is not owing to any increase in the number of persons supported by the public, but is due to a general rise in the price of all the principal necessaries of life, and in great measure by the increased demand for the supply of those employed in the gold fields in the adjoining Colonies.

## 3.—LOCAL REVENUES.

Under this head are inserted the various sums raised by local assessment, and expended under the provisions of Acts of Council for local improvements, more especially for the construction and repair of roads. These sums are not large, but their expenditure has been productive of the best effects, and I have no doubt that in future years I shall have to note a large increase in the funds applied under local administrations towards purposes most calculated to promote the prosperity and advancement of the Colony.

## 4.—COMMISSARIAT EXPENDITURE.

The rise in the price of provisions, caused partly by the failure of the harvest in the adjoining Colonies, but principally by the increasing demand for the supply of the population of the gold districts in New South Wales and Victoria, has caused an increase in the expenditure under this head to the extent of £4,169 17s. 3d., the total in 1850 being £185,596 8s. 3d., and in 1851 £189,766 5s. 6d.

The amount, however, of expenditure upon purely convict service has diminished, the total being £120,212 in 1850, against £115,674 in 1851.

## 5.—PUBLIC WORKS—CONVICT.

The money expended by the Convict Department upon buildings, &c., has been devoted principally to the repair of existing establishments, or to such slight additions or alterations as were required, in order to perfect the structural arrangements. In one instance, however, a larger outlay has occurred,—an extensive addition has been made to the principal female establishments at Hobart Town, the object of which is to enable the Government to reduce one or two detached depôts, by bringing all the female convicts under the control of one active and efficient officer. Ample means will be provided for classification and separation, and the buildings will, I trust, soon be completed.

## 6.—PUBLIC WORKS—COLONIAL.

With regard to the public works constructed at the expense of the Colony, I have great pleasure in being able to report satisfactorily of their progress.

The wharfs at Hobart Town and Launceston, which are urgently required for the accommodation of the rapidly increasing trade of these ports, show evidence of the care and attention bestowed upon them. They have been improved and extended in the course of the past year, though the rise in the price of labor and materials has to a certain extent checked the progress of the work. In addition to the actual extent of wharf accommodation completed in the course of the year, buildings have been erected at Hobart Town for the accommodation of the customs, in rear of the wharfs, as well as barracks for the men employed in the port officer's department and in the water police; and in the course of a very few years I trust that the arrangements for the accommodation of shipping, and the maintenance of good order and regularity in the harbor will be perfected.

The main road between Hobart Town and Launceston is kept in good repair at a cost not exceeding £13 10s. a mile; and even this outlay, moderate as it is, will, in the course of a few years, be reduced, I have no doubt, to the extent of 25 per cent.

In my Despatch forwarding the Blue Book for 1850, I mentioned that an Act had been passed empowering the Government to purchase such land as might be required for the erection of a new market. The work was commenced by contract during the last year, and is rapidly approaching completion. It will not only be a great convenience to the inhabitants, but will, from its position and architectural effect, add very much to the appearance of the principal street.

The works reported in my Despatch No. 38, dated 19th February, 1852, which have been in progress for some time, for the purpose of establishing an easy communication with the western country, have been pushed on with as much speed as the difficulty of the work, and the impediments opposed to it by the state of the labor market, would permit. The bridge over the Derwent at Dunrobin has had its abutments nearly completed, and the foundations of one of the piers laid, and brought above the reach of floods; the timber for the bridge has been prepared, and is in course of seasoning, in order that it may be in a state to be framed when the piers are ready to receive the framework.

The road over the hill has been carried up to the top, a rise of nearly 1,500 feet, and will soon, I trust, be in a state to allow bullock carts to pass along it. Two bridges over considerable streams flowing into the Derwent are nearly completed; and I have every hope that in the next yearly despatch I may be able to say that a practicable opening has been made over the ridge which has so long proved a barrier to the extension of the settlement of the country to the westward.

#### 7.—LEGISLATION.

The Acts which were passed in the Session of the Council of 1851 were, with the exception of the Electoral Act, 15 Vic. No. 1, of small importance.

As these, however, have been reported in detail in separate Despatches, I do not think it necessary to allude to any of them at present, with the exception of two, Nos. 15 and 16, 14 Vic., which were brought in for the purpose of amending two local road Acts, and enabling them to be brought into effective operation.

#### 8.—EDUCATION.

The return under this head shows a gradual increase in the number of schools, and of children attending them, but upon this subject I beg to refer to the Despatch forwarding the Blue Book of 1850, in which I stated my intention to introduce a legislative measure of a comprehensive character, by which the education of the children of the Colony would be secured, and placed upon such a footing as would allow of its development to suit the growing population of the Colony.



I trust, in the Despatch forwarding the Blue Book for 1852, to be able to report satisfactorily as to the progress of such a measure.

## 9.—IMPORTS.

On reference to the table containing the value of the articles imported into this Colony in the course of the year 1851, it will be seen that the nominal value of these articles has fallen short of that of the imports of 1850 to the extent of £16,931. This table, however, must not be taken as a fair test of the extent of the trade of the Colony, for it will be seen that the tonnage of the shipping employed has increased from 104,017 tons in 1850, to 120,161 tons in 1851, or upwards of 15 per cent. The tonnage of vessels trading direct to England has diminished, while that of vessels trading to the Colonies, and to foreign states, has increased considerably.

On inspecting the individual items in the table, and comparing them with the returns of 1850, it will be seen that there has been a falling off in the value of a few of the principal articles imported from England to the extent of £50,688 as shown below.

|                          | 1850.   | 1851.   | Decrease. | Increase. |
|--------------------------|---------|---------|-----------|-----------|
|                          | £       | £       | £         | £         |
| Apparel and slops .....  | 52,906  | 43,857  | 9,049     | .....     |
| Canvas and bagging ..... | 33,480  | 23,294  | 10,186    | .....     |
| Cottons and linens ..... | 42,338  | 41,192  | 1,146     | .....     |
| Haberdashery .....       | 38,254  | 41,312  | .....     | 3,058     |
| Hardware .....           | 50,292  | 40,696  | 9,596     | .....     |
| Woolens .....            | 126,235 | 102,466 | 23,769    | .....     |
|                          |         |         | 53,746    |           |
| Deduct .....             |         |         | 3,058     |           |
| Decrease .....           |         |         | 50,688    |           |

These being generally articles of small bulk and high value, there must then have been an increase in the value of articles imported from the Colonies, or from foreign parts, to the extent of £33,757.

On reference again to the items in the Table of Imports of 1850 and 1851, it will be seen that in the five following articles of general consumption, viz., coffee, tea, sugar, spirits, and tobacco, there has been an increase in the value of the imports in 1851 over those of 1850 to the extent of £11,151, the value in 1850 being £80,096, and in 1851 £91,247.

On looking to the Table of the Exports of the Colony for the past year, there appears to have been an increase in their value, as compared with that of the exports of 1850, to the amount of £51,940, and the tonnage of the vessels employed in the export trade has increased from 104,848 tons to 118,991, or at the rate of 13½ per cent.

On reference to the tables, it will be seen that there has been a decrease in the value of the exports to England to the extent of £9,899, but on comparing the items in the table with those of the preceding year, it is evident that this falling off has not been occasioned by any decrease in the value of the staple articles of export, such as oil, whalebone, wool, timber, bark, and leather, but is due to casual shipments in 1850 of articles not the produce of this Colony, such as tallow, gold dust, &c.

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The value of the exports of agricultural produce and live stock in 1851 has exceeded that of the exports of 1850 to the extent of £67,570.

This is due principally to the increased price of the different articles, caused by the great demand at the gold diggings, though in some of these there has been an increase in the quantity as well.

There has been a falling off in both the quantity and value of the timber exported, owing to the want of labour to bring it to market.

#### 10.—AGRICULTURE.

The agricultural returns are confessedly imperfect, especially as regards the quantity of produce raised. There is in the present return an evident falling off in the amount of land under cultivation, which can only be attributed to a deficiency of labour.

This operated in the spring of last year to prevent the preparation of the land for the crops, and it also operated severely towards harvest-time, in rendering it difficult, if not impossible, for the settlers to reap and house their corn. I have brought this subject under the notice of your predecessor in several Despatches, and I need, therefore, say no more at present, than that a cause which operated with some severity in 1851 will in 1852 be productive of the worst effects upon the agricultural interests of the Colony.

#### 11.—MINES AND MANUFACTURES.

With regard to the mines, manufactures, and fisheries, the deficiency of labor has already produced an injurious effect upon their prosperity, and I am afraid that in the Blue Book for 1852 I shall have to give a return of various undertakings put a stop to for want of labor. Ship building is already almost entirely at an end. Many whaling vessels are laid up for want of hands.

Some new mines of coal in the vicinity of Hobart Town were opened in the course of 1851, and are working successfully. The coal is an anthracite of indifferent quality, but its proximity to the market and its consequent comparative lowness of price has caused a great demand for it, and I have no doubt that it will be worked more extensively than at present.

Upon the other subjects noticed in the tabular statement I have nothing of importance to report.

I have, &c.

(Signed,) W. DENISON.

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# R E P O R T .

THE SELECT COMMITTEE to whom were referred the several Petitions on the subject of Sabbath labour in the Post Office Department, and on the Canals, with power to Report by Bill or otherwise—RESPECTFULLY REPORT :

That they have given earnest and protracted consideration to the important subject committed to their care, and have used every exertion to ascertain the extent of the evil complained of by the Petitioners, and the probable effects of the remedy suggested by them.

The total number of petitions referred to Your Committee was not less than 196—156 being from Upper Canada, and 40 from Lower Canada. Of these petitions, 23 were from various Religious Bodies or Societies (20 in Upper and 3 in Lower Canada); and 9 from Town or Township Municipalities in Upper Canada. The aggregate number of signatures (exclusive of the above) was 20,484,—17,484 being from Upper, and 3,000 from Lower Canada. A list of the petitions is appended hereto, marked No. 1. The number of these petitions, and the parties from whom they proceed, clearly show that a deep feeling prevails in the community, in all sections of the Country, on the subject of Sabbath observance.

It will be seen by the evidence, that the extent of Sunday labour in the Post Office Department is very great. One thousand and twenty-six Offices are open for the public transaction of business from one to two hours, and an additional space is required for distribution at all Offices where Sunday Mails are received. The number of persons thus compelled to labour on the Lord's Day is estimated by the Postmaster General at two thousand five hundred persons. To these must be added the stage-drivers and boatmen employed in carrying the Mails on Sunday, and the clerks and servants who are compelled to attend at the several offices for the letters of their employers. As regards the Canals, it has been found impossible to obtain an accurate statement of the number of persons who would be relieved from Sunday labour by their being closed on that day; but the number of lock-tenders, mariners, engineers and other persons habitually employed upon them, is unquestionably very large.

That it would be desirable to dispense with this vast amount of Sunday labour, no one denies; the only difference of opinion found by the Committee to exist is upon the point, whether it can be abolished without serious injury to the social and material interests of the community. Laying aside, therefore, for the moment, the consideration whether a habitual disregard of an admitted physical Law of Providence could be otherwise than hurtful to the interests of man—the Committee turned their attention to the inquiry, how far, and in what way, the mercantile and social interests of the Country could be supposed to suffer from the entire stoppage of the practice.

With this view, it was resolved to obtain the evidence of men in different positions of business life throughout Canada, on the subject; and accordingly a Circular (to be found in the Appendix to this Report, No. 2) was prepared and dispatched to persons in the several sections of the Country, who from their standing and occupations were in a position to communicate reliable information. In reply to these questions nearly a hundred communications were obtained, from which much important information has been gathered. The replies to the several questions have been carefully collated and will be found in the evidence attached to the Report. The Committee had also before them several witnesses from different

parts of the Country, whose long experience and wide business connections, give much weight to the evidence they submitted. A very valuable communication was obtained from Nova Scotia, showing the practical working in that Province of a measure similar to the one proposed here in the petitions referred to the Committee. This Document is appended—marked No. 3.

The evidence having been duly closed and arranged, Your Committee carefully considered the general principles on which any recommendations they might make should be founded. They felt all the difficulty of legislating on such a subject. They were deeply sensible that to the Christian, the Commandment of Scripture for a strict observance of the Lord's Day, must always be a final and unerring rule for his personal guidance; but, they felt at the same time, that the Legislator has no right to interpret Scripture for the community, and that the moment he assumes that province and proceeds to enforce his view by the strong arm of the law, the door is opened to evils of the worst character, and the conscientious scruples of the subject on matters of religion are in danger of being set at nought.

But there is, it appears to Your Committee, safe ground on which the protection of the Law may be invoked in regard to Sabbath labour in the Public Departments. Abstinence from work during one day in seven, is a moral and physical necessity of man's nature—he has a natural right to a seventh day of rest—he cannot dispense with it, without injury to mind and body; the whole civilized world has been forced to recognize this necessity, and to set apart the first day of the week to meet it. And not only has man a right to the full enjoyment of Sunday as a day of rest and abstinence from all ordinary labour—he has the right to be protected by the law in the decorous and quiet observance of the day. The law forbids trading on Sunday, closes the banks and public resorts on Sunday, prohibits everything that tends to a disturbance on Sunday—and in various ways secures to the subject the peaceful enjoyment of the day. It is a well recognized principle that to compel men to do ordinary labour on Sunday, except in cases of absolute necessity, is wrong and hurtful.

The Committee are respectfully of opinion that this rule can be applied with great force to the open and systematic disregard of the rights of individuals and of society by the Government of this Province, in its management of the Post Office Department and the Canals. It ought to be the high aim of every Government to set an example to the people under its rule, by the careful avoidance of all that is unjust, unseemly, or conducive to immorality. But, it is to be feared, that the Government by compelling its servants to labour in these departments on the Lord's Day, under the penalty of dismissal, inflicts great injustice on a large number of meritorious individuals and their families, and encourages thoughtless persons in the open disregard of an observance which it should earnestly seek to uphold. With what consistency can the Government enforce the many existing laws for securing the quiet enjoyment of Sunday, when it compels its own servants openly and systematically to desecrate the day in every corner of the land?

Does any good reason exist for denying to the Government *employés* in the Post Office and on the Canals, the same privilege of abstaining from labour on Sunday which is enjoyed by other public officers? Would the plea of public convenience, which is the sole argument for transacting business in these departments, not apply with equal force to many other relations of life? Doubtless it would be *convenient* to many persons were the Custom-houses opened on Sunday—were Parliament to continue its sittings—were the shops all opened on that day; but would not the mind revolt at any proposal to desecrate the Lord's Day in such a manner? Would not the injustice to individuals be declaimed against loudly and justly? Would not the injury to morality be felt painfully and admitted readily by all? Would not such a proposal be rejected with indignation? Assuredly it would. And yet what constitutes the difference between the Post Office and the Custom-house—between opening the canals and opening the shops? Habit may have hardened our minds to the impropriety and injustice of that which we have weekly witnessed, but unquestionably the moral argument is equally applicable in all these cases.

Whatever inconvenience therefore might ensue from the prohibition of Sunday labour in the Public Departments, the Committee respectfully submit, that justice to the officers of Government, and a due regard to public morality, justify the demand made by the petitioners, and that their prayer ought to be acceded to. But the Committee are far from apprehending that the measure would entail any serious inconvenience. The proposed reform aims at three objects,—closing all Post Offices, stopping the dispatch of Sunday Mails, and closing the Canals. In opposition to the first point, there are two great objections offered; it is said that closing the Offices in the Cities and large Towns, would be injurious to the Mercantile interest, and that closing them in the Country places would seriously incommode persons who come a great distance to Church on that day, and have no other opportunity of getting their letters. It would be difficult to conceive how, in an age of Railroads and Telegraphs, any Merchant could suffer by receiving early on Monday morning letters which arrived on Sunday, so long as he stood on an equal footing with every other Merchant; and it is to be observed that not one witness has pointed out a single practical evil which could result from it. The evidence, on the other hand, (to be found in the Appendix) of leading Merchants throughout the Country—of men largely engaged in business, and keen and successful in its pursuit—that they have not opened a letter on Sunday for many years, and never suffered in any way from the deprivation, is not to be resisted. And the fact that in the Mercantile Emporium of Great Britain, the Post Office has been closed for years on the Lord's Day, proves how unnecessary is the practice in the Towns of Canada. As regards the Country Offices, the argument of convenience, however forcible it may have been at one time, has had little or no force since the Post Office Department came under Provincial control. Since the 6th April, 1851, the Offices have been increased from 600 to 1026. They are now thickly studded over the Country—and wherever the public convenience demands it, a new office is immediately opened. The rapid improvement of the roads, too, and the increasing wealth of all classes, render a visit to the Post Office during the week, by the settler in the forest, a very different undertaking from what it once was; and the injustice of compelling 2,500 persons to labor on the Lord's Day on this ground, is seen by reference to the small amount of this description of business transacted. In the last week of March, 1852, a return was kept of all the letters and papers received at the several Offices; by this it appears that the whole postage of the week was £1,673 2s. 10d., of which £672 3s. was received at the five Cities. £1,224 15s. 5d. was received at 106 City and Town Offices—and the whole receipts at the remaining 700 Offices were but £448 7s. 5d., or an average amount, *for the whole week*, of about 12s., or 1s. 8½d. per day.

As regards the despatching of Mails by steamboat or stage on Sunday, little doubt can exist. The fact that no mail leaves the City of London on that day, proves clearly that the business community of Canada could not suffer very seriously from the total cessation of this practice. And indeed, the limited number of Sunday mails despatched at present, proves the safety with which all might be dispensed with. No mail is despatched between Quebec and Montreal on Sunday, in summer; Why then should one be despatched in winter? No mail is despatched in summer between Kingston and Toronto; Why then should one be despatched between Kingston and Montreal? Habit alone seems to sustain this abuse on the routes where it now exists.

The plea of public convenience for opening the Canals on the Lord's Day, is still less defensible; it is enough to say that the Welland and Lachine Canals have been closed for years, without one complaint reaching Government, to show the propriety of closing them all. It is very obvious that any inconvenience which could result to the mercantile interest from closing the St. Lawrence Canals on Sunday, must have been experienced with far greater force on the Welland; and it is equally clear that if any serious inconvenience had been felt, it would have been represented to Government long ere this.

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As the result of their inquiries on the whole subject, Your Committee respectfully recommend that a Bill be passed, embracing the following provisions:—

1st. That no Letter-delivery shall be made at any Post Office on the Lord's Day.

2nd. That no Mail should be made up at or despatched from any Post Office on the Lord's Day.

3rd. That any Mail despatched from any point on Saturday, but which shall not have reached its destination by Sunday, shall be stopped and held over until Monday morning, at the first of the following places which it shall reach on Sunday, namely: Chatham, London, Hamilton, Toronto, Kingston, Montreal, Quebec and River du Loup.

4th. That all the Canal-locks shall remain closed from Saturday at midnight until Sunday at midnight.

Your Committee have prepared the draft of a Bill embracing these provisions, which they have the honor to submit herewith.

All which is respectfully submitted,

GEO. BROWN, Chairman.

EDWARD MALLOCH.

J. S. SANBORN.

WM. PATRICK.

Committee Room,  
Quebec, 21st April, 1853.

# MINUTES

OF

## PROCEEDINGS OF THE COMMITTEE.

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MEMBERS OF COMMITTEE.

|                                                                                                |   |                                             |
|------------------------------------------------------------------------------------------------|---|---------------------------------------------|
| Messrs. BROWN,<br>MALLOCH,<br>POLETTE,<br>Hon. Mr. CHABOT,<br>CARTIER,<br>SANBORN,<br>PATRICK, | } | Appointed on 9th September, 1852.           |
| DUMOULIN—                                                                                      | } | Substituted for Mr. Chabot, 7th Oct., 1852. |

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COMMITTEE ROOM,  
2nd October, 1852.

The Committee met.

PRESENT:

Messrs. BROWN,  
           MALLOCH,  
           POLETTE, and  
           PATRICK.

Mr. *Brown* was called to the Chair.

Read the Order of Reference.

Adjourned.

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12th October, 1852.

The Committee met.

PRESENT:

MR. BROWN, CHAIRMAN.

Messrs. POLETTE,  
           PATRICK,  
           SANBORN, and  
           DUMOULIN.

The Chairman submitted a series of Questions, which was read and approved, and ordered to be printed.

[In the course of the Session, Circulars inclosing copies of these Questions, were sent to persons residing in various parts of the Province; a Synopsis of the Answers received will be found in the evidence.]

Adjourned.

[Numerous meetings were held—and routine business transacted.]

12th April, 1853.

The Committee met.

PRESENT:

MR. BROWN, CHAIRMAN.

Messrs. POLETTE,  
PATRICK,  
SANBORN, and  
MALLOCH.

The Chairman submitted the following Resolutions as the basis of a Report:—

1. *Resolved*,—That in the opinion of this Committee, abstinence from labour on the Lord's Day is necessary to the moral and physical well-being of mankind.

2. *Resolved*,—That the liberty of abstaining from labour on the Lord's Day is a natural right of man; and that any law or practice which compels him to labour on that day, except in a case of evident necessity, is wrong and hurtful, and ought to be abolished.

3. *Resolved*,—That it is the high duty of every Government to set an example to the people under its rule, by the careful avoidance of all that is unjust or conducive to immorality; and that the compelling of its servants to labour on the Lord's Day, under the penalty of dismissal, being unjust, hurtful to the public morals, and uncalled for by any public necessity—such practice ought not to exist.

4. *Resolved*,—That no Letter-delivery should be made at any Post Office on the Lord's Day.

5. *Resolved*,—That no Mail should be made up at or despatched from any Post Office on the Lord's Day.

6. *Resolved*,—That any Mail despatched from any point on Saturday, but which shall not have reached its destination by Sunday should be stopped and held over until Monday morning, at the first of the following places which it shall reach on Sunday, namely: Chatham, London, Hamilton, Toronto, Kingston, Montreal, Quebec and River du Loup.

7. *Resolved*,—That all the Canal-locks should remain closed from Saturday at midnight until Sunday at midnight.

8. *Resolved*,—That a Report founded on the foregoing Resolutions be prepared and presented to the House, with the evidence as arranged.

9. *Resolved*,—That a Bill framed to carry into effect the foregoing Resolutions be prepared and submitted to the House with the Report.

The consideration of the above Resolutions was postponed until to-morrow, and

The Committee adjourned until  $\frac{1}{2}$  past 9 A. M., to-morrow.



13th April, 1853.

The Committee met.

PRESENT:

MR. BROWN, CHAIRMAN.

Messrs. POLETTE,  
 PATRICK,  
 SANBORN,  
 MALLOCH, and  
 DUMOULIN.

The question being put upon the Resolutions submitted by the Chairman at the last meeting, the 1st and 2nd Resolutions were agreed to unanimously.

Mr. *Polette* moved that the following Resolutions be substituted for Nos. 3 to 7 and No. 9 of the original series:

“ 3. *Resolved*,—That it is necessary to keep open the Post Offices in the country parts during half an hour on Sundays and holidays, and those in the Cities and large Towns during two hours, and in the other Towns during one hour after the arrival of the mails, (but not during the performance of Divine Service,) for the delivery of letters and parcels brought by mail.

“ 4. *Resolved*,—That it is necessary that the mails be despatched and transported on Sundays as heretofore.

“ 5. *Resolved*,—That it is expedient to leave in the hands of the Government the power of closing the Canals or keeping them open on Sunday, as it may deem necessary.”

The question being put upon the amendment, the Committee divided thereon

*Yeas*:—Messrs. Polette and Dumoulin,—2.

*Nays*:—Messrs. Patrick, Malloch and Sanborn,—3.

So it was carried in the negative.

The question being then put upon the remaining Resolutions (Nos. 3 to 9), they were severally agreed to upon the following division:

*Yeas*:—Messrs. Malloch, Patrick, and Sanborn,—3.

*Nays*:—Messrs. Dumoulin, and Polette,—2.

The Chairman was instructed to prepare the draft of a Report and Bill, in conformity to the Resolutions adopted, and to submit the same at the next sitting.

Adjourned to call of the Chair.

19th April, 1853.

The Committee met.

PRESENT:

MR. BROWN, CHAIRMAN.

Messrs. POLETTE,  
 PATRICK,  
 SANBORN,  
 MALLOCH, and  
 DUMOULIN.

The Chairman submitted the draft of a Report and a Bill, prepared in conformity to the instruction of the Committee at the last sitting.

The Report having been read,

Mr. *Malloch* moved that the said Report be adopted.

Mr. *Polette* moved in amendment, that, inasmuch as the Report drawn up by the Chairman and submitted this morning for the consideration of the Committee, could not be obtained in communication before nine o'clock last night, so that it has been impossible to give to it the attention the subject requires, with a view either to adopt it or prepare amendments thereto, the consideration of the said Report be postponed to Thursday next.

Which was unanimously agreed to.

Adjourned till  $\frac{1}{2}$  past 9 A. M., on Thursday next.

21st April, 1853.

The Committee met.

PRESENT:

MR. BROWN, CHAIRMAN.

Messrs. POLETTE,  
 MALLOCH,  
 DUMOULIN,  
 SANBORN, and  
 PATRICK.

The question being put upon Mr. *Malloch's* motion of Tuesday last, that the draft of the Report submitted by the Chairman be adopted,—the Committee divided thereon:

*Yeas* :—Messrs. Malloch, Patrick, and Sanborn,—3.

*Nays* :—Messrs. Dumoulin, and Polette,—2.

The Report was accordingly agreed to, and ordered to be submitted to the House, together with the Bill, and the Evidence and Documents before the Committee.

*Ordered*, That the Chairman leave the Chair, and report the same to the House its next sitting.

ALFRED TODD,  
 Clerk to Committee

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## APPENDIX TO REPORT.

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### No. 1.

LIST OF PETITIONS received by the Legislative Assembly, (up to 21st April, 1853,) in the First Session, Fourth Parliament, praying for the abolition of Sunday labour in the Post Office Department, and on the Canals.

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#### *Upper Canada.*

Synod of Presbyterian Church of Canada.  
 Chalmers' Church Session in connexion with Presbyterian Church.  
 Kingston Presbytery of Presbyterian Church.  
 Presbyterian Congregations of Brockville, (Free Church),  
     York Mills and Scarborough.  
     Picton.  
     Saltfleet and Binbrook.  
     West Gwillimbury, (United Presbyterians).  
     Stoney Creek.  
     Demorestville.  
     Simcoe.  
     Winchester, (Free Church).  
     Osnabruck,           do.  
     Cornwall,           do.  
 Congregation of St. James' Church, Kingston, (Episcopal).  
 Bay of Quinté Annual Conference of Methodist Episcopal Church.  
 Niagara                   do.                   do.  
 Wesleyan Congregation of Prescott.  
 Congregational Church at Kingston.  
 Kingston Sabbath Reformation Society.  
 Municipal Councils of Alborough.  
     Orillia.  
     Cobourg.  
     Camden and Zone.  
     Peterboro, (Town Council).  
     Orford, (Township).  
     Chatham.  
     Puslinch.

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|                                                |       |
|------------------------------------------------|-------|
| Petitions from inhabitants of                  |       |
| Acton, (C. W.)                                 | 39    |
| Albion                                         | 63    |
| Aldborough                                     | 114   |
| Amherstburgh                                   | 112   |
| Arthur                                         | 36    |
| Ayr                                            | 123   |
| Balinaynch                                     | 28    |
| Barrie                                         | 74    |
| Bath                                           | 19    |
| Beachville                                     | 52    |
| Beckwith, (Presbyterians)                      | 56    |
| Beech Ridge                                    | 80    |
| Beverly                                        | 64    |
| Binbrook                                       | 26    |
| Bowmanville                                    | 97    |
| Do. (Presbyterians)                            | 93    |
| Brampton                                       | 35    |
| Brantford                                      | 39    |
| Brantford                                      | 151   |
| Brockville                                     | 275   |
| Bytown                                         | 252   |
| Caledon and Erin                               | 71    |
| Caledonia                                      | 70    |
|                                                | 100   |
| Carleton Place                                 | 180   |
| Cavan, (Wesleyans)                             | 85    |
| Cayuga                                         | 40    |
| Chippewa                                       | 116   |
| Clarence                                       | 27    |
| Clarke                                         | 120   |
| Cobourg, (Presbyterians)                       | 244   |
| Cooksville                                     | 65    |
| Cornwall, (Town)                               | 176   |
| Cornwall, (Township)                           | 141   |
| Cumberland                                     | 82    |
| Cummins ville                                  | 92    |
| Darlington, (Bible Christians)                 | 164   |
| Dickensou's Landing                            | 33    |
| Dumfries, North                                | 46    |
| Dundas, (County)                               | 44    |
| Dundas, (Town)                                 | 104   |
|                                                | 51    |
| Dunnville                                      | 91    |
| Easthope, North                                | 52    |
| Egremont                                       | 29    |
| Egremont, Normanby and Arthur, (Presbyterians) | 76    |
| Ekfrid and Mosa                                | 270   |
| English River                                  | 121   |
| Fergus                                         | 32    |
| Finch                                          | 69    |
| Galt and vicinity                              | 309   |
| Gananoque                                      | 189   |
| Glenelg and Bentick                            | 144   |
| Gloucester (Free Presbyterians)                | 27    |
| Carried forward                                | 5,288 |

|                                                            |  |        |
|------------------------------------------------------------|--|--------|
| Brought forward                                            |  | 5,288  |
| Petitions from inhabitants of                              |  |        |
| Goderich                                                   |  | 70     |
| Grafton                                                    |  | 93     |
| Guelph                                                     |  | 54     |
| Hamilton, (City)                                           |  | 41     |
| Hungerford                                                 |  | 62     |
| Huntingdon, Rawdon and Seymour                             |  | 67     |
| Ingersoll                                                  |  | 212    |
| Kenyon                                                     |  | 69     |
| Kenyon and Roxboro'                                        |  | 181    |
| Kingston                                                   |  | 647    |
| Kingston, (Episcopal Methodists)                           |  | 73     |
| Lanark and Renfrew                                         |  | 223    |
| Leeds, (Presbyterians)                                     |  | 145    |
| Lobo, do                                                   |  | 54     |
| London                                                     |  | 71     |
| Matilda                                                    |  | 182    |
| Mono Centre, (Presbyterians)                               |  | 59     |
| Napanee                                                    |  | 89     |
| Newburgh                                                   |  | 79     |
| Niagara, (Town)                                            |  | 27     |
| Niagara, (Township)                                        |  | 74     |
| Norval                                                     |  | 50     |
| Oakville                                                   |  | 165    |
| Ontario                                                    |  | 81     |
| Orillia                                                    |  | 63     |
| Oro                                                        |  | 136    |
| Oro and Medonte                                            |  | 77     |
| Oshawa                                                     |  | 282    |
| Osgoode, (Free Presbyterians)                              |  | 50     |
| Paris                                                      |  | 120    |
| Pembroke                                                   |  | 89     |
| Penetanguishene                                            |  | 78     |
| Peterborough, (Town)                                       |  | 497    |
|                                                            |  | 126    |
| Pictou                                                     |  | 21     |
| Plympton, (Presbyterians)                                  |  | 24     |
| Port Hope                                                  |  | 159    |
| Port Stanley                                               |  | 44     |
| Prescott, (Town)                                           |  | 91     |
| Puslinch, (Presbyterians)                                  |  | 85     |
| Quecston                                                   |  | 63     |
| Ramsay                                                     |  | 105    |
|                                                            |  | 197    |
| Roslin                                                     |  | 122    |
| St. Catharines                                             |  | 98     |
| St. Mary's, (Village)                                      |  | 58     |
| St. Thomas, (Presbyterians)                                |  | 108    |
| Saltfleet                                                  |  | 63     |
| Sarnia                                                     |  | 65     |
| Scarborough                                                |  | 541    |
| Simcoe, (Town)                                             |  | 86     |
| Streetsville                                               |  | 149    |
| Sydenham, (Owen's Sound,) Congregation of Chalmer's Church |  | 42     |
| Carried forward                                            |  | 11,740 |

|                                      |        |                                        |        |
|--------------------------------------|--------|----------------------------------------|--------|
| Brought forward.....                 | 11,740 | Brought forward.....                   | 15,987 |
| <b>Petitions from inhabitants of</b> |        | <b>Petitions from inhabitants of</b>   |        |
| Thorah.....                          | 84     | Wellington.....                        | 41     |
| Thorold, (Episcopalians).....        | 37     | Wellington Place.....                  | 44     |
| Toronto, (City).....                 | 2786   | Whitby, (Presbyterians).....           | 58     |
| Toronto, (Presbyterians).....        | 739    | Williams.....                          | 74     |
| Tuckersmith and Stanley.....         | 175    | Woodstock, (Presbyterians).....        | 135    |
| Tyendinaga.....                      | 160    | Yorkville.....                         | 243    |
| Vienna.....                          | 43     | Zorra.....                             | 500    |
| Wallaceburgh.....                    | 35     | Six Petitions, (places not given)..... | 407    |
| Warsaw.....                          | 188    |                                        |        |
| Carried forward.....                 | 15,987 | Total in Upper Canada.....             | 17,484 |
|                                      |        | (156 Petitions.)                       |        |

*Lower Canada.*

|                                            |       |                                      |        |
|--------------------------------------------|-------|--------------------------------------|--------|
| <b>Lennoxville Episcopal Congregation.</b> |       | Brought forward.....                 | 1,307  |
| Sherbrooke do.                             |       | <b>Petitions from inhabitants of</b> |        |
| Tingwick, Free Presbyterian Congregation.  |       | Montreal, Baptists.....              | 30     |
| <b>Inhabitants of</b>                      |       | Congregationalists.....              | 130    |
| Acton, (C. E.).....                        | 86    | Free Presbyterians.....              | 46     |
| Bristol.....                               | { 53  | St. George's Church, (Epis.)..       | 147    |
| Buckingham.....                            | 35    | United Presbyterians.....            | 141    |
| Buxton, (Free Presbyterians).....          | 81    | Quebec, Lord Bishop and others,..... | 277    |
| Christieville.....                         | { 44  | Presbyterians.....                   | 85     |
| Dorchester.....                            | 32    | Sunday School Teachers.....          | 89     |
| Durham.....                                | 62    | Rawdon.....                          | 193    |
| East Farnham.....                          | 37    | St. Andrews.....                     | 165    |
| Eaton and Clifton.....                     | 104   | St. John's.....                      | 66     |
| Inverness.....                             | { 53  | St. Louis de Gonzague, (Free Church  |        |
| Laprairie.....                             | 18    | Presbyterians).....                  | 62     |
| Lennoxville.....                           | 38    | St. Sylvester, (Wesleyans).....      | 85     |
| Megantic, (Wesleyans).....                 | 97    | Sabrevois.....                       | 15     |
| Melbourne.....                             | 136   | Sherbrooke, (Town).....              | 31     |
| Metis.....                                 | 61    | Three Rivers, (Presbyterians).....   | 57     |
| Montreal, (City).....                      | 186   | Wakefield.....                       | 74     |
| American Presbyterians.....                | 37    |                                      |        |
| Carried forward.....                       | 1,307 | Total in Lower Canada.....           | 3,000  |
|                                            |       | (40 Petitions.)                      |        |
|                                            |       | Upper Canada brought down ...        | 17,484 |
|                                            |       | Total.....                           | 20,484 |

## No. 2.

## EVIDENCE TAKEN BY THE COMMITTEE.

**SERIES OF QUESTIONS** submitted by the Committee of the Legislative Assembly of Canada, appointed to inquire and report as to the propriety of prohibiting labour on the Lord's Day in the Post Office Department, and on the Canals.

1. What is your name ?
2. What is your occupation ?
3. How long have you resided in Canada ?
4. Do you think rest from labour on the Lord's Day necessary for the physical well-being of man ?
5. Do you think it necessary to his moral well-being ?
6. Do you think the Government should compel its servants to work on the Lord's Day, when there exists no absolute necessity ?
7. Do you think the Postmasters should be forbidden from giving out letters on the Lord's Day ?
8. Would such a prohibition be injurious to the Commercial Interests of the Country ?
9. Are Post Offices in the Country generally located near Churches ?
10. Would the continuance of the opening of Country Offices for half an hour on Sunday, after Divine Service, be a great convenience to persons residing at a distance from the Post Office ?
11. Would the injury to trade, or inconvenience to individuals, arising from the closing of the Post Office on the Lord's Day, be so great as to justify the opening of all Offices on that day ?
12. Do you think Mail Steamboats and Mail Stages should be relieved from starting on any route, on the Lord's Day, so far as the Government is concerned ?
13. Would the stoppage of Stages and Steamboats on the Lord's Day be injurious to private or public interests ? And if so, how ?
14. To what extent should such a stoppage be carried as regards the long Mail Routes ? Should the Boat or Stage leaving one extremity of the Province on Saturday be allowed to continue on its course during the Lord's Day, or should it remain at the first large place it reaches on that day until Monday morning ?
15. Do you think the Canals should be closed on the Lord's Day ?
16. Would the closing of the Canals on the Lord's Day be injurious ? and if so, how ?
17. Have you any other evidence to give ?

## SYNOPSIS OF ANSWERS

Given by the various Witnesses examined by the Committee, to the foregoing series of Questions.

Nos. 1, 2 and 3.

- Question No. 1.—What is your name?  
 “ “ 2.—What is your occupation?  
 “ “ 3.—How long have you resided in Canada?

(Witnesses residing in Upper Canada.)

1. John H. Moore, Merchant, Brantford. 20 years.
2. Andrew Smith, Merchant, Woodstock. 22 years.
3. Robert Sproule, Merchant, Brantford. 22 years.
4. John Watt, Merchant, Fergus. 17 years.
5. Chas. H. Morgan, Agent Montreal Bank at Cobourg. 21 years.
6. John Ross, Merchant, Port Hope. 12 years.
7. Andrew Jeffrey, Merchant, Cobourg. 32 years.
8. L. N. Putnam, Master of Steamboat. 25 years.
9. Dellavan D. Van Norman, Iron founder, Simcoe. 25 years.
10. J. C. W. Daly, Agent of U. C. Bank and Canada Co., at Stratford 27 years.
11. Edward Ermatinger, Bank Agent at St. Thomas. 23 years.
12. John Young, Merchant, Hamilton. 14 years.
13. Ignatius Cockshutt, Merchant, Brantford. 25 years.
14. P. C. Van Brocklin, Iron founder, Brantford. 27 years.
15. Alex. F. Mickle, Postmaster at Stratford. 16 years.
16. David H. Forbes, Paper maker, Galt. 13½ years.
17. Chas. Brown, Merchant, Galt. 18 years.
18. Wm. C. Evans, Merchant, engaged in business with both Sections of the Province, Great Britain, and the United States. 30 years.
19. John I. McKenzie, Merchant, Ingersoll. 10 years.
20. John G. McIntosh, Merchant, London. 17 years.
21. Jas. Coyne, Merchant, London. 35 years.
22. Adam Ainslie, Bank Agent, Attorney, &c., Galt. 18 years.
23. Jas. B. Ewart, Merchant, Postmaster, &c., Dundas. 34 years.
24. Wm. Hook, Miller, Beachville. 14 years.
25. Lawrence Lawrason, Merchant, London. 49 years.

26. David Kinnear, Editor of Montreal Herald. 17 years.
27. Thos. D. Harris, Ironmonger, Toronto. 34 years.
28. Elias P. Smith, Bank and Crown Lands Agent at Port Hope. 45 years.
29. John McPherson, Forwarder, Kingston. 35 years.
30. M. P. Hayes, Merchant, Toronto. 10 years.
31. Geo. H. Cheney, Manufacturer of Stoves, Toronto. 11 years.
32. E. F. Whittemore, Wholesale Merchant, Toronto. Native.
33. Wm. Wilson, Merchant, Kingston. 36 years.
34. John H. Perry, Proprietor of Ontario Reporter, Whitby. Native.
35. Robert Armstrong, Sec'y & Acting Commissioner P. Hope Harbour. 23 years.
36. Wm. Bowen, Forwarder and Wharfinger, Kingston. 20 years.
37. Oliver S. Phelps, Merchant and Produce Dealer, Cayuga. 26 years.
38. Ranald McKinnon, Manufacturer, Caledonia. 35 years.
39. Jas. Stocks, Merchant, Elora. 11 years.
40. Jas. R. Benson, Merchant, St. Catharines. 35 years.
41. Chas. Allan, Miller, Elora, 19 years.
42. Jas. Shaw, Merchant, Toronto. 16 years.
43. John Urquhart, Chemist and Druggist, Oakville. 22 years.
44. H. Hyatt, Builder, Dunnville. 30 years.
45. Alex. D. Fordyce, Book-keeper, Fergus. 17 years.
46. Thos. Sandilands, Bank Agent at Guelph. 20 years.
47. Jas. Stewart, Iron founder, Hamilton. 22 years.
48. Adam Hope, Merchant, London. 18 years.
49. John Galt, Registrar of Huron, Perth and Bruce. 19 years.
50. John Fraser, Agent for Montreal Bank at London. 15 years.
51. Archd. Young, Merchant, Port Sarnia. 32 years.
52. L. G. Sovereign, Merchant, Paris, U C. 32 years.
53. Jas. Hall, Tanner and Merchant, Peterborough. 32 years.
54. Wm. D. Taylor, Merchant, Owen's Sound. 18 years.
55. Roger Bates Conger, Farmer and Miller, Hallowell Mills. Born in Canada.

(Witnesses residing in Lower Canada.)

56. John Dougall, Merchant and Newspaper proprietor, Montreal. 26 years.
57. G. K. Foster, Merchant and Postmaster, Richmond. 23 years.
58. Thomas Tait, Merchant and Postmaster, Melbourne. 30 years.
59. Chas. Brooks, Merchant, Lennoxville. 31 years.
60. Ichabod Smith, Agriculturist, Stanstead. Upwards of 40 years.
61. Angus Macdonald, Lumber Merchant and Farmer, Beçancour. 36 years.
62. Thos. Alex. Lambert, Agent, Beçancour. 32 years.
63. Wm. Brooks, Merchant, Paper manufacturer and Postmaster, Sherbrooke. 30 years.
64. Joseph Gibb Robertson, Merchant, Sherbrooke. 18 years.
65. Edmund Longmore, Farmer, Kingsey. 20 years.
66. John McConnell, Farmer, Stanstead. 53 years.
67. Edmund Cox, Farmer, Registrar for Drummond, Kingsey. 16 years.
68. Wm. Smith, Farmer and J. P., Brompton. 17 years.
69. Samuel Andrews Hurd, Merchant and Farmer, Eaton. 37 years.



70. Jas. Goodhue, Jr., Postmaster, Merchant and Farmer, St. Christophe d'Arthabaska. 32 years.
71. R. H. E. Johnston, various occupations, Sorcl. Born in Canada.
72. Lazare Lefèvre, Notary, and Agent for two Seigniories, St. Antoine de Tilly. Born in Canada.
73. Moyse Fortier, Trader, St. David. Born in Canada.
74. Geo. Allan Bourgeois, Physician, and Inspector of Schools, St. Gregoire. Born in Canada.
75. Louis E. Dubord, Farmer, formerly Sailor and Steamboat Captain, Champlain. 53 years.
76. Valère Guillet, Notary Public, and Coroner for Three Rivers. Born in Canada.
77. Philippe N. Pacaud, Notary, Arthabaska. Born in Canada.
78. Ignace Gill, Farmer, J. P., Land Agent, Postmaster, &c., St. François d'Yamaska. Born in Canada.
79. Louis Guillet, Notary and Farmer, Batiscan. Born in Canada.
80. J. O. Arcand, Surveyor, &c., Yamaska. 60 years.
81. Lubin Rousseau, Trader and J. P., St. Pierre. Born in Canada.
82. Eustache Sicard de Carufel, Notary, Maskinongé. Born in Canada.
83. Louis L. L. Desaulniers, Physician, Yamachiche. Born in Canada.
84. Chas. Giroux, Merchant and J. P., Nicolet. Born in Canada.
85. J. Duguay, Yeoman and Trader, La Baie du Febvre. Born in Canada.
86. Joseph Filteau, Notary and Postmaster, Lotbinière. Born in Canada.
87. Sidney Jones, Commission Merchant and Forwarder, Montreal. 37 years.
88. David Davidson, Banker, Montreal. 10 years.
89. Thomas M. Taylor, Broker, Montreal. 18 years.

[In addition to the above, the following Witnesses were examined *vidæ voce*, viz:—

Rev. Mr. Cannon, Rom. Cath. Curé of Cornwall,  
 John Counter, Esq., Mayor of Kingston,  
 William Ford, Esq., of Kingston,  
 John Gilmour, Esq., of Quebec,  
 John Leeming, Esq., of Montreal,  
 Hon. F. Hincks, Inspector General,  
 Hon. H. H. Killaly, Assistant Commissioner of Public Works,  
 Hon. Jas. Morris, Postmaster General,

whose evidence will be found at the end of the following Answers, together with

LETTER from the Rev. Justin Edwards, of Andover, Massachusetts, to the Chairman of the Committee.

STATEMENT shewing the measures adopted by the Nova Scotia Sabbath Alliance for suppressing Sunday labour in the Post Office Department in that Province.

## Nos. 4 and 5.

*Question No. 4.*—Do you think rest from labour on the Lord's Day necessary for the physical well-being of man?

*Question No. 5.*—Do you think it necessary to his moral well-being?

## (Upper Canada.)

Witnesses numbered (on 1st page, in Answer to Ques. No. 1) 1 to 11, 13 to 17, 20 to 22, 24, 25, 27 to 29, 31 to 37, 39 to 45, 47, 52 to 55,—in all forty-three witnesses, out of fifty-five, answer these two questions affirmatively. The other witnesses answer as follows:—

12. (Mr. J. Young.)—*To Question 4.*—Man requires to rest one day in seven, for without some cessation he could not pursue his usual avocations with vigour.—*To Question 5.*—Travelling on Sunday is detrimental to man's moral well-being.

18. (Mr. Evans.)—*To Question 4.*—Most decidedly; and this conviction is forced upon me by observation and experience. *To Question 5.*—Quite as much as his physical, for when a man breaks any portion of the moral law with impunity, it lowers in his mind the standard of right, and removes the moral barrier to the perpetration of any crime.

19. (Mr. McKenzie.)—Most emphatically I do, even if it were not enjoined by the Almighty. Six days in the week are enough for all mercenary or laborious purposes, and where it has been extended history goes to prove its being injurious to the moral and physical welfare of man.

23. (Mr. Ewart.)—Conducive to, but not necessary for his moral and physical well-being.

26. (Mr. Kinnear.)—As a general rule, I do; and I only have necessary work performed on that day in the office and household. Whatever conduces to his physical well-being must, in degree, conduce to his moral well-being.

30. (Mr. Hayes.) *To Question 4.*—Rest on some day periodically appears to be a natural necessity. *To Question 5.*—The worship of the Creator during part of the Sunday is necessary to morality under the Christian dispensation, but absolute rest would not tend to moral well-being.

38. (Mr. McKinnon.) *To Question 4.*—Yes. *To Question 5.*—No.

46. (Mr. Sandilands.) *To Question 4.*—Most certainly; I have been convinced for 30 years, that obedience to the 4th Commandment is essentially necessary to the physical well-being of man. The experience of France proves it. *To Question 5.*—I do. Without the Sabbath rest the moral well-being of man cannot be attained. I believe it to be as necessary to man as any other of the Commandments in the Decalogue. Without it the moral powers of the vast majority of our fellow men would never be cultivated.

48. (Mr. Hope.) *To both Questions.*—This depends entirely on how the other six days of the week are spent. I do not consider rest from labour on the Sunday necessary for the physical well-being of man, unless an undue amount of it has been performed during the rest of the week. If the world was rightly constituted, man would devote a portion of each day to the cultivation of his moral and intellectual faculties, to healthful recreations, and to his ordinary occupations and duties; and under such a state of things, in my humble opinion, rest from labour, or compulsory idleness, enforced by the civil power, on Sunday or any other day, would be neither necessary nor desirable, so far as the physical well-being of man is concerned.

49. (Mr. Galt.) *To Question 4.*—I do. *To Question 5.*—Not prepared to say; a great deal would depend upon how it was used.

50. (Mr. Fraser.)—Yes; and my experience and observation have convinced me that those who violate the Sabbath by attending to their ordinary occupations wear out faster both in intellect and in body.

51. (Mr. Archd. Young)—I am fully convinced of it.—Of how much soever importance it may be in a physical point of view, it is of incalculably more in a moral, it being the only period during which a man can effectually lay aside the cares of the world and enter upon self examination and communion with his God.

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(Lower Canada.)

Witnesses numbered 56 to 72, 74, 77 to 81, 84 to 89,—in all twenty-nine, out of thirty-four, answer these questions affirmatively. The others answer as follows:—

73. (Mr. Fortier.)—Granted, yet not denying (in relation to the latter question) certain exceptions.

75. (Mr. Dubord.)—I do not consider it necessary to the physical well-being of all classes of men, particularly not to sailors and postillions who travel more than five leagues per day. It will be for his moral well-being if he employs the Sunday as he ought.

76. (Mr. Valère Guillet.) *To Question 4.*—I believe it to be particularly necessary in the case of country people, farmers, mechanics, laborers, and those who exercise manual labor of a rough, active, and unremitting character during the week, whether in the fields or elsewhere, for the ordinary working hours of the day. But as to those who are subjected but partially to it, or who practise professions or employments requiring only moderate labor, I do not think their physical welfare requires that they should not labor on Sunday, although they are bound to abstain therefrom except in cases of great necessity. *To Question 5.*—I think it necessary to his moral welfare if he employ it for the purposes for which it was appointed.

82. (Mr. Sicard de Carufel.) *To Question 4.*—I have always heard farmers and tradesmen complain of being lonesome on Sundays, for want of work, so that I do not think the employés in the Post Office can suffer in a physical point of view. *To Question 5.*—I do not.

83. (Mr. Desaulniers.)—I do not.

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No. 6.

*Question No. 6.*—Do you think the Government should compel its servants to work on the Lord's Day, when there exists no absolute necessity?

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(Upper Canada.)

Witnesses numbered 1, 2, 4 to 18, 20 to 22, 25, 27 to 34, 36, 37, 39 to 47, 49, 50, 52 to 55,—in all forty-six, severally answer—The Government should not do so.

3. (Mr. Sproule.)—As sure as it does so it is breaking the commands of God.

19. (Mr. McKenzie.)—Government servants should be allowed the Sabbath as a day of rest, except on extraordinary occasions.

23. (Mr. Ewart.)—No, except so far as to prevent injury to the general interests of the country.

24. (Mr. Hook.)—I believe that all Governments are appointed for the moral and physical good of their subjects; and as it is a moral right that every individual can exercise his religious belief unrestricted so long as he does not interfere with society, the Government compelling its servants to work on the Lord's Day deprives them of that right, as it will not permit them to comply with the command of God.

26. (Mr. Kinnear.)—The Government, unless necessary to the welfare of the governed, should make no demands on its servants calculated to injure them morally or physically.

35. (Mr. Armstrong.)—No Government should compel its servants to do what the law forbids as to other people. All labor should cease.

38. (Mr. McKinnon.)—No, (striking out the latter part of the question.)

48. (Mr. Hopc.)—I think the Government should not compel its servants to work on Sunday or any other day of the week, when there is no necessity.

51. (Mr. A. Young.)—All Governments should exist for the welfare of the people, and therefore have no right to require any in their employ to do that which is calculated to injure their bodies, far less their immortal souls, as Sabbath-breaking is, which God (who is the Head of all Governments) has forbidden.

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(Lower Canada.)

Witnesses numbered 57 to 69, 71 to 81, 83 to 86, 88 and 89,—thirty in all, answer respectively that it should not.

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56. (Mr. Dougall.)—To compel public servants to work on the Lord's Day is a grievous wrong to them, an injury to the community, and an insult to the Author of the Sabbath Law. Besides, it is unjust to require that of public servants, which would necessarily shut scrupulously conscientious men out of office.

70. (Mr. Goodhue.)—Certainly not. No moral or religious obligations binding upon individuals can be violated without guilt to a Government.

82. (Mr. Sicard de Carafel.)—Yes, as far as the Post Offices are concerned.

87. (Mr. Jones.)—No. All Christian Governments should set an example to those they govern in this particular.

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No. 7.

Question No. 7.—Do you think the Postmasters should be forbidden to give out letters on the Lord's Day?

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(Upper Canada.)

Witnesses numbered 1 to 5, 7 to 9, 11 to 13, 15 to 21, 25 to 28, 32, 33, 37 to 47, 49, 52 to 55,—forty in all, severally answer in the affirmative.

Witnesses numbered 14, 23, 30, 31 and 34,—five in all, severally answer in the negative.

6. (Mr. Ross.)—I think they should not be forbidden if they do so of their own accord.

10. (Mr. Daly.)—I think there is no necessity for compulsion.

22. (Mr. Ainslie.)—Yes, because the clerk in the office has as much right to the quietude of the Sabbath as the Postmaster General himself; the only difference is one of worldly rank, they are otherwise on a par.

24. (Mr. Hook.)—I do, except in cases of necessity.

29. (Mr. McPherson.)—Yes, excepting for a short time after Divine Service.

35. (Mr. Armstrong.)—Yes, and be punished for doing so; it is their daily labor.

36. (Mr. Bowen.)—I think it might be left optional with them.

48. (Mr. Hope.)—No; on the contrary, I think Postmasters should be instructed to give out letters on Sunday, at certain hours, to all who may see fit to call for them.

50. (Mr. Fraser.)—Yes, and I am aware that the most faithful, dutiful Postmasters in the country, would consider it a great relief; one of the most respectable of them expressed to me his anxiety on the subject, though from his position he felt precluded from taking any part in the discussion.

51. (Mr. A. Young.)—I think there should be no Post Office delivery on the Lord's Day, as attendance upon the office on that day prevents those who fear God from becoming Postmasters or assistants, thus keeping away the very class who would be most likely to discharge the duties faithfully.

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(Lower Canada.)

Witnesses numbered 57, 59 to 64, 68 to 72, 88 and 89,—fourteen in all, answer that they should be forbidden to do so.

Witnesses numbered 65, 67, 73 to 75, 77 to 79, 81 to 84, and 86,—thirteen in all, consider that they should not be forbidden.

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56. (Mr. Dougall.)—He who made the Sabbath law foresaw all the difficulties which could arise under it, and though peculiar instances of hardship might occur, it is far better that they should be submitted to than that Postmasters and their clerks should be compelled to work on the Sabbath. I would therefore say that all Post Offices should be shut. If London, containing more inhabitants than both the Canadas, can do without Sabbath deliveries, there can be no difficulty anywhere.

58. (Mr. Tait.)—I do, unless they choose to do so, in some urgent cases, of their own free will.

66. (Mr. McConnell.)—Yes, except an hour or so after Divine Service.

73. (Mr. Valère Guillet.)—I do not; for the receipt of a letter may be a matter of absolute necessity to some persons.

80. (Mr. Arcand.)—In Town they might, but not in the country; for if it is a labor of mercy, an act of charity.

85. (Mr. Duguay.)—Yes, during Morning Service and Vespers.

87. (Mr. S. Jones.)—The Post Offices should not be open on the Lord's Day over an hour, and not even that time, except to accommodate the people coming to Church from a distance.

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## No. 8.

Question No. 8.—Would such a prohibition be injurious to the Commercial interests of the Country?

## (Upper Canada.)

Witnesses numbered 1 to 11, 13, 15 to 17, 20 to 22, 24, 25, 27 to 29, 32 to 45, 49, 52 to 55,—forty-two in all, answer severally, that they think it would not.

Witnesses numbered 14, 23 and 31,—three in all, severally answer that it would.

12. (Mr. J. Young.)—I do not think it would be injurious; it would cause a little inconvenience, but that is all.

18. (Mr. Evans.)—From my experience during many years connexion with one of the most extensive business firms in Canada, and from information and personal observation in England and the United States, I am not afraid to assert *that it would not*.

19. (Mr. McKenzie.)—Such a prohibition I would consider, as a business man, to be a great boon to the commercial community.

26. (Mr. Kinnear.)—I think it would, not only to the commercial interests, but to the physical and moral well-being of the country.

30. (Mr. Hayes.)—I do not think a Sunday delivery very important to the mercantile community; but I believe the prohibition would be felt as a serious inconvenience in the country.

46. (Mr. Sandilands.)—Not at all. I have been long and extensively engaged in commercial affairs, and never found it necessary to send for my letters on Sunday, neither did my business suffer, even slightly, thereby. It has long been my solemn belief that no one will suffer injury by obeying the 4th Commandment.

47. (Mr. Stewart.)—I should anticipate no injury therefrom. Since commencing business (7 years ago,) I made it a rule never to call at the Post Office on Sunday; and though I have corresponded with parties as far as Goderich on the one side and Bytown on the other, I have never yet experienced any inconvenience or loss in consequence.

48. (Mr. Hope.)—Judging from the large number I observe constantly waiting at the office for their letters at the usual hour on Sunday, I should say that it would be exceedingly inconvenient, if not injurious, to the general interests of the community.

50. (Mr. Fraser.)—No; in fact, I believe it would be favorable thereto, as the religious rest of the Sabbath refreshes and invigorates the mind, so that it resumes its ordinary occupations with more zest and clearness, and prosecutes them with more perseverance and success.

51. (Mr. A. Young.)—I cannot conceive any injury that would accrue from it, but it would be a measure of justice, not only to Postmasters, but to the religious commercial men whose conscience will not allow them to take out their letters on Sunday; for instance, when an alteration in the market occurs, it may be known to the one on the Sabbath, and he be prepared to take advantage of it, while the other does not know of it till Monday; if there were no Sabbath delivery, both would be on a par.

*(Lower Canada.)*

Witnesses numbered 57 to 59, 61 to 66, 68 to 72, 80, 85, 87 to 89,—nineteen in all think it would not.

Witnesses numbered 73 to 79, 81 to 84, and 86,—twelve in all, answer that it would be detrimental.

56. (Mr. Dougall.)—Quite the reverse. Business men, after the undisturbed rest of the Sabbath, would do more work on the other six days than by working the whole seven.

60. (Mr. Ichabod Smith.)—If the Divine Law requires such a prohibition, we are bound to obey it, irrespective of consequences; but apart from this consideration, and regarding the Lord's Day merely as a day of rest, I decidedly think that the commercial interests of the country would not suffer from such a prohibition.

67. (Mr. Cox.)—I cannot answer as to the commercial interest; it would be inconvenient to individuals.

## No. 9.

*Question No. 9.*—Are Post Offices in the country generally located near Churches?

*(Upper Canada.)*

Witnesses numbered 1, 2, 4, 6 to 9, 13 to 17, 19, 22 to 24, 26, 28 to 31, 33 to 36, 42, 43, 45, 49, 52, 53 and 55,—thirty-three in all, severally answer, that they believe such to be the case, in general.

Witnesses 3, 21, 25, 37 to 40, and 44,—eight in all, answer, that they believe it is not so, as a general thing.

Witnesses 5, 11, 18, 27 and 32, cannot say.

10. (Mr. Daly.)—Where there are villages.

12. (Mr. J. Young.)—They are, generally, in country places, and farmers make it a matter of convenience to call at the office after the Service.

20. (Mr. McIntosh.)—Frequently near Churches, but more generally near mills.

41. (Mr. Allan.)—As it may happen.

46. (Mr. Sandilands.)—In many rural districts there are Post Offices where no Church exists, and in other instances the Post Office is located from one to three miles from any Church.

47. (Mr. Stewart.)—As a matter of course in Towns and Villages they are, but in the more rural districts they are not; I should say two-thirds are a considerable distance from Church.

48. (Mr. Hope.)—The Post Office and Church are usually found near each other, as both are institutions which spring from and indicate the progressive settlement and civilization of a new country.

50. (Mr. Fraser.)—No, not in the country; in villages and small towns the Church is often in the same locality, though not next the Post Office.

51. (Mr. A. Young.)—Country Post Offices are occasionally located near Churches, but more frequently in the neighborhood of stores, mills, or taverns.

54. (Mr. W. D. Taylor.)—In this section of the country (Owen's Sound) Churches are very few in number compared with the Post Offices.

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(Lower Canada.)

Witnesses numbered 56 to 61, 63 to 66, 69 to 88,—thirty in all, answer that they are so.

62. (Mr. Lambert.)—Yes; in the country Parishes, where people in many cases congregate during the interval between Morning and Evening Service, which renders the same in many cases disagreeable to the Postmaster and his family, particularly when the Post Office is kept in a private house; but when kept in a store, business in many instances goes on the same as on a week-day, that is, in retailing goods, and exchanging horses, &c.

67. (Mr. Cox.)—Not in this neighborhood (Kingsey), except in one instance.

68. (Mr. W. Smith.)—I have no means of knowing.

89. (Mr. T. M. Taylor.)—I cannot say.

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No. 10.

*Question No. 10.*—Would the continuance of the opening of Country Post Offices for half an hour on Sunday, after Divine Service, be a great convenience to persons residing at a distance from the Post Office?

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(Upper Canada.)

Witnesses numbered 6, 14, 18, 22, 23, 26, 29 to 31, 34, 36, and 48,—twelve in all, answer that it would.

Witnesses numbered 8, 9, 13, 20, 25, and 53,—six in all, answer that it might, in some cases.

Witnesses 2, 16, 17, 32, 38, 39, 43, and 52,—eight in all, are of opinion that it would not.

1. (Mr. Moore.)—It might, and so might keeping stores open; but shut, and keep shut, both.

3. (Mr. Sproule.)—It might be convenient to some, but not to make up for keeping the officer from church.

4. (Mr. Watt.)—Trifling.

5. (Mr. Morgan.)—It might be a convenience, but mere convenience will not justify what is wrong in itself.

7. (Mr. Jeffrey.)—Setting aside what I deem the Divine Command to abstain on the Sabbath from all unnecessary labor, there might, years ago, have been some show of reason in allowing it, but now that Post Offices are so multiplied, and the means of access so generally improved, I think there is no pretext for keeping them open on the day of rest. what is wrong in itself.



10. (Mr. Daly.)—It might, but to no great extent.
11. (Mr. Ermatinger.)—It affords some convenience to such parties.
12. (Mr. J. Young.)—It might, but there are few farmers but can afford to send to the Post Office on a week day.
15. (Mr. Mickle.)—I think that most of those who consider it convenient would make it as convenient to send at other times.
19. (Mr. McKenzie.)—Not of sufficient importance to warrant the persisting in the baneful practice.
21. (Mr. Conger.)—None whatever ; any desire to have access to the Post Office on the Sabbath, as far as my knowledge extends, is in Town, and not country places.
24. (Mr. Hook.)—Since our present postal arrangements commenced, many new offices have been established, and people have not so far to go, therefore I think the convenience would be but little.
27. (Mr. Harris.)—Let them wait till Monday.
28. (Mr. E. P. Smith.)—A convenience,—no necessity.
33. (Mr. Wilson.)—Not so much as to warrant its being done.
35. (Mr. Armstrong.)—Yes ; so would the opening of a Merchant's shop, a Blacksmith's shop, a Registry office, or a Bank.
37. (Mr. Phelps.)—It might be a convenience, but I doubt whether it would be right.
40. (Mr. Benson.)—Doubtful.
41. (Mr. Allan.)—Of no consequence, in my opinion.
42. (Mr. Shaw.)—The same convenience as keeping their ploughs going on Sunday.
44. (Mr. Wyatt.)—No ; persons who attend Church on the Sabbath go to the Post Office on another day.
45. (Mr. Fordyce.)—Many would consider it so, while many would consider it no boon.
46. (Mr. Sandilands.)—Not unless the office was near the Church. In the country the Post Office is generally kept in or near a store, and parties attending Church would suffer no inconvenience by waiting till another day, as they generally transact business at these stores during the week, the only proper time for secular affairs. By compelling the Postmaster to keep his office open for a part of the Holy Day if he is a store-keeper, a double responsibility may be forced upon him by unscrupulous persons urging him to transact other business on that day. Permit me to state the following fact which came to my knowledge years ago.—A Postmaster in Upper Canada who was a store-keeper, affirmed that the Sabbath was to him the best business day in the week, as he did more store business on the Sabbath than on any other day.
47. (Mr. Stewart.)—As a general thing, I do not consider it would be a great convenience ; in certain cases it might be an advantage, but not sufficient to warrant a continuance of the abuse.
49. (Mr. Galt.) It might ; but if the rule were once established for closing the offices on Sunday, I believe the public would readily make arrangements (without much inconvenience) for obtaining the letters on week days. No farmer complains of the markets being closed on Sunday.
50. (Mr. Fraser.)—No ; I consider it would continue to inflict a great religious injury on the people, even perhaps more than if Theatres and Balls were opened by law to the public, for their moral sense would revolt from the one, while it is tempted by the other, and by receiving letters and papers their minds are as effectually and more extensively diverted from the great work of the Sabbath—the soul's salvation.

51. (Mr. A. Young.)—I think it no great boon, as the Post Offices being generally near mills or stores, people could generally send for their letters by neighbors who are going to these places of business during the week.

54. (Mr. W. P. Taylor.)—It is a practice most hurtful to the community; nor would it be a convenience to persons residing at a distance, such generally being irregular in their attendance at Church, and being accustomed to send through the week for their papers. Those availing themselves of the present practice are generally persons living near at hand.

55. (Mr. Conger.)—Some might think it a convenience, and might also wish to be allowed to trade a little on Sunday, to save a trip to Town next day.

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(*Lower Canada.*)

Witnesses numbered 66, 67, 73, 74, 76 to 78, 80 to 87,—fifteen in all, answer, that it would be a great convenience.

Witnesses numbered 57, 64, 70, and 75,—four in all, think it would be no great convenience.

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56. (Mr. Dougall.)—There is no argument in its favor that would not equally apply to the store Blacksmith's shop, Lawyer's office, or any other place of business, and if all these be open, where is the day of rest? and why should the Post Office be an exception to the rest? The supposition of inconvenience is not for a moment to be put in comparison with the evil of infringing a great moral and physical law.

58. (Mr. Tait.)—Country Post Offices are generally kept in stores open from early Monday morning until late Saturday night; no necessity for opening them on the Lord's Day.

59. (Mr. Chas. Brooks.)—It might be a convenience to some, but it would be dearly purchased, considering its demoralizing effect upon the community.

60. (Mr. I. Smith.)—I have invariably found that persons residing near the country Post Offices have been more disposed to avail themselves of the privilege than those living at a distance, who generally manage to get their letters during the week, and the closing of the Post Offices on Sundays would, I believe, be of little inconvenience to them.

61. (Mr. Macdonald.)—It would be of some convenience to such, although in the country parishes of Canada East, generally, the amount of correspondence is so small that the opening of the Offices or not can be of little importance.

62. (Mr. Lambert.)—It would certainly be a convenience to many, but once the opening of Post Offices on Sunday would be prohibited, in my opinion persons would get accustomed to the change, and be as well satisfied in getting their letters or papers on the Monday or other day of the week, as on Sunday; in any case, Sunday should be a day of rest for the Postmaster (or assistants) as well as for any other individual.

63. (Mr. Wm. Brooks.)—It would be considered so in some instances, but generally letters could be obtained without much inconvenience on other days.

65. (Mr. Longmore.)—Yes; for many come several miles to church, and in spring, autumn and winter, when the roads are, at times, almost impassable, the convenience of obtaining their letters, &c., at that time can scarcely be appreciated by a dweller in Cities.

68. (Mr. W. Smith.)—It would, no doubt, be a convenience to persons residing at a distance, but it would open a door for asking an extension of the time, and the neighbours of the Postmaster would soon have the office open as on other days.

69. (Mr. Hurd.)—It might, occasionally; but having had charge of a country Post Office for ten years, I can certify that the calls for letters on Sunday are comparatively few.

71. (Mr. Johnston.)—Let them wait till Monday.

72. (Mr. Lefèvre.)—I do not consider that a sufficient reason to permit the opening of them on Sunday, as that being once tolerated, the traders, who in our country places generally reside near the Church, might, on the same principle, open their stores after Morning Service, to people residing at a distance, to save them the trouble of returning on a working day, which would be an undoubted violation of the law of the Sabbath day.

79. (Mr. Louis Guillet.)—The Country Post Offices ought to be open all day on Sunday, for the convenience of the public, except during the time of Divine Worship.

88. (Mr. Davidson.)—It would, in the same way that opening a store would be a convenience. I am strongly opposed to all Post Office labor on Sunday; and cannot think it desirable even were it practicable to define what are country offices, to make an exception in their favor.

89. (Mr. T. M. Taylor.)—Cannot answer the question.

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No. 11.

*Question No. 11.*—Would the injury to trade, or inconvenience to individuals, arising from the closing of the Post Office on the Lord's Day, be so great as to justify the opening of all Offices on that day?

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(Upper Canada.)

Witnesses numbered 1 to 11, 13, 15 to 17, 20, 21, 24, 25, 27 to 29, 32 to 34, 36 to 38, 40 to 45, 47, 49, 51 to 54,—forty in all, severally answer, that it would not.

Witnesses 23, 31 and 48,—three in all, severally answer—Yes.

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12. (Mr. J. Young.)—I think not; even persons sending to the Post Office on the Sabbath for letters rarely reply to them till the following morning, so that no advantage is commercially gained.

14. (Mr. Van Brocklin.)—Yes, for an hour.

18. (Mr. Evans.)—As none would accrue to the former, and as the latter does affect the question of right and wrong, I most distinctly say, No. Individual convenience would be a most monstrous doctrine to advocate.

19. (Mr. McKenzie.)—Where fully established it could effect no injury to trade, and the convenience would not warrant or justify such a proceeding.

22. (Mr. Ainslie.)—The same reason for shutting one office applies to all.

26. (Mr. Kinnear.)—I think that for a limited time all offices should be opened.

30. (Mr. Hayes.)—I think they should be open for an hour at least.

35. (Mr. Armstrong.)—I think not. It would be convenient to most people that Banks and public offices should be kept open until 9, P. M., yet they are generally closed at 3, and the business is done accordingly.

39. (Mr. Stocks.)—If it is beneficial at all to open the Post Office, it must be only in large Cities, for it can be no use in the country offices.

46. (Mr. Sandilands.)—From my own knowledge, and from facts obtained from merchants of high respectability and extensive commercial connexions, I believe that no injury whatever would arise to trade, and no damage or inconvenience would occur to individuals, by closing the Post Offices on the Lord's Day.

50. (Mr. Fraser.)—No, certainly not; there would then be no injury or inconvenience; every man would be placed on the same footing, and have an equal chance with his fellow competitors. A livery stable-keeper, who seldom goes to Church, complained to me lately of the state of the law. He said the Sabbath traffic ruined their horses and oppressed themselves, yet one persisted because another would, and for fear of offending and losing customers; and, for his part, he would rejoice in a good Sabbath law that would make them all desist from hiring out their horses and vehicles on that day; that besides the comfort, he knew they would make more money. But the testimony and experience of the great merchants and bankers of London, in England, and the voice of so many of our own most extensive and respectable merchants in this country, who have signed your Petitions, should surely be allowed to answer this question.

55. (Mr. Conger.)—A slight inconvenience on this account is no reason for opening either Post Offices or any other offices on the Lord's Day.

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(Lower Canada.)

Witnesses numbered 56 to 64, 68, 70 to 72, 87 to 89,—sixteen in all, consider that it would not.

Witnesses numbered 66, 73 to 79, 81 to 86,—fourteen in all, answer affirmatively.

65. (Mr. Longmore.)—All offices might be closed for half an hour or an hour, at times appointed so as not to interfere with Divine Service.

67. (Mr. Cox.)—I know not the extent of injury to trade, but the opening of the Post Office during part of the day on Sunday would be a convenience to all.

69. (Mr. Hurd.)—I do not. When the "Lord of the Sabbath" instituted that day as a "day of rest," He must have had a perfect understanding of *all* the circumstances in which man would be placed; and had it not been perfectly known to the Infinite Mind that the "greatest good to the greatest number" would be secured by the faithful and universal observance of this command as well as the other nine of the Decalogue, He never would have given the command that neither *man*, his *servant*, or *cattle*, should work on that day, as He never trifles with His creatures.

80. (Mr. Arcand.)—Yes, at least in the country parts.

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No. 12.

*Question No. 12.*—Do you think Mail Steamboats and Mail Stages should be relieved from starting on any route on the Lord's Day, so far as the Government is concerned?

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(Upper Canada.)

Witnesses numbered 1 to 8, 11 to 13, 16, 17, 20 to 22, 24, 25, 27 to 29, 31 to 43, 45 to 47, 49 to 55,—forty-four in all, severally answer in the affirmative.

Witnesses 14, 23, 26 and 30,—four in all, answer—No.

9. (Mr. Van Norman.)—Most assuredly, or private persons either.
10. (Mr. Daly.)—I do, where there is nothing pressing.
15. (Mr. Mickle.)—I think it is injurious to the best interests of society.
18. (Mr. Evans.)—Yes, it being detrimental to the well-being of man, and not now needed.
19. (Mr. McKenzie.)—I think Government Steamers and Stages could apportion their time so as to avoid starting on the Lord's Day.
44. (Mr. Hyatt.)—Yes; the Government has no just right to compel any parties to violate the Lord's Day.
48. (Mr. Hope.)—I certainly think they should not be relieved from such a duty. If, however, the Government should decide on relieving Mail Stages and Steamers from starting on any one day out of the seven, I would suggest Monday as the most convenient for business men and the public generally, because Saturday is a day on which usually all arrearages of correspondence are brought up, and the letters mailed in the evening for transmission by the Mails leaving on Sunday; hence those Mails are probably the heaviest of any day in the week. On the other hand, Sunday being a holiday, and few or no letters written on that day, the outward Mails of Monday are, perhaps, the lightest of any day in the week.

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(*Lower Canada.*)

Witnesses numbered 56 to 64, 66 to 72, 75, 80, 81, 84, 85, 87 to 89—twenty-four in all, answer affirmatively, (61 and 72, adding, "except in cases of urgent necessity.")

Witnesses numbered 73, 82, 83 and 86,—four in all, are of a contrary opinion.

Witness 74 does not answer.

65. (Mr. Longmore.)—All employment which engages a number of individuals, preventing them from keeping the Sabbath Day holy, ought as much as possible to be avoided.
76. (Mr. Valère Guillet.)—I consider that Steamboats and Mail Stages should not be exempted from starting on Sunday, as far as the Government is concerned, as impediments may arise therefrom to the service of Government, and delays which may be injurious to the commercial interests of the country as well as to individuals.
77. (Mr. Pacand.)—I see no reason for exempting them, for I cannot see that there is more servile labor or violation of the Sabbath in the travelling of the Mail Stage driver than in the duty performed by the soldier when on guard, &c.
78. (Mr. Gill.)—Mail Steamboats and Stages, as they absolutely concern society in general, in a greater or less degree, should not have their departure delayed, even though it should happen on a Sunday.
79. (Mr. L. Guillet.)—Yes, unless when it is needful to meet other mails coming from distant places, and which cannot complete their journey within the day.

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No. 13.

Question No. 13.—Would the stoppage of Stages and Steamers on the Lord's Day be injurious? And if so, how?

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(*Upper Canada.*)

Witnesses numbered 2 to 6, 8, 13, 15 to 17, 19, 20, 22, 24, 25, 28, 31 to 36, 38 to 45, 49, 51 to 55,—thirty-six in all, answer severally, that they do not think it would.

1. (Mr. Moore.)—The laws of God forbid working on the Sabbath; they should be obeyed.

7. (Mr. Jeffrey.)—No, far otherwise; it would be especially beneficial to the owners of these means of conveyance, in procuring for them the services of well-principled servants, thus insuring public safety.

9. (Mr. VanNorman.)—You will find persons that would complain.

10. (Mr. Daly.)—The idly disposed generally congregate at such places; the evil therefore is greater than the advantage.

11. (Mr. Ermatinger.)—At intermediate places it would be inconvenient.

12. (Mr. J. Young.)—It is injurious to the whole community in a moral and physical point of view, and ought to be suppressed immediately.

14. (Mr. VanBrocklin.)—Yes.

18. (Mr. Evans.)—No, it would be a benefit in many ways, and especially in a pecuniary sense, as the same amount of business as is now done in 7 days would be done in 6, with a saving of one-seventh of the expense.

21. (Mr. Coyne.)—Many make a convenience of Stages and Steamers on the Lord's Day, but I consider the evils arising therefrom greater than the advantages.

23. (Mr. Ewart.)—Yes, by the detention of correspondence, and otherwise.

26. (Mr. Kinnear.)—The welfare of the community requires that they should proceed.

27. (Mr. Harris.)—I do not think the public would receive any injury. A person on a journey would be just as far on his way at the end of the week, and much more satisfactory to him.

29. (Mr. McPherson.)—Once started, they should go through, as they do at sea, but should not be started on the Lord's Day.

30. (Mr. Hayes.)—It would be felt as a serious inconvenience by the travelling and mercantile community.

37. (Mr. Phelps.)—“Keep holy the Sabbath Day.”

46. (Mr. Sandilands.)—I think no extensive or permanent injury would arise from it, nor do I believe that the Government would sustain any damage by commanding its servants to abstain from violating a most just and righteous law.

47. (Mr. Stewart.)—In the prosecution of my business, being frequently absent from home on the Sabbath, I have heretofore made arrangements to avoid travelling on that day, and have not sustained any injury in doing so, but the reverse; for from my intercourse with strangers on that day I can date the commencement of some of my warmest friendships, which have in several instances eventually resulted to my advantage even in a pecuniary sense. I consider travelling by these conveyances on the Lord's Day unnecessary, and the discontinuance of them would not be injurious.

48. (Mr. Hope.)—I think it would, for many reasons. If a person in London wished to be in Hamilton on Monday morning, and all Stages stopped on Sunday, he must leave on Saturday night, and thus be absent from his family on Sunday, which would be a hardship and an additional expense. If such a person received a letter on Sunday, informing him that important business required his presence in Hamilton on Monday morning, he could not get there if Stages were stopped on Sunday. If he heard of a parent, a brother, or a sister dying, and if Stages were stopped, he could not reach Hamilton till Monday night or Tuesday morning. It might be said that he could hire an *extra*, or an *express*. This is true if he is a rich man, but if a poor man it might be utterly impossible, and if so, who can tell the anguish of his mind. All this applies equally to Steamers and Stages on all the great thoroughfares. If Government were to stop Stages and Steamers on Thursdays, all will admit that it would be both inconvenient and injurious to the community, and I cannot see why it would not be equally so on Sundays.

50. (Mr. Fraser.)—It would not ; and under a strict Sabbath protection law, mankind would soon make their arrangements so as to prevent injury or inconvenience, while all would enjoy the blessed salutary rest of the holy Sabbath.

(Lower Canada.)

Witnesses numbered 57 to 59, 61 to 66, 68, 71, 80, 81, 85, 88 and 89,—sixteen in all, consider that it would not be injurious to any extent.

Witnesses numbered 78, 79, 82 to 84,—five in all, consider that it would be injurious to the commercial interests, and productive of serious inconvenience.

Witnesses numbered 72, 74 and 77, do not answer the question.

56. (Mr. Dougall.)—No detriment would result from the entire rest of all public conveyances on the Lord's Day, but the contrary ; there would be as much travelling and transportation in the 6 days as in 7, and men of a much more trustworthy character would manage them than can be found under the deteriorating influence of Sabbath labor.

60. (Mr. I. Smith.)—On the contrary, it would be beneficial. If we assume "that rest is necessary for the physical and moral well-being of man," the running of Stages and Steamboats on the Lord's Day is injurious, at least to the interests of those employed in running them ; and a very large amount of public benefit ought to result from the practice to counterbalance this evil. Experience will justify the belief that very little public good has ever resulted from it. It is always safe to do right, and any plea of advantage to be gained by laboring, or travelling, &c., on the Lord's Day, might be urged with equal justice although it might involve the violation of all the other commandments of the Decalogue. The Divine Law is plain and explicit, and while we profess to feel our obligation to obey it, we should at least act consistently in the matter.

67. (Mr. Cox.)—I am not aware of the extent of injury to public or private interests.

69. (Mr. Hurd.)—I do not believe it would be injurious. I consider the departure and arrival of Steamboats and Stages on that day more injurious to the morals of any community than the opening of Post Offices, as greater crowds congregate on such occasions.

70. (Mr. Goodhue.)—I can think of but few cases where it would operate injuriously ; some few exceptions (cases requiring speed) might be found, but no more than against any other regulation for the public good.

73. (Mr. Fortier.)—I conceive that the Stages and other means of conveying the mails of a country, are its pulses, and should therefore move with scrupulous regularity ; now to interrupt that, though but partially, would injure the welfare of the general body. Let us not stop, even for a moment, the regular movements of an indispensable machine, but rather, if possible, extend its powers ; it will do our work better.

75. (Mr. Dubord.)—Yes ; in the country, where we have not the use of the electric telegraph, if an accident happens, and we need assistance, we have no other means of reaching it, except the mails, particularly for persons in limited circumstances. On railroads, for instance, the cars are not generally allowed to run on Sundays, yet those who have the means of paying for it can have the use of them in a case of urgent necessity, which a poor man cannot do.

76. (Mr. Valère Guillet.)—It would, in many cases ; delays in the transmission of money and of notes to be paid, &c., of information relating to judicial proceedings, or to

the police service, of requisitions to Coroners, and of documents in a host of other cases, would be hurtful and injurious. I often (as Coroner) receive requisitions to hold inquests, which reach me on Sunday, and which, if not delivered till Monday, might occasion serious inconvenience, especially in murder or other cases requiring speedy action.

86. (Mr. Filteau.)—I consider that it would be very detrimental to both public and private interests to interrupt the mails on Sunday; if letters left in a Post Office were to lie there over Sunday it might prove most injurious either to the sender or to the parties to whom they were addressed.

87. (Mr. S. Jones.)—I think not, but on this point I am not quite clear, as it is doubtful what might be the effect if several Steamers stop at one point on the Lord's Day.

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No. 14.

*Question No. 14.*—To what extent should such a stoppage be carried as regards the long Mail routes? Should the Boat or Stage leaving one extremity of the Province on Saturday be allowed to continue on its course during the Lord's Day, or should it remain at the first large place it reaches on that day until Monday morning?

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(Upper Canada.)

Witnesses numbered 1, 4 to 8, 10, 12, 13, 16, 17, 19 to 21, 24, 25, 31, 33 to 35, 37, 38, 41 to 47, 52 to 55,—thirty-three in all, answer severally, that they should remain at the first convenient place reached until Monday.

Witnesses 11, 14, 23, 29 and 30,—five in all, say that they should be allowed to proceed on their route without interruption.

Witnesses 2, 3, 39 and 49,—four in all, think they should stop on Saturday evening until Monday.

Witnesses numbered 36 and 40, cannot answer the question.

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9. (Mr. VanNorman.)—"Remember the Sabbath day to keep it holy," is my answer.

15. (Mr. Mickle.)—If they were stopped, they would endeavour to make their journeys in the week.

18. (Mr. Evans.)—As no injury would result from the stoppage, and as, when it was generally known, no inconvenience would arise, I think it would be a manifest grievance to compel any to labor on the Sabbath; and I think it the duty of a Government at least to reverence the requirements of the moral law.

22. (Mr. Ainslie.)—When once you begin to make *exceptions*, it is hard to say where you will end. If Steamers are to run all the way, why not let Stages also? If Stages and Steamers run, the clerks in the offices must be employed as heretofore. Let them stop at the first Post Office on the Lake on the Sunday morning.

26. (Mr. Kinnear.)—The public welfare demands the *unceasing* progress of the public mails, but the employées of the department may nevertheless be allowed their seventh day of rest.

27. (Mr. Harris.)—Stop none on a trip begun on Saturday before mid-day.

28. (Mr. E. P. Smith.)—Be stopped at the end of the route.



32. (Mr. Whittemore.)—I would not interfere with Steamers or Stages pursuing their course on the Lord's Day, provided it did not require those in the employ of Government being engaged on that day. I understand the object of the Bill is to prevent Sunday labor in departments over which Government have control. A Steamer reaching Toronto on Sunday, and bound for Hamilton, should not be compelled to remain at Toronto over the Lord's Day.

48. (Mr. Hope.)—No stoppage should take place either on short or long routes. If another course were followed, letters mailed on Friday in Montreal for London would be detained a day on the way; the same would apply to letters mailed on Saturday morning, and with no Mail Boat leaving on Sunday morning, people residing in the Western part of the Province would, for three days in the week, be, for all purposes of communication except by Telegraph, equal to a day's travel farther from Montreal, which would be most injurious to the commercial interests of the country, if, as is generally supposed, rapid communication be a benefit to all classes.

50. (Mr. Fraser.)—All land or inland water communication should everywhere cease during the Sabbath, and all progress of communication by vessels on the high seas or great lakes, so soon as a vessel calls at a harbour where she can be moored in safety till the Sabbath is ended.

51. (Mr. A. Young.)—With regard to the long Mail routes, I think the Mails should stop as soon as the Sabbath commences, as I can see very little difference between taking part of the Sabbath and the whole. No Mail should start late on Saturday night, or only when they could reach some place by 12 o'clock to stop at till Monday; this, with our increased postal facilities, could cause no great delay, but whether or not, all laws should be subservient to God's law, and He says, "Ye shall do no manner of work on My Holy Day."

(Lower Canada.)

Witnesses numbered 57 to 64, 66, 69, 71, 85, 87 to 89,—fifteen in all, are of opinion that they should remain at the first large stopping place until Monday morning.

Witnesses numbered 65, 67, 68, 75, 76, 78, 79, 82, 84 and 86,—ten in all, consider that they should be allowed to proceed on their course (No. 68 confining this to Steamboats, and adding, that Stages should stop at the first stage-house.)

Witnesses 80 and 83, would stop them only during the hours of Divine Service.

Witnesses 72, 74, 77 and 81, do not answer the question.

56. (Mr. Dougall.)—All Mail conveyances should be so arranged as to stop at midnight on Saturday for 24 hours. Thus there would be only one blank day everywhere, and that blank day would be the Sabbath, just as if the week contained six days only.

70. (Mr. Goodhue.)—I would hardly hazard an opinion on this question; it would seem to depend much on the arrangements that could be made for the comfort and convenience of passengers. Where due provision has been made for the stoppage, I think it would be attended with no serious inconvenience.

73. (Mr. Fortier.)—Truly, for those persons who believe in the general and instantaneous destruction of the human race, I consider that the Mail Stages always arrive in time, and that for their sakes Stages and Steamers ought, without fail, to come to anchor on Sunday; but for those who believe that the end of the world happens every day, but only to those who die, for them, I say, I am of a different opinion, and sincerely hope that the postal system will be put into the most efficient condition for regularity and punctuality and reduction of the rates of postage.

## No. 15.

*Question No. 15.*—Do you think the Canals should be closed on the Lord's Day ?

*(Upper Canada.)*

Witnesses numbered 1 to 9, 12, 13, 15 to 22, 24, 27, 28, 31 to 47, 49, 51 to 55,—forty-five in all, answer severally in the affirmative.

Witnesses 23, 26, 30, and 48,—four in all, answer in the negative.

10. (Mr. Daly.)—Here I perceive difficulties.  
 11. (Mr. Ermatinger.)—At commercial starting points.  
 14. (Mr. Van Brocklin.)—No more than the lakes or the sea.  
 25. (Not answered.)  
 29. (Mr. McPherson.)—Yes, except to enable vessels once started to complete their voyage.  
 50. (Mr. Fraser.)—Yes, decidedly ; their being opened has been a great injury to the men employed on the Canals.

*(Lower Canada.)*

Witnesses numbered 57 to 69, 71, 81, 85, 87 to 89,—nineteen in all, answer in the affirmative.

Witnesses 75, 83, and 86,—three in all, answer in the negative.

Witnesses 70, 72, 74, and 76, do not answer the question.

56. (Mr. Dougall.)—The reasons for closing the Canals on the Lord's Day are as strong as for closing any other place of business, and stronger than in most cases.

73. (Mr. Fortier.)—I neither see the necessity for it, nor how it can be done. Close the Canals ! that would be tying the hands of commerce. To oblige ourselves to close the Canals every Sunday is putting away the greater to obtain the smaller advantage, particularly as the season of navigation, owing to the climate, is very short for the production of food ; our commerce, both foreign and domestic, requires the opening of the Canals while it is day (i. e. in summer), seeing that they must be closed when it is night (i. e. in winter).

77. (Mr. Pacaud.)—I perceive no difference between opening a Canal-lock or a toll-gate on Sunday,—nor between passing along a Canal and any other channel of communication.

78. (Mr. Gill.)—Yes, in all that concerns private commerce, but not for Steamboats carrying the Mail.

79. (Mr. L. Guillet.)—Canals should be open on Sunday to vessels bound to some port beyond them,—which depend upon propitious weather for the success of their voyage ; but they should be closed to those having no business beyond the Canal.

80. (Mr. Arcand.)—Yes, during Divine Service.

82. (Mr. deCarufel.)—I can say nothing on this subject, but I think it necessary that the Mails should not be detained.

84. (Mr. Giroux.)—Yes, for all communications but the Mails.

## No. 16.

*Question No. 16.*—Would the closing of the Canals on the Lord's Day be injurious? And if so, how?

Witnesses numbered 2 to 6, 8, 15 to 18, 20, 22, 28, 31, 32, 34 to 41, 43 to 45, 49, 51 to 55,—thirty-two in all, severally answer that it would not, in their opinion, be injurious.

*(Upper Canada.)*

1. (Mr. Moore.)—Close them.
7. (Mr. Jeffrey.)—I think not; on the contrary, beneficial to those in charge of them, and to the country in securing respectable persons to superintend them.
9. (Mr. VanNorman.)—It might, in some cases.
10. (Mr. Daly.)—One day's detention might not only produce difficulties in the locks, but create serious delays.
11. (Mr. Ermatinger.)—See my answer to No. 13.
12. (Mr. J. Young.)—The only injury would be the detention of goods for one day, which I think immaterial.
13. (Mr. Cockshutt.)—Not injurious in the great majority of cases.
14. (Mr. VanBrocklin.)—Yes, it would accumulate too many at certain points, and create great inconvenience, unless you stop their progress on the lakes and rivers.
19. (Mr. McKenzie.)—It might effect an injury to private speculation if placed in competition with a similar mode of transit in the hands of other nations not guided by the same rules on that day.
21. (Mr. Coyne.)—I see no more necessity for keeping Canals open on the Lord's Day than there is for loading or unloading vessels in port.
23. (Mr. Ewart.)—Yes, by the general obstruction of intercourse.
24. (Mr. Hook.)—If the greatness of a nation consists in its moral worth, it cannot be injurious.
25. (Mr. Lawrason.)—Cannot answer the question.
26. (Mr. Kinnear.)—Yes, by unnecessarily impeding the progress of business.
27. (Mr. Harris.)—I do not think there would be any injury received;—allow a man rest on the Sabbath, and he can do more and more satisfactory work the rest of the week.
29. (Mr. McPherson.)—Should not be closed to stop vessels on their voyage.
30. (Mr. Hayes.)—In this country, where the season of navigation is limited, and the importance of getting produce to market so great, I think the closing of the Canals would be a very serious inconvenience.
33. (Mr. Wilson.)—It may be injurious to owners of vessels, but, if general, it would be felt by all alike.
42. (Mr. Shaw.)—It would only detain the transit one day.
46. (Mr. Sandilands.)—I am not aware of any injury that would arise from it; on the contrary, I believe that the closing of the Canals, and the stoppage of Steamers and Stages, and all other acts of profanation of the Lord's Day, would be followed, not by injury, but by prosperity and comfort to all concerned. I do not know an instance of injury arising to any one by carefully abstaining from labor on the Lord's Day; while, on the other hand, I know numerous instances of permanent injury having arisen from the criminal neglect of that most solemn command, binding upon all men, to remember the Sabbath Day to keep it holy.

47. (Mr. Stewart.)—See my answer to No. 13.

48. (Mr. Hope.)—The Canals are closed for at least 4 months in the year, by the severity of a Canadian Winter. If you close them on Sunday, during the 8 months of navigation, you practically shorten the period by at least one month of Sundays in the year, which would be injurious to the interest of the Canals, to the shipping interest, and to the rapidly increasing trade of the Province. The Legislature should take the proper steps to see that the Canals are kept open on Sundays as on other days, and, if necessary, an Act should be passed for that express purpose. To say nothing about the injury which the closing of the Welland Canal on Sunday inflicts on the trade of the Upper Lakes,—in a moral point of view it is equally pernicious and objectionable,—the compulsory idleness of so many sailors and others connected with the Canal, leading only to tipping, gambling, and other disreputable practices. I see no good that it can serve. Neither can the same excuse be urged as is sometimes done respecting other classes, about the necessity of a day of rest to people working all the year round, as sailors and other people connected with the Canal Navigation are at least 4 months in the year unemployed.

50. (Mr. Fraser.)—No, but on the contrary, a great blessing. It would relieve ship-owners of a temptation to sin; it would free the nation from the guilt of conniving at sin; while it would secure to the officers and sailors, as well as to the lock-keepers and laborers, the inestimable blessing of a Christian Sabbath. When British commerce was wont to be embarrassed by recurring crises and crashes, I reflected how much of it passed through the bad ordeal of Custom House oaths, and was reminded of the warning, “Because of swearing the land mourneth,” and I have long considered it the duty of Government to remove as far as possible every temptation to sin; and I am sure there would be more prosperity and increase in our provincial commerce if the 4th Commandment were no longer trampled at its shrine. The woe is not to those who make rich, if they do it consistently with other duties, but to those who make haste to be rich, and thus pursue their object with a reckless eagerness that neglects God and His claims. Let us only develop our resources and cultivate our commerce in a manner consistent with righteousness and duty, and by God’s blessing there is no limit to the progress of our wealth and prosperity.

(Lower Canada.)

Witnesses numbered 56 to 60, 62 to 66, 68, 69, 71, 81, 85 and 88,—sixteen in all, consider that it would not be injurious.

Witnesses 73, 79, 83, and 86,—four in all, consider that it would be injurious to the interests of commerce.

Witnesses 67, 70, 72, 74, 76, 77 and 82, do not reply to the question.

61. (Mr. Macdonald.)—It might, at first, until people were aware of it, and would be very little afterwards, in my opinion. Any injury arising from it would be caused by the detention, and by people being prevented from using the Canal on that day as they are now prevented from doing other servile work.

75. (Mr. Dubord.)—It would, inasmuch as a great number of vessels would be collected at the Canal locks on Sunday, and a long time would be required on Monday to pass all those vessels through, which during that time might be losing a fair wind; and in navigation the loss of an hour’s fair wind may cause the loss of a fortnight to a vessel in reaching its destination. Another circumstance that might be injurious, both

morally and physically, to the sailors, would be the great number of people collected at the entrance of the locks on Sundays.

78. (Mr. Gill.)—Not if the Mails were allowed to proceed.

80. (Mr. Arcand.)—Not if it were confined to the hours of Divine Service, and were made a general thing.

84. (Mr. Giroux.)—It might, in certain cases, but the respect due to the Lord's Day, and the moral welfare of the population, especially in the neighborhood of the Canals, would seem to require their being closed.

87. (Mr. S. Jones.)—There might be more pecuniary loss, notwithstanding, I think it should be done.

89. (Mr. T. M. Taylor.)—I do not think it would. The Lachine, Welland, and Chambly Canals, are now, I believe, closed on the Lord's Day, and without injury, as I believe, to the trade of the country.

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### No. 17.

*Question No. 17.*—Have you any other evidence to give?

(This Question is not answered by all; the following are the replies given :—)

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*(Upper Canada.)*

1. (Mr. Moore.)—Remember the Sabbath Day, to keep it holy.

2. (Mr. A. Smith.)—I have been in business for 20 years, and never call for my letters on the Lord's Day, and have never found any inconvenience by so doing, and I do think that no person can suffer any loss by the Post Offices being closed on the Lord's Day.

3. (Mr. Sproule.)—As far as my knowledge of men and things is concerned, nothing could strike more awe into people generally than to see our Rulers compelling their own servants to respect the Day of the Lord. The lesson would compel individuals to do likewise.

4. (Mr. Watt.)—Inn-keepers should be prohibited from selling, and every individual from giving, intoxicating drinks to Mail carriers and drivers.

7. (Mr. Jeffrey.)—My experience for many years as a Magistrate has enabled me to observe that Sabbath profanation is invariably the cause or concomitant of vice. Anything that will check this grievance must have the support of every well-wisher to his country.

8. (Mr. Putnam.)—I believe we have no excuse for violating the Sabbath in any particular or for any cause.

9. (Mr. Van Norman.)—None, other than to offer an opinion that you can scarcely go too far in this matter. All Christian persons are looking forward anxiously to the time when all Sabbath labor shall be unlawful.

10. (Mr. Daly.)—Having been Postmaster here (Stratford) for many years, I can say that the calls for newspapers was the principal work on the Sabbath Day,—that during 10 years I cannot call to my recollection any Sabbath transaction important to the settlement my office accommodated.

11. (Mr. Ermatinger.)—The opening of Post Offices on the Lord's Day withdraws the attention of a vast number of people from the sacred objects for which that day is specially appointed, and the Offices being open only for a short time on Sundays, and the arrival of the mails irregular, more time is wasted in waiting and loitering about Post Offices than on any other day.

12. (Mr. J. Young.)—None, but to express my opinion that a Bill embodying the foregoing questions would meet with the approbation of the inhabitants of Canada.

13. (Mr. Cockshutt.)—No free Government like ours ought to require its servants to do duty on the Lord's Day, except in cases of *really urgent necessity*,—if they do, their example and influence is *bad*. All my observation and experience convince me that Sabbath labor has a very pernicious tendency, both in a religious, moral and social point of view,—and on the other hand, its strict observance as a day of rest tends to promote a nation's highest interest and real prosperity.

15. (Mr. Mickle.)—I think a Postmaster and his assistants should be allowed their day of rest, and that no law should be framed that would compel a man to act contrary to his conscience; as if he feels it is wrong he must either give up his office or the law compels him to do that wrong. Would it be advantageous to have such in offices, who regard not their Sabbath? Would their influence on Society be beneficial?

22. (Mr. Ainslie.)—I should say, generally, stop Stages and Steamers, and shut up Post Offices on the Sunday without any exception. It is in a great measure a matter of *habit*, and as soon as the community become accustomed to the proposed alteration they will cease to consider it inconvenient. A few days ago an old inhabitant of this Village (Galt) returned from California, after an absence of two years. He says the Sunday is the day set apart by the miners to wash their shirts, mend their clothes, purchase their supplies at the stores, &c.; so engrossed are these people with the accumulation of the mere dross of the earth, that they have banished Sunday observances altogether. In what respect is a Canadian Stage proprietor or Steamboat proprietor different from a California Miner, so far as the Sunday is concerned? None; they both practicably make no distinction between Sunday and Saturday.

26. (Mr. Kinnear.)—The amount of *labor* on the Lord's Day, whether in the Post Office Department, on the Canals, or in the private household, necessary to prevent the *absolute stoppage* of the business of life, need not be burdensome to those whose peculiar avocations demand the sacrifice from them. It may be compared (and is, my uniform observation leads me to believe, *now* so practically regulated) to the "Sabbath Day's journey" of the Jews. This amount of Sunday labor, however, cannot, in my opinion, be defined by an Act of the Legislature, because it must frequently depend on unforeseen circumstances. Its regulation should therefore be left in the hands of the public departments, as of private households. Lastly, as the abstaining from *labor* on the Lord's Day, (altho' in my opinion conducive alike to the moral, physical and spiritual well-being of man) is essentially a religious institution, regarding the obligation and manner of observing of which even large bodies of Christians differ in opinion, I think it is a matter which ought, in a great measure at least, (for I have no wish to see the existing laws repealed) to be left to the consciences of individuals, and with which the Legislature ought to be very tender interfering, more especially in a community such as ours, composed of so great a variety of religious sects and denominations.

27. (Mr. Harris.)—Yes; pass a severe law, which would make it compulsory on all corporate Towns and Cities that their officers take up all vagabond boys and girls, men and women strolling about amusing themselves at various games, about grog-shops and taverns—creating disturbances about places of worship—boating and shooting—bathing after 8, A. M.,—hunting and racing; and inflict heavy fines and severe confinement therefor.

35. (Mr. Armstrong.)—Only this, that no reason can be given for permitting one department of labor on the Lord's Day, which will not equally apply to every other. My own experience, both as a Magistrate and in the different occupations of life I have passed through, convinces me that a disregard of the sacred obligations of the Lord's Day leads to vice and crime of every description.

37. (Mr. Phelps.)—The highest evidence I have for the above answers, and the best *authority* possible is the *Bible*. It is written, “Remember the Sabbath Day to keep it holy;”—Again, “*Righteousness* exalteth a nation, but *sin* is a reproach to any people;”—which is fully verified at this day among the nations of the earth. Compare England, the United States, and other countries, with France, Mexico, and the like. You have the good wishes of the *pious* of every sect in our country, in your commendable zeal in this cause, to stop Sunday travelling, and to prevent the profanation of the Lord’s Day, by wise laws and wholesome enactments. Go on then! persevere!! May success crown your efforts.

42. (Mr. Shaw.)—No man should be deprived of the hallowed rest of the Lord’s Day, which all experience shews to be absolutely necessary for his physical, moral, and religious well-being. Herewith enclosed are Nos. 5 and 6 of Drummond’s Sabbath Rest page tracts, most valuable evidence on the subject, emphatically corroborating the words of the Saviour that “the Sabbath was made for man.” (These are not with the Evidence.)

43. (Mr. Urquhart.)—The best evidence is in the 4th Commandment.

44. (Mr. Hyatt.)—I have been engaged in the building business for 16 years, during which I have corresponded with many parties on business and other matters, but have never yet found it necessary to send to the Post Office on the Lord’s Day. It is my intention, as soon as circumstances will permit, to retire from building and engage in mercantile business; and if I thought anything connected with it would require a violation of the Sabbath I would be very sorry to abandon so honorable and profitable a business as my present one, and engage in one requiring such a violation of the Lord’s Day; but on due reflection I am satisfied that the success of any business does not depend on working on the Sabbath. I am aware that many merchants will differ with me respecting the closing of the Post Offices on the Sabbath; they think it an advantage to receive their letters then that they may reply on Monday: this may be all very well, but if you look into their common habits and practices you will see they find it quite as advantagous to post books, mark their goods, and even sell if an opportunity offers, as it is to have access to the Post Office. Thirty years’ experience and observation convinces me that there is nothing whatever gained by labor performed on the Lord’s Day.

45. (Mr. Fordyce.)—With regard to the 6th Question, I may mention that at Fergus, where I reside, more business is done in delivering letters on the Lord’s Day, during the comparatively brief space occupied, than on the whole of any other day of the week, and this for the *mere* convenience of parties, shewn by no Mail being received on that day.

47. (Mr. Stewart.)—None, but to express my regret that Legislators generally do not see it to be their duty to discountenance Sabbath desecration with that harmony which might be expected from professing Christians; they apparently view it as a simple matter of £. s. d., and not as a Divine obligation to “Remember the Sabbath Day to keep it holy.”

48. (Mr. Hope.)—Stages and Steamboats are essentially the poor man’s mode of conveyance, whether for matters of convenience, enjoyment or recreation, or on errands of necessity and mercy, and therefore I would deprecate their stoppage by the Legislature on Sundays, as a blow aimed at the comforts of the poor man, while his richer neighbour is freely indulged with the use of his carriage on Sundays, for recreation and amusement, or it may be for the purpose of ostentatious display at the Church door of some Clerical agitator for the stoppage of Sunday Stages and Steamboats. An Act of Parliament to convert Sunday into something resembling a Jewish Sabbath would, in my opinion, be opposed to the physical and moral well-being of man, and would have a tendency to favor the growth amongst us of that Pharasaical intolerance, censoriousness and spiritual pride, which was rampant amongst the advocates of Sabbath observances in the days of our Saviour, and which on more than one occasion called forth from Him a withering rebuke.

50. (Mr. Fraser.)—I know from personal confidential intercourse, that many trustworthy, conscientious public servants, such as postmasters, canal lock-keepers, mail stage drivers, and even livery-stable hirers, shipmasters, and others in private employment, secretly wish for a Sabbath protection law, as a great public benefit. They feel it a cruel necessity that they are tempted to violate the Sabbath, because it is allowed to be the rule of their trade or business. God has given our age the advantage of such discoveries and improvements in the facility and rapidity of our intercourse and transmissions, that we are bound in gratitude as well as duty, to consecrate the Sabbath more wholly to His worship and service. The business of the world went well on in the Augustan age of George IV., and yet we could afford, if that had been commanded, to keep three Sabbaths in the week, and still have our communications more rapid and frequent than they,—whence then the objecting? It is, in truth, but the cant of ungodliness and profligacy that conjures up arguments from worldly interests and inveterate habits, against a law for the better observance of the Sabbath. But the consecration to Himself of the seventh day is an original institution of our great Parent, as necessary to our well-being as to our duty; and I am quite persuaded that in its own nature and influence, as well as by God's approbation and blessing, the present national recognition of this Divine institution will draw down upon us a course of commercial prosperity and moral improvement, that will shame and astonish the present dissentients.

51. (Mr. A. Young.)—Since 1828 I have been in business as a merchant; I have also been engaged in farming and the lumber trade; and during all that time's experience I have not met with anything that would justify Sabbath labor of any kind, but everything has tended to shew me the great benefit (in a physical as well as a moral point of view,) a day of rest is to man.

54. (Mr. W. D. Taylor.)—I believe the labor in the Post Office Department and on the Canals on the Lord's Day, is a breach of the law of God, which no nation countenancing can expect to prosper. Moreover, I conceive the present management in these Departments as unjust to a considerable number of the community, as no Christian person whose conscience is properly exercised, can accept of office under the present system.

55. (Mr. Conger.)—I think legalized Sabbath labor as much a violation of God's command as it would be for farmers to plough and sow, or for millers to grind. There are many occasions when these persons might think their business required them to labor on that day, and they would do it if the law allowed them. I am glad they are not thus privileged, and therefore hope the Legislature will stop the carrying of mails or opening of Post Offices or Canal Locks on the Sabbath Day. The keeping of the Sabbath is not an act of expediency or a matter of pounds, shillings and pence, but an imperative command.

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(*Lower Canada.*)

56. (Mr. Dougall.)—The countries which are most noted for Sabbath observance are by far the most moral, commercial and prosperous, in the world. Many other reasons might be adduced, but the foregoing may suffice.

58. (Mr. Tait.)—I am in favor of putting a stop to all business in Post Offices and Canals, as well as travelling on the Lords Day.

59. (Mr. Charles Brooks.)—See the Holy Bible—"Remember the Sabbath Day &c."—Also, the judgments sure to follow upon nations, as well as individuals, for infringement of God's law.



61. (Mr. Macdonald.)—I think no work but that of necessity should be done on that Day.

62. (Mr. Lambert.)—No, only I would mention that in cases of emergency, where property, &c., would be in danger from any stoppage on the Lord's Day, provision should be made for that,—not otherwise.

64. (Mr. Robertson.)—I hope the Committee will recommend that *all* labor on the Lord's Day, in the Post Office Department and on the Canals, be prohibited by Legislative enactment, and that such a Report will be adopted by the Parliament, and the necessary measures to enforce such prohibition forthwith put in operation. I believe that the evils resulting from the present system in the Post Office and on our Canals, far outweigh any slight inconvenience which the proposed change would cause to some few individuals, and this without reference to the obligation resting on all towards God, but merely as regards the effect on the morals of society.

68. (Mr. Wm. Smith.)—I think that man requires the rest of one day in seven, and if that is allowed him and he misimprove it, the sin lies with him. If he is in the employment of a Government which requires him to work on the Lord's Day, or to lose his situation, and he, to get bread for himself and family, remains in the employment, the case is reversed, and the sin lies with the government.

69. (Mr. Hurd.)—Experience has fully demonstrated that both in the old world and the new, in those countries and communities where the Sabbath Day is observed as holy time, the people are more prosperous, intelligent and happy than in those places where that day is not so regarded.

70. (Mr. Goodhue.)—No small considerations of expediency or worldly advantage should conflict with moral or religious obligations.

73. (Mr. Fortier.)—I must remark, that as I perceive no advantage to arise from these prohibitions, I cannot, for my part, desire to see them adopted. Interdict, if necessary, all labor on Sunday; by that alone all the Canals will be closed. Forbid all vessels to move from the ports or places where they may chance to be on the Sunday, or else leave the Canals open; for if the Creator had not inadvertently neglected to form the St. Lawrence throughout its whole length of one sufficient and uniform depth, it is very certain that man would not have been obliged to make good the imperfections of His work by Canals, and vessels would set out just as well on Sundays from Montreal upwards, by the St. Lawrence, as they now do downwards, and the Canals would trouble nobody, necessity would meet with no impediment, and men becoming familiar with it would overcome it. Then, and then only, would men shut up both Offices and Canals on Sundays. In the present order of things I consider these questions of such vital importance, that I apply to them a certain verse of the Gospel of St. Matthew, which in certain cases authorizes work to be done on Sabbaths,—all prohibition to the contrary notwithstanding. This is why I am unwilling to see the Mail stages stopped, trade checked by the closing of the Canals, the locomotives on Railroads locked up, the Telegraph Office deserted, and the Post Office closed. These things I do not wish to see, even on the Day of the Lord!!!

79. (Mr. L. Guillet.)—I consider that it is permissible to receive and deliver letters in the Post Offices on Sundays, as also to despatch the Mails; and that every other kind of duty ought to be prohibited.

80. (Mr. Arcand.)—It might perhaps be better to let things remain as they are for some time longer.

81. (Mr. Rousseau.)—Observance of, and respect for, the Sabbath, without puritanism. In public business there are certain useful and even needful duties which are not

“work” in the true meaning of the Holy Scriptures, and which give the people no occasion to profane the Lord’s Day ; so also there are in private life.

82. (Mr. de Carufel.)—I would remark that the Mail, in Summer, should be carried by land, and not by Steamboats.

85. (Mr. Duguay.)—All work should be put a stop to on Sunday, and a considerable penalty be imposed, or punishment inflicted, to enforce its observance.

87. (Mr. Jones.)—My opinion is, that the observance of the Lord’s Day in any country by the Government, will conduce to the happiness, well-being, and good government of the community.

88. (Mr. Davidson.)—A residence of some years in London induced me to form a high estimate of the advantages which attend the closing of the Post Office on Sunday.

(In addition to the foregoing, the following Witnesses were examined *vivâ voce*, viz :)

Tuesday, 5th October, 1852.

*Rev. Mr Cannon*, Rom. Cath. Curé of Cornwall, called in and examined :

18. How long have you resided at Cornwall ?—Since 1846. I live near the mouth of the Canal, and my mission extends along its whole length.

19. Is the Canal open on Sunday ?—Yes, there is more work done on that than on other days, in consequence of the Lachine Canal being closed on Sunday, which causes a press of business on the Cornwall Canal. The Beauharnois Canal is also partly closed, as no towing is allowed thereon ; Steamboats pass, however, the Government allowing it, but the towing is under the control of the local magistrates, who forbid it.

20. Do you consider the effect of this traffic injurious ?—Yes ; the men on the Canal feel it a great hardship to be obliged to work on the Sunday ; but I cannot say anything of the boatmen.

21. What is its effect on the population ?—It causes a great deal of dissipation ; young people and others are led away to the Canal to see the boats passing, and it is incongruous to hear the Church bell and that of the Steamboat ringing together on Sundays.

22. Has not the opening of the Canal on Sunday the effect of drawing many away from their religious duties ?—It has.

23. Do you think the observance of a seventh day of rest essential to the physical welfare of man ?—Most assuredly ; all feel the necessity for it.

24. You consider it also necessary for his moral welfare ?—It is, most certainly ; and I think it an important lesson of morality, in which the Government ought to set the example.

25. Is it not consistent with your experience that the neglect of the Lord’s Day is one of the first downward steps towards vice ?—It certainly is ; it leads and encourages men to other vices. There are taverns and other houses of common resort in the neighborhood of the Cornwall Canal, which lead to great temptation.

26. Do you believe that any man is a pecuniary loser by abstaining from work on the Lord’s Day ?—No ; I believe it to be a frivolous excuse. No man is the richer for working on the Sunday ; and no one need boast of that which he makes by robbing his Maker to work on that day.

27. Do you not hold it as a Christian duty to abstain from labor on the Lord’s Day ?—Most certainly ; our Church holds that doctrine, and it is acknowledged in all Christian countries.

28. What is the feeling in your neighborhood with regard to this Sunday traffic?—The people all ask why those employed by Government are required to work on the Sunday, while there is a law fining all persons who are found doing so. It is looked upon as a great nuisance, being productive of fighting, drinking, card playing and various other sources of annoyance. The closing of the Canals would be a most popular measure.

29. Have you made any efforts to get the Canals closed on Sundays?—Yes, I have made great efforts, and have frequently called (in my clerical capacity) on those concerned in the traffic, to remonstrate with them; and, in 1850, I got up a Petition to Government, aided by all the Protestant Clergymen in the neighborhood, which was numerous and respectfully signed, but it was rejected without any reason being assigned.

30. If you hold it wrong to work on the Sunday, do you not consider those who cause others to work equally worthy of blame?—Certainly; more so.

31. Then you think it especially incumbent on the Government to throw no obstacles in the way of a proper observance of the Lord's Day by those in their employ?—Certainly the Government should not oblige any to work on that day.

32. Do you think it desirable that the Government should discontinue the running of Steamers and Stages on Sunday?—Yes, I consider it a moral duty that they should do so. This should apply to all persons in the employ of Government in every capacity.

33. Have you considered whether the stoppage of the Mails on Sunday would be productive of inconvenience to the public?—In the Petition I have referred to, we stated that we did not consider the passing of the Mail Steamers so hurtful to the interests of morality, (as respects the Cornwall Canal,) as they pass at regular hours, and stop only at the locks; we stated this, fearing that if we asked too much, it might not be granted; nevertheless, we should be glad to have the Canal closed altogether on the Lord's Day. I do not think people generally could suffer much from not receiving their letters on Sunday.

34. Do not the people residing in the country call for their letters on the Sunday on coming into Church?—I am not aware that it is so in my neighborhood, for the Post Office arrangements at Cornwall are not made so as to suit the convenience of the country people in this respect, the office being opened only at 8, A. M. and 2, P. M., for a short time. I do not think it at all necessary to open the Post Office on the Sunday for this purpose, as the people generally call for their letters on other days through the week, to the best of my experience.

35. Is there any further testimony that you would wish to offer on the subject?—It might perhaps be urged against the closing of the Canals, that evils might arise from boats being detained at the foot of the Canal; but should this be the case, I feel certain that the local authorities would be better able to preserve order and ensure a proper observance of the day; and the Clergy would also have a better opportunity of exercising their influence among the boatmen.

12th October, 1852.

*John Counter, Esq., Mayor of the City of Kingston, called in and examined:—*

*Answer to Question No. 2.—*I am extensively engaged in business, employing, in various ways, about 150 men.

*Answer to Question No. 4.—*I believe that even if this world only is concerned, it is a great benefit to him.

*Answer to Question No. 5.—*Yes, I believe that from the active nature of man, an occasional cessation from labor is necessary to prevent him from being too much engrossed

with the things of the world, enabling him also to resume his labors with renewed vigour o body and mind. I think that man could not remain a moral and religious being while living in disobedience to the Divine command, "Six days shalt thou labor and do all thy work, but the seventh day is the Sabbath of the Lord thy God : in it thou shalt not do any work," &c.

*Answer to Question 6.*—I think not. I have had servants for thirty years, and never compelled them to work on Sunday. Such an example as is set by the Government is a serious evil to the community at large. I have frequently heard those employed in the Post Office complain much of being required to work on the Lord's Day.

*Answer to Question 7.*—I think they should, except in cases of great public necessity. I do not think the requirements of the commercial interest should form an exception.

*Answer to Question 8.*—On the contrary, it would be a benefit.

*Answer to Question 12.* It would, in my opinion, be a great advantage to society. I do not think they should be prohibited from arriving on the Sunday, which could hardly be avoided; but they should not be allowed to leave again on the same day, for the arrival and departure of Steamers and Stages create a bustle and excitement through the whole City : it has an evil effect on the youth of the City, who flock around the boats, &c., and fall into many evil practices. Much is done at Kingston to provide for the proper training of youth, but the evil of which I speak stands in the way of all our attempts at improvement or reformation. On the American side of the lake, the Steamers all stop on Sunday, and I am not aware that any inconvenience is experienced. I consider the running of Stages more injurious than Steamers, inasmuch as the latter pass over the lake, where there is no one to be disturbed by them, while the Stages go into the heart of the country, where the Lord's Day might otherwise be more properly observed than in Towns, and they produce an exciting and immoral effect upon the rising generation.

*Answer to Question 13.*—I do not think it would. For the last 25 years that I have been in business, I have made a point of never opening my letters on Sunday ; and though my business has been so extensive as to amount to more than £100,000 in one year, I have felt no inconvenience to result from it.

*Question 36.*—If the Mail boat between Kingston and Montreal were stopped on the Sunday, would the people of Kingston consider it a boon, or otherwise?—I am quite satisfied that more than two-thirds of the people would be highly pleased at the change.

*Answer to Question 15.*—I do.

*Answer to Question 16.*—I am satisfied that it would not. In the forwarding business in which I am concerned we employ many French Canadians in the boats, who complain very much that they are prevented from attending their church. If the boats were required to remain all day at any intermediate places, such as Cornwall or Beauharnois, they would be enabled to do so, and I am sure the forwarding interest would not suffer by the delay, while the men would materially benefit, and their energies be increased by the rest they would thus enjoy.

*Wm. Ford, Esq., Justice of the Peace for Frontenac, &c. (formerly Mayor of Kingston,) called in, and examined :—*

*Answer to Question 2.*—I am a tanner and leather merchant.

*Answer to Question 4.*—I do. I think it even for the advantage of the employer that those under him should rest on the seventh day, as this rest is necessary so sustain the mental and bodily vigour of man.

*Answer to Question 5.*—I do.

*Answer to Question 6.*—I think the Government should not do so any more than private individuals, except in cases of urgent and extraordinary necessity. They should by all means set an example to others, for while there is a law for the punishment of those who violate the Sabbath, the evil example set by Government in this respect would invite the people to break that law.

*Answer to Question 7.*—Yes, as a general thing: there might be cases requiring an exception, such as cases of public calamity, robbery, murder, &c., in which it might perhaps be well to allow Postmasters to exercise their own discretion. The practice of keeping open the Post Office on Sunday has the effect of preventing clerks and servants and others who may have to attend, from attending in their respective places of worship.

*Answer to Question 8.*—I do not think it would be at all injurious to the community; I have been engaged twenty years in business and do not send for my letters on Sunday, and I have not experienced any inconvenience or loss from it.

*Answer to Question 12.*—I think they should. When any Mail Steamer or Stage arrives at a large Town on the Sunday, where places of worship, and the necessary accommodations for travellers are to be found, it should be required to remain there until the next day: this would do away with the excitement and gathering of crowds, that is now caused.

*Answer to Question 15.*—I do.

*Answer to Question 16.*—I do not think the mercantile interest of the Country would suffer by it.

28th February, 1853.

*John Gilmour, Esq., of Quebec, of the firm of Allan, Gilmour & Co., Shipowners and General Merchants, called in, and examined:—*

*Answer to Question 3.*—Twenty-two years.

*Answer to Question 7.*—I do.

*Answer to Question 8.*—I do not think it would be the least inconvenience.

*Question 37.*—Are you in the habit of taking your letters out of the Office on Sunday?—Sometimes we do and sometimes we do not; we give our Clerk no instructions on the subject.

*Question 38.*—Would it be any injury to your business to have the Post Office closed?—It would be no inconvenience to us if it were closed to all alike. It would be the desire of all the partners in our house, both here and in Great Britain, to have it closed.

*Answer to Question 10.*—I do not think the closing of them altogether would cause any inconvenience, as the country people are continually coming into Town through the week on business.

*Answer to Question 12.*—I do.

*Answer to Question 13.*—I think it would be no inconvenience to the commercial interests to stop them from starting from large places, allowing such as had left on the Saturday to continue on their route to the first large stopping place.

*Answer to Question 15.*—I do.

*Answer to Question 16.*—As far as my experience goes I think it would be no inconvenience. Some argue that on account of the shortness of the season it would be so, but my belief is that it would not, as the men employed would be stirred up to greater diligence on the other six days of the week; and matters would get on much better. We used formerly, on some occasions, when business was pressing near the close of the season, to try the effect of working 7 days in the week, but we always found that business did not get on so well or so fast as when the day of rest was observed.

*John Leeming*, Esq., of Montreal, Auctioneer and Commission Merchant, called in, and examined:—

*Answer to Question 3.*—Twelve years.

*Answer to Question 7.*—Most decidedly so.

*Answer to Question 8.*—I think it would be no inconvenience whatever. So far as my acquaintance goes among the Merchants of Montreal and those of Upper Canada (with whom I have had large transactions), I have found a general feeling in favor of closing the Post Office on the Lord's Day.

*Answer to Question 12.*—I think no Mail should be despatched on Sunday.

*Answer to Question 13.*—I believe it would be no injury whatever.

*Answer to Question 15.*—Whether convenient or not convenient, I think decidedly they should be closed, as a matter of right, and of common justice to the parties employed.

*Answer to Question 16.*—I am not sufficiently acquainted with the business of the Canals to say how far it would be found inconvenient, but in my own experience I have never found any inconvenience from the closing of the Lachine and Welland Canals.

23rd March, 1853.

*Hon. F. Hincks*, Inspector General, called in, and examined:—

*Answer to Question 6.*—I think only in cases where great public convenience would be caused by their not doing so.

*Answer to Question 7.*—I think they should not.

*Answer to Question 8.*—I think it would.

*Answer to Question 9.*—They are, very frequently.

*Answer to Question 10.*—I think it would. It is found to be a matter of great convenience to the rural population to be able to obtain their letters when they come to church on Sunday. So I have been often informed by persons of a religious character. I have had no information upon the subject within the last twelve months.

*Answer to Question 11.*—I think except in the very large Cities and Towns the Post Offices might be opened for a half an hour or an hour before or after the usual hours for Divine Service, and in larger Cities, of more than one Mail delivery, perhaps a half hour or more in the evening.

*Answer to Question 12.*—I am in favor of not sending off Mails on Sunday from the principal Cities, but I think it would be found very inconvenient to cause them to stop at small places on their route.

*Answer to Questions 13 and 14.* See last answer.

*Answer to Question 15.*—I think the Canals should not be closed to Mail Steamers or to propellers carrying passengers, but I would not recommend their being opened to the carrying trade.

*Answer to Question 16.*—I think it would be a great hardship to all passengers, and especially immigrants, to be delayed on their voyage to their port of destination.

*Question 39.*—Are not the St. Lawrence and Welland Canals closed on Sundays?—Yes.

*Question 40.*—Have there been any complaints sent to the Government, arising out of the closing of those Canals?—None that I have heard of.

*Question 41.*—Would it not have a more injurious effect upon the morals of the sailors to have them congregated in one place on Sunday (by the closing of the Canals) than if they were scattered over the whole line?—I think there would most probably be steps taken to provide them with the means of moral improvement.

Hon. *H. H. Killaly*, Assistant Commissioner of Public Works, called in, and examined:—

*Answer to Question 39.*—(See evidence of Mr. Hincks.)—They are.

*Answer to Question 40.*—The opinion of the persons residing on the line of the Canals seems to be decidedly in favor of keeping them closed,—but among the mariners opinions are divided. When I was Superintendent on the Canals, Masters of Vessels frequently complained to me of the detention preventing them from taking advantage of a fair wind, but no complaints have been made officially.

*Question 42.*—How long is it since the Canals were first closed on Sundays?—Several years.

*Answer to Question 15.*—I think the Welland Canal an exception to the rest to a certain extent, it being a link between two great Lakes; a change of wind may thus cause inconvenience to arise from detention. The other Canals are differently situated. Mr. Keefer, however, who was for several years Superintendent of the Welland Canal, was decidedly in favor of keeping it closed. I believe it was during his time that it was first directed to be closed.

12th April, 1853.

Hon. *James Morris*, Postmaster General, called in and examined :

43. How many Post Offices were there in Upper and in Lower Canada respectively on the 6th April, 1851; and how many are there now?

On 6th April, 1851 :

|                       |     |
|-----------------------|-----|
| In Upper Canada ..... | 365 |
| Lower Canada .....    | 235 |
| Total.....            | 600 |

On 1st April, 1853 :

|                       |      |
|-----------------------|------|
| In Upper Canada ..... | 655  |
| Lower Canada ....     | 371  |
| Total.....            | 1026 |

44. During what part of the day are the Offices open on Sunday?—In the Cities for two hours, namely, for one hour in the morning and one hour in the afternoon, in the intervals before and after Divine Service; at the Country Post Offices, generally for one hour, either before or after Divine Service, as may be most convenient to the public.

45. What length of additional time is devoted on Sunday to distribution, despatching and other labor, besides delivery?—In the Cities, about one hour additional on an average; at Country Offices, save at the comparatively small number where Mails arrive or are despatched on Sunday, there is no additional labor.

46. What is the number of employées in the Department?—Including Postmasters, Assistants, Letter Carriers, &c., the number of persons employed in the Post Office would, it is supposed, average rather more than two to each Office—probably not fewer than 2500 persons altogether; Contractors and Mail Carriers might number about 1000 more.

47. How many Mails are sent out on Sunday,—state particulars?—The Mails are now conveyed seven times a week, including Sunday, throughout the year, on the Main Post Route from Montreal to Kingston, Toronto, Hamilton, London and

Sandwich, Hamilton and Niagara,—and during Winter only between Quebec and Montreal. On the Branch Routes, travel, or the despatch of Mails on Sunday, is carefully avoided; but from exceptional causes there may be not exceeding five or six small Routes served twice or three times a week, for which, on one of the trips, the Mail is despatched from the Main Route on Sunday, upon the arrival on that day of the Saturday's Mail from the nearest large City.

48. What is the amount of Postage received in Upper and Lower Canada respectively, and what the comparative amount of Postage received in Country Offices and Towns?—In the Quarter ended the 5th July, 1852, the Gross Postage of the Province was £21,200.

|                                                                         |              |
|-------------------------------------------------------------------------|--------------|
| Of this sum, there was collected at Hamilton, Toronto & Kingston, £2980 |              |
| At other Offices in Upper Canada, .....                                 | 10580        |
|                                                                         | ————— £13560 |
| Collected at Montreal and Quebec,.....                                  | 5020         |
| At other Offices in Lower Canada,.....                                  | 2620         |
|                                                                         | ————— 7640   |
|                                                                         | ————— £21200 |

49. What is the number of Letters passing through the Post in each Province respectively, shewing the Cities as distinguished from the Country Offices?—During the Week ended 3rd April, 1852, the number of Letters received for delivery, was, at

|                                           |        |
|-------------------------------------------|--------|
| Kingston, Toronto and Hamilton, .....     | 13,624 |
| At Country Offices in Upper Canada, ..... | 49,630 |
|                                           | —————  |
| Total, Upper Canada,.....                 | 63,254 |
|                                           | —————  |
| At Montreal and Quebec, .....             | 11,653 |
| At Country Offices in Lower Canada,.....  | 11,144 |
|                                           | —————  |
| Total, Lower Canada,.....                 | 22,797 |

(The following letter was received by the Chairman from the Rev. Justin Edwards, of Massachusetts, to whom a copy of the printed series of questions had been sent):—

ANDOVER, (MASS., U. S.,) *Oct. 29th, 1852.*

DEAR SIR,—Yours of the 25th instant, came to hand yesterday. My state of health is such, that I am not able to visit Canada; nor am I able, except in a very brief manner, to answer your letter.

My residence is Andover. For 15 years I was Pastor of the South Church in this Town; for about 2 years, Pastor of Salem Church, Boston; about 6 years, President of the Theological Seminary in this place; and about 14 years I travelled for the purpose of promoting, throughout our Country, Temperance and the observance of the Christian Sabbath. In that course of time, I visited 25 of the United States, and travelled about 30,000 miles. In the same time, I collected and embodied the facts which you will find in the volume of PERMANENT SABBATH DOCUMENTS, a copy of which I herewith send you. These facts and reasonings, in my judgment, prove conclusively,—

1. That rest from labor on the Sabbath, is needful to the physical and moral well being of man.

2. That it is wrong for Government to compel any of its servants to work on the Sabbath.



3. That the closing of the Post Offices and other places of public business on that day, would be promotive of all the great interests of the Country.

4. That all public conveyances should be relieved, so far as the Government is concerned, from starting on, or prosecuting journeys on the Sabbath, and that this, instead of being injurious, would be beneficial.

5. Trains leaving one extremity of the Country for another, instead of continuing their journey, should stop over the Sabbath, and not attempt to travel or attend to any secular business, except six days in a week. The same applies to Canals, the Locks on which should not be opened on the Sabbath.

6. A great change for the better has taken place on this subject in the United States within a few years. No mails, so far as I know, are carried on that day, in any of the New England States; and none come into them, except the one which leaves New York on Saturday and arrives at Boston about eight on Sabbath morning. None leave Boston on the Sabbath, and no great interest is known to suffer by the delay. The change, so far as known, has been profitable to all classes of people, and in all kinds of business; and the strict religious observance of the Sabbath will be found, by experience, to be not only consistent with, but promotive of all the great interests, public and private, of every Country.

With great respect, and with many wishes that you may succeed in all your efforts to promote the universal observance of the Lord's Day,

I am, most truly,  
Yours, &c.,

JUSTIN EDWARDS.

---

Statement showing the measures adopted by the Nova Scotia Sabbath Alliance for suppressing Sunday labor in the Post Office Department in that Province (communicated to the Chairman.)

HALIFAX, NOVA SCOTIA,

7th October, 1852.

It having recently come to the notice of the undersigned, the Acting Committee of the Nova Scotia Sabbath Alliance, that an effort is being put forth in Canada to obtain Legislative enactment for the better observance of the Lord's Day; and (among other things) to prevent the desecration of the Sabbath by putting a stop to the transmission of Mails, and to all labor connected with the Post Office Department on that day, they feel it a duty to put the Committee of the Canadian Assembly, who have been appointed to consider this matter, in possession of any information they possess; and, in so doing, they would call their attention to the following extract (having reference to the same object) from the Report in 1851, of the Nova Scotia Sabbath Alliance, viz.:

POST OFFICE.

It is well known that Sabbath profanation prevailed to an alarming extent in this department of public service. According to the old arrangement, the Mail on the Western Route left Annapolis every Sabbath about mid-day, and one of the Mails on the Eastern Route left Halifax late on the Saturday afternoon, thereby perpetrating a fearful amount of Sabbath desecration along both these lines. Any one who has been at Amherst and

Pictou, on occasion of the arrival of the Mail, can bear testimony to this fact. As the Post Office department was soon to be brought under Provincial control, and Legislative measures to be adopted by the last Session of the House of Assembly relative to its future management, the committee spared no pains in endeavouring to obtain redress for these claimant grievances. They appointed a special committee to watch over the whole of this business. This sub-committee used all diligence in stimulating those most exposed to these evils to petition the Legislature, in conferring again and again with the committee of the House of Assembly charged with the matter, and in repeatedly memorializing the Governor in Council. And the committee have now the highest possible satisfaction in being able to state that, with one solitary exception,—the case of Amherst,\*—there is no such thing as secular labour in this department of public service on the Lord's day, a state of things which, as far as the committee are aware, does not exist in any other portion of Her Majesty's dominions. The following extract is taken from the report of the House of Assembly of last Session.

"The attention of the committee has been called by the Sabbath Alliance and numerous Petitions, to the secular duties performed on the Sunday by the transmission of Mails and delivery of letters on that day, and, after deliberate consideration, have adopted schemes by means of which the advantages of post communication will be greatly enlarged, and no office be kept open or Mail be transmitted through the Province on the Lord's day." The schemes here referred to, the committee have reason to believe, have even been greatly improved in the way of avoiding all secular labour in this department, and the exception of Amherst has arisen entirely from the difficulty of arranging with the Postal authorities in the neighbouring Province. It is to be hoped, however, that the energetic friends of the Sabbath at Amherst will continue to testify until they get rid of the evil. Then will Nova Scotia present to the whole world the ennobling spectacle of a total cessation from all secular labour in the Post Office on the Lord's day—a position, in the opinion of the committee, vastly more commanding than that which she possesses by any natural resources, whether external or internal.

The undersigned would further remark, that the Postal regulations as to the province of Nova Scotia, now in force under the sanction and authority of the Government, are at present so arranged as to render unnecessary and to discountenance Sabbath Mail travelling, and to allow of a total cessation of labor on the Sabbath in the several Post Offices throughout this Province.

The following Queries have been submitted to a member of the Provincial Government, with the view of obtaining authentic information; and the Answers subjoined were freely given on the sixth of the present month of October.

"Query 1st. What are the instructions given to Postmasters and Mail Contractors in reference to the Sabbath?"

"Answer. Postmasters are instructed to close the Mails for despatch at certain hours in their respective offices, and also to keep their offices open for the delivery of letters during certain hours of every week day; but in no office *throughout the Province* is a Mail made up or are letters required to be delivered on the Sabbath Day."

"Query 2nd. Has any complaint been lodged with the Government as to any inconvenience arising from the present arrangement?"

"Answer. Not any."

"Query 3rd. Is the communication more or less frequent throughout the various parts of the Province?"

"Answer. Formerly but two Mails a-week were despatched from Halifax to Yar-

\* The Mail is now so arranged at Amherst as to close on Saturday evening.

mouth, New Brunswick, (*via* Amherst) and Pictou. Now there are three despatched weekly to the two former places, and four to the latter."

"*Query* 4th. Do the Merchants or others complain of any irregularity in reference to these arrangements, or do they receive their letters as punctually as ever they did?"

"*Answer*. I have reason to believe that there is as little reason to complain of want of punctuality in the arrival of the Mails now as there was formerly."

As the result of the existing Government arrangement, viz.: The closing of all Post Offices on the Lord's Day and the prohibition of Sabbath Mail Travelling; the undersigned state, that the Mails are as regularly despatched, and more frequently than heretofore; that, from inquiries made of some of the leading Merchants in this City, they find that the present system works well and satisfactorily, and meets their approval; that although, when this improvement was *first* spoken of, it was discountenanced by many, and even thought by the Post Office Department that the changes could not be effected without too great *public* inconvenience and dissatisfaction; it is now, after a trial of upwards of a year, highly prized by all; enables a large number of persons, including Postmasters and their Clerks, Mail Carriers, Hostlers and Servants, to worship God and attend the public ordinances of religion, who, under former arrangements, were debarred of this privilege, and that it is hailed as a boon conferred upon our people which will bring honor to our country and a blessing from the Lord of the Sabbath.

They would, in conclusion, state that no public Reading Room is open in Halifax on the Sabbath. That the Athenæum—a place of much resort by all classes—has never been opened on the Lord's Day since its first establishment in 1850; and that a public Reading Room recently established here on an extensive scale, and which numbers upwards of one hundred and fifty subscribers (who are daily increasing) and comprising the Mercantile community, has a standing rule that the Reading Room is to be entirely closed during the whole of the Sabbath, which facts must evidently lead to the conclusion that there is a growing interest and desire for the better and more general observance of the Lord's Day.

All which is respectfully submitted.

ALEXANDER FORRESTER,  
GEO. H. STARR,  
NEPEAN CLARKE,  
J. CUNNINGHAME GEIKIE.

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**QUEBEC :**

**PRINTED BY JOHN LOVELL, AT HIS STEAM PRINTING ESTABLISHMENT,  
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# RETURN

TO ADDRESSES from the Legislative Assembly to His Excellency the Governor General, of the 30th ultimo, for the Petition of Sir Allan Napier MacNab, M. P. P., the Honorable John Hilliard Cameron, and between two and three thousand other inhabitants of Canada, relative to the Grand River Settlers; the Documents which accompanied the said Petition,—the Report of David Thorburn, Esquire, Indian Agent, on the said Petition, or Copies of the said Documents and copy of any reply to the said Petition from the Indian Department, addressed to Sir Allan N. MacNab. And also, for a Statement shewing the amounts of money paid from the Indian Fund to Settlers on the Grand River, Canada West, as compensation for giving up their improvements, and the expenses incurred for the prosecution of certain Settlers on the said Grand River. As also, the names of all the Officers and Servants of the Indian Department, with their several incomes, whether derived from fees, salaries, perquisites, or from any other source, the amount derived from sales of Grand River Lands, and how invested; and the profits, if any, accruing to the Indians therefrom.

By command,

A. N. MORIN,  
Secretary.

Secretary's Office,  
Quebec, 28th April, 1853.

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*To the Right Honorable JAMES, EARL OF ELGIN AND KINCARDINE, K. T., Governor General of British North America, &c., &c., &c., in Council.*

MAY IT PLEASE YOUR EXCELLENCY.

The memorial of the undersigned respectfully sheweth :

That in the year 1839, an Act of the Provincial Parliament, the 2nd Victoria, 15, was passed, protecting the unsundered Indian Lands from trespass and injury.

That on the 27th November, 1840, an Order in Council was passed granting pre-emption right to the white occupiers of Indian Lands on the Grand River.

That on the 18th day of January, 1841, the Indians surrendered to the Crown, for the purpose of sale, all the lands on the Grand River, except a few acres near the Town of Brantford, which they directed to be leased. That the Indians afterwards surrendered the latter portion also, which has since been sold, thus making the surrender of the whole tract.

That the whole of the said lands were, under instructions from the Surveyor General's Department, directed to be surveyed, and the Government authorized their appraisal—that they were so surveyed into farm Lots and appraised.

That by the surrender the said lands were taken out of the control of the Indian Department.

That by 8th Vic., cap. 7, these lands were divided into and declared Townships for Judicial, Municipal, and all other purposes.

That under the said surrender several Townships were thrown open for sale and disposed of accordingly.

That in ignorance of the altered character of these lands by the cession to the Crown for the purpose of sale, the Indian Department, subsequently to the Government of Sir Charles Bagot, and a portion of the time of Lord Metcalfe, has not ceased to exercise control over a portion of these lands, namely: in Oneida and Tuscarora, as if the said lands were in their original unsundered wilderness state, by prosecuting under the 2nd Vic., cap. 15, aforesaid, the parties in whose favor the said Orders in Council were passed, and others, who took possession under assurance and directions from the officers of the Indian Department and Government, the lands having being surrendered for the purpose of sales, that many of Your Memorialists, in perfect reliance in the many acts and declarations of the Government, have become the purchasers or occupants of lands in the adjoining Townships, and have been long deeply injured by a tract of 65,000 or 70,000 acres so kept in a semi-wilderness state, not only depriving them of roads to valuable markets, but inflicting other injuries which have been repeatedly brought before the attention of the Government.

That in the year 1848, the Gore District Municipal Council memorialized the Government, giving a very clear elucidation of the case. Copy of which is enclosed at the back of this Petition.

That, notwithstanding the Government were so repeatedly memorialized on the subject, and the illegality of the prosecution against the settlers, no attention whatever was given to said memorials except a reference of them to the Indian Department, which had no legal right to adjudicate on the question.

That in the year 1847, a Committee of the Provincial Legislature reported upon a Petition, recommending that as the settlers had been guided by representations made by the Government, they be paid a full remuneration for improvements before removal.

That the only remuneration offered is eight dollars per acre; the valuator, James Kirkpatrick, on oath, has stated, that the improvements could not be made for less than one pound per acre more, and that he had taken no admeasurement.

That the Government, after allowing the settlers to be harassed by prosecutions, fines and imprisonments for the space of five or six years, came at last to the conclusion, that the acts of the officers of the Indian Department were illegal, as they passed an *ex post facto* Law, 12th Vic., cap. 9, giving authority to the Governor General to appoint officers to turn off the settlers, notwithstanding many of them had been on the land for eight or ten years, and had made large improvements thereon, on the faith of the said Orders in Council, pledges of the officers of Government, and the surrender, survey, and appraisal of the said lands.

That another Act was passed with the view of giving increased authority to the said officers to effect the removal of the settlers, and that the said officers are proceeding under 14th Vic., cap. 74. That no less than seventeen families were turned out of house and home during the recent severe snow storm; men, women and children thrown out on the highway, with nearly five feet of snow on the ground, and without any shelter for their heads.

That the outrages and cruelty, which the settlers on these lands have suffered and continue to suffer, demand the most instant and searching investigation of the Government, and in order to this, Your Memorialists earnestly pray that all fur-

ther proceedings be stopped against the settlers, and an impartial inquiry made in reference to the whole question.

And Your Petitioners, as in duty bound, will ever pray.

(Signed,)

A. N. MACNAB,

And others.

(Copy)

### INDIAN LANDS.

MEMORIAL of the Gore District Municipal Council to His Excellency LORD ELGIN, Governor General, &c., &c., &c., on behalf of the Settlers upon Indian Lands in the Townships of Tuscarora and Oneida.

*To the Right Honorable JAMES, EARL OF ELGIN AND KINCARDINE, K. T., Governor General of British North America. &c., &c., &c., in Council.*

MAY IT PLEASE YOUR EXCELLENCY.

The Memorial of the Gore District Municipal Council respectfully sheweth. That Your Memorialists have viewed, with feelings of deep regret, the proceedings instituted by the Indian Department against certain Settlers on the Indian Lands, in the Townships of Tuscarora and Oneida, believing them to be of unmitigated injury in their procedure and result to the Indians, the settlers, and the District.

By these proceedings a large amount of the Indian funds, instead of yielding a profitable return for the supply of their pressing wants, has been worse applied than if thrown away, in purchasing extensive improvements, evidently for no other purpose than their restoration to their original wilderness state, while the settlers, who abandoned their houses through fear of incarceration did not, in most cases, receive more than half their outlay, and those who remained have been constantly harrassed by prosecutions of more than doubtful legality, and are now about to suffer by incarceration, with felons, in the common gaol, the ultimate penalty of a law which they, their legal advisers, and others who had examined the question, believe does not apply to their case, and the District is called on to be a party to carry out these extraordinary proceedings, by providing the necessary place of confinement and burdening its revenues for their support during their incarceration.

Your Memorialists, feeling a deep interest in all that concerns the happiness and prosperity, the peace and well being of the inhabitants, collectively and individually, of the District, believe that it will not be considered impertinent or out of place by bringing under Your Excellency's notice the proceedings that have, from time to time, been adopted on this subject by the Government of Your Excellency's predecessors, and offering an opinion of the course which Your Memorialists believe would most conduce to a satisfactory settlement of this important question on just and equitable principles, and for the best interests of both the Indians and the settlers.

On referring to the Provincial Statutes, it will be found that an Act was passed in the second year of Her Majesty's Reign, cap. 15, for the protection from trespass and injury of lands appropriated for the residence of certain Indian Tribes in the Province, as well as the unsurveyed lands and lands of the Crown ungranted and not under location, &c. By the first clause it is enacted, "That it shall be lawful for the Lieutenant Governor, from time to time, to appoint two or more Commissioners, under the great seal of the Province, to receive information and inquire into any complaint that may be made to them against any person illegally possessing himself of any of the aforesaid lands, for the cession of which,

to Her Majesty, no agreement hath been made with the tribes occupying the same, and who may claim title thereto, &c." After the promulgation of the above Act, His Excellency, Sir George Arthur, who was then Lieutenant Governor of the Upper Province, appointed a Commissioner to carry out and enforce its provisions, but after the imprisonment of one individual, and others were proceeded against, he was, doubtless, convinced of the propriety of adopting a totally different course, for Your Memorialists find that, in August, 1840, M. Gwynne, associated with Major J. Winniett, one of the Commissioners, was directed to proceed to the Grand River, and report to His Excellency the nature of the claims of the settlers, with the extent of the improvements made by them on these lands; and on the receipt of their Report, His Excellency, in Council, adopted, on the 27th November, 1840, the following order: "That all persons reported as resident settlers, up to the date of the present Order in Council, be considered the first applicants, and entitled to the right of pre-emption for the space of six calendar months thereafter, at the rate fixed upon the lands, without paying for the value of improvements."

Your Memorialists next find, that, on the 18th day of January, in the following year, Sir George directed Mr. Jarvis, the Chief Superintendent of Indian Affairs, and Messrs. Gwynne and Winniett, aforesaid, to assemble the Indians in Council, and submit to them propositions for a cession of their lands to the Crown for sale, which was agreed to by the tribes, reserving only a few hundred acres near Brantford, called the Johnson Settlement, which were subsequently brought into market and disposed of. The surrender then made is in the following words: "The Chiefs and Warriors of the Six Nations Indians, upon the Grand River, in full Council assembled at Onondago Council House, the 18th day of January, 1841, having maturely considered the proposal made to them by Samuel P. Jarvis, Esq., Chief Superintendent of Indian Affairs, contained in the annexed documents, dated the fifth and fifteenth day of January, 1841, in full reliance and confidence in Her Majesty's Government, that they will dispose of the property of the Six Nation Indians, for the sole benefit of them and their posterity for ever, according to the true intent and meaning of the said annexed documents, and for no other purpose whatever, to the best of their judgment, and also in full confidence and reliance on Her Majesty's Government, that they will not sell or dispose of in fee simple any portion of that tract called the Johnson Settlement, unless what is available to be sold as Town Lots in the immediate neighborhood of Brantford, without the assent of those Indians for whom the same was formerly reserved, first being obtained; have and hereby do assent to Her Majesty's Government disposing of the Lands belonging and formerly reserved upon the Grand River for the Six Nation Indians, for the sole benefit of the said Six Nations, and for the full and valuable considerations, according to the best of their judgment, so as to preserve the benefit thereof for the said Six Nations and their posterity, according to the intent and meaning of the said annexed documents, dated the 6th and 15th January, 1841. In testimony whereof, J. R. Moses, Walker, John, Smoke, Johnson, J. Kanerawate, Kanakariatirie, Peter Green, John Whitecoat and Jacob Fishcarrier being deputed by the said Six Nations, in full Council assembled, to assent to the same in their behalf, have hereunto set our hands and seals this eighteenth day of January, 1841."

The foregoing document is witnessed by J. Martin, Indian Interpreter, James Winniett, Superintendent Indian Affairs, and John W. Gwynne, and it appears to your Memorialists that if words are to be taken in their plain and obvious signification, they can have no other meaning here than a cession of the lands occupied by the Indians, for sale, and for no other purpose, and consequently do not come under the provisions of the Act, the second Vic., cap. 15, in part above recited, and indeed, this seems to have been the view taken by Sir George Arthur's Government, for on obtaining this instrument of surrender, the



Commission at once ceased, the individual imprisoned was immediately liberated, and all prosecution under the Act forthwith abandoned, and were never again revived until the appointment of the present Commission, and the proceedings now enforced by them. Besides, so soon as the necessary plans were completed by the Surveyor General's Department, a survey of the whole tract into Lots, and an appraisal of each was directed to be made, and after these were completed, the lands in the Townships of Cayuga and Drum which remained unsold, those in Seneca, Brantford and Onondaga, and subsequently about three-fourths of those in the Township of Oneida were declared by the Government open for sale, giving the right of pre-emption to the parties in occupation, thus so far establishing the validity of that instrument by the sale of the greater portion of the lands in question. It also appears by the eighth Vic., cap. 7, that the whole Indian Reservation no longer retained that character, but was divided into and declared Townships for Judicial, Municipal, and all other purposes.

Your Memorialists again find that on the fourteenth November, 1843, Mr. Jarvis directed the publication of the following letter addressed to Edward M. Stewart, Esquire.

INDIAN OFFICE,  
KINGSTON, 14th November, 1843.

SIR,—In regard to those persons who have taken possession of Lots of lands, and made extensive improvements, the right of pre-emption will be extended to them in all cases where practicable, and in no case will a stranger be permitted to purchase a Lot in the possession of another person, but on the express condition of paying the occupants the full value of their improvements thereon. You will confer a favor by making this generally known to the settlers, for I have received information from several quarters that there are individuals along the River who have circulated reports with respect to the sale of these lands, calculated to alarm the people, and indeed to induce them to suppose the Government, at the instigation of the Indian Department, was disposed to deal harshly with them.

(Signed,) SAMUEL P. JARVIS.

From this letter, which the gentleman to whom it was addressed was directed to make generally known, it is evident to Your Memorialists that strong inducement was held out by the Chief Officer of the Indian Department to those in possession of these lands to prosecute their improvements, under the pledge that pre-emption, right and peaceable possession would be assured to them, but in bad faith to these unfortunate settlers, it has now turned out that they are made the victims of the very policy from which that document was designed to exculpate both Mr. Jarvis and the Government, of which, as regarded the Indian Lands, he was the acknowledged organ. Your Memorialists also find that in 1841 and 1842, several letters passed from the Commissioner of Crown Lands to the parties now prosecuted for trespass, all tending in the highest degree to encourage them in the belief that they would be permitted to purchase the Lots improved by them, but your Memorialists do not think it necessary to adduce further evidence to enable Your Excellency to arrive at the conclusion that the Government and the Indian Department were much more blameable in the matter than the unfortunate settlers, who put faith in their acts and promises, and are now suffering for their misplaced credulity.

From a view of the whole case here presented, Your Memorialists are indeed unable to reconcile the present harsh and ruinous proceedings against the settlers with strict justice, and that impartiality which it should ever be the character of a Government to maintain; for it is evident to Your Memorialists that those who took unauthorized possession of Indian Lands before they were surrendered to the

Crown, surveyed and approved, and for the removal of whom the 2nd Vic., cap. 15, as is stated in the preamble, was passed, have not only retained peaceable and uninterrupted possession of their improvements, but also had pre-emption rights secured to them by Orders in Council, and ultimately were allowed to purchase the lands they occupied, while others availing themselves of the altered character of these lands, the encouragement held out to them by the parties having control as well as the course adopted to others as already set forth, with other supporting circumstances, to provide houses for themselves and families, have either been driven therefrom through fear of incarceration, without adequate compensation for their outlay, or are now suffering or about to suffer the extreme penalty of a law generally considered inapplicable, and of no force in their case, by the cession of the lands to the Crown for the purpose of sale.

Your Memorialists would now respectfully beg leave to venture an opinion for Your Excellency's consideration of the best means under the circumstances already detailed, of reaching a just and satisfactory settlement of the question. It is ascertained that the lands from which proceedings are now in force to remove the settlers amount to upwards of fifty thousand acres, which are chiefly situated in the Townships of Tuscarora and Onondaga; of these a block of twenty five thousand acres in the Township of Tuscarora, where the Indians are chiefly, and the least number of whites located, should be reserved for the exclusive residence of the Indians, and when it is known that five thousand acres is the extent of these partial improvements, it is believed it will be seen the quantity proposed to be reserved will be ample for all the purposes of agriculture for the Indian tribes, who number about twenty-five hundred souls, would be able to set 50 acres to each family of five. They should in the mean time be allowed to retain their present locations, not covered by the twenty-five thousand acres, until they sold out or exchanged with the white settlers residing within that block, and the latter should be allowed to hold under lease, at a rental, until such arrangement was effected, which Your Memorialists are satisfied would speedily be brought about. The remainder of the land should be sold, giving the parties who have been removed pre-emption right to re-purchase their improvements, by which means they would be able to proceed to raise bread for themselves and the thousands of their famishing brethren at home. The Indian funds would be augmented by the sale of lands which are of no manner of use to them, and re-imbursed in the sum of some ten or twelve thousand pounds paid out for the large number of improved farms, which are scattered over the tract waste and useless, a monument of folly, and a disgrace to the intelligence and civilization of the age.

Failing to convince your Excellency of the propriety of adopting the course now proposed for a final adjustment of the question, Your Memorialists would respectfully, but earnestly entreat your Excellency would be graciously pleased to take the matter into consideration, and adopt such other mode of relief as Your Excellency may deem meet, and Your Memorialists, as in duty will bound, ever pray.

Respectfully submitted,

|           |                         |
|-----------|-------------------------|
| (Signed,) | JAMES LITTLE, Chairman, |
| "         | JOHN WHITE,             |
| "         | JOHN MILLER,            |
| "         | JOHN O. HATT,           |
| "         | ROBERT HOLT.            |

(Copy.)

INDIAN DEPARTMENT,  
QUEBEC, 10th July, 1851.

SIR,—I am directed by the Governor General to acknowledge the receipt of a numerously signed Memorial, headed by you, and addressed to His Excellency, complaining of the course pursued towards the squatters on the Grand River Indian Reserve, and praying that further proceedings against them may be stayed, and an impartial inquiry made into the whole question.

Under ordinary circumstances, it might be sufficient to state in reply, that the measures complained of were taken under the authority of Orders in Council, or Acts of the Legislature, specially passed for the protection of Indian Property and rights, and that when appealed against, they have been sustained by the highest judicial and constitutional authorities, and further that the parties in whose behalf these representations are submitted, have, for a long period, openly set the laws and the authorities at defiance.

But, having very carefully examined the several allegations of this petition, and knowing the high character and respectability of many of the Memorialists, His Excellency is satisfied that they labor under an entire misconception of the history of these transactions, and he therefore considers it is due to them, to the Government, and above all to the Indians, that upon the present occasion I should enter into a full explanation of the facts and merits of the case.

Before touching upon the details connected with this subject, His Excellency directs me to remark, that the Government and Legislature of Canada have always been honorably distinguished for their humane and liberal policy towards the Indians. Its uniform aim has been, not to expel them from the settled portions of the Province, but rather, by means of exceptional laws, to guard them against the acts of speculators and other interested persons.

With that view, agreements with Indians, involving the alienation of their lands, have always been held to be void, unless ratified by the Governor in Council, and in no single instance have they been compulsorily removed from the spot that they have selected as their place of residence. But apart from these considerations of general policy, it is to be observed, that the Six Nations Indians have strong and peculiar claims to the protection of the Government, and that their property is not held in virtue of undefined territorial rights as Indians, but upon a different and far more solid tenure. Owing to their steadfast adherence to British rule during the revolutionary struggle, they forfeited large and valuable possessions in the United States; and the Grand River Tract, of which the present Reserve is but a very small remnant, and which extended from the shores of Lake Erie to the neighbourhood of Galt, was conferred upon them by the Crown, not only as a merited reward for their gallant services in the field, but as a compensation for the actual loss which they had sustained in the conflict. It is manifest, therefore, that the Government is bound by every consideration of honor, as well as of justice and humanity, to secure them to the best of its ability in the undisturbed enjoyment of their property; and the following narrative, drawn from official records, will satisfactorily shew that it has, throughout the proceedings complained of, been solely actuated by a desire to maintain their just rights. In order that the origin of these transactions may be clearly understood, I have to state in the first place, that the attention of Government having been repeatedly called to the number of depredations of the intruders upon the Indian lands, the chap. 15, Vic. 2, was enacted for their protection from trespass and injury. Although its provisions embrace the lands of all the Indian Tribes, the Act was passed with special reference to those on the Grand River, where these disorders had risen to the greatest height.

The Commissioners appointed to carry it into effect, represented the state of affairs in that District to be so unsatisfactory that Mr. Gwynne, a Barrister of standing, was despatched to the spot with instructions to investigate the claims of persons in possession of the lands belonging to the Six Nation Indians, and to make suggestions with reference to their future management. An Order in Council of the 27th November, 1840, which was based upon this gentleman's Report, recommended that the whole tract should be surveyed into Town Lots and appraised, for the double purpose of more advantageously settling the Indians, and facilitating the sale of their surrendered lands; that the surrendered blocks, viz: Cayuga, Brantford, and Dunn, should meanwhile be withheld from sale, but that the right of pre-emption should be accorded to persons having settled thereon prior to that date. Further, that in consideration of the injury inflicted on their interests, and of the difficulties occasioned by the dispersion of the Indians over the whole extent of the surrendered land, the Government should exert its influence to persuade them to settle as a concentrated body, in such part of the tract as they might select for their permanent residence, and to cede the residue for sale; lastly, it emphatically disclaimed any intention, however remote, of inducing the Indians to remove from the Grand River Settlement. Negotiations were accordingly opened with the Indians, but for various reasons, and more especially from their disinclination to adopt the views of the Government with reference to the dimensions of the future Reserve, no final decision was come to until October, 1843.

On the 4th of that month, a very elaborate Order in Council was passed, which forms the ground work on which the subsequent proceedings in reference to the management of the land affairs have been based. While regretting that the Indians would not be satisfied with a smaller Reserve, it advises that their request be acceded to, and thus describes the tract to be set apart for their use: "All the lands on the South side of the Grand River, with the exception of a tier of lots on the Plank Road from Hamilton to Port Dover, a distance of more than twenty miles along the River." Also the Church lot at Tuscarora, and certain other detached pieces of land. A Proclamation founded on this Order in Council was issued on the 20th January, 1844, prohibiting trespass on the Tuscarora and Oneida lands.

No allusion is made in the foregoing Order in Council to the alleged surrender of the 19th January, 1841, upon which so much stress has been laid by the Memorials as having placed these lands beyond the jurisdiction of the Commissioners appointed under the 2nd Vic., cap. 15. The question has already been set at rest by the Court of Chancery. I may observe, for the information of the Memorialists, that an Instrument was executed at the date by a small minority of the Chiefs, but of a very different purport from that ascribed to it in this Petition. It confided to the Government the entire management of their lands, but stipulated, "that the arrangement is to be carried out by the Government, in the true, meaning and intent of the Chief Superintendent's letters of the 5th and 15th January." These communications called upon the Indians in very urgent and peremptory terms, to empower the Government to dispose for their exclusive benefit and advantage, either by lease or otherwise, of all available lands, excepting a reservation of 20,000 acres, and lots then in the occupation of individual Indians. The Government coming under an obligation to protect their property from trespass and injury, "and the selection of the reservation to be deferred until a general survey of the tract, when the position most advantageous to the general interests and peculiar wants of the Indians can be more judiciously selected."

This agreement having created great dissatisfaction, and been repudiated by a large majority of the Chiefs and Indians, never received the formal sanction of the Government.

The Memorialists will not fail to have perceived throughout these transactions, the scrupulous respect which was paid by the Government to the rights of the Indians, and that even when differing from them in opinion, with reference to the precise extent of their proposed reserve, it felt constrained to yield to their ascertained wishes. Nor can the cautious avoidance of any Public Act upon which even any colorable claims or rights would have accrued to individuals in virtue of the pending negotiations have escaped notice. I might also cite numerous notices, warning parties not to enter into private agreements with Indians, and official letters stating that the lands were not open for sale.

Even the surrendered tracts were formally withheld from sale, and the right of pre-emption was not granted to parties who settled upon them after the date of the Order in Council of 27th November, 1840. Persons who had entered upon the unsurveyed lands, could therefore only be regarded as trespassers, and the Order in Council of the 4th October, 1843, accordingly declares, "that the proposed reservation will involve the necessity of ejecting intruders without regard to the means by which they acquired possession."

Formal surrenders having been executed by the Indians of the land not included in their reserve, it now became the duty of the Indian Department to give effect to the foregoing arrangements.

Mr. Thorburn, who had been appointed in September, 1844, a Special Commissioner, to adjust disputed claims, with a supervision of the tract, received instructions from Lord Metcalf, under date the 3rd of August, 1845, to give public notice, that all white persons were to retire from the reserve before the 1st of January, next ensuing. In reply to a Petition addressed to His Excellency by Messrs. Cheshire and Strong, on behalf of themselves and other squatters, he stated that the notice had been well considered, and could not, therefore, be withdrawn; but that the claims of the Petitioners to lands in their occupation should be thoroughly investigated, and Mr. Thorburn was therefore directed to make a separate Report on the case of each settler, recommending the amount of compensation, if any, that should be awarded. He accordingly procured the assistance of Mr. Kirkpatrick, who had previously inspected the lands, and in order to give the Petitioners the most ample opportunities of personally communicating with him, and substantiating their claims, stationed himself from time to time at different points in the reserve. He stated in his Report which was furnished in April, 1846, that the complainants had failed to shew that Government had authorized the occupation of these lands by white settlers; that the only ground upon which they could demand, or the Government be justified in awarding compensation from the Indian Funds, consisted in the inference which they might have drawn from the survey of the lands, and allusions contained in certain letters addressed by Mr. Jarvis, and officers of the Crown Land Department, to individual applicants for land, to the possible contingency of sales being made at some future period. Under these circumstances, he recommended the compensation to be measured by the increased value which the land had acquired from the labor bestowed upon it, and for which the occupant had received no crops or otherwise, should be granted. I may mention, that even in the case of surrendered lands, compensation was strictly confined, by Order in Council, within these limits.

Each occupant had accordingly been requested by him to state the extent and nature of his improvements. The work done was then examined by Mr. Kirkpatrick, who, jointly with Mr. Thorburn, determined the amount of compensation, to which the party appeared to be entitled.

In Tuscarora, 166 cases were reported, of which 31 only were of a date prior to 1841. In Oneida 74, all of which were subsequent to 1840. The amount of compensation recommended was £8,602 5s.

Mr. Secretary Higginson replied, that although the squatters had no legal claim for compensation, the Governor General was prepared to act upon the recommendation of the Report with reference to parties who had settled previous to the issue of the Chief Superintendent's notice of the 22nd January, 1844, a reasonable deduction being made for rent during the period of occupation. He instructed Mr. Thorburn to place the reserve forthwith at the disposal of the Indians, and to give public notice that all white persons remaining thereon after the 1st September would be held to have forfeited all claim for compensation, and the law put in force to compel their removal. A large portion of the squatters accepted the terms offered by the Government. Lists of those who expressed their willingness to retire were furnished by Mr. Thorburn to the Indian Department, and cheques were transmitted to him in favor of the several parties for the amounts respectively awarded to each, and handed to them on their making affidavit that they had retired from the reserve. On the 28th January, 1847, Mr. Thorburn reported, for Earl Cathcart's information, that 127 had actually received payment.

Meanwhile, however, a number of the squatters, headed as it would appear by Mr. Cheshire, who having, by his own shewing, not come into the tract until after the publication of the Chief Superintendent's notice of the 22nd January, 1844, was debarred, according to the rule laid down by Earl Cathcart, from any claim to compensation, refused to quit the reserve. It became necessary, therefore, to proceed against them as trespassers, and Messrs. Thorburn, Clench and Bain, who had been appointed Commissioners under the 2nd Vic., chap. 15, held a Court in November, 1846, for that purpose. On the application of the accused parties, the Court was adjourned till the 2nd December, in order that they might procure the attendance of Mr. Jarvis, as a witness for the defence, and copies of certain documents from the records of the Indian and Crown Lands Departments.

The trials took place on that day; Counsel appeared for the defence, the required documents were produced, and Mr. Jarvis examined; but his evidence was entirely unfavourable to their pretensions. He declared that it had always been intended to locate the reserve on the south side of the Grand River, and that answers to that effect were given whenever parties applied for permission to settle them. Also, that such of his letters as might have been susceptible of a different interpretation could only have reference to the opposite side of the river. Mr. Solicitor Turner watched the proceedings on the part of the Government, and the Court having decided against the Defendants in every case, they were served with notices of judgment to retire in 30 days. They gave notice of appeal to the Court of Chancery, and the appeals were heard on the 3rd of May, 1847. All the documents and evidence on which they relied were produced, and the convictions affirmed, with costs. In the year 1847, the squatters petitioned the Legislative Assembly on the subject of their claims and grievances. The Report of a Committee, which was appointed to investigate the circumstances of the case, declared that "The Petitioners were dispossessed by due course of law of the lands they occupied, and that such lands are in fact Indian reserves. They also recommended, on grounds similar to those set forth in Mr. Thorburn's Report, that a fair and reasonable compensation be allowed to them.

His Excellency does not consider that he is called upon to enter into a vindication of the two Acts which the Legislature has seen fit to pass since that period, for the general purpose of more effectually protecting the Indians. I have merely to state in continuation of my narrative, that under the provisions of the 12th Vic., cap. 15, the Commissioners proceeded against the squatters, and that on appeal to the remodelled Court of Chancery their convictions were again affirmed with costs. On this occasion the Chancellor and Vice-Chancellor both delivered elaborate judgments in this case. The efforts to get rid of the squatters still proving unsuccessful, the 14th Vic. cap., 74, was enacted, giving the Commissioners summary jurisdiction. The trespassers having been convicted

under this Statute, Writs of ejection were placed in the hands of the Sheriffs of Haldimand and the Gore Districts in April, 1851. These officers proceeded without delay to serve the Writs, and ejected a few of the squatters, but on receiving positive assurances from the remainder that they would retire after harvesting their growing crops, they suspended further operations with the full assent of the Department. Finding that this pledge remained unfulfilled, and after several months' delay, Sheriff Martin proceeded in the discharge of his duty to eject the trespassers in February last, an act which is represented in the petition as one of unprecedented severity. Even in this instance, although the parties have held illegal possession of these lands, rent free, for so many years, Mr. Thorburn was authorized to allow them the amount of compensation awarded in 1846, making only a reasonable deduction on account of legal expenses incurred by the Department.

Referring to the allegations of the petition, the Memorialists may judge from this simple recital of facts, whether the Indians have knowingly or even technically denuded themselves of their right to reside within the tract, and how far the Indian Department is justly chargeable with having outstepped its authority, or having adopted harsh and oppressive measures against the squatters. Taking into consideration the express injunctions, as well as the spirit of the Orders in Council which I have cited, assuming the judicial decisions of the Court of Chancery to be served, and in the words of the Report of the Committee of the Legislative Assembly, "these lands are in fact Indian Reserves." It is difficult to conceive any mode of dealing with the squatters short of a total abandonment of the lawful rights of the Indians, more considerate and forbearing than the one that has been pursued. That the average rate of compensation was not unreasonably low, may be safely inferred from the fact, that it was unhesitatingly accepted by upwards of one half of the squatters, and that a considerable number have since followed their example.

Those who were returned as having settled before 1841, were with one or two exceptions, among the first to retire from the Reserve. Finally Lord Cathcart's instructions have been so far relaxed that no deduction was made for rent; and that all the letters comprehended in Mr. Thorburn's Report, have received compensation, on making the necessary application, irrespective of the date of their occupation.

But there are other classes of squatters now on that tract still more unworthy of consideration, of sixty self-styled settlers, who signed a petition to the Governor General in 1849. Nine had returned to the Reserve, after having actually received compensation, and twenty one, encourage, no doubt, by the examples before them of successful resistance to the law, had entered upon the lands since the date of Mr. Thorburn's inspection; and there can be little doubt, that intruders of the latter description form a considerable proportion of the present white occupants of the Reserve.

In conclusion, His Excellency directs me to state, that, as Governor General, he is especially charged with the maintenance of the Indian rights and privileges. He can, on no account give his assent to any measure which would seem to compromise the rights of property, or evince a disregard of the claims of the Indians upon the British Crown. It has, however, always been his earnest endeavour to make their claims harmonize with the general interests of the community, and to bestow as favorable a consideration, as a due administration of the trust reposed in him permits, on cases in which the assertion of these claims may seem to be attended with hardships towards individuals. His Excellency entertains a confident hope that having received this full explanation of the facts of the case, the Memorialists will exert their influence to induce the squatters to submit themselves to the laws of the land; and thus relieve the Government from the painful necessity of resorting anew to compulsory measures.

I have, &c.,

(Signed,) R. BRUCE, Superintendent General.

Sir Allan N. MacNab,  
&c., &c., &c.

LIST OF SQUATTERS who received payment for their improvements on making oath that they had retired with their Families from off the Lands composing the Six Nations Indian Reserve, being part of the Township of Oneida and the Township of Tuscarora, in the County of Haldimand and Brant.

| Date.   | Names.                           | Parts. | Lots. | Concession or other description. | Amount.  | Township.  |
|---------|----------------------------------|--------|-------|----------------------------------|----------|------------|
| 1846.   |                                  |        |       |                                  |          |            |
| Oct. 23 | Duncan Forbes                    | S. 1/2 | 2     | 6                                | £ 71 0 0 | Oneida.    |
| " 25    | Daniel McIntyre                  | N. 1/2 | 86    | 1                                | 15 0 0   | Tuscarora. |
| " 28    | John Otter                       | S. 1/2 | 26    | 1                                | 13 10 0  | Ditto.     |
| " "     | Edward Hachet                    | S. 1/2 | 23    | 2                                | 16 10 0  | Ditto.     |
| " 29    | Nelson Baugner                   | S. 1/2 | 19    | 1                                | 220 0 0  | Ditto.     |
| " "     | Randal Evans                     |        | 8     | River.                           | 14 0 0   | Oneida.    |
| " "     | John Gill                        | N. 1/2 | 6     | 6                                | 48 15 0  | Ditto.     |
| " 31    | John Stuttard                    | N. 1/2 | 34    | 1                                | 62 10 0  | Tuscarora. |
| Nov. 2  | Elias Sloat                      | S. 1/2 | 36    | 2                                | 92 10 0  | Ditto.     |
| " 5     | George Bryant                    | S. 1/2 | 24    | 2                                | 13 0 0   | Ditto.     |
| " "     | Andrew McIntosh                  | S. 1/2 | 17    | 1                                | 54 10 0  | Ditto.     |
| " "     | John Alexander                   | N. 1/2 | 5     | 4                                | 8 11 0   | Ditto.     |
| " "     | Cyrus Fisher                     | S. 1/2 | 30    | 1                                | 10 5 0   | Ditto.     |
| " "     | Samuel Welden                    | S. 1/2 | 3     | 5                                | 32 0 0   | Ditto.     |
| Dec. 9  | Catherine Shanks                 | S. 1/2 | 18    | 1                                | 48 0 0   | Ditto.     |
|         | & S. part                        |        | 19    |                                  |          |            |
|         | Paid to Nelson Baugner           |        |       |                                  | 14 0 0   |            |
| Nov. 6  | George Deau                      |        | 27    | 3                                | 25 10 0  | Ditto.     |
| " "     | Samuel Barber                    | S. 1/2 | 2     | 5                                | 29 15 0  | Oneida.    |
| " "     | John Barber                      | N. 1/2 | 1     | 4                                | 76 0 0   | Ditto.     |
| " 7     | James Reid                       |        | 4     | 3                                | 25 0 0   | Tuscarora. |
| " 9     | William Barber                   | S. 1/2 | 3     | 4                                | 77 10 0  | Oneida.    |
| " "     | William Brown                    | S. 1/2 | 5     | 5                                | 15 0 0   | Tuscarora. |
| " "     | John Pratt                       | N. 1/2 | 3     | 4                                | 41 0 0   | Oneida.    |
| " 12    | George Alexander                 |        | 4     | 1                                | 45 10 0  | Tuscarora. |
| " "     | Thomas Black                     | S. 1/2 | 6     | 5                                | 37 5 0   | Oneida.    |
| " 13    | James Hope                       | N. 1/2 | 3     | 3                                | 84 0 0   | Tuscarora. |
| " "     | Peter Segriff                    | S. 1/2 | 2     | 4                                |          |            |
| " "     | John Vanloon                     | N. 1/2 | 18    | 1                                | 76 5 0   | Tuscarora. |
| " 14    | Nathaniel Boggs                  |        | 1     | 3                                | 42 5 0   | Oneida.    |
| " "     | John Murray                      | S. 1/2 | 1     | 4                                | 21 5 0   | Tuscarora. |
| " 16    | James Matherall                  | N. 1/2 | 3     | 3                                | 55 15 0  | Oneida.    |
| " "     | George Wardy                     | S. 1/2 | 2     | 4                                | 14 15 0  | Ditto.     |
| " "     | William Dadson                   | S. 1/2 | 1     | 4                                | 39 15 0  | Ditto.     |
| " 20    | John Brown                       | N. 1/2 | 2     | 4                                | 42 5 0   | Tuscarora. |
| " 21    | Martin Gill                      | River. | 11    |                                  | 43 5 0   | Oneida.    |
| Dec. 9  | Robert Dougherty                 | S. 1/2 | 4     | 5                                | 50 0 0   | Tuscarora. |
| Nov. 21 | Sarah Noden                      |        | 2     | 6                                | 54 0 0   | Ditto.     |
| Dec. 2  | Isaac Vanloon                    |        | 21    | 1                                | 160 0 0  | Ditto.     |
| " "     | John Vanloon                     |        | 22    | 1                                | 137 10 0 | Ditto.     |
| " "     | Darius Slack                     |        | 24    | 1                                | 34 10 0  | Ditto.     |
| " "     | J. remiah Kettle                 | S. 1/2 | 27    | 2                                | 48 15 0  | Ditto.     |
| " "     | William McCormack                | W. 1/2 | 14    | 1                                | 17 10 0  | Ditto.     |
| " 7     | Daniel Blackesly                 |        | 23    | 1                                | 55 10 0  | Ditto.     |
| " 3     | Christopher Allen                | N. 1/2 | 2     | 5                                | 36 0 0   | Ditto.     |
| " "     | Peter Musfield                   | N. 1/2 | 5     | 6                                | 15 0 0   | Oneida.    |
| " "     | Andrew Muntoe                    |        | 1     | 5                                | 161 0 0  | Ditto.     |
| " "     | Corase House for self and Father | N. 1/2 | 2     | 6                                | 58 0 0   | Ditto.     |
| " "     | Robert Campbell                  | N. 1/2 | 1     | 6                                | 70 15 0  | Ditto.     |
| " "     | Robert Dougherty                 | N. 1/2 | 3     | 5                                | 57 10 0  | Tuscarora. |
| " 4     | David Sinclair                   | S. 1/2 | 2     | 4                                | 51 10 0  | Ditto.     |
| " "     | Thomas Hall                      | N. 1/2 | 33    | 1                                | 45 10 0  | Ditto.     |
| " "     | Samuel Swain                     | S. 1/2 | 29    | 2                                | 136 15 0 | Ditto.     |
| " "     |                                  | S. 1/2 | 30    | 2                                |          |            |
| " "     | Cornelius Mahenny                | N. 1/2 | 28    | 1                                | 37 10 0  | Tuscarora. |
| " 5     | John Quinn                       | River. | 3     |                                  | 53 0 0   | Oneida.    |
| " "     | Morris Conner                    | N. 1/2 | 27    | 1                                | 8 15 0   | Tuscarora. |



LIST OF SQUATTERS who received payment, &c.—(Continued.)

| Date.    | Names.                                 | Parts.                 | Lots.    | Concession or other description. | Amount   | Township.  |
|----------|----------------------------------------|------------------------|----------|----------------------------------|----------|------------|
| 1846.    |                                        |                        |          |                                  | £ s. d.  |            |
| Dec. 7   | Nelson Baughner                        | .....                  | 16       | 1                                | 6 0 0    | Tuscarora. |
| " 10     | John Dingman                           | W. ½                   | 13       | 2                                | 12 0 0   | Ditto.     |
| " 8      | Peter Dingman                          | .....                  | 14       | 2                                | 13 0 0   | Ditto.     |
| " "      | Daniel Forbes                          | S. ¼                   | 5        | 6                                | 37 10 0  | Oueida.    |
| " 9      | Joseph Dudge                           | .....                  | 15       | 1                                | 15 5 0   | Tuscarora. |
| " "      | William McKinn                         | N. ½                   | 4        | 4                                | 40 5 0   | Oueida.    |
| " "      | Thomas McKinn                          | S. ¼                   | 6        | 6                                | 110 10 0 | Ditto.     |
| " "      | John Habin                             | E. ¼                   | 14       | 1                                | 23 10 0  | Tuscarora. |
| " "      | Charles (or Christopher) Kerkhaff      | .....                  | 16<br>17 | 1                                | 45 0 0   | Ditto.     |
| " 10     | John Hobin and William Wight           | N. ¼                   | 13       | 1                                | 16 10 0  | Ditto.     |
| " "      | James Cox                              | S. ¼                   | 35       | 1                                | 79 10 0  | Ditto.     |
| " "      | George Jackson                         | S. ¼                   | 3        | 3                                | 60 0 0   | Oueida.    |
| " 12     | David Woodly                           | S. ¼                   | 16       | 1                                | 16 10 0  | Tuscarora. |
| " "      | Francis Walker                         | River.                 | 5        | .....                            | 41 15 0  | Oueida.    |
| " "      | William Bleaky                         | N. ¼                   | 34       | 1                                | 50 0 0   | Tuscarora. |
| " "      | James A. Townsend                      | .....                  | 10<br>11 | 2<br>3                           | 18 15 0  | Ditto.     |
| " "      | Duncan McCall                          | S. ¼<br>S. ¼<br>of the | 86       | 2                                | 112 15 0 | Ditto.     |
| " "      | Frederick Reeker                       | N. ¼                   | 35       | 1                                | 75 5 0   | Ditto.     |
| " 14     | William Douglas                        | River.                 | 1 & 2    | .....                            | 125 0 0  | Oueida.    |
| " "      | Robert McTavish                        | S. ¼                   | 34       | 1                                | 7 10 0   | Tuscarora. |
| " 15     | Henry Wark                             | S. ¼                   | 26       | 2                                | 46 0 0   | Ditto.     |
| " 16     | Ebenezer Thau                          | S. ¼                   | 33       | 1                                | 77 10 0  | Ditto.     |
| " "      | David Lefler                           | S. ¼                   | 31       | 1                                | 48 0 0   | Ditto.     |
| " "      | Moses Armistead                        | .....                  | 20       | 1                                | 32 0 0   | Ditto.     |
| " "      | Robert Purtle                          | W. ¼<br>E. ¼           | 12<br>13 | 2                                | 48 0 0   | Ditto.     |
| " "      | John T. Townsend                       | E. ¼                   | 11       | 2                                | 32 10 0  | Ditto.     |
| " 17     | John Hunter                            | S. ¼                   | 7 & 8    | 5                                | 39 10 0  | Ditto.     |
| " 18     | Peter Fuley                            | S. ¼                   | 36       | 1                                | 42 0 0   | Ditto.     |
| " 21     | William McDonald                       | S. ¼                   | 31       | 2                                | 68 10 0  | Ditto.     |
| " 18     | Margaret Connell                       | N. ¼                   | 5        | 5                                | 40 0 0   | Ditto.     |
| " 21     | Donald McInnes                         | N. ¼                   | 31       | 1                                | 87 10 0  | Ditto.     |
| " "      | Angus Livingston                       | N. ¼                   | 32       | 1                                | 101 5 0  | Ditto.     |
| " "      | George Higgins                         | S. ¼                   | 32       | 2                                | 42 0 0   | Oueida.    |
| " "      | Henry Chambers                         | S. ¼                   | 4        | 1                                | .....    | .....      |
| " "      | Henry Chambers                         | N. ¼                   | 3        | 6                                | 52 5 0   | Ditto.     |
| 23       | George Murry                           | N. ¼                   | 4        | 5                                | 48 0 0   | Tuscarora. |
| 21       | John Walker                            | S. ¼                   | 34       | 2                                | 85 10 0  | Ditto.     |
| 26       | Donald McDonald for Alexander McDonald | N. ¼                   | 21       | 2                                | 24 10 0  | Ditto.     |
| " "      | Donald McDonald                        | N. ¼                   | 25       | 2                                | 26 15 0  | Ditto.     |
| " "      | Samuel Fulton                          | N. ¼                   | 3        | 4                                | 26 10 0  | Ditto.     |
| " 28     | Adam Johnson                           | N. ¼                   | 6        | 4                                | 34 5 0   | Oueida.    |
| " "      | Thomas Gilbert                         | N. ¼                   | 25       | 1                                | 10 5 0   | Tuscarora. |
| " "      | Samuel Warnock                         | E. ¼<br>W. ¼           | 12<br>11 | 2                                | 57 10 0  | Ditto.     |
| 1847.    |                                        |                        |          |                                  |          |            |
| Jany. 18 | John Vince                             | W. ¼                   | 28       | 2                                | 45 0 0   | Ditto.     |
| " 19     | James Wier                             | N. ¼                   | 29       | 1                                | 12 0 0   | Ditto.     |
| " "      | Miris Connor                           | N. ¼                   | 34       | 2                                | 5 0 0    | Ditto.     |
| " 20     | John Woodan                            | S. ¼                   | 27       | 1                                | 4 5 0    | Ditto.     |
| " 21     | John Gilbert                           | N. ¼                   | 26       | 1                                | 12 15 0  | Ditto.     |
| " 22     | John Hamilton                          | S. ¼                   | 6        | 5                                | 22 10 0  | Ditto.     |
| " "      | Thomas Clark                           | S. ¼                   | 6        | 5                                | 6 10 0   | Ditto.     |
| " "      | Joseph Fisher                          | N. ¼                   | 9        | 5                                | 69 10 0  | Ditto.     |
| " "      | Philip McKinn                          | N. ¼                   | 5        | 4                                | 41 15 0  | Ditto.     |
| " 23     | Charles Barber                         | S. ¼                   | 4        | 5                                | 107 15 0 | Oueida.    |
| " "      | Charles Outhbert                       | River.                 | 7        | .....                            | 26 5 0   | Ditto.     |

LIST OF SQUATTERS who received payment, &c.—(Continued.)

| Date.    | Names.                         | Parts.                  | Lots.   | Concession or other description. | Amount.  | Township.  |
|----------|--------------------------------|-------------------------|---------|----------------------------------|----------|------------|
| 1847.    |                                |                         |         |                                  | £ s. d.  |            |
| Jan. 23  | David Hagger                   | S. $\frac{1}{2}$        | 6       | 1                                | 6 10 0   | Oncida.    |
| " "      | Daniel Cavanagh                | S. $\frac{1}{2}$        | 4       | 6                                | 4 0 0    | Ditto.     |
| " "      | John Fulton                    |                         | 11      | 5                                | 33 10 0  | Tuscarora. |
| " "      | John Beaty                     |                         | 11      | 4                                | 41 5 0   | Ditto.     |
| " "      | William Weddes                 | N. $\frac{1}{2}$        | 10      | 4                                | 41 10 0  | Ditto.     |
| " "      | Hugh Lundy                     | N. $\frac{1}{2}$ 's     | 9 & 8   | 4                                | 51 0 0   | Ditto.     |
| " "      | Thomas Scult.                  | N. $\frac{1}{2}$        | 4       | 5                                | 62 15 0  | Oncida.    |
| " 26     | Michael Connell                | N. $\frac{1}{2}$        | 6       | 5                                | 60 0 0   | Tuscarora. |
| " 25     | Thomas Masson                  | River.                  | 1       |                                  | 40 10 0  | Ditto.     |
| " "      | James O'Connell                | River.                  | 6       |                                  | 5 10 0   | Ditto.     |
| " 26     | Michael Connell                | N. $\frac{1}{2}$        | 6       | 5                                | 60 0 0   | Ditto.     |
| " "      | Charles Forbes                 | N. $\frac{1}{2}$        | 4       | 6                                | 79 10 0  | Oncida.    |
| " 28     | Hugh Fraser                    | N. $\frac{1}{2}$        | 9       | 3                                | 17 10 0  | Tuscarora. |
| " "      | John Ogleby                    | S. $\frac{1}{2}$        | 13      | 5                                | 10 0 0   | Ditto.     |
| " "      | George May                     | River.                  | 78 & 12 |                                  | 14 0 0   | Ditto.     |
| Feb. 20  | James Ogglesby                 |                         | 13      | 4                                | 11 5 0   | Ditto.     |
| " "      | Patrick Friel                  |                         | 1       | 1                                | 47 10 0  | Ditto.     |
| " "      | James Hunter                   | N. $\frac{1}{2}$        | 9       | 4                                | 35 0 0   | Ditto.     |
|          |                                | S. $\frac{1}{2}$        | 9       | 5                                |          |            |
| March 2  | Thomas Perry                   | N. $\frac{1}{2}$        | 27      | 2                                | 67 10 0  | Ditto.     |
| " 11     | Jeffrey Wright                 | N. $\frac{1}{2}$        | 7       | 5                                | 25 0 0   | Ditto.     |
| " 19     | John White                     | S. $\frac{1}{2}$        | 5       | 6                                | 45 5 0   | Ditto.     |
| " 25     | Robert Johnston                |                         | 3       | 6                                | 14 5 0   | Ditto.     |
| " 27     | John McHary                    | S. $\frac{1}{2}$        | 2       | 2                                | 19 10 0  | Oncida.    |
| " "      | John McCarter                  | S. $\frac{1}{2}$        | 10      | 5                                | 10 0 0   | Tuscarora. |
| " 30     | James Hughes                   | River.                  | 7       |                                  | 4 0 0    | Ditto.     |
| April 2  | William Sinclair               | S. $\frac{1}{2}$        | 32      | 1                                | 37 10 0  | Ditto.     |
| " "      | John McManagle                 | S. $\frac{1}{2}$        | 2       | 1                                | 16 5 0   | Oncida.    |
| " 3      | Archibald McEwen               | N. $\frac{1}{2}$        | 29      | 1                                | 146 0 0  | Ditto.     |
|          |                                | N. $\frac{1}{2}$        | 30      |                                  |          |            |
|          |                                | S. $\frac{1}{2}$        | 29      |                                  |          |            |
| " "      | John Hufferman                 | River.                  | 2       |                                  | 13 10 0  | Ditto.     |
| " "      | Thomas McDonald                | River.                  | 5       |                                  | 8 10 0   | Ditto.     |
| " 9      | Jeremiah Wright                | N. $\frac{1}{2}$        | 2       | 5                                | 52 0 0   | Ditto.     |
| " "      | Edward Kelly                   | River.                  | 9       |                                  | 5 10 0   | Ditto.     |
| " 10     | William Wilson                 | N. $\frac{1}{2}$        | 6       | 5                                | 39 15 0  | Ditto.     |
| " 21     | Israel Walker                  | River.                  | 3       |                                  | 11 10 0  | Tuscarora. |
| " "      | George Kenedy                  | S. $\frac{1}{2}$        | 28      | 2                                | 54 15 0  | Ditto.     |
| " "      | Moses Perryberry, Junr.        | S. $\frac{1}{2}$        | 6       | 3                                | 13 10 0  | Oncida.    |
| " 24     | William Gladstone              | E. $\frac{1}{2}$        | 5       | 1                                | 31 10 0  | Ditto.     |
| " 27     | Martin Deagle                  | S. $\frac{1}{2}$ of the | 29 & 30 | 1                                | 141 10 0 | Tuscarora. |
|          |                                | N. $\frac{1}{2}$        | 30      |                                  |          |            |
| May 4    | William Golding                |                         | 3       | 2                                | 24 5 0   | Oncida.    |
| " 6      | Angus McBaue                   | N. $\frac{1}{2}$        | 13      | 5                                | 15 5 0   | Tuscarora. |
| " 10     | Daniel Campbell                | S. $\frac{1}{2}$ 's     | 35 & 36 | 2                                | 82 15 0  | Ditto.     |
| " 13     | John Black                     | S. $\frac{1}{2}$        | 14      | 4                                | 1 10 0   | Ditto.     |
| Sept. 29 | James Dice                     | River.                  | 15 & 16 |                                  | 18 10 0  | Ditto.     |
| " 20     | Thomas Wren                    | River.                  | 6       |                                  | 14 5 0   | Oncida.    |
| Oct. 25  | Moore Varnor                   | S. W. $\frac{1}{4}$     | 5       | 1                                | 15 10 0  | Ditto.     |
| 1848.    |                                |                         |         |                                  |          |            |
| Jan. 27  | John McKay                     | N. $\frac{1}{2}$        | 5       | 3                                | 28 10 0  | Tuscarora. |
| " 24     | John Fergusson                 | S. $\frac{1}{2}$        | 7       | 4                                | 109 0 0  | Ditto.     |
|          |                                | S. $\frac{1}{2}$        | 8       |                                  |          |            |
|          |                                | N. $\frac{1}{2}$ 's     | 7 & 8   |                                  |          |            |
| " 27     | Jonathan and Christopher Smith | N. $\frac{1}{2}$        | 34      | 2                                | 54 10 0  | Ditto.     |
| May 9    | William Armstrong              |                         | 12      | 4                                | 49 10 0  | Ditto.     |

157 to whom payments were made.

(Signed,)

DAVID THORBURN,  
S. Commissioner.

INDIAN DEPARTMENT.

RETURN of the names of all Officers and Servants of the Indian Department, with their several incomes, whether derived from Fees, Salaries, Perquisites, or any other source.

| Name.                         | Office.                  | Salaries.              | From what source paid.           | Fees, &c.                                    |
|-------------------------------|--------------------------|------------------------|----------------------------------|----------------------------------------------|
| Lt. Col. The Honbl. R. Bruce. | Superintendent Genl....  | None                   | Ex officio as Governor Gen. Sey. |                                              |
| S. Y. Chesley .....           | Accountant .....         | £ s. d. cy.            | Imperial Funds..                 | None.                                        |
| Do. ....                      | Clerk of Land Branch.... | 200 0 0                | Indian Funds....                 | None.                                        |
| Michael Turner .....          | Chief Clerk.....         | 200 0 0                | Imperial Funds..                 | None.                                        |
| J. B. Clench .....            | Superintendents .....    | 350 0 0                | Do. ....                         | 5 per ct. on moneys received for land sales  |
| T. G. Anderson.....           |                          | 350 0 0                | Do. ....                         |                                              |
| D. C. Napier.....             |                          | 350 0 0                | Do. ....                         |                                              |
| George Ironside .....         |                          | 250 0 0                | Do. ....                         |                                              |
| David Thorburn.....           |                          | Special Commissioner.. | 30s. per diem. |  | Indian Funds.... |
| C. E. Anderson.....           | Clerks and Interpreters  | 50 0 0                 | Do. ....                         | None.                                        |
| Robert Keays.....             |                          | 100 0 0                | Imperial Funds..                 | None.                                        |
| Iguncce Ginsson.....          |                          | 100 0 0                | Do. ....                         | None.                                        |
| Francis Assiskenuach .....    |                          | 100 0 0                | Do. ....                         | None.                                        |
| Peter Smith .....             |                          | 50 0 0                 | Indian Funds....                 | None.                                        |
| Revd. A. Jamieson .....       |                          | 100 0 0                | Imperial Funds..                 | None.                                        |
| " R. Flood.....               |                          | 100 0 0                | Do. ....                         | None.                                        |
| " F. A. Omeara .....          |                          | 247 8 0                | Do. ....                         | None.                                        |
| " F. B. Olseump .....         |                          | 69 12 2                | Do. ....                         | None.                                        |
| " F. Boucher.....             |                          | 48 8 6                 | Do. ....                         | None.                                        |
| " Joseph Marcoux .....        | 46 8 6                   | Do. ....               | None.                            |                                              |
| " F. H. Marcoux.....          | 41 15 8                  | Do. ....               | None.                            |                                              |
| " Joseph Marault.....         | 46 8 6                   | Do. ....               | None.                            |                                              |
| V. Farrier.....               | School Masters.....      | 18 11 5                | Do. ....                         | None.                                        |
| J. Jannesseaux .....          |                          | 61 17 0                | Do. ....                         | None.                                        |
| Vacant .....                  |                          | 61 17 0                | Do. ....                         | None.                                        |
| Chas. Forest .....            |                          | 24 0 0                 | Do. ....                         | None.                                        |
| Alfred Digby.....             | Surgeons .....           | 200 0 0                | Indian Funds....                 | None.                                        |
| R. Layton .....               |                          | 185 0 0                | Imperial Funds..                 | None.                                        |
| C. Bain .....                 | Warden .....             | 100 0 0                | Indian Funds....                 | None.                                        |
| F. MacAnnamy .....            | Land Agents.....         |                        |                                  | 5 per ct. on moneys received for land sales. |
| John McLean .....             |                          |                        |                                  |                                              |

R. BRUCE,  
Superintendent General.

Quebec, 26th April, 1853.

Indian Department.

STATEMENT of Gross Amounts derived from Sales of Indian Lands on the Grand River.

|                                                                                                                                                                                        |               |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Paid to the Crown Land Office between the 11th August, 1830, and the 26th June, 1845 .....                                                                                             | £ s. d.       |
|                                                                                                                                                                                        | 53,780 13 8½  |
| Paid to the Receiver General of the Province to the credit of the Six Nations of Indians, between the 1st July, 1845, and the 1st January, 1853. Principal and Interest inclusive..... | 97,268 16 8½  |
|                                                                                                                                                                                        | £151,049 10 5 |

NOTE.—No per centage for Agency is charged on the sale of the above Lands.

Amount expended between the years 1846 and 1853 in the prosecution of trespassers, and in otherwise protecting the Grand River Indian Reserve against intrusion..... £ 885 10 10

(Certified,) S. Y. CHESLEY, Accountant.

*Indian Department.*

RETURN of investments held on behalf of the Indians of the Six Nations.

|                                                          |             |                |
|----------------------------------------------------------|-------------|----------------|
| Canada Debentures held in England, yielding 5 per cent.  | £24,693     | 15s. Sterling. |
| Canada Provincial Debentures .....                       | 6 do 42,050 | " Currency.    |
| Do do do .....                                           | 5 do 6,550  | " "            |
| City of Toronto do .....                                 | 6 do 3,550  | " "            |
| Grand River Navigation do .....                          | 6 do 4,500  | " "            |
| Haldimand do .....                                       | 6 do 2,000  | " "            |
| Grand River Navigation Stock .....                       | 38,256      | 5 "            |
| Cayuga Bridge .....                                      | 6 do 600    | " "            |
| 15 Shares Upper Canada Bank Stock .....                  | 187         | " "            |
| Municipal Loan Fund for U. C. Debentures 6 per cent..... | 12,000      | " "            |

(Certified,)

S. Y. CHESLEY,

Accountant.

Indian Department,

Quebec, 26th April, 1853.

# RETURN

TO AN ADDRESS from the Legislative Assembly of the 23rd ultimo, for Statements of Financial Affairs of the Province, and a List of the Clerks and other *Employés* in the Public Departments, with certain information connected with these Officers, asked for by the said Address.

By command,

A. N. MORIN,  
Secretary.

SECRETARY'S OFFICE,  
Quebec, 29th April, 1853.

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No. 141.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 6th April, 1853.

SIR,—I have the honor herewith to transmit the several Statements called for by your communication of 26th ultimo; and in so doing would merely remark that the correspondence now furnished having reference to the Chartered Banks of the Province, has already been furnished by this Department, and printed by order of the House of Assembly, in answer to an Address under date 20th September last. No further correspondence has taken place since that period.

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

E. P. TACHÉ,  
Receiver General.

Hon. A. N. Morin,  
Provincial Secretary, &c., &c., &c.,  
Quebec.

## No. 1.

STATEMENTS of Cash at the credit of the Government of Canada, subject to the Draft of the Receiver General, in the various Banking Institutions, or otherwise, in this Province, on 1st April, 1853, shewing what portion bears interest and at what rate.

|   | Institutions.                                   | Rate of interest. | Amounts at interest. |    |    | Amounts without interest. |    |    | Totals. |    |    |
|---|-------------------------------------------------|-------------------|----------------------|----|----|---------------------------|----|----|---------|----|----|
|   |                                                 |                   | £                    | s. | d. | £                         | s. | d. | £       | s. | d. |
| 1 | Bank of Upper Canada, .....                     | 3 per cent.       | 100000               | 0  | 0  | 37466                     | 11 | 6  | 137466  | 11 | 6  |
| 2 | Bank of Montreal, .....                         | 4 do              | 63000                | 0  | 0  | 288                       | 14 | 4  | 63288   | 14 | 4  |
| 3 | Bank of British North America, .....            | 4 do              | 75000                | 0  | 0  | 120                       | 2  | 9  | 75120   | 2  | 9  |
| 4 | Bank du Peuple, .....                           | 3 do              | 39083                | 6  | 8  |                           |    |    |         |    |    |
|   | Do do, .....                                    | 4 do              | 19666                | 13 | 4  | 2150                      | 15 | 7  | 60900   | 15 | 7  |
| 5 | Commercial Bank, M. D., .....                   | 4 do              | 48015                | 7  | 10 |                           |    |    | 48015   | 7  | 10 |
| 6 | Quebec Bank, .....                              | 3 do              | 2225                 | 14 | 5  |                           |    |    | 2225    | 14 | 5  |
| 7 | Gore Bank, .....                                |                   |                      |    |    | 4718                      | 8  | 11 | 4718    | 8  | 11 |
| 8 | City and District Savings Bank, Montreal, ..... | 4 do              | 11000                | 0  | 0  |                           |    |    | 11000   | 0  | 0  |
|   | Currency, .....                                 |                   | 357991               | 2  | 3  | 44744                     | 13 | 1  | 402735  | 15 | 4  |

Receiver General's Office,  
Quebec, 6th April, 1853.

The Cash not bearing interest is all payable on demand.

The Cash at interest in Bank of Upper Canada is also payable on demand.

The Cash bearing interest 3 per cent in Banque du Peuple is also payable on demand.

The Cash bearing interest in Bank of Montreal is not to be drawn upon before the 22nd October, 1853.

The other moneys at interest, 4 per cent., subject to Government giving 60 days of withdrawal.

STATEMENT of Cash at Credit of this Province in Europe, subject to the Draft or order of the Receiver General, as on 1st April, 1853.

|                                             | <i>Sterling.</i> |
|---------------------------------------------|------------------|
| With Bank of England, London, .....         | £188 8 0         |
| With Bosanquet, Franks & Co., London, ..... | 10 13 6          |
| With Glynn, Mills & Co., do .....           | 28900 6 3        |
| With Baring, Brothers & Co., do .....       | 27326 2 11       |
|                                             | £56425 10 8      |

None of the above amounts bear interest, as they are all subject to call.

The amounts in the hands of Messrs. Glynn & Barings have been placed there for the purpose of purchasing any 5 per cent. Debentures of the Province, maturing within the coming two years, provided the rate including all charges does not exceed par.

It may be well to state, that in all cases where money is to be drawn, the Receiver General's Cheque or Draft must be countersigned by the Inspector General, or his Deputy, upon a Voucher at the time exhibited.

E. P. TACHÉ,  
Receiver General.

No. 2.

A RECAPITULATION of the Public Debt of Canada, shewing the rate of interest, where payable, and the annual amount of interest up to the 31st January, 1853.

| Authority.                     | Where payable.                    |                                 |                                   |                                 |                        |                                        | Total currency.                | Rate of interest.                   | Annual interest. |
|--------------------------------|-----------------------------------|---------------------------------|-----------------------------------|---------------------------------|------------------------|----------------------------------------|--------------------------------|-------------------------------------|------------------|
|                                | Within the Province.              |                                 | Glynn & Co.                       |                                 | Total currency.        |                                        |                                |                                     |                  |
|                                | Held on account of special Funds. | Held on account of individuals. | Held on account of special Funds. | Held on account of individuals. | £ s. d.                | £ s. d.                                |                                |                                     |                  |
| Acts of Upper Canada,.....     | £ s. d.<br>45598 17 9             | £ s. d.<br>82273 13 5           | £ s. d.<br>167148 6 5             | £ s. d.<br>891777 10 5          | £ s. d.<br>1186798 8 0 | { 1100835 16 10<br>85962 11 2          | at 5 per cent<br>at 6 do       | £ s. d.<br>55041 15 10<br>5187 15 1 |                  |
| Acts of Lower Canada,.....     | .....                             | 177498 13 4                     | .....                             | .....                           | 177498 13 4            | { 60842 0 0<br>113006 13 4<br>3650 0 0 | at 6 do<br>at 5 do<br>at 4½ do | 3650 10 5<br>5650 6 8<br>164 5 0    |                  |
| Imperial Guaranteed Loan,..... | .....                             | .....                           | .....                             | 1825000 0 0                     | 1825000 0 0            | { 1825000 0 0<br>1165406 15 6          | at 4 do<br>at 6 do             | 73000 0 0<br>69924 8 1              |                  |
| Acts Province of Canada,.....  | 301234 13 4                       | 287905 8 10                     | 86383 6 8                         | 800977 15 1                     | 1476501 3 11           | 311094 8 5                             | at 5 do                        | 15554 14 5                          |                  |
| Do small Debentures,.....      | .....                             | 395 0 0                         | .....                             | .....                           | 395 0 0                | 395 0 0                                | None.                          | .....                               |                  |
| Totals, currency,.....         | 346833 11 1                       | 548072 15 7                     | 253531 13 1                       | 3517755 5 6                     | 4666193 5 3            | 4666193 5 3                            | .....                          | 228143 15 6                         |                  |

INSPECTOR GENERAL'S OFFICE,  
Quebec, February, 1853.

(No. 3.)

STATEMENT shewing the amount at the Credit of the Sinking Fund of the Province of Canada, up to the 31st January, 1853, the same being invested in reduced 3 per cent. Annuities.

|                                                                                                                                                                                                                                                             |               |              |       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------|-------|
| For the amount of the Receiver General's Draft of £44,000, sterling, transmitted to the Bank of England, in December, 1844; as also the gain and dividends accruing thereon, the same being invested in 3 per cent. Consols, say up to 5th April, 1851..... | £54,660       | 10           | 4     |
| For £60,000 remitted for investment on account of Sinking Fund for 1849, in July, 1851, the same producing.....                                                                                                                                             | 62,337        | 13           | 3     |
| For one half year's Dividends on £54,660 10s. 4d. with gain on investing same, say to 10th October, 1851.....                                                                                                                                               | 846           | 7            | 0     |
| For twelve months' Dividends on £40,000, Montreal Harbour Debentures, to 1st January, 1852, with gain or investment.....                                                                                                                                    | 2039          | 10           | 4     |
| For one half year's Dividends and gain on £119,884 10d. to 5th April, 1852.....                                                                                                                                                                             | 1800          | 11           | 5     |
| For six months' Dividends on Montreal Harbor Debentures, say £40,000, less loss on investing same to July, 1852.....                                                                                                                                        | 988           | 17           | 6     |
| For £60,000 remitted on account of Sinking Fund for 1850, invested on 7th September, 1852, the same producing.....                                                                                                                                          | 60,301        | 10           | 2     |
| For Dividends for one half year to 10th October, 1852.....                                                                                                                                                                                                  | on £122,682   | 9s. 9d—£1840 | 4 8   |
| Add gain on investing same.....                                                                                                                                                                                                                             | 6             | 18           | 5     |
|                                                                                                                                                                                                                                                             |               | 1847         | 3 1   |
| For investment of £120,000 on 28th December, 1852, on account of Sinking Fund, 1851 and 1852, the same producing.....                                                                                                                                       | 117,696       | 1            | 7     |
|                                                                                                                                                                                                                                                             |               |              |       |
|                                                                                                                                                                                                                                                             | Sterling..... | £302,527     | 4 8   |
|                                                                                                                                                                                                                                                             | Currency..... | £368,074     | 15 11 |

Inspector General's Office,  
Quebec, 1853.

(No. 4.)

RECEIVER-GENERAL'S OFFICE,  
TORONTO, 29th November, 1849.

SIR,—I have the honor to acknowledge your communication of the 9th instant, signed conjointly with Mr. Davidson, Manager to Bank of British North America, relative to the risk and transmission of the small Debentures redeemed for the Province by your respective Institutions.

In reply I would beg leave to state that the course the Government desire to be pursued is as follows:—That at the end of each week, you cause to be defaced by a punch or otherwise, such Debentures as you have redeemed during the week, and transmit the same in a sealed parcel by Mail, addressed to the Receiver General, and by same Mail you will be pleased to advise by letter of having done so. You will also be pleased to transmit either to this Office or to your Agent here, receipts, in duplicate, for the amount of principal and interest, when a cheque will be forwarded to you at once for the amount.

With respect to the balance at credit of the Receiver General with your Institution, it is desirable that it should be transferred to your Agent here, and that the Account should be kept by the agency here; at the same time, as heretofore, it is required that the Receiver General's cheques should be duly honored without extra charge at any of your agencies throughout the Province.



I beg also to acknowledge your favor of the 23rd instant, addressed to the Inspector General, advising of your having transmitted to the Bank of England on account of the Province, your exchange for £20,000, sterling, and enclosing third of same. A warrant for the above amount in your favor is now under preparation, and will be paid to your Agent on application, say £24,777 15s. 7d., currency.

I have further to request that you will be pleased to forward by next English Mail, to Mr. Marshall, Chief Cashier Bank of England, a further Bill at 60 days for £300, sterling, on account of the Province, and for payment of which I shall make immediate application for a warrant in your favor, say for £371 13s. 4d., currency, being at 11½ per cent.

I beg to avail myself of the present occasion to hand you my cheque No. 4154, on your Institution, payable to the order of F. W. Holmes, Esq., for £3519 4s. 0d., being for principal and interest of the packet of redeemed Debentures handed by you to Mr. Anderson, the confidential Clerk of this Department, on his leaving Montreal.

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

(Signed,) E. P. TACHÉ, R. G.

RECEIVER GENERAL'S OFFICE,  
TORONTO, 29th November, 1849.

SIR,—I have the honor to acknowledge your communication of the 9th inst., signed conjointly with Mr. Simpson, Cashier, Bank of Montreal, relative to the transmission of redeemed Debentures. In reply I would beg to state that the course Government desire to be pursued is as follows:—That at the end of each week you cause to be defaced by a punch or otherwise, such Debentures as you have redeemed during the week, and transmit the same, in a sealed parcel by Mail, addressed to the Receiver General; and by the same Mail advise by letter of having done so. You will also be pleased to transmit to this office or to your Agent here, receipts, in duplicate, for the amount of principal and interest, when a cheque will be forwarded you at once for the amount.

With respect to the balance at credit of the Receiver General with your Institution, it is desirable that it should be transferred to your Branch here, and that the amount should be kept here; at the same time as heretofore it is required that my cheques should be duly honored without extra charge at any of your Branches throughout the Province.

In advising of your having complied with the wishes of the Inspector General, relative to the transmission of £20,000, sterling, to Messrs. Glynn & Co., and Barings, will you be pleased to forward the thirds of Exchange to this Department.

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

(Signed,) E. P. TACHÉ, R. G.

D. Davidson, Esq.,  
Manager Bank B. N. A.,  
Montreal.

MONTREAL, 7th December, 1849.

SIR,—We have the honor to acknowledge your communications of the 29th ultimo, addressed to our respective Institutions, in which you express a wish that the balance at the credit of the Receiver General be transferred to Toronto, and that for the future the account should be kept with our Branches there.

At the same time it is required that the cheques of the Department over which you preside shall be honored as heretofore, without extra charge, at any of our establishments throughout the Province. With every desire to meet the views of the Government, and to facilitate its arrangements we fear that the plan of keeping the Accounts of the Receiver General exclusively at Toronto, will be attended with considerable inconvenience.

A very large proportion of the Provincial Revenue is collected at Montreal, Quebec, and St. Johns.

From the Parliamentary returns it would appear that in 1848, the total amount of the Revenue was £379,000, and that of this sum £285,000, was collected in Canada (Lower).

The disbursements of the Government during the same year, exclusive of the expenditure under the heads of "Civil Government and Provincial Legislature," appear also to have been larger in this than the upper section of the Province, and if to the other items of expenditure be added the Interest on the Public Debt remitted to England (which it is presumed will always be done by the purchase of Exchange in Montreal, from the circumstance of the rate on England being invariable lower here than at Toronto). The amount required in Montreal will bear a relative proportion to the excess in the revenue collected in Lower as compared with Upper Canada.

According to the proposed plan the whole of the Revenue would be transferred to Toronto, to be again brought back to meet the wants of the Government at Montreal, a system which would involve considerable inconvenience as well as loss to the Banks, if undertaken without any charge.

We would therefore beg leave to suggest, for the consideration of the Government, that the Revenue collected in Lower Canada, should be taken to account in Montreal, and remain to meet the expenditure in this section of the Province.

Should any part of the Lower Canada Revenue be required in Toronto, our Branches there will be prepared to cash your cheques upon Montreal as may from time to time be desired.

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

(Signed,) A. SIMPSON,  
Cashier, Bank of Montreal.

(Signed,) D. DAVIDSON,  
Manager, Bank B. N. A.

The Hon. The Receiver General, &c., &c.

INSPECTOR GENERAL'S OFFICE,  
TORONTO, 8th December, 1849.

SIR,—The removal of the seat of Government to this City, renders it desirable that new arrangements should be entered into with regard to the receipts and disbursement of the Public Money, and I have to request that you will communicate to me, at your earliest convenience, the terms on which your Bank will undertake such duty from 1st January next.

The Government will expect a certain amount of accommodation from the Bank or Banks which shall have its account, and my object is to ascertain, first, whether you will keep the account at all on the terms prescribed; and secondly, whether in case you are willing to do so, you will be prepared to give any, and what extent of accommodation.

You will be prepared to receive the public Deposits at all your agencies, and place them to the credit of the Government in this City; you will be expected to pay as you now do the cheques of the Government at all your agencies, and when Exchange is required to give it at the lowest Bank rates, charged at any of your offices.

Under the present arrangement the public money has been placed to the credit of the Government in Montreal, at which place Exchange rules lower by about one per cent. than in Toronto, and as the deposits will be made just as heretofore, the Banks will be actually the gainers by the removal of the seat of Government. Hoping to hear from you soon,

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,)

F. HINCKS,

Inspector General.

- A. Simpson, Esq.,  
Montreal Bank.  
D. Davidson, Esq.,  
B. N. A. Bank.  
F. A. Harper, Esq.,  
Commercial Bank.  
T. G. Ridout, Esq.,  
Bank Upper Canada.

MONTREAL, 27th December, 1849.

SIR,—We have the honor to acknowledge the receipt of your circular letter of the 8th December, addressed to our respective Institutions, stating the terms on which it is expected that the Public Accounts shall be kept by the Banks willing to undertake this duty, and desiring to be informed what amount of accommodation they would be prepared to give to the Government in the event of the Public Accounts being kept with them.

In our joint letter to the Receiver General, dated the 7th instant, suggestions were made by us regarding the manner in which we considered that the Public Accounts should be kept with the Banks, in consequence of the removal of the Seat of Government to Toronto; and we regret to perceive from his letter of the 21st instant, that these suggestions were not approved of by him. Being anxious, however, to meet his views on the subject, it has again had our careful consideration, but without our being able to see grounds for altering the opinion we had come to, as will be perceived from the proposition which we now beg leave to make with reference to the manner in which the Banks which we represent are willing to keep the Public Accounts. The Revenue collected in Canada East, and paid into our establishment there, will be carried to the account of the Government in Montreal, free of charge, to remain there to meet the expenditure in this section of the Province. In the same manner, the Revenue collected in Canada West, will be placed to the credit of the Government in Toronto, to meet its disbursements in Upper Canada.

The cheques of the Government Departments drawn on Toronto, will be paid without charge at any of the Branches or agencies of our respective Banks in that Section of the Province, and the cheques drawn on the Government Accounts in Montreal will, in like manner, be honored free of charge at any of our establishments in Lower Canada.

In the event of the Government desiring to transfer any portion of the Revenue collected in one section of the Province to the credit of its accounts in another, we

would desire to make this the subject of a special negotiation. We believe, that in general, it will be convenient for our respective establishments to facilitate in this respect the financial arrangements of the Government, and without making any charge for performing this service, but we wish to reserve to ourselves the option of declining to do so, should it at any time prove to be inconvenient.

We expect that at present the Accounts of the Public Departments will be kept with, and equally divided between our respective Banks. The amount of the temporary advances which our respective establishments are willing to make, will be the same as existed under the old arrangement, and should any further advances be required, they would be the subject of a special negotiation also.

Exchange when required by the Government, to be supplied in Montreal, at the current Bank rate there.

Any of the parties to this arrangement to have the power of withdrawing from it on giving six months' notice,

We have the honor to be, Sir,  
Your most obedient servants,  
For the Bank of Montreal,

(Signed,) A. SIMPSON,  
Cashier.

For the Bank of British North America,

(Signed,) THOMAS PATON,  
Inspector.

The Honorable the Inspector General.

RECEIVER GENERAL'S OFFICE,  
TORONTO, 21st December, 1849.

SIR,—I have the honor to acknowledge the joint communication of yourself and Mr. Simpson, of date 7th instant, and should have replied to same at an earlier period, but at the suggestion of the Inspector General, waited your reply to a circular addressed by him to the principal Banking Institutions, on the subject of the Provincial Account, deemed expedient in consequence of the removal of the Seat of Government to this City. Learning, however, that you desire, in the first instance, a reply to the joint communication referred to, I hasten to meet your wishes.

It would appear to me that you have not exactly understood me relative to transferring the balance of the account to Toronto. In making that request, I merely referred to transferring the balance, so far as the books and accounts were concerned, being a mere matter of figures; I did not expect that specie for the balance should be transmitted to Toronto, or for such sums as might hereafter be deposited in Montreal. I deem it would be more convenient that the matter of account should be kept at the Branch of your Institution here, but should any real objections to that cause present themselves to you, it is not a matter of sufficient importance to insist upon, so long as the cheques of this Department are honored when presented, without charge, at any of your respective agencies as heretofore, and the continuance of which is still expected.

As to the subdivision of the account in the manner referred to by you, that is, keeping the Revenues arising from Lower Canada in Montreal, and chequing against same for the Lower Canada expenditure, and the same course for Upper Canada, it is a course which would involve much detail, and such as I could not recommend.

Your remark is correct relative to the purchasing of Exchange in Montreal for interest on the public debt, (should it be necessary to do so, which is far from

certain, however,) and whichever Banking Institution has the account should make their calculations, as to retaining sufficiency of the Provincial Funds in Montreal, for that contingency. The Provincial Account, for some time back, has been of that desirable character as to render it an object for any Bank to possess it, and the prospect is of its becoming even more so, and Government, therefore, feels that any Institution tendering for the account should be liberal in its propositions in every respect.

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

(Signed,) E. P. TACHÉ, R. G.

D. Davidson, Esq,  
Manager, &c., &c.,  
Montreal.

A similar Letter addressed to Mr. Simpson, Cashier of Bank of Montreal, of same date.

BANK OF MONTREAL,  
MONTREAL, 27th December, 1849.

SIR,—I have the honor to acknowledge the receipt of your letter bearing date 21st instant, which reached me in due course, together with a copy of the same to the address of Mr. Davidson, of the Bank of British North America, which, in his absence I handed to Mr. Paton, the Inspector of that Institution.

The latter gentlemen and the writer have had your communication, as well as that of the Hon. Inspector General on the same subject, under consideration, and we have agreed as to the terms on which our respective Banks are willing to continue the Accounts of the Provincial Government, and which we have embodied in our joint letter of this date addressed to that Hon. Gentleman, a copy of which I beg respectfully to transmit for your information, and which be pleased to regard as a reply to your letter herein acknowledged.

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

(Signed,) A. SIMPSON,  
Cashier.

The Hon. E. P. Taché,  
Receiver General, &c., &c.

BANK OF UPPER CANADA,  
TORONTO, 8th January, 1850.

SIR,—I have the honor to acknowledge the receipt of your letter of the 8th ultimo, on the subject of the Government Deposit Account, and the several matters therein mentioned have been maturely considered, I am authorized to state in reply as follows:—That this Bank is willing to receive, without charge, the Public Deposits at all its agencies throughout Canada, and to place them to the credit of the Government in this City.

That it will pay the Government cheques at the several agencies in the same manner as has heretofore been done.

That when Exchange on London shall be required, it will be willing to furnish the same at the lowest Bank rates charged at any of its offices.

And that should it be required, the Bank will engage to afford the Government an accommodation not exceeding, at any time, the sum of fifty thousand pounds currency, at the usual rate of interest of six per cent. per annum.

I have the honor to be, Sir,  
Your very obedient servant,

(Signed,) THOS. G. RIDOUT,  
Cashier.

The Hon. F. Hincks,  
Inspector General,  
Toronto.

QUEBEC, 19th April, 1852.

SIR,—We would respectfully bring under the notice of yourself and the other Members of Her Majesty's Executive Council, the system at present adopted in collecting the Revenue of this Port.

The duties are paid, in almost every case, by cheques on the different Banks of this City, and these cheques are deposited by the Collector of Customs, in the Quebec Branch of the Bank of Upper Canada, in consequence of which large balances are obtained by that Institution against the other Banks, they requiring to meet these heavy demands with specie.

This operates severely against the Banks and mercantile community, at a period of the year when increased accommodation becomes necessary and desirable. To obviate the inconvenience and relieve the Banks and mercantile community from the severe and injurious pressure caused by the system which now obtains, we would most respectfully suggest, that the Collector of Customs be instructed to deposit in the Banks the cheques which may be drawn on each respectively, such deposits to be transferred to credit of the Receiver General, and drawn out when required for the public Service.

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

(Signed,) NOAH FREER,  
Cashier Quebec Bank.

“ ROBERT CASSELS,  
Manager B. B. N. A.

“ WM. GUNN,  
Manager B of M.

The Hon. Receiver General.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 21st April, 1852.

GENTLEMEN,—I have the honor to acknowledge your joint communication of 19th instant, complaining of the manner of collecting the Revenue at this Port, by causing the same to be deposited in the Branch of the Bank of Upper Canada here, to the prejudice, as you state, of the other Banking Institutions.

Having communicated with some of my colleagues on the subject, I am authorized in reply to state, that during the absence of the Inspector General, the Government has no intention to change the arrangements made in Toronto, in 1850, regarding the deposit of the Provincial Revenue; but on the return of Mr.

Hincks from Europe, your letter will again be brought under the consideration of the Government.

In the meantime, if I am well informed, I may be allowed to remark, that up to this period the Bank of Upper Canada has very far from invariably exacted specie in payment of the balance due by the other Banks; but on the contrary, has often taken exchange, and has almost invariably left it to the option of the Banks to pay either in specie or exchange on the usual terms.

Having every reason to believe that the Bank of Upper Canada is not less disposed to act in the same liberal manner this season towards the other Banking Institutions as heretofore has been the case, I very much doubt if the inconvenience you anticipate will be the result under present arrangements, or they will be so serious as you appear to apprehend.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHÉ, R. G.

Messrs. Noah Freer, Cashier Quebec Bank,  
Robert Cassels, Manager Bank B. N. A.  
W. Gunn, Manager Bank of Montreal.

QUEBEC, 22nd April, 1852.

SIR,—We have the honor to acknowledge receipt of your letter of the 21st instant, and regret to be informed that during the absence of the Inspector General, Her Majesty's Executive Council are not prepared to consider the subject of our communication of the 19th instant.

We would beg respectfully to state, that you have been misinformed regarding the arrangement existing between the Banks for the settlement of balances.

There is no option left of paying either in specie or exchange, but it is expressly understood that the balance due must be paid in specie.

We are at a loss to understand what is meant by paying in exchange "on the usual terms," when no such arrangement exists.

When these facts are brought under the notice of Her Majesty's Executive Council, we earnestly trust, that they will accede to the proposal suggested in our former communication, for relieving the Banks from the inconvenience complained of, and the mercantile community from the pressure which must inevitably be felt.

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

(Signed,) NOAH FREER,  
Cashier Quebec Bank.

" ROBERT CASSELS,  
Manager B. B. N. A.

" WM. GUNN,  
Manager B. of Montreal.

The Hon. Receiver General.

RECEIVER GENERAL'S OFFICE,  
 QUEBEC, 24th April, 1852.

GENTLEMEN,—I have the honor to acknowledge your communication, 22nd instant, in which you are pleased to state that I have been "misinformed" regarding the agreement existing between the "Banks for the settlement of balances."

On reference to my letter of 21st instant, I cannot see that I have mentioned any such thing as an agreement, or even referred to one; I have merely cited what I had been informed was the practice of the Bank of Upper Canada in such matters, and what I had every reason to believe would be its practice in future, and my informant being a person of the highest respectability, whose veracity I could not for a moment doubt more than yours, I cannot see that a further discussion of the subject would remove the difficulty between you and my informant, or that it would result in any practical advantage. The Government, in common justice to the Bank of Upper Canada, as well as to Mr. Hincks, having determined not to reconsider the subject of your correspondence previous to the return of the Inspector General.

Touching your remark "that there is no option left of paying in specie or exchange, but it is expressly understood that the balances due must be paid in specie," I would merely refer to what I have already stated in my letter of the 21st instant, as being the practice of the Bank of Upper Canada, and I have still no reason to believe that any different course will be adopted by that Institution.

In answer to your concluding remark, "we are at a loss to understand what is meant by paying in exchange on the usual terms, when no such agreement exists." I have good reason to believe that the Banks in Montreal understand the "usual terms," to be a rate under that at which the Banks are drawing to the public, varying from  $\frac{1}{4}$  to  $\frac{1}{2}$  per cent; and I am informed that such has been practiced in settling balances with the Bank of Upper Canada here.

I have the honor to be, Gentlemen,  
 Your most obedient servant,

(Signed,) E. P. TACHÉ, R. G.

Messrs. Noah Freer, Cashier, Quebec Bank,  
 Robert Cassels, Manager, B. N. A.  
 Wm. Gunn, Manager, Bank Montreal, Quebec.

QUEBEC, 26th April, 1852.

SIR,—We have the honor to acknowledge receipt of your letter of 24th instant, in which you say, "on reference to my letter of 21st instant, I cannot see that I have mentioned any such thing as an agreement, or even referred to one. In that letter you stated: 'If I am informed well, we (the Bank of Upper Canada) have almost invariably left it to the option of the Banks to pay, either in specie or exchange, on the usual terms.'" This, we informed you, was incorrect, and we again beg leave to state, that, notwithstanding you have been otherwise informed by "a person of the highest respectability, whose veracity you could not for a moment doubt, that such was the practice of the Bank of Upper Canada," that that Institution has not a different mode of settling balances from the Banks which we have the honor to represent.

We have no desire to discuss, with your informant, business, which we conceive should be left entirely to yourself and the other Members of Her Majesty's Executive Council.



We are not aware what arrangement exists between the Banks in Montreal relative to the settlement of balances by Bill of Exchange, but any such agreement in no way influences or affects the Institutions of this City.

In conclusion, we beg respectfully to remind you, that whether the balances due for payment of duties, be paid in specie or Bills of Exchange, the mode at present adopted is both inconvenient and unsatisfactory to the Banks, and acts to the disadvantage of the mercantile community.

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

(Signed,) NOAH FREER,  
Cashier, Quebec Bank.  
“ ROBERT CASSELS,  
“ Manager, B. B. N. A.  
“ WILLIAM GUNN,  
Manager, Bank of Montreal.

The Hon. Receiver General.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 27th April, 1852.

GENTLEMEN,—I have the honor to acknowledge your communication of yesterday's date, and as it does not appear to me to offer any new motive to continue our correspondence, I am necessitated to refer you to my previous letters on the subject.

If the other Banking Institutions have suffered or are likely to suffer in consequence of the Provincial Revenue being deposited in the Bank of Upper Canada, the Government is in no way responsible, having been forced to the adoption of the existing arrangement for causes well known, and which have been on more than one occasion explained in Parliament.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHÉ, R. G.

To Messrs. Noah Freer, Cashier Quebec Bank,  
Robert Cassels, Manager Bank B. N. A.,  
Wm. Gunn, Manager Bank of Montreal, Quebec.

RETURN of Names and Rank of Officers of the Executive Council Office, their dates of appointment, Salaries, and Duties; as required by Address of the Legislative Assembly.

| Name.                     | Office.                              | Date of Appointment. | Annual Salary. |    |    | Officers appointed since 1851.                              | Offices newly created. | Additions to Salaries.                                                | Hours of Attendance.                                                                                                                                                                                                                                                                                                                                                            | Occupation. |
|---------------------------|--------------------------------------|----------------------|----------------|----|----|-------------------------------------------------------------|------------------------|-----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
|                           |                                      |                      | £              | s. | d. |                                                             |                        |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                 |             |
| William H. Lee .....      | Acting Clerk Executive Council ..... | 1821                 | 400            | 0  | 0  | .....                                                       | .....                  | .....                                                                 | Acting Clerk Executive Council.<br>In charge of Warrants, &c.<br>Do. State Book, &c.<br>Drafting minutes of Council, &c.<br>Preparation of fair copies of Orders in Council for the Council and Departments. In charge of Sessional Papers, &c.<br>In charge of Land Book, &c., and general copying Clerk.<br>In charge of Account Book and Door-keeper and Messenger.<br>..... |             |
| Samuel Boies Smith .....  | 1st Clerk .....                      | 1837                 | 200            | 4  | 4  | .....                                                       | .....                  | From 9 A. M. till 4 P. M. or a long as the Council may be in Session. |                                                                                                                                                                                                                                                                                                                                                                                 |             |
| Flavien Valleraud .....   | 2nd do .....                         | 1843                 | 200            | 0  | 0  | .....                                                       | .....                  |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                 |             |
| Wm. A. Hainsworth .....   | 3rd do .....                         | do                   | 200            | 0  | 0  | .....                                                       | .....                  |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                 |             |
| Olivier Côté .....        | 4th do .....                         | 1845                 | 175            | 0  | 0  | None.                                                       | None.                  |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                 |             |
| Thomas Burn .....         | Extra do .....                       | 1846                 | 136            | 17 | 6  | .....                                                       | .....                  | .....                                                                 |                                                                                                                                                                                                                                                                                                                                                                                 |             |
| Fred. H. Hainsworth ..... | do do .....                          | 1847                 | 136            | 17 | 6  | .....                                                       | .....                  |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                 |             |
| M. Naughten .....         | Door-keeper .....                    | 1842                 | 75             | 0  | 0  | .....                                                       | .....                  | .....                                                                 |                                                                                                                                                                                                                                                                                                                                                                                 |             |
| P. Gaul .....             | Messenger .....                      | 1842                 | 66             | 0  | 0  | Transferred from Inspector General's Office 1st Feby. 1853. | .....                  |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                 |             |

WM. H. LEE,  
Ass't. C. E. C.

Executive Council Office,  
Quebec, 30th March, 1853.

PROVINCIAL SECRETARY'S DEPARTMENT.

| Name of Officer.                            | Official Title.                          | Occupation.                                                                                                                                                                                                                                          | Salary.          | Date of Appointment.           | Hours of Attendance.                                                                                                        | Remarks.                                                                                                                                                                                                                                                                                                               |
|---------------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Eastern Section.</i>                     |                                          |                                                                                                                                                                                                                                                      |                  |                                |                                                                                                                             |                                                                                                                                                                                                                                                                                                                        |
| Etienne Parent .....                        | Assistant Secretary .....                | Conducts the Correspondence of Lower Canada and superintends this Section of the Office .....                                                                                                                                                        | £ s. d.          |                                |                                                                                                                             |                                                                                                                                                                                                                                                                                                                        |
| Thomas Ross (Engraving De Henry Jarmy ..... | Department 1st Clerk.<br>2nd Clerk ..... | Specialy entrusted with matter of Local Government such as the magistracy, Summary Courts, Municipal Officers, &c. Keeps the papers and Memorandum Book and assists in conducting the English Correspondence of the Office .....                     | 600 0 0          | 20th May, 1847.                |                                                                                                                             | The only appointment that has occurred since 2 <sup>nd</sup> Oct., 1851 is that of J. N. Fradet as Messenger, in place of John Twomly, deceased.                                                                                                                                                                       |
| William H. Jones .....                      | 3rd do. ....                             | Employed in writing letters, entering and indexing the same and making copies of Documents from time to time required .....                                                                                                                          | 222 4 4          | 20th Jany., 1842.              |                                                                                                                             | The only addition that has been made to Salaries since the 28th Oct., 1851, is £9 per annum granted to James Dorr, Messenger, (see next page.) His pay being thereby raised to £75 he having no lodgings provided for himself, and family as other Messengers have.—This addition was granted on the 15th March, 1852. |
| A. R. Roche .....                           | 4th do. ....                             | Do. do. ....                                                                                                                                                                                                                                         | 175 0 0          | 9th June, 1842.                |                                                                                                                             |                                                                                                                                                                                                                                                                                                                        |
| Sabin Tétu .....                            | 5th do. ....                             | Attends to the docketing, registering, indexing, and referring Papers. Keeps the records thereof except those relating to matters of Local Government under Mr. Jarmy's care, and assists in conducting the French Correspondence of the Office..... | 175 0 0          | 1st April, 1844.               | Half past Nine A. M. to Four P. M., but expected to attend at all hours, night or day, when the Public Service requires it. |                                                                                                                                                                                                                                                                                                                        |
| John Gow .....                              | Office-Keeper and Messenger .....        | Explained by name of Office .....                                                                                                                                                                                                                    | 175 0 0          | 17th April, 1844.              |                                                                                                                             | No Offices newly created.                                                                                                                                                                                                                                                                                              |
| J. N. Fradet .....                          | Messenger .....                          |                                                                                                                                                                                                                                                      | 83 6 8<br>66 0 0 | March, 1829.<br>1st May, 1852. |                                                                                                                             | See Remark up above.                                                                                                                                                                                                                                                                                                   |
| <i>Western Section.</i>                     |                                          |                                                                                                                                                                                                                                                      |                  |                                |                                                                                                                             |                                                                                                                                                                                                                                                                                                                        |
| E. A. Meredith .....                        | Assistant Secretary .....                | Conducts the Correspondence of Upper Canada and superintends this Section of the Office .....                                                                                                                                                        | 500 0 0          | 24th May, 1844.                |                                                                                                                             |                                                                                                                                                                                                                                                                                                                        |

PROVINCIAL SECRETARY'S DEPARTMENT.—(Continued.)

| Name of Officer.                                                              | Official Title.          | Occupation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Salary.                | Date of Appointment.                   | Hours of Attendance. | Remarks.                   |
|-------------------------------------------------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------------------|----------------------|----------------------------|
| Grant Powell.....                                                             | 1st Clerk.....           | <i>Western Section.—(Continued.)</i><br>Has charge of the Magistrates and Coroners papers and books. Has the custody also of the Records of the Office up to the 1st July, 1848, assists in conducting the Correspondence of the Office.....                                                                                                                                                                                                                                                                                                                                   | £ s. d.<br>222 4 4     | 1st May, 1839.                         |                      | Same as on first page.     |
| Henry E. Steele.....                                                          | 2nd do. ....             | Has charge of the Register and attends to the docking, referring and filing Documents. Has the custody of the papers and records, except those under Mr. Powell's care, and copies correspondence into the letter books.....                                                                                                                                                                                                                                                                                                                                                   | 175 0 0                | 11th August, 1841.                     |                      | See remark preceding page. |
| C. J. Birch (Engrossing Dept. 3rd Clerk.)<br>C. St. Geo. Yarwood 4th do. .... | 3rd do (West) .....      | Employed in transcribing the letters from the rough Drafts and copying Documents from time to time required.....<br>Explained by name of Office.....<br><i>Engrossing Department East and West.</i>                                                                                                                                                                                                                                                                                                                                                                            | 175 0 0<br>75 0 0      | 10th August, 1846.<br>1st April, 1847. |                      | See remark preceding page. |
| James Dorr.....                                                               | Messenger .....          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                        |                                        |                      |                            |
| * T. D. Harrington..                                                          | Chief Clerk Sec. Office. | Superintends this Section of the Office. The Great and Privy Seals are confided to his care, for the purpose of affixing them to documents. He is also receiver of Fees on Commissions, &c., and Notarial and other Certificates requiring the Governor General's Signature are prepared by him.....<br><i>Engrosses Great and Privy Seal Instruments, Land Patents, &amp;c., for Lower Canada principally, but assists, when necessary, for Upper Canada.....</i><br>Do. (except Land Patents) for Upper Canada principally, but assists when necessary for Lower Canada..... | 300 0 0<br>5 per cent. | 1st Nov. 1832.<br>on Fees received.    |                      | Same as on first page.     |
| Thomas Ross .....                                                             | 1st Clerk (East).....    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 222 4 4                | 9th Nov. 1839.                         |                      |                            |
| Charles J. Birch ...                                                          | 3rd do (West) .....      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 175 0 0                | 10th August, 1845.                     |                      |                            |

\* Mr. Harrington is also Accountant and Paymaster of the Contingencies of the several Public Departments—and is General Distributor of Marriage Licences throughout the Province and Receiver of Fees arising therefrom. In the latter capacity he keeps accounts current with above 200 Local Agents. For these two Services not belonging to the Secretary's Department, he is paid by a per centage (5 per cent) on the last mentioned receipts until it amounts to £100, when it ceases. This has been since 10th February, 1841.

Provincial Secretary's Department,  
Quebec; 31st March, 1853.

A. N. MORIN,  
Secretary.

List of Clerks and Employés in the Inspector General's Department, shewing the official title or occupation of each Clerk or other Officer, and the salary paid to each; also distinguishing those respectively who have been appointed since the 28th October, 1851, whether these Officers were newly created, and if not, to whom they succeeded; also, shewing any addition or additions which may have been made to the salary of any Officer in the Department since the 28th October, 1851, and any addition just made to the salary of any Officer; also, the hours of attendance in the Department, as required for the information of the Legislative Assembly, per Letter of the Honorable Provincial Secretary, dated the 26th March, 1853.

| Clerks and Employés.   | Official title or occupation.                                                                     | Amount Salary Cy. |    |    | Remarks.                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------|---------------------------------------------------------------------------------------------------|-------------------|----|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                                                                                                   | £                 | s. | d. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| William Dickinson..... | First Book Keeper.....                                                                            | 325               | 0  | 0  | Increased from £300 to £325 from the 1st September, 1852, in consequence of the performance of additional duties after Office Hours.<br>Increased from £275 to £325 from same date and for same reason, &c.                                                                                                                                                                                                                                                      |
| David A. Ross .....    | First Clerk .....                                                                                 | 325               | 0  | 0  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Matthew Ryan .....     | Corresponding Clerk .....                                                                         | 250               | 0  | 0  | Appointed 1st May, 1852, to fill the vacancy occasioned by the resignation of Joseph Hutton, on the 1st April, 1850.                                                                                                                                                                                                                                                                                                                                             |
| Norris Godard .....    | Second Book-keeper .....                                                                          | 200               | 0  | 0  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| John Drysdale .....    | Second Clerk.....                                                                                 | 175               | 0  | 0  | Mr. Hutton succeeded Mr. Boyd, appointed Appraiser of Goods at the Port of Toronto on the 21st August, 1852, at the same salary.<br>Transferred from this to the Executive Council Office on the 1st February, 1853, at same salary.                                                                                                                                                                                                                             |
| Archieald Cary .....   | Third Clerk .....                                                                                 | 150               | 0  | 0  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| J. M. Muckle .....     | Fourth Clerk.....                                                                                 | 150               | 0  | 0  | Transferred from the Executive Council Office to this Department at the same salary as he then received.                                                                                                                                                                                                                                                                                                                                                         |
| A. S. Menzies .....    | First Clerk, Customs Branch .....                                                                 | 175               | 0  | 0  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| H. H. Duffill .....    | Second Clerk, do .....                                                                            | 150               | 0  | 0  | The hours of attendance, from 1st November to 30th April, half past nine to half past three o'clock; and from 1st May to 31st October, nine to four o'clock without intermission, and subject to extension should the Public Service require it.<br>Several of the Clerks annually devote two months attendance in the evening in the preparation of the Public Accounts, their time being fully occupied during the day in the ordinary duties of their office. |
| J. R. Audy .....       | Extra Clerk, do .....                                                                             | 182               | 10 | 0  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| James A. Green .....   | Clerk, Check Office, Customs Branch .....                                                         | 150               | 0  | 0  | Inspector General's Office,<br>Quebec, 30th March, 1853.                                                                                                                                                                                                                                                                                                                                                                                                         |
| William Hutton .....   | Do do .....                                                                                       | 150               | 0  | 0  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Patrick Gaul .....     | Messenger .....                                                                                   | 66                | 0  | 0  | Inspector General,<br>Deputy Inspector General.                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Daniel Ryan .....      | Messenger and Housekeeper of the building occupied by this and the Receiver General's Department. | 75                | 0  | 0  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

The hours of attendance, from 1st November to 30th April, half past nine to half past three o'clock; and from 1st May to 31st October, nine to four o'clock without intermission, and subject to extension should the Public Service require it.  
Several of the Clerks annually devote two months attendance in the evening in the preparation of the Public Accounts, their time being fully occupied during the day in the ordinary duties of their office.

JOS. CARY,  
Deputy Inspector General.

List of the Officers of the Receiver General's Department, shewing dates of appointments, rates of salaries, &c., as called for by the Hon. the Provincial Secretary's letter of 26th March last, for the information of the Legislative Assembly.

| Name.                     | Rank.                     | Date of appointment. | Appointments since 28 October, 1851. | Salary Rate per annum. | Remarks.                                                                                                                             |
|---------------------------|---------------------------|----------------------|--------------------------------------|------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| C. E. Anderson, .....     | Confidential Clerk, ..... | 1847. 1<br>October   | .....                                | £ s. d.<br>400 0 0     | { Increased £50 per annum, per O. C., 1st September, 1852.                                                                           |
| J. Dufort, .....          | 1st Clerk, .....          | 1849. 1<br>January   | .....                                | 250 0 0                |                                                                                                                                      |
| J. B. Stanton, .....      | 2nd do .....              | 1848. 1<br>February  | .....                                | 225 0 0                | { First appointed in 1847 at 10s. per diem, and succeeded the late E. C. Bourret.                                                    |
| G. C. Reiffenstein, ..... | 3rd do .....              | 1852. 1<br>June      | .....                                | 225 0 0                |                                                                                                                                      |
| Wm. Hedges, .....         | Extra Clerk, .....        | 1847. 1<br>December  | .....                                | 225 0 0                | { Increased from 10s. per diem, per O. C., 1st September, 1852.                                                                      |
| J. F. Pellant, .....      | do .....                  | 1849. 1<br>November  | .....                                | 0 10 0                 |                                                                                                                                      |
| Chas. Selby, .....        | do .....                  | .....                | 1852. 20<br>Sept.                    | 0 5 0                  | { Per diem. New Offices.                                                                                                             |
| J. L. Dufresne, .....     | do .....                  | .....                | 1853. 21<br>January                  | 150 0 0                | { New Office paid out of Upper Canada Municipal Loan Fund Act, O. C. authorizing Receiver General to increase to £200 at discretion. |
| Jas. Oliva, Jr., .....    | do .....                  | .....                | 1852. 21<br>Nov.                     | 0 10 0                 | { Per diem. New Office paid out of Lower Canada Rebellion Fund.                                                                      |
| James Thomson, .....      | Messenger, .....          | 1844. 1<br>September | .....                                | 66 0 0                 |                                                                                                                                      |

Office hours, from 1st May to 31st October, from 9 A. M. to 4 P. M.; and from 1st November to 30th April, from 9½ A. M. to 3½ P. M.

E. P. TACHÉ,  
Receiver General.

Receiver General's Office,  
Quebec, 4th April, 1853.

RETURN of Clerks and Employés in the Crown Land Department.

| BRANCH AND NAME.                          | OFFICIAL TITLE.          | SALARY.             | PERIOD OF SERVICE.      | REMARKS.                                  |
|-------------------------------------------|--------------------------|---------------------|-------------------------|-------------------------------------------|
| <i>Account Branch.</i>                    |                          |                     |                         |                                           |
| William Ford                              | Cashier and Accountant   | £ 250 0 0 per annum | Since 11th April, 1852  | Succeeded Alexander McNab.                |
| W. F. Collins                             | Assistant do             | 200 0 0             | " 7th September, 1843.  |                                           |
| Tredler Cherrier                          | Clerk                    | 150 0 0             | " 5th October, 1852     | Succeeded F. O. Parent.                   |
| <i>Correspondence West Branch.</i>        |                          |                     |                         |                                           |
| J. C. Tarbut                              | Corresponding Clerk West | 250 0 0             | " 17th March, 1842.     |                                           |
| J. McDonald                               | Clerk                    | 136 17 6            | " 12th May, 1842.       |                                           |
| D. G. McElean                             | Clerk                    | 136 17 6            | " 1st August, 1850.     |                                           |
| <i>Surveying West Branch.</i>             |                          |                     |                         |                                           |
| Andrew Russell                            | Surveyor and Draftsman   | 325 0 0             | " 22nd November, 1839.  |                                           |
| Thomas Devine                             | Assistant do             | 170 0 0             | " 7th July, 1846.       |                                           |
| <i>Late Surveyor General West Branch.</i> |                          |                     |                         |                                           |
| William Sprege                            | Chief Clerk              | 375 0 0             | " 1st January, 1829     | Salary raised £50 on 26th November, 1852. |
| Thomas Hector                             | Clerk                    | 275 0 0             | " 17th June, 1839.      |                                           |
| H. J. Jones                               | Clerk                    | 200 0 0             | " 1st November, 1838.   |                                           |
| Frederick T. Roche                        | Clerk                    | 150 0 0             | " 22nd June, 1847.      |                                           |
| Frederick A. Hall                         | Clerk                    | 136 17 6            | " 1st January, 1847.    |                                           |
| <i>Correspondence East Branch.</i>        |                          |                     |                         |                                           |
| Jean Langlevin                            | Corresponding Clerk East | 325 0 0             | " 16th March, 1843.     |                                           |
| Thomas Hammond                            | Clerk                    | 150 0 0             | " 24th January, 1842.   |                                           |
| V. C. Tessier                             | Clerk                    | 125 0 0             | " 17th August, 1852     | Succeeded N. F. Laurent.                  |
| <i>Surveying East Branch.</i>             |                          |                     |                         |                                           |
| Joseph Bonicette                          | Surveyor and Draftsman   | 375 0 0             | " 16th March, 1818.     |                                           |
| E. J. Fiecher                             | Assistant do             | 175 0 0             | " 21st December, 1841.  |                                           |
| P. L. Norm                                | Do do                    | 175 0 0             | " 10th September, 1847. |                                           |
| J. B. Raymond                             | Clerk                    | 125 0 0             | " 1st January, 1851.    |                                           |

## RETURN of Clerks and Employés in the Crown Land Department.—(Continued.)

| BRANCH AND NAME.                                    | OFFICIAL TITLE.                                       | SALARY.                                  | PERIOD OF SERVICE.                                           | REMARKS.                                                                                                                                                                                                 |
|-----------------------------------------------------|-------------------------------------------------------|------------------------------------------|--------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Woods &amp; Forests, East &amp; West Branch.</i> |                                                       |                                          |                                                              |                                                                                                                                                                                                          |
| William McD. Dawson                                 | Timber Superintendent                                 | Note.—Fired since organization of Branch | December, 1841, Timber Office, and 12th June, 1849, C. L. D. | This Branch has been recently organized; past Accounts, having been defective, irregular and most unsatisfactory both as regards Revenue and Management. Transferred superintending Copying Field Notes. |
| John Morphy                                         | Clerk                                                 | £ s. d.<br>150 0 0 per annum             | Since 8th July, 1851                                         | Transferred from do                                                                                                                                                                                      |
| G. E. Thompson                                      | Clerk                                                 | 136 17 6                                 | " 2nd May, 1852                                              | do                                                                                                                                                                                                       |
| <i>Jesuits Estates Branch.</i>                      |                                                       |                                          |                                                              |                                                                                                                                                                                                          |
| Félix Fortier                                       | Superintendent of Jesuits' Estates and Queen's Domain | 200 0 0                                  | " 10th September, 1847                                       | Salary raised £50 on 26th November, 1852.                                                                                                                                                                |
| Frederick V. Judah                                  | Clerk                                                 | 136 17 6                                 | " 12th June, 1849                                            |                                                                                                                                                                                                          |
| <i>Messengers.</i>                                  |                                                       |                                          |                                                              |                                                                                                                                                                                                          |
| John Bradshaw                                       |                                                       | 75 0 0                                   | " 1st March, 1852                                            | Succeeded W. Walker.                                                                                                                                                                                     |
| George Fisher                                       |                                                       | 75 0 0                                   | " 1st August, 1844                                           | £10 additional since 1st June, 1852.                                                                                                                                                                     |
| John Innes                                          |                                                       | 60 0 0                                   | " 1st November, 1846                                         | £10 do since 1st February, 1852.                                                                                                                                                                         |
| <i>Special Service.</i>                             |                                                       |                                          |                                                              |                                                                                                                                                                                                          |
| W. F. Whiteher                                      | Superintending copying Field Notes                    | 150 0 0                                  | " 1st April, 1847                                            | Transferred from Corresponding West Branch.                                                                                                                                                              |
| Jer. Alley                                          | Copying Field Notes                                   | 140 9 0                                  | " 6th February, 1848                                         | Do Account Branch.                                                                                                                                                                                       |
| J. Prendergast                                      | do                                                    | 140 1 3                                  | " 1st August, 1851.                                          |                                                                                                                                                                                                          |
| J. Turnbull                                         | Assisting in Account Branch                           | 162 10 0                                 | " 17th May, 1852                                             | Employed to bring up arrears upon withdrawal of Messrs. Macdon, Shay and Gibb: now employed during Session of Parliament.                                                                                |
| Thomas E. Jarney                                    | Assistant Surveyor and Draftsman East                 | 136 17 6                                 | " 1st December, 1852                                         | Employed in place of P. L. Morin, on leave of absence—Services dispensed with on 26th instant on Mr. Morin's return.                                                                                     |

Crown Land Department,  
Quebec, 28th April, 1852.

(Signed,)

JOHN ROLPH.



STATEMENT of the Officers, &c., of the Department of Public Works, shewing their official titles, salaries, &c., as required by an Address of the Legislative Assembly.

| Official Title.                                                       | Name.                        | Amount of Salary. | If appointed since 28th Oct., 1851.  |                                |
|-----------------------------------------------------------------------|------------------------------|-------------------|--------------------------------------|--------------------------------|
|                                                                       |                              |                   | Names of persons who were succeeded. | Amount of additional Salaries. |
|                                                                       |                              | £ s. d.           |                                      | £ s. d.                        |
| Chief Commissioner, .....                                             | J. Chabot, .....             | 750 0 0           | Hon. J. Young, ..                    |                                |
| Assistant Commissioner and Directing Engineer to Welland Canal, ..... | H. H. Killaly, .....         | 650 0 0           |                                      |                                |
| Secretary, .....                                                      | T. A. Begly, .....           | 500 0 0           |                                      |                                |
| Assistant Engineer and Draftsman, .....                               | F. V. Rubidge, .....         | 400 0 0           |                                      |                                |
| Clerk of Works, .....                                                 | P. Gauvreau, .....           | 300 0 0           |                                      |                                |
| Book-keeper and Accountant, .....                                     | S. Strang, .....             | 300 0 0           |                                      |                                |
| Chief Clerk, .....                                                    | C. D. Shanly, .....          | 200 0 0           | Ed. Hamilton, ..                     |                                |
| Second Clerk, .....                                                   | Jos. Guy, .....              | 150 0 0           | C. D. Shanly, ..                     |                                |
| Extra Clerk, .....                                                    | J. W. Harper, .....          | 137 17 6          | Jos. Guy, .....                      |                                |
| Messenger, .....                                                      | M. Walsh, .....              | 66 0 0            |                                      |                                |
|                                                                       | <i>St. Lawrence, &amp;c.</i> |                   |                                      |                                |
| Resident Engineer, .....                                              | John Page, .....             | 500 0 0           | Chas. Legge, ....                    | 150 0 0                        |
| Assistant do .....                                                    | G. F. Baillargé, .....       | 175 0 0           |                                      | 50 0 0                         |
| Clerk, .....                                                          | Donald MacIver, .....        | 102 0 0           |                                      | 23 15 0                        |
| Assistant Engineer, (Junction Canal), .....                           | Chs. Legge, .....            | 100 0 0           | John Page, .....                     | 40 0 0                         |
| Assistant Engineer, .....                                             | J. F. McDonald, .....        | 300 0 0           |                                      |                                |
| Superintendent, (Lachine), .....                                      | A. Bissett, .....            | 146 0 0           |                                      |                                |
| Do (Beauharnois), .....                                               | Thos. Boothe, .....          | 160 0 0           |                                      |                                |
| Do (Cornwall), .....                                                  | D. A. McDonell, .....        | 160 0 0           |                                      |                                |
| Do (Williamsburg), .....                                              | A. F. McDonald, .....        | 160 0 0           |                                      |                                |
|                                                                       | <i>Chambly.</i>              |                   |                                      |                                |
| Superintendent, .....                                                 | M. Borne, .....              | 160 0 0           |                                      |                                |
|                                                                       | <i>St. Ours.</i>             |                   |                                      |                                |
| Do .....                                                              | A. Hatt, .....               | 156 10 0          | R. N. Harrison.                      |                                |
|                                                                       | <i>St. Maurice.</i>          |                   |                                      |                                |
| Do .....                                                              | S. J. Dawson, .....          | 350 0 0           |                                      |                                |
|                                                                       | <i>Ottawa.</i>               |                   |                                      |                                |
| Do .....                                                              | H. Merrill, .....            | 250 0 0           |                                      |                                |
|                                                                       | <i>Trent.</i>                |                   |                                      |                                |
| Do .....                                                              | G. W. Ranney, .....          | 150 0 0           |                                      |                                |
|                                                                       | <i>Welland.</i>              |                   |                                      |                                |
| Assistant Engineer, .....                                             | S. D. Woodruff, .....        | 350 0 0           |                                      |                                |
| Clerk, .....                                                          | Jn. Callaghan, .....         | 200 0 0           |                                      |                                |
| Draftsman and Surveyor, .....                                         | L. J. Leslie, .....          | 180 0 0           |                                      |                                |

LIST OF EMPLOYÉS—Bureau of Agriculture.

| Name.                     | Official Title. | Salary, per annum. | Appointments since 28th Oct., 1851. | If office has been newly created. | Addition to salary since 28th Oct., 1851. | Addition to salary just made. | Office hours.                                                                                     | Remarks.                                                        |
|---------------------------|-----------------|--------------------|-------------------------------------|-----------------------------------|-------------------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| William Rd. Wright .....  | 1st Clerk ..... | £ 200 0 0          | All in 1852.                        | All in 1852.                      | None since first appointed.               | None.                         | From 1st Nov. to 30th April, 9 A. M. to 3 P. M., and from 1st May to 31st Oct. 9 A. M. to 4 P. M. | The Bureau of Agriculture established by Act 16 Vict., cap. 11. |
| Narcisse F. Laurent ..... | 2nd do .....    | 200 0 0            |                                     |                                   |                                           |                               |                                                                                                   |                                                                 |
| William Walker .....      | Messenger ..... | 75 0 0             |                                     |                                   |                                           |                               |                                                                                                   |                                                                 |

In the course of organizing the Bureau, Mr. Wright was transferred from the Provincial Secretary's Office, on 1st April, 1852, where he had held an appointment since 1st July, 1846, and Mr. Laurent, from the Crown Land Department, on 19th August, 1852, whose appointment there dates from 10th September, 1847.

MALCOLM CAMERON,  
Minister of Agriculture.

Bureau of Agriculture,  
Quebec, 2nd April, 1853.

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RETURN TO AN ADDRESS of the Honorable the House of Assembly, shewing the persons employed in the Census Office.

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Secretary to the Board—W. C. Crofton appointed Keeper of the Blue Book, October, 1846, with a salary of £200 per annum, and Secretary to the Board of Registration, July, 1847, with an addition of £75 per annum.

*Supernumerary Clerks.*

Louis Lavoie, January 1st, 1852, 10s. per day.

Evelyn Campbell, May 24, 1852, 10s. per day.

J. Atkins, September 1, 1852, 10s. per day.

P. Deguise, November 1, 1851, 7s. 6d. per day.

F. Dugal, February 14, 1852, 7s. 6d. per day.

W. N. Lee, June 7, 1852, 7s. 6d. per day.

J. Labranche, September 1, 1852, 7s. 6d. per day.

E. Burns, February 4, 1852, 7s. 6d. per day.

D. Daly, June 1, 1852, 7s. 6d. per day.

The above are only employed during the completion of the Census.

Office hours, during Winter, from 9 till 3.

Do do Summer, from 9 till 4.

W. C. CROFTON,  
S. B. R. and S.

List of Clerks and other Employés in Post Office Department, shewing the official title or occupation of each Clerk, or other officer, and the salary paid to each, also distinguishing those officers respectively who have been appointed since 28th October, 1851, whether their offices were newly created, and if not to whom they succeeded, also shewing any addition which has been made to the salary of any officer, also the hours of official attendance.

| Name of Clerk or Employé. | Official title or occupation. | If appointed since 28th Oct., 1851.                    | If office newly created, or to whom succeeded. | Salary on 28th October, 1851. | Shewing addition to salary since the 28th Oct., 1851. | Present salary per annum. | Hours of official attendance.                                                                                                         |
|---------------------------|-------------------------------|--------------------------------------------------------|------------------------------------------------|-------------------------------|-------------------------------------------------------|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
|                           |                               | £ s. d.                                                | £ s. d.                                        | £ s. d.                       | £ s. d.                                               |                           |                                                                                                                                       |
| W. H. Griffin.....        | Secretary .....               | <i>Nil.</i>                                            | <i>Nil.</i>                                    | 400 0 0                       | <i>Nil.</i>                                           | 400 0 0                   | The office hours are from 9 A. M. to 4 o'clock P. M. in Summer, and from half past 9 A. M. until half past 3 o'clock P. M. in Winter. |
| G. E. Griffin.....        | Chief Clerk.....              | "                                                      | "                                              | 300 0 0                       | 50 0 0                                                | 350 0 0                   |                                                                                                                                       |
| Thos. S. Stayner .....    | 2nd Clerk .....               | "                                                      | "                                              | 200 0 0                       | 50 0 0                                                | 250 0 0                   |                                                                                                                                       |
| E. F. King .....          | 3rd Clerk .....               | "                                                      | "                                              | 137 10 0                      | 37 10 0                                               | 175 0 0                   |                                                                                                                                       |
| C. B. Griffin .....       | 4th Clerk .....               | "                                                      | "                                              | 125 0 0                       | 35 0 0                                                | 160 0 0                   |                                                                                                                                       |
| E. J. King .....          | Accountant.....               | "                                                      | "                                              | 350 0 0                       | 25 0 0                                                | 375 0 0                   |                                                                                                                                       |
| J. Ashworth .....         | 1st Clerk .....               | "                                                      | "                                              | 160 0 0                       | 40 0 0                                                | 200 0 0                   |                                                                                                                                       |
| R. Julian .....           | 2nd Clerk .....               | "                                                      | "                                              | 140 0 0                       | 20 0 0                                                | 160 0 0                   |                                                                                                                                       |
| R. C. Hayden.....         | 3rd Clerk .....               | "                                                      | "                                              | 140 0 0                       | 20 0 0                                                | 160 0 0                   |                                                                                                                                       |
| John Davidson .....       | 4th Clerk .....               | "                                                      | "                                              | 125 0 0                       | 25 0 0                                                | 150 0 0                   |                                                                                                                                       |
| J. T. McCuaig .....       | 5th Clerk .....               | "                                                      | "                                              | 125 0 0                       | 35 0 0                                                | 160 0 0                   |                                                                                                                                       |
| D. M. Wright .....        | 6th Clerk .....               | Transferred from Quebec Post Office 6th January, 1853. |                                                | 120 0 0                       | 30 0 0                                                | 150 0 0                   |                                                                                                                                       |
| Smith Allen .....         | Messenger .....               | <i>Nil.</i>                                            | <i>Nil.</i>                                    | 75 0 0                        | <i>Nil.</i>                                           | 75 0 0                    |                                                                                                                                       |

J. MORRIS,  
Postmaster General.

Post Office Department,  
Quebec, 31st March, 1853.

List of Officers, Clerks and Employés in the Office of the Deputy Adjutant General of Militia for Canada West.

| Name and Official Title.                                                  | Date of Appointment.  | Amount of Salary.             | Duties of Office.                                                                                                                      | Office hours.                                                                                                                     | Additions made to Salary since October, 1851. |
|---------------------------------------------------------------------------|-----------------------|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
| D. Macdonell,<br>Deputy Adjutant General of Militia, C. W.,               | 11th July, 1846,..... | £ s. d.<br>600 0 0            | Issuing Militia General Orders, preparation, and issuing Commissions and other duties appertaining to the organization of the Militia. | From 30th April to 31st October from 9 A. M. to 4 P. M.<br>From 1st November to 30th April, from ½ past 9 A. M. to ½ past 3 P. M. | None.                                         |
| Josina Thompson,<br>Clerk Adjutant General's Office for C. W.,            | July, 1847, .....     | 175 0 0                       | Copying Correspondence, preparing Commissions, engraving Militia Lists, and other Office duties.                                       |                                                                                                                                   | None.                                         |
| Henry Smeaton,<br>Messenger for both Offices, Canada East and West, ..... | 5th May, 1851, .....  | 75 0 0<br>Including increase. | Charge of the Offices of both sections and general duty of Messenger.                                                                  |                                                                                                                                   | Nine pounds increase since October, 1851.     |

Adjutant General's Office,  
Quebec, 30th March, 1853.

D. MACDONELL, Lt. Col.,  
Deputy Adjutant General of Militia.

RETURN of the Clerks, &c., in the Adjutant General's Department for Canada East.

| Official Title.  | Name.                      | Occupation.                                                        | Appointment. | Addition of Salary made since 1851. | Salary.            | Remark.                    |
|------------------|----------------------------|--------------------------------------------------------------------|--------------|-------------------------------------|--------------------|----------------------------|
| Clerk, .....     | Charles Pettitclerc, ..... | Book Keeper, &c., &c., .....                                       | 1822.        | £ s. d.<br>55 0 0                   | £ s. d.<br>185 0 0 |                            |
| Do .....         | P. L. Macdonell, .....     | English and French Correspondent and filling up Commissions, ..... | 1847.        |                                     | 150 0 0            |                            |
| Messenger, ..... | H. Smeaton, .....          |                                                                    | 1851.        | 9 0 0                               | 75 0 0             | Acts for both Departments. |

Hours of attendance, from November to May, from ½ past 9 A. M. to ½ past 3 P. M., and from May to November, from 9 A. M. to 4 P. M.

Adjutant General's Department,  
Quebec, 7th April, 1853.

A. DE SALABERRY,  
Lt. Col. D. A. G. M.

STATEMENT shewing the number of Clerks, &c., in the Provincial Registrar's Office, their official titles, salaries, date of appointment, and hours of attendance in their Office, prepared at the instance and for the information of the Honorable the Legislative Assembly.

| Title.                  | Name.                 | Salary<br>Currency. | Date of Appointment. | Hours of Attendance.                                                                         | REMARKS.                                                                                                                                                                                                                                         |
|-------------------------|-----------------------|---------------------|----------------------|----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| First Clerk .....       | Wm. Kent* .....       | £ s. d.<br>224 4 5  | March, 1838.         | SUMMER.<br>1st May to 1st November, from 9 A. M. to 4 P. M.                                  | *The salary of this Officer, by Order in Council, dated 14th September, 1847, was increased by £27 15s. 8d., making £250 per annum; two instalments, or six months of which was duly paid, but from the 1st January, 1848, it has been withheld. |
| Second do .....         | Geo. H. Lane .....    | 194 8 8             | April, 1838.         | WINTER.<br>1st November to 1st May, $\frac{3}{4}$ past 9 A. M. to $\frac{3}{4}$ past 3 P. M. | French Clerk, and engaged in and about the old French Records. His appointment at present is only temporary.                                                                                                                                     |
| Extra do .....          | Amable Bélanger ..... | 150 0 0             | October, 1852.       |                                                                                              |                                                                                                                                                                                                                                                  |
| Maxime Valiquette ..... | Messenger .....       | 75 0 0              | September, 1850.     |                                                                                              |                                                                                                                                                                                                                                                  |

The duty of the Clerks, too numerous to detail, is to make and keep an exact *Record* of every *Document* passing the Great Seal, and generally the Privy Seal, and other instruments, directed by Legislative enactment to be entered of Record, of which, together in the year 1852, there were 3,325 entered upon the Records of the Department, and full and efficient *Indices* thereof made. To make exemplifications, copies and certificates of all documents asked for, and as the office is the only one of Record as regards the granting of Lands, and all matters where the Great Seal is required to give them effect, it follows that constant applications for information are made by persons interested, which the Clerks also have to attend, occupying a large portion of their time.

There is no particular distribution of work in the Office to the respective Clerks, every thing as it comes into the Office is completed forthwith. Each takes up what he finds on hand, and the Office consequently is never in arrears.

THOMAS AMIOT,  
Deputy Registrar.

Provincial Registrar's Office,  
Quebec, 29th March, 1853.

Return of the Clerks and Employés in the Emigration Department, Canada East, 1852.

| Name of Clerks and Employés in the Emigration Department, Canada East. | Official Titles.                              | Amount of Salary.                                            | If appointed since 28th October, 1851. | If Newly appointed, if not, if succeeded. | Showing any additions which may have been made to Salary. | Hours of attendance at Office.                                                                                                           |
|------------------------------------------------------------------------|-----------------------------------------------|--------------------------------------------------------------|----------------------------------------|-------------------------------------------|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| <b>QUEBEC.</b>                                                         |                                               |                                                              |                                        |                                           |                                                           |                                                                                                                                          |
| James Hayes                                                            | Assistant Agent                               | £ 111 2 2                                                    | 1st May, 1852                          | Succeeded Mr. S. M. Taylor.               |                                                           | DURING SUMMER.<br>From 8 o'clock, A. M., to 6 o'clock, P. M.                                                                             |
| James McKenna                                                          | Clerk                                         | 91 5 0                                                       |                                        |                                           |                                                           | WINTER.<br>From 10 o'clock, A. M., to 4 o'clock, P. M.                                                                                   |
| James Lilley                                                           | Messenger and Shed Keeper                     | 40 0 0                                                       |                                        |                                           |                                                           |                                                                                                                                          |
| Wm. Sinn                                                               | German Interpreter, appointed annually        | 60 0 0                                                       | 1st May, 1852                          | New.                                      |                                                           |                                                                                                                                          |
| <b>MONTREAL.</b>                                                       |                                               |                                                              |                                        |                                           |                                                           |                                                                                                                                          |
| Mr. A. Conlan                                                          | Emigrant Agent                                | 10s. per day from 1st May to 30th November.                  |                                        |                                           |                                                           |                                                                                                                                          |
| Thomas O'Neil                                                          | Clerk                                         | 5s. per day from do to do.                                   |                                        |                                           | 1s. 6d. per day.                                          | From 1st May to 30th November, from 9 o'clock, A. M., to 6 o'clock, P. M., attends every morning the arrival of the Steamer from Quebec. |
| D. Drummond                                                            | Keeper of Emigrant Sheds at Point St. Charles | £45 10s. per year.                                           |                                        |                                           |                                                           |                                                                                                                                          |
| A. Schmidt                                                             | German Interpreter                            | £10 per month while employed, from 1st June to 1st September | 1st June, 1852                         | New.                                      |                                                           |                                                                                                                                          |

A. C. BUCHANAN,  
Chief Agent.

EMIGRATION DEPARTMENT,  
Quebec 29th March, 1853.

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**QUEBEC:**

**PRINTED BY JOHN LOVELL, AT HIS STEAM PRINTING ESTABLISHMENT,**

**MOUNTAIN STREET.**

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# R E T U R N

TO AN ADDRESS from the Legislative Assembly, to His Excellency the Governor General, of the 12th ultimo, for the Report of the Supervisor of Cullers for 1851 and 1852.

By command,

A. N. MORIN,  
Secretary.

Secretary's Office,  
Quebec, 2nd May, 1853.

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## ANNUAL REPORT.

SUPERVISOR OF CULLER'S OFFICE,  
Quebec, 10th January, 1853.

SIR,—I have the honor to transmit herewith, (in duplicate,) a Statement in detail of all Receipts and Disbursements connected with my Office, for the year ending 31st December, 1852; as also, an abstract of all Lumber, measured, culled, and counted under my superintendance, and distinguishing the section of the Province, whence the same was produced, said accounts and abstracts prepared agreeably to the 19th Section of Act 8th Victoria, chap. 49.

I beg to enclose with said accounts all the vouchers required for the government of the Hon. Inspector General's Department.

It will be observed by said Returns that the surplus Funds remaining in my hands on the year's transactions is £999 14s. 1d., which added to a former balance of £798 1s. 6d., leaves the sum of £1797 15s. 7d.

Having the honor to be, Sir,  
Your most obedient and humble servant,

(Signed,) JOHN SHARPLES,  
Supervisor of Cullers.

Hon. A. N. Morin,  
Secretary, Quebec.

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N. B.—I also transmit Statement of Crown Dues, as furnished the Supervisor by the Collector of Timber dues, and indorsed by me on the several specifications of measurement as issued—agreeably to instructions from Hon. Commissioner of Crown Lands.

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**SCHEDULE OF DOCUMENTS.**

Relative to the Supervisor of Cullers Accounts transmitted herewith.

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- A.**—General Statement of Receipts and Disbursements.
- B.**—Statement of Receipts for Lumber, Measured, Culled, &c.
- C.**—Statement of Fees paid Cullers with Vouchers, No. 1 to 61.
- D.**—Statement of Salaries paid Clerks with Vouchers, No. 61 to 86.
- E.**—Statement of Contingent Disbursements with Vouchers, No. 86 to 116, inclusive.
- G.**—An Abstract of the Number of Pieces and Number of Cubic Feet of each description of Timber, Measured and Culled under the Superintendence of the Supervisor of Cullers during the Season of 1852, with the Section of the Province from whence the same was procured.
- H.**—An Abstract of the Number of Pieces of all Lumber, (square timber excepted,) Measured and Culled under the Superintendence of the Supervisor of Cullers during the Season of 1852, with the Section of the Province where from.
- I.**—Statement of Crown dues, as furnished the Supervisor by the Collector of Timber dues, and indorsed by the Supervisor on the several specifications of Measurement.
- K.**—Inventory of sundry articles of Office Furniture remaining in the possession of the Supervisor of Cullers.

(Signed,)

**JOHN SHARPLES,**  
Supervisor of Cullers.

Supervisor of Cullers' Office.  
Quebec, 31st December, 1852.

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A.

The Supervisor of Cullers' General Statement of Receipts and Disbursements for Measuring, Culling and Counting Lumber, from 1st January to 31st December, 1852.

|                                                                                                        | £      | s.  | d. | £    | s. | d. |
|--------------------------------------------------------------------------------------------------------|--------|-----|----|------|----|----|
| To over credit to William Bee, (in error,) Voucher No. 11, year 1851 . . . . .                         |        |     | 0  | 9955 | 11 | 10 |
| To short credited on Voucher No. 20, 1850, £0 0 8 . . . . .                                            |        |     | 0  | 2805 | 9  | 8  |
| To over credited on Voucher No. 33, 1851, 0 0 2 . . . . .                                              |        |     | 6  | 456  | 10 | 7  |
| <b>To Gross Receipts for Measuring, Culling, and Counting Lumber, as per Statement . . . . .</b>       |        | 0   | 9  |      |    |    |
| To received for furnishing duplicate Specifications connected with Surveys, &c. . . . .                | 14222  | 2   | 0  |      |    |    |
|                                                                                                        |        | 18  | 9  |      |    |    |
|                                                                                                        | £14241 | 0   | 8  |      |    |    |
| To balance brought down, being surplus of this season . . . . .                                        |        | 999 | 14 |      |    |    |
| To balance from General Statement, dated 31st December, 1851, being surplus of previous years. . . . . | 798    | 1   | 6  |      |    |    |
|                                                                                                        | £1797  | 15  | 7  |      |    |    |
|                                                                                                        |        |     |    | 23   | 14 | 11 |
|                                                                                                        |        |     |    | 800  | 0  | 0  |
|                                                                                                        |        |     |    | 999  | 14 | 1  |
|                                                                                                        | £14241 | 0   | 8  |      |    |    |

By Paid Cullers, (per Statement) . . . . .  
 By Paid Salaries of Clerks, (per Statement) . . . . .  
 By Paid Contingent Disbursements, (per Statement) . . . . .  
 By Paid Deputy Supervisor for Sorel, this amount to cover balance due for changes and expenses, as per his Returns dated 30th November, 1852, as per Returns and Voucher . . . . .  
 By Paid Salary of Supervisor for year ending 31st December, 1852, under Act 9 Vic., cap. 16 . . . . .  
 By Balance carried down . . . . .

Supervisor of Cullers' Office,  
 Quebec, 31st December, 1852.

JOHN SHARPLES,  
 Supervisor of Cullers.

Sworn before me, at Quebec, this 11th  
 day of January, 1853.

J. MAGUIRE, J. P.

B.

STATEMENT of Lumber measured, culled and counted at the Port of Quebec through the Office of the Supervisor of Cullers, during the Season of 1852.

|                                  | Pieces.                           |                                                         | Tons.                                |                                  | £ s. d.     |
|----------------------------------|-----------------------------------|---------------------------------------------------------|--------------------------------------|----------------------------------|-------------|
| White Pine .....                 | 442265                            | Measured off .....                                      | 687741 <sup>21</sup> / <sub>40</sub> |                                  |             |
| Basswood .....                   | 289                               | Do .....                                                | 369 <sup>1</sup> / <sub>40</sub>     |                                  |             |
| Butternut .....                  | 50                                | Do .....                                                | 58 <sup>6</sup> / <sub>40</sub>      |                                  |             |
|                                  |                                   |                                                         | 688168 <sup>27</sup> / <sub>40</sub> | 2 <sup>3</sup> / <sub>4</sub> d. | 6810 0 1    |
| Red Pine .....                   | 55412                             | Do .....                                                | 60037 <sup>23</sup> / <sub>40</sub>  |                                  |             |
| Oak .....                        | 27150                             | Do .....                                                | 41250 <sup>37</sup> / <sub>40</sub>  |                                  |             |
| Elm .....                        | 64705                             | Do .....                                                | 60129 <sup>37</sup> / <sub>40</sub>  |                                  |             |
| Ash .....                        | 4957                              | Do .....                                                | 5882 <sup>3</sup> / <sub>40</sub>    |                                  |             |
| Tamarac .....                    | 21795                             | Do .....                                                | 13292 <sup>3</sup> / <sub>40</sub>   |                                  |             |
| Birch .....                      | 1384                              | Do .....                                                | 669 <sup>7</sup> / <sub>40</sub>     |                                  |             |
| Maple .....                      | 41                                | Do .....                                                | 39 <sup>12</sup> / <sub>40</sub>     |                                  |             |
| Beech .....                      | 2                                 | Do .....                                                | 2 <sup>3</sup> / <sub>40</sub>       |                                  |             |
| Spruce .....                     | 37                                | Do .....                                                | 32 <sup>32</sup> / <sub>40</sub>     |                                  |             |
| Walnut .....                     | 387                               | Do .....                                                | 554 <sup>3</sup> / <sub>40</sub>     |                                  |             |
| Hemlock .....                    | 7                                 | Do .....                                                | 7 <sup>33</sup> / <sub>40</sub>      |                                  |             |
|                                  |                                   |                                                         | 181898 <sup>14</sup> / <sub>40</sub> | 3 <sup>1</sup> / <sub>4</sub> d. | 2463 4 2    |
| White Pine .....                 | 2833                              | Culling and Measuring or Measuring in Shipping Order... | 3406 <sup>8</sup> / <sub>40</sub>    | 4 <sup>1</sup> / <sub>2</sub> d. | 63 17 4     |
| Red Pine .....                   | 120                               | Do .....                                                | 104 <sup>14</sup> / <sub>40</sub>    | 3 <sup>1</sup> / <sub>2</sub> d. | 2 5 8       |
| Oak .....                        | 1                                 | Do .....                                                | 3 <sup>6</sup> / <sub>40</sub>       |                                  |             |
| Ash .....                        | 1                                 | Do .....                                                | 2 <sup>0</sup> / <sub>40</sub>       |                                  |             |
| Tamarac .....                    | 2                                 | Do .....                                                | 1 <sup>10</sup> / <sub>40</sub>      |                                  |             |
| Birch .....                      | 1399                              | Do .....                                                | 579 <sup>2</sup> / <sub>40</sub>     |                                  |             |
| Hemlock .....                    | 1                                 | Do .....                                                | 1 <sup>2</sup> / <sub>40</sub>       |                                  |             |
|                                  |                                   |                                                         | 583 <sup>27</sup> / <sub>40</sub>    | 6d.                              | 14 11 10    |
| Masts & Bowsprits..              | 656                               | Culled and Measured 24                                  |                                      |                                  |             |
| " " .....                        | 318                               | Ins. and upwards .....                                  | Each.                                | 3s. 3d.                          | 106 12 0    |
| Spars Red & White Pine, &c. .... | 419                               | Do 19 to 24 Inches.                                     | "                                    | 2s. 9d.                          | 43 14 6     |
|                                  | 1393                              | Do 12 to 19 Inches.                                     | "                                    | 1s. 10d.                         | 38 8 2      |
| Oars .....                       | 1871                              | Do .....                                                | p. 100 pieces                        | 3s. 9d.                          | 3 10 2      |
| Handspikes .....                 | 404 <sup>6</sup> / <sub>40</sub>  | Do .....                                                | p. 100 pieces                        | 2s 9d.                           | 5 11 3      |
|                                  |                                   | M. C. QRS. PS.                                          |                                      |                                  |             |
| Staves, Standard .....           | 2201475                           | Do 2080 9 2 27 .....                                    | p. mille.                            | 12s.                             | 1248 11 8   |
| " West India .....               | 2149148                           | Do 1790 9 2 8 .....                                     | p. mille.                            | 5s. 3d.                          | 470 2 6     |
| Deals .....                      | 1651341                           | Do 1805141 <sup>33</sup> / <sub>40</sub> Stand. Ps.     | p. 100 std.                          | 2s. 4d.                          | 2106 0 0    |
| Deals .....                      | 689267                            | Counted off .....                                       | p. 100 pieces                        | 1s.                              | 344 12 8    |
| Plank .....                      | 301756                            | Do and culled ...                                       | p. 100 pieces                        | 1s. 8d.                          | 251 9 3     |
| Lathwood, cords ...              | 3522 <sup>7</sup> / <sub>40</sub> | Do do ...                                               | per cord.                            | 1s. 5d.                          | 249 10 9    |
|                                  |                                   |                                                         |                                      |                                  | £ 14222 2 0 |

Amount still outstanding from season 1851... £10 1 5

C.

STATEMENT of Fees paid to Cullers in their respective Departments for work performed during the Season of 1852.

| Department.                                 | Culler's Name.                             | Voucher. | Amount.   | Total.       |
|---------------------------------------------|--------------------------------------------|----------|-----------|--------------|
|                                             |                                            |          | £ s. d.   | £ s. d.      |
| Square Timber.                              | James Lynch ... ..                         | 1        | 299 16 0  |              |
|                                             | Louis Dorion ... ..                        | 2        | 282 9 8   |              |
|                                             | Olivier Gaboury ... ..                     | 3        | 201 12 11 |              |
|                                             | F. X. Béland ... ..                        | 4        | 285 5 8   |              |
|                                             | Jean Larochelle ... ..                     | 5        | 276 15 8  |              |
|                                             | John O'Sullivan ... ..                     | 6        | 271 12 11 |              |
|                                             | Joseph Lockquell ... ..                    | 7        | 280 1 5   |              |
|                                             | William Bee ... ..                         | 8        | 258 7 11  |              |
|                                             | Alexis Dorval ... ..                       | 9        | 250 13 0  |              |
|                                             | Edward Verrault ... ..                     | 10       | 249 13 1  |              |
|                                             | Etienne Robitaille ... ..                  | 11       | 245 2 9   |              |
|                                             | Denis Cautillon ... ..                     | 12       | 242 15 9  |              |
|                                             | Michel Robitaille ... ..                   | 13       | 241 11 4  |              |
|                                             | Pierre McNeil ... ..                       | 14       | 241 5 0   |              |
|                                             | Olivier Gauvreau, sick part of Season      | 15       | 216 4 6   |              |
|                                             | Denis Duggan, absent part of Season        | 16       | 149 14 4  |              |
|                                             | John Clark, Shipping Culler ... ..         | 17       | 248 14 3  |              |
|                                             | Pierre Jeanest, do ... ..                  | 18       | 199 6 1   |              |
|                                             | James Lambert, do ... ..                   | 19       | 173 9 3   |              |
|                                             | Joseph Larose, do ... ..                   | 20       | 161 2 10  |              |
|                                             | Thomas Redmond, do ... ..                  | 21       | 140 2 10  |              |
|                                             | William Duggan, do ... ..                  | 22       | 85 19 6   |              |
|                                             | Peter Gilgan, do ... ..                    | 23       | 6 4 9     |              |
|                                             | Narcisse Valin, do ... ..                  | 24       | 3 7 0     |              |
|                                             |                                            |          |           | 5091 8 5     |
| Square Timber and Deals, &c.                | John Waterson ... ..                       | 25       | 272 8 9   |              |
|                                             | James Scott ... ..                         | 26       | 262 17 3  |              |
|                                             | J. B. Vachon ... ..                        | 27       | 261 8 8   |              |
|                                             |                                            |          |           | 796 14 8     |
| Deals, Planks, Boards and Lathwood.         | John Michael Power ... ..                  | 28       | 239 16 2  |              |
|                                             | Thomas Malone ... ..                       | 29       | 224 12 8  |              |
|                                             | Edward Houghton ... ..                     | 30       | 201 12 9  |              |
|                                             | F. X. Thompson ... ..                      | 31       | 160 18 1  |              |
|                                             | Charles Cazeau, sick part of Season ... .. | 32       | 149 1 7   |              |
|                                             | Maurice Malone ... ..                      | 33       | 143 9 2   |              |
|                                             | James Downes ... ..                        | 34       | 134 13 2  |              |
|                                             | Michel Hamel ... ..                        | 35       | 134 14 8  |              |
|                                             | William McCutcheon ... ..                  | 36       | 130 18 9  |              |
|                                             | Robert Downes ... ..                       | 37       | 122 13 2  |              |
|                                             | Jérôme Couture ... ..                      | 38       | 115 14 8  |              |
|                                             | William Seedon ... ..                      | 39       | 114 16 8  |              |
|                                             | Jean Couture ... ..                        | 40       | 107 17 11 |              |
| J. B. Jamase ... ..                         | 41                                         | 107 8 6  |           |              |
| Charles Couture, Shipping Culler ... ..     | 42                                         | 81 2 9   |           |              |
| Jean Courtin, do ... ..                     | 43                                         | 15 12 0  |           |              |
|                                             |                                            |          |           | 2191 2 8     |
| Deals, Planks, Boards, Lathwood and Staves. | Patrick Malone ... ..                      | 44       | 176 0 7   |              |
|                                             | Michael Murphy ... ..                      | 45       | 123 14 1  |              |
|                                             |                                            |          |           | 299 14 8     |
| Masts, Spars, Bowsprits, Handspikes.        | Louis Myrand ... ..                        | 46       | 152 0 1   |              |
|                                             | Joseph Langlois ... ..                     | 47       | 150 18 8  |              |
|                                             | Michael Gibbons ... ..                     | 48       | 144 4 3   |              |
|                                             | Charles Simony ... ..                      | 49       | 141 5 5   |              |
|                                             | William O'Brien ... ..                     | 50       | 138 17 8  |              |
|                                             | John Frederick ... ..                      | 51       | 137 12 11 |              |
|                                             | Charles Corneau ... ..                     | 52       | 135 6 4   |              |
|                                             | Robert Boyle ... ..                        | 53       | 134 18 8  |              |
|                                             | Barth. Chartier ... ..                     | 54       | 121 11 4  |              |
|                                             | J. H. Philbert, sick part of Season ... .. | 55       | 109 4 6   |              |
|                                             | Joseph Frederick, Shipping Culler ... ..   | 56       | 33 16 6   |              |
|                                             | Martin O'Brien, do ... ..                  | 57       | 24 6 8    |              |
|                                             | James Mackie, do ... ..                    | 58       | 0 9 3     |              |
|                                             |                                            |          |           | 1424 11 8    |
| Masts and Square Timber...                  | Alexis Dorval ... ..                       | 59       | 0 0 0     |              |
|                                             | Ignace A. Dorval, Shipping Culler ... ..   | 60       | 0 0 0     |              |
|                                             |                                            |          |           | 135 18 1     |
|                                             |                                            |          |           | 16 1 8       |
|                                             |                                            |          |           | £ 9955 11 10 |

N. B.—The amount paid Cullers as per detailed Statement above is the gross amount of their respective earnings, out of which they have to pay agreeably to the 17th clause of Act, their Attendants and Assistants as well as all other expenses inseparable from the execution of their duties.

Supervisor of Cullers Office,  
Quebec, 31st December, 1852.

JOHN SHARPLES,  
Supervisor of Cullers.

D.

DISBURSEMENT ACCOUNT of Salaries paid Clerks employed by the Supervisor of Cullers, the year ending 31st December, 1852.

| Name of Clerks.      | Employed as         | Department engaged.       | Term of engagement.                                                                                                                                            | No. of Voucher | Salaries. | Amount.    |
|----------------------|---------------------|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-----------|------------|
|                      |                     |                           |                                                                                                                                                                |                | £ s. d.   | £ s. d.    |
| Mathew Harbeson      | Head Clerk          | Do                        | 12 months, salary ending 31st December, 1852                                                                                                                   | 61             | 300 0 0   |            |
| Chas S. Gaddon       | Cash Keeper         | Do                        | do do                                                                                                                                                          | 62             | 220 0 0   |            |
| Alexander Fraser     | Book Keeper         | Do                        | do do                                                                                                                                                          | 63             | 220 0 0   |            |
| John Y. Cooke        | Specification Clerk | Timber Department         | Season, 1st May to 1st November                                                                                                                                | 64             | 145 0 0   |            |
| Edward Byrne         | Do                  | Do                        | 31st December                                                                                                                                                  | 65             | 145 0 0   |            |
| John O'Keefe, Senior | Do                  | Do                        | do do                                                                                                                                                          | 66             | 145 0 0   |            |
| François Vézina      | Do                  | Deal and Slave Department | From do to 31st August, 5 months at £150, Season                                                                                                               | 67             | 56 5 0    |            |
| William T. Burke     | Do                  | Do                        | Season, 1st May to 31st December                                                                                                                               | 68             | 125 0 0   |            |
| James Prendergast    | Do                  | Timber Department         | Do to 24th November                                                                                                                                            | 69             | 110 0 0   |            |
| Alexander McGillis   | Do                  | Do                        | 10th do                                                                                                                                                        | 70             | 110 0 0   |            |
| John O'Kane, Junior  | Do                  | Do                        | 1st do                                                                                                                                                         | 71             | 105 0 0   |            |
| Stewart S. Orr       | Do                  | Do                        | 1st do                                                                                                                                                         | 72             | 180 0 0   |            |
| William Knight       | Do                  | Do                        | 31st December                                                                                                                                                  | 73             | 75 0 0    |            |
| Jerry Colley         | Do                  | Deal and Slave Department | Do to 31st do                                                                                                                                                  | 74             | 75 0 0    |            |
| Pierre Miller        | Do                  | Do                        | 1st May to 30th October                                                                                                                                        | 75             | 65 0 0    |            |
| H. O'Meara           | Do                  | Timber Department         | do do                                                                                                                                                          | 76             | 47 10 0   |            |
| Thomas Kelly         | Do                  | Do                        | 31st December                                                                                                                                                  | 77             | 45 0 0    | 2688 15 0  |
| John McMahon         | Do                  | Do                        | Do                                                                                                                                                             | 78             |           |            |
| W. H. Hoogs          | Do                  | Do                        | Do                                                                                                                                                             | 79             |           |            |
| J. C. Donaghue       | Do                  | Do                        | Do                                                                                                                                                             | 80             |           |            |
| J. C. Nowlan         | Do                  | Do                        | Do                                                                                                                                                             | 81             |           |            |
| Robert Maxwell       | Do                  | Do                        | As required from time to time                                                                                                                                  | 82             |           | 100 9 3    |
| Thomas Prendergast   | Do                  | Do                        | Do                                                                                                                                                             | 83             |           |            |
| J. D. Welch          | Do                  | Do                        | Do                                                                                                                                                             | 84             |           |            |
| Late James Crolly    | Do                  | Do                        | Paid his widow balance of Salary accruing on last Season's engagement (1851), paid under letter of instructions from the Secretary's Office, dated April, 1852 | 85             |           | £ 2249 4 3 |
|                      |                     |                           |                                                                                                                                                                |                |           | £ 2305 9 2 |

JOHN SHARPLES,  
Supervisor of Cullers.

Supervisor of Cullers Office,  
Quebec, 31st December, 1852.

## E.

## STATEMENT of Contingent Disbursements for the Supervisor of Cullers Office for the Season of 1852.

| Nature of Disbursement.                                                                                                                                                                                | Voucher | Amount. |       | Total.    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------|-------|-----------|
|                                                                                                                                                                                                        |         | £       | s. d. | £ s. d.   |
| By paid James Dean, rent of Office from 1st May, 1852, to 30th April, 1853, one year ... ..                                                                                                            | 86      | ...     | ...   | 150 0 0   |
| Do Robert Middleton, account for Books and Stationary ... ..                                                                                                                                           | 87      | 82      | 0 5   |           |
| Do W. S. Jackson, do do ... ..                                                                                                                                                                         | 88      | 21      | 11 9  |           |
| Do E. R. Fréchette, do do ... ..                                                                                                                                                                       | 89      | 6       | 4 4   |           |
| Do Proprietors Morning Chronicle, advertising, &c. ... ..                                                                                                                                              | 90      | 1       | 6 0   |           |
| Do A. Coté & Co. do ... ..                                                                                                                                                                             | 91      | 0       | 8 9   |           |
| Do Symmes & Watson do ... ..                                                                                                                                                                           | 92      | 0       | 12 6  |           |
| Do Canada Gazette (Official) do ... ..                                                                                                                                                                 | 93      | 0       | 5 6   |           |
| Do Robert Bell, Ottawa Citizen Office, do ... ..                                                                                                                                                       | 94      | 2       | 13 6  |           |
| Do Kingston Herald, do ... ..                                                                                                                                                                          | 95      | 0       | 7 6   |           |
| Do R. W. S. Mackay, Quebec Directory ... ..                                                                                                                                                            | 96      | 0       | 7 6   | 115 17 9  |
| Do Martin Kelly, Cabinet-maker, account for Desks, Paper Cases, repairing and varnishing Desks, &c. ... ..                                                                                             | 97      | 12      | 5 9   |           |
| Do Martin Kelly, 2nd account for fitting up extra Desks, furnishing Cloth, &c. ... ..                                                                                                                  | 98      | 3       | 10 0  | 15 15 9   |
| Do H. Hemming, Joiner account                                                                                                                                                                          |         |         |       |           |
| Do Green baize Door ... ..                                                                                                                                                                             |         | £2      | 0 0   |           |
| Do covering 3 Desks with cloth ... ..                                                                                                                                                                  |         | 2       | 10 0  |           |
| Do 2 new Boxes for Papers ... ..                                                                                                                                                                       |         | 1       | 10 0  |           |
| Do Sundry jobbing about Office ... ..                                                                                                                                                                  |         | 6       | 11 6  |           |
|                                                                                                                                                                                                        | 99      | 12      | 11 6  |           |
| Do John Kane, Tinsmith, account for 2 new Stoves and Sundry Piping ... ..                                                                                                                              | 100     | 6       | 5 1   |           |
| Do P. Ryan, Tinsmith, putting up Stoves, &c., &c. ... ..                                                                                                                                               | 101     | 4       | 7 3   |           |
| Do Robert Shaw, Grocer, Candles, &c. ... ..                                                                                                                                                            | 102     | 2       | 5 4   |           |
| Do Joseph Porter, Bell-hanger ... ..                                                                                                                                                                   | 103     | 2       | 5 0   |           |
| Do W. J. Bickel, Grocer ... ..                                                                                                                                                                         | 104     | 1       | 3 3   |           |
| Do W. J. Dupont, one Fender ... ..                                                                                                                                                                     | 105     | 1       | 0 0   |           |
| Do Alexander Miller, clearing Snow ... ..                                                                                                                                                              | 106     | 3       | 0 0   |           |
| Do Insurance on Office Furniture ... ..                                                                                                                                                                | 107     | 1       | 10 0  | 34 7 5    |
| Do Assessment and Chimney money ... ..                                                                                                                                                                 | 108     | 3       | 10 0  |           |
| Do Fuel ... ..                                                                                                                                                                                         | 109     | 7       | 2 7   |           |
| Do Postages and Sundry petty expenses ... ..                                                                                                                                                           | 110     | 8       | 13 0  |           |
| Do Washing Office, Office Towels, &c. &c. ... ..                                                                                                                                                       | 111     | 10      | 0 0   |           |
| Do Cateche, Boat and Cariole hire ... ..                                                                                                                                                               | 112     | 14      | 19 9  |           |
| Do Disbursements on account Board of Examiners ... ..                                                                                                                                                  | 113     | 3       | 17 9  | 48 3 1    |
| Do C. Alleyn, Advocate                                                                                                                                                                                 |         |         |       |           |
| Do For Professional Advice and opinion during year 1852 ... ..                                                                                                                                         | 114     | ...     | ...   | 11 13 4   |
| Do Chas. Jordan, Office-Keeper and Messenger, from 1st January to 31st December, 1852, 12 months at £6 per month ... ..                                                                                | 115     | ...     | ...   | 72 0 0    |
|                                                                                                                                                                                                        |         |         |       | £447 17 4 |
| Do W. Drum, his account for Office Furniture, supplied to furnish an Office for the Collector of Crown Timber Dues, agreeably to letter of instructions of the Hon. Commissioner of Crown Lands ... .. | 116     | ...     | ...   | 8 13 3    |
|                                                                                                                                                                                                        |         |         |       | £456 10 7 |

(Signed,)

JOHN SHARPLES,  
Supervisor of Cullers.Supervisor of Cullers Office,  
Quebec, 31st December, 1852.

## G.

AN ABSTRACT of the number of pieces and cubic feet of each description of Timber, Port of Quebec, during the Season of 1852, with the section

| No. | Section of Country.                                                      | White Pine. |          | Red Pine. |         | Oak.    |         | Elm.    |         | Ash.    |
|-----|--------------------------------------------------------------------------|-------------|----------|-----------|---------|---------|---------|---------|---------|---------|
|     |                                                                          | Pieces.     | Feet.    | Pieces.   | Feet.   | Pieces. | Feet.   | Pieces. | Feet.   | Pieces. |
| 1   | Quebec and Montreal . . . .                                              | 18643       | 1012254  | 513       | 16101   | .....   | .....   | 16      | 401     | 14      |
| 2   | St. Lawrence from Mon-<br>treal to the head of Lake<br>Ontario . . . . . | 65774       | 4571615  | 328       | 13795   | 3300    | 129292  | 38498   | 1422453 | 589     |
| 3   | Grand River & Lake Erie,<br>Ontario . . . . .                            | 2940        | 229906   | .....     | .....   | 18176   | 1373178 | 5943    | 240254  | 4       |
| 4   | Ottawa River and its Tri-<br>butaries below Bytown,<br>Ontario . . . . . | 88861       | 4905985  | 68        | 2460    | 1175    | 23206   | 8859    | 301805  | 2298    |
| 5   | Gatineau, . . . . .                                                      | 4530        | 269113   | 7         | 255     | 1       | 27      | 6       | 196     | 2       |
| 6   | Rideau, . . . . .                                                        | 2729        | 159561   | 17        | 801     | 500     | 14271   | 6258    | 236783  | 1157    |
| 7   | Ottawa River and its Tri-<br>butaries above Bytown,<br>Ontario . . . . . | 261567      | 6494307  | 54509     | 2372282 | 3655    | 101128  | 2486    | 83138   | 871     |
| 8   | United States . . . . .                                                  | 54          | 3168     | .....     | .....   | 254     | 8971    | 2641    | 1201168 | 23      |
|     | Total . . . . .                                                          | 445098      | 27645909 | 65532     | 2405694 | 27151   | 1650073 | 64705   | 2405197 | 4958    |

## Ottawa Section "above Bytown," subdi

| No. | Section of Country.                                                         | White Pine. |          | Red Pine. |         | Oak.    |        | Elm.    |       | Ash.    |
|-----|-----------------------------------------------------------------------------|-------------|----------|-----------|---------|---------|--------|---------|-------|---------|
|     |                                                                             | Pieces.     | Feet.    | Pieces.   | Feet.   | Pieces. | Feet.  | Pieces. | Feet. | Pieces. |
| 1   | Carp and Quio Rivers . . .                                                  | 16051       | 1070433  | 235       | 8561    | 144     | 4262   | 181     | 6910  | 5       |
| 2   | Duchêne and Chats Lakes,<br>Ontario . . . . .                               | 31851       | 1710019  | 160       | 5423    | 1010    | 29653  | 781     | 23327 | 227     |
| 3   | Mississippi River . . . . .                                                 | 22314       | 1284448  | 151       | 6834    | 589     | 12756  | 813     | 27746 | 577     |
| 4   | Madavaska . . . . .                                                         | 50381       | 3346293  | 18943     | 890868  | 789     | 25702  | 93      | 2935  | 7       |
| 5   | Bonne-Chère . . . . .                                                       | 13386       | 966671   | 13019     | 504350  | 12      | 296    | 3       | 204   | .....   |
| 6   | Calumet Island and Lake<br>and Fort Colonge River<br>and Lake . . . . .     | 23058       | 1341508  | 540       | 18605   | 315     | 3353   | 261     | 8769  | 6       |
| 7   | Black River . . . . .                                                       | 8355        | 554082   | 757       | 32155   | 6       | 180    | .....   | ..... | .....   |
| 8   | Westmeath and les Allu-<br>mettes Islands and Lake<br>and Culbute . . . . . | 26671       | 1587985  | 323       | 12308   | 488     | 12598  | 312     | 11504 | 20      |
| 9   | Indian, Muskrat and Snake<br>Rivers . . . . .                               | 19421       | 1198174  | 2295      | 100612  | 232     | 5238   | 17      | 572   | 27      |
| 10  | Pittawawas River . . . . .                                                  | 9788        | 693800   | 11353     | 487176  | .....   | .....  | 19      | 952   | 2       |
| 11  | Chalk River . . . . .                                                       | 12662       | 861326   | 1030      | 37194   | 13      | 383    | .....   | ..... | .....   |
| 12  | Deep River, Deux Joachim<br>Rapids and Upwards . . .                        | 27629       | 1879568  | 5785      | 268196  | 57      | 1707   | 6       | 219   | .....   |
|     | Total . . . . .                                                             | 261567      | 16494307 | 54599     | 2372282 | 3655    | 101128 | 2486    | 83138 | 871     |



G.

measured and culled under the superintendence of the Supervisor of Cullers, at the of the Province whence the same was produced.

| Ash.                   | Baswood.     |               | But-ternut. |              | Tamarac.     |                 | Birch.    |              | Maple.     |              | Spruce.    |              | Walnut.        |                | Beech.         |                | Hem-lock.    |              | Hicko-ry. |         |
|------------------------|--------------|---------------|-------------|--------------|--------------|-----------------|-----------|--------------|------------|--------------|------------|--------------|----------------|----------------|----------------|----------------|--------------|--------------|-----------|---------|
|                        | Feet.        | Pieces.       | Feet.       | Pieces.      | Feet.        | Pieces.         | Feet.     | Pieces.      | Feet.      | Pieces.      | Feet.      | Pieces.      | Feet.          | Pieces.        | Feet.          | Pieces.        | Feet.        | Pieces.      | Feet.     | Pieces. |
| 321                    | .....        | .....         | .....       | .....        | 10708        | 206902          | 2536      | 41671        |            |              |            |              |                |                |                |                |              |              |           |         |
| 26834<br>194           | 33<br>8      | 1831<br>462   | 7<br>11     | 343<br>577   | 3611<br>2    | 104179<br>73    | 37<br>4   | 1344<br>154  | 2<br>..... | 114<br>..... | 2<br>..... | 93<br>.....  | .....<br>387   | .....<br>22163 | 2<br>83        | 1<br>.....     | 33<br>.....  |              |           |         |
| 108211<br>137<br>57008 | 99<br>10     | 5529<br>506   | 24<br>4     | 1074<br>175  | 4579<br>1493 | 157082<br>49666 | 115<br>52 | 3680<br>1733 | 29<br>7    | 1117<br>255  | 8<br>21    | 295<br>692   | .....<br>..... | .....<br>..... | .....<br>..... | .....<br>..... | 2<br>.....   | 78<br>.....  |           |         |
| 39585<br>1022          | 139<br>..... | 6433<br>..... | 4<br>.....  | 156<br>..... | 407<br>2     | 13804<br>42     | 38<br>1   | 1303<br>44   | 3<br>..... | 86<br>.....  | 6<br>..... | 235<br>..... | .....<br>..... | .....<br>..... | .....<br>..... | .....<br>..... | 5<br>.....   | 262<br>..... |           |         |
| 235312                 | 289          | 14761         | 50          | 2325         | 21797        | 531748          | 2783      | 49929        | 41         | 1572         | 37         | 1315         | 387            | 22163          | 2<br>83        | 8<br>.....     | 373<br>..... |              |           |         |

vided under the following heads:—

| Ash.                        | Basswood.          |                            | But-ternut.              |                             | Tamarac.             |                            | Birch.                     |                              | Maple.                       |                               | Spruce.                  |                            | Walnut.                          |                                  | Beech.                           |                                  | Hem-lock.                    |                                | Hicko-ry. |         |
|-----------------------------|--------------------|----------------------------|--------------------------|-----------------------------|----------------------|----------------------------|----------------------------|------------------------------|------------------------------|-------------------------------|--------------------------|----------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|------------------------------|--------------------------------|-----------|---------|
|                             | Feet.              | Pieces.                    | Feet.                    | Pieces.                     | Feet.                | Pieces.                    | Feet.                      | Pieces.                      | Feet.                        | Pieces.                       | Feet.                    | Pieces.                    | Feet.                            | Pieces.                          | Feet.                            | Pieces.                          | Feet.                        | Pieces.                        | Feet.     | Pieces. |
| 245<br>9497<br>27086<br>285 | 8<br>34<br>68<br>5 | 353<br>1800<br>2775<br>208 | .....<br>3<br>.....<br>1 | .....<br>118<br>.....<br>38 | 5<br>99<br>221<br>26 | 175<br>2835<br>7682<br>934 | .....<br>14<br>12<br>..... | .....<br>400<br>418<br>..... | .....<br>.....<br>1<br>..... | .....<br>.....<br>27<br>..... | 1<br>.....<br>2<br>..... | 23<br>.....<br>45<br>..... | .....<br>.....<br>.....<br>..... | .....<br>.....<br>.....<br>..... | .....<br>.....<br>.....<br>..... | .....<br>.....<br>.....<br>..... | .....<br>.....<br>3<br>..... | .....<br>.....<br>150<br>..... |           |         |
| 250                         | 1                  | 31                         | .....                    | .....                       | 42                   | 1575                       | 5                          | 216                          |                              |                               |                          |                            |                                  |                                  |                                  |                                  |                              |                                |           |         |
| 740                         | 21                 | 1172                       | .....                    | .....                       | 6                    | 272                        | 6                          | 215                          | .....                        | .....                         | 1                        | 44                         |                                  |                                  |                                  |                                  |                              |                                |           |         |
| 1306<br>86                  | 1<br>.....         | 40<br>.....                | .....<br>.....           | .....<br>.....              | 3<br>1               | 117<br>70                  | .....<br>1                 | .....<br>54                  | .....<br>.....               | .....<br>.....                | .....<br>1               | .....<br>86                |                                  |                                  |                                  |                                  |                              |                                |           |         |
| .....                       | 1                  | 54                         | .....                    | .....                       | .....                | .....                      | .....                      | .....                        | .....                        | .....                         | .....                    | .....                      |                                  |                                  |                                  |                                  |                              | 1                              | 56        |         |
| 39585                       | 139                | 6433                       | 4                        | 156                         | 407                  | 13804                      | 38                         | 1303                         | 8                            | 86                            | 6                        | 235                        | .....                            | .....                            | .....                            | .....                            | .....                        | 5                              | 262       |         |

JOHN SHARPLES,  
Supervisor of Cullers.

H.

AN ABSTRACT of the number of pieces of all Lumber, (Square Timber excepted,) measured, culled and counted off under the Superintendence of the Supervisor of Cutlers, during the Season of 1852, with the Section of the Province wherefrom.

| Number. | Section of Province.                | Masts and Bowsprits. |     | Spars.  |     | Oars.   |     | Handspikes. |     | Lathwood. |        |
|---------|-------------------------------------|----------------------|-----|---------|-----|---------|-----|-------------|-----|-----------|--------|
|         |                                     | Pieces.              |     | Pieces. |     | Pieces. |     | Pieces.     |     | Pieces.   | Cords. |
| 1       | Quebec and Montreal                 | ...                  | ... | ...     | ... | ...     | ... | ...         | ... | ...       | ...    |
| 2       | St. Lawrence from Montreal, upwards | ...                  | ... | ...     | ... | ...     | ... | ...         | ... | ...       | ...    |
| 3       | Ottawa and its Tributaries          | ...                  | ... | ...     | ... | ...     | ... | ...         | ... | ...       | ...    |
|         |                                     | 935                  | ... | 126     | ... | 1871    | ... | 4046        | ... | 3500#     | ...    |
|         |                                     | 39                   | ... | 293     | ... | ...     | ... | ...         | ... | 22#       | ...    |
|         |                                     | 974                  | ... | 419     | ... | 1571    | ... | 4046        | ... | 3522#     | ...    |

| DEALS AND PLANKS. |                                    |         |            |        |         |            |           |        |                                          |         |  |
|-------------------|------------------------------------|---------|------------|--------|---------|------------|-----------|--------|------------------------------------------|---------|--|
|                   | Pine.                              | Deals.  |            | Plank. | Spruce. | Deals.     |           | Plank. | Deals, Pine and Spruce counted off only. |         |  |
|                   |                                    | Pieces. | Standard.  |        |         | Pieces.    | Standard. |        | Pieces.                                  | Pieces. |  |
| 1                 | District below Quebec              | 13955   | 15154-20s  | 103    | 129160  | 124903-12s | 11758     | 11578  | 11578                                    | ...     |  |
| 2                 | Quebec, District                   | 27321   | 31113-37s  | 140735 | 383336  | 35924-37s  | 115110    | 404503 | 404503                                   | ...     |  |
| 3                 | Quebec District to Montreal        | 302255  | 34734-18s  | 3560   | 143170  | 140952-12s | 7726      | 10389  | 10389                                    | ...     |  |
| 4                 | St. Lawrence from Montreal upwards | ...     | ...        | ...    | ...     | ...        | ...       | ...    | ...                                      | ...     |  |
| 5                 | Ottawa and its Tributaries         | 465146  | 495720-46s | 22764  | ...     | ...        | ...       | ...    | ...                                      | ...     |  |
|                   |                                    | 997676  | 1169431-7s | 167162 | 653065  | 635810-36s | 134594    | 68267  | 68267                                    | ...     |  |

| STAVES. |                                                  |         |      |      |      |     |             |     |      |      |     |     |      |      |
|---------|--------------------------------------------------|---------|------|------|------|-----|-------------|-----|------|------|-----|-----|------|------|
|         | Standard.                                        |         |      |      |      |     | West India. |     |      |      |     |     |      |      |
|         | Pieces.                                          | M.      | C.   | Qrs. | Pcs. |     | M.          | C.  | Qrs. | Pcs. | M.  | C.  | Qrs. | Pcs. |
| 1       | Quebec and Montreal                              | ...     | ...  | ...  | ...  | ... | ...         | ... | ...  | ...  | ... | ... | ...  | ...  |
| 2       | Montreal and Kingston                            | ...     | ...  | ...  | ...  | ... | ...         | ... | ...  | ...  | ... | ... | ...  | ...  |
| 3       | Kingston to head of Lake Ontario                 | 1794    | ...  | ...  | ...  | ... | 35          | 1   | 14   | ...  | ... | ... | ...  |      |
| 4       | Grand River and Lake Erie including River Thames | 2199851 | 2079 | 3    | 20   | ... | 6           | 53  | 17   | ...  | ... | ... | ...  |      |
| 5       | Ottawa and its Tributaries, including Rideau     | ...     | ...  | 5    | 3    | ... | 1697        | 3   | 28   | ...  | ... | ... | ...  |      |
|         |                                                  | 2201475 | 2060 | 9    | 2    | 27  | 4           | 8   | 9    | ...  | ... | ... | ...  |      |
|         |                                                  | ...     | ...  | ...  | ...  | ... | 1790        | 9   | 2    | 8    | ... | ... | ...  |      |

JOHN SHARPLES, Supervisor of Cutlers.

Supervisor of Cutlers Office, Quebec, 31st December, 1852.

## I.

STATEMENT exhibiting the amount of Crown Dues, as furnished by the Collector of Timber Duties, on the respective Rafts of Timber measured through the Supervisor's Office, and endorsed by him on the several specifications of measurement as issued, in accordance with letters of instructions of the Honorable Commissioner of Crown Lands, dated 5th June, 1852.

| Date.  | Owner's name as registered.    | On whose account measured. | Slidage dues |    |    | Duty. |    |    | Total, Crown dues. |    |    |  |  |  |  |  |  |  |  |  |  |
|--------|--------------------------------|----------------------------|--------------|----|----|-------|----|----|--------------------|----|----|--|--|--|--|--|--|--|--|--|--|
|        |                                |                            | £            | s. | d. | £     | s. | d. | £                  | s. | d. |  |  |  |  |  |  |  |  |  |  |
| June 7 | Campbell and Weard             | Owners                     |              |    |    |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| "      | John Feeney,                   | do                         |              |    |    |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| "      | Edward Quinn,                  | do                         |              |    |    |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| " 11   | F. B. Maxwell,                 | do                         |              |    |    |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| " 7    | George Ferres,                 | do                         |              |    |    |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| " 8    | Robert Sheen,                  | do                         |              |    |    |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| "      | James Sheen,                   | do                         |              |    |    |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| " 11   | William Shea,                  | do                         |              |    |    |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| "      | John Egan & Co., (Prouts),     | do                         |              |    |    |       |    |    | 100                | 12 | 7  |  |  |  |  |  |  |  |  |  |  |
| " 14   | R. Kermy,                      | Owner                      | 46           | 15 | 0  |       |    |    | 140                | 0  | 9  |  |  |  |  |  |  |  |  |  |  |
| "      | William Mohrs,                 | do                         | 14           | 5  | 0  |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| " 15   | Adam J. Baker,                 | do                         |              |    |    |       |    |    | 10                 | 8  | 4  |  |  |  |  |  |  |  |  |  |  |
| "      | W. Fetterly,                   | do                         |              |    |    |       |    |    | 2                  | 1  | 8  |  |  |  |  |  |  |  |  |  |  |
| "      | Hilliard and Dickson,          | Owners                     | 22           | 10 | 0  |       |    |    | 40                 | 19 | 7  |  |  |  |  |  |  |  |  |  |  |
| "      | C. Veilleury, (new combes,)    | A. and D. Ritchie & Co.    |              |    |    |       |    |    | 11                 | 2  | 6  |  |  |  |  |  |  |  |  |  |  |
| " 19   | James Grimes,                  | Owner                      | 21           | 0  | 0  |       |    |    | 21                 | 10 | 9  |  |  |  |  |  |  |  |  |  |  |
| "      | Miles McMillan's,              | W. Henry & Co.             |              |    |    |       |    |    | 10                 | 8  | 4  |  |  |  |  |  |  |  |  |  |  |
| " 17   | J. McLaren,                    | Owner                      |              |    |    |       |    |    | 20                 | 2  | 2  |  |  |  |  |  |  |  |  |  |  |
| " 22   | James Leamy,                   | do                         |              |    |    |       |    |    | 72                 | 18 | 4  |  |  |  |  |  |  |  |  |  |  |
| "      | A. J. Cockburn,                | do                         |              |    |    |       |    |    | 10                 | 8  | 4  |  |  |  |  |  |  |  |  |  |  |
| " 19   | John McLean,                   | do                         | 38           | 10 | 0  |       |    |    | 43                 | 11 | 8  |  |  |  |  |  |  |  |  |  |  |
| " 18   | B. Gordon,                     | do                         |              |    |    |       |    |    | 5                  | 11 | 3  |  |  |  |  |  |  |  |  |  |  |
| "      | J. McRea,                      | do                         |              |    |    |       |    |    | 40                 | 2  | 9  |  |  |  |  |  |  |  |  |  |  |
| "      | J. Stephen,                    | do                         | 5            | 3  | 6  |       |    |    | 19                 | 7  | 11 |  |  |  |  |  |  |  |  |  |  |
| "      | A. R. McDonald                 | do                         | 17           | 4  | 4  |       |    |    | 197                | 5  | 0  |  |  |  |  |  |  |  |  |  |  |
| "      | James Wadsworth,               | do                         |              |    |    |       |    |    | 26                 | 6  | 7  |  |  |  |  |  |  |  |  |  |  |
| " 19   | J. K. Ault,                    | do                         |              |    |    |       |    |    | 6                  | 5  | 0  |  |  |  |  |  |  |  |  |  |  |
| " 21   | John Egan & Co.,               | Owners                     | 36           | 0  | 0  |       |    |    | 16                 | 15 | 5  |  |  |  |  |  |  |  |  |  |  |
| "      | John Egan & Co.,               | do                         | 14           | 17 | 6  |       |    |    | 93                 | 12 | 6  |  |  |  |  |  |  |  |  |  |  |
| "      | James Hubble,                  | Owner                      | 19           | 17 | 6  |       |    |    | 5                  | 7  | 11 |  |  |  |  |  |  |  |  |  |  |
| "      | Edward Quinn,                  | do                         |              |    |    |       |    |    | 87                 | 7  | 1  |  |  |  |  |  |  |  |  |  |  |
| "      | L. Brissard,                   | do                         | 35           | 5  | 0  |       |    |    | 81                 | 0  | 6  |  |  |  |  |  |  |  |  |  |  |
| "      | Elliot Johnston,               | do                         | 25           | 10 | 0  |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| " 21   | G. Cahill,                     | John Egan & Co.            | 27           | 10 | 0  |       |    |    | 4                  | 13 | 4  |  |  |  |  |  |  |  |  |  |  |
| "      | M. Cullen,                     | do                         |              |    |    |       |    |    | 8                  | 6  | 8  |  |  |  |  |  |  |  |  |  |  |
| " 22   | G. A. McLeod,                  | Owner                      |              |    |    |       |    |    | 9                  | 7  | 6  |  |  |  |  |  |  |  |  |  |  |
| "      | Grimes and A. Gilmour & Co.,   | A. Gilmour & Co.           |              |    |    |       |    |    | 100                | 15 | 5  |  |  |  |  |  |  |  |  |  |  |
| "      | David McLaren,                 | Owner                      | 15           | 5  | 0  |       |    |    | 5                  | 5  | 0  |  |  |  |  |  |  |  |  |  |  |
| "      | John Egan & Co.,               | Owners                     | 25           | 0  | 0  |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| "      | Rice Honeywell,                | do                         | 13           | 10 | 0  |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| " 23   | Samuel Dicksons,               | Owner                      | 31           | 15 | 0  |       |    |    | 53                 | 2  | 8  |  |  |  |  |  |  |  |  |  |  |
| " 24   | John Egan & Co.,               | Owners                     | 11           | 10 | 0  |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| "      | Walter Smith,                  | Owner                      | 15           | 2  | 6  |       |    |    | 23                 | 0  | 10 |  |  |  |  |  |  |  |  |  |  |
| "      | James Wadsworth,               | do                         |              |    |    |       |    |    | 126                | 10 | 0  |  |  |  |  |  |  |  |  |  |  |
| "      | Cyrus Lang,                    | do                         |              |    |    |       |    |    | 8                  | 5  | 0  |  |  |  |  |  |  |  |  |  |  |
| "      | Adam Cockburn,                 | do                         |              |    |    |       |    |    | 12                 | 10 | 0  |  |  |  |  |  |  |  |  |  |  |
| " 25   | Hugh Carmichael,               | do                         |              |    |    |       |    |    | 56                 | 17 | 8  |  |  |  |  |  |  |  |  |  |  |
| "      | J. Grierson,                   | do                         |              |    |    |       |    |    | 6                  | 5  | 11 |  |  |  |  |  |  |  |  |  |  |
| "      | Edmond Heath,                  | do                         | 22           | 10 | 0  |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| "      | Daniel McLachlin,              | do                         | 16           | 0  | 0  |       |    |    | 88                 | 4  | 7  |  |  |  |  |  |  |  |  |  |  |
| "      | L. Brissard,                   | do                         | 33           | 15 | 0  |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| " 26   | D. McLachlin,                  | do                         |              |    |    |       |    |    | 12                 | 10 | 0  |  |  |  |  |  |  |  |  |  |  |
| " 28   | L. Brissard,                   | do                         | 20           | 5  | 0  |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| "      | John Egan & Co., (le travers,) | Owners                     | 13           | 5  | 0  |       |    |    |                    |    |    |  |  |  |  |  |  |  |  |  |  |
| "      | John Egan & Co., (Wilman's)    | do                         | 18           | 10 | 0  |       |    |    | 32                 | 4  | 7  |  |  |  |  |  |  |  |  |  |  |
| "      | Hilliard and Dickson,          | do                         | 19           | 10 | 0  |       |    |    | 21                 | 15 | 11 |  |  |  |  |  |  |  |  |  |  |
| "      | H. and J. Mairs,               | do                         |              |    |    |       |    |    | 35                 | 11 | 10 |  |  |  |  |  |  |  |  |  |  |
| "      | J. McMullan,                   | Owner                      | 26           | 0  | 0  |       |    |    | 4                  | 7  | 6  |  |  |  |  |  |  |  |  |  |  |

## I.

## STATEMENT exhibiting the amount of Crown Dues, &amp;c.—(Continued.)

| Date.   | Owner's name as registered.                 | On whose account measured. | Slidage dues. |       | Duty. |       | Total, Crown dues. |       |
|---------|---------------------------------------------|----------------------------|---------------|-------|-------|-------|--------------------|-------|
|         |                                             |                            | £             | s. d. | £     | s. d. | £                  | s. d. |
| June 29 | J. Mairs, (J. Richey)                       | Owner                      | 24            | 10 0  | 4     | 1 0   | 28                 | 11 0  |
| "       | J. and J. Hawley                            | Owners                     | 21            | 5 0   | 9     | 15 10 | 31                 | 0 10  |
| "       | R. Gourley                                  | Owner                      | 12            | 10 0  | 16    | 9 7   | 28                 | 19 7  |
| "       | John Egan & Co.                             | Owners                     | 25            | 17 6  |       |       | 25                 | 17 6  |
| 30      | Alexander McDonnell                         | Owner                      | 28            | 0 0   | 13    | 15 9  | 41                 | 15 9  |
| "       | William Craig                               | do                         | 43            | 15 0  |       |       | 43                 | 15 0  |
| "       | J. Aumond, (Pouparres)                      | do                         | 40            | 0 0   | 65    | 12 6  | 105                | 12 6  |
| July 1  | E. A. McDonnell                             | Gilmour & Co., Ml.         |               |       | 34    | 17 0  | 34                 | 17 0  |
| 5       | J. Aumonds (Cullers)                        | Owner                      |               |       | 91    | 13 4  | 91                 | 13 4  |
| "       | J. Herdmans                                 | do                         | 13            | 2 6   | 62    | 9 7   | 75                 | 12 1  |
| "       | John Egan & Co. (G. Stubbs)                 | Owners                     | 27            | 17 6  | 29    | 3 1   | 57                 | 0 7   |
| "       | Hugh Carmichael                             | Owner                      |               |       | 35    | 19 8  | 35                 | 19 8  |
| "       | J. A. McArthur                              | do                         | 6             | 7 6   |       |       | 6                  | 7 6   |
| 6       | J. Campbell                                 | John Egan & Co.            | 27            | 10 0  | 18    | 14 4  | 46                 | 4 4   |
| "       | Johr Egan & Co. (Perrault)                  | Owners                     |               |       |       |       |                    |       |
| "       | John Egan & Co. (Schyers)                   | do                         | 44            | 7 6   | 207   | 11 11 | 251                | 19 5  |
| "       | Madawaska                                   | A. Gilmour & Co.           |               |       |       |       |                    |       |
| "       | P. Robertson                                | do                         |               |       | 3     | 2 5   | 3                  | 2 5   |
| 7       | C. C. Symmes                                | do                         |               |       | 86    | 12 11 | 86                 | 12 11 |
| "       | T. M. Bruce                                 | Owner                      | 23            | 7 6   | 6     | 14 2  | 30                 | 1 8   |
| 8       | Michael McGoregal                           | do                         | 10            | 0 0   | 4     | 18 6  | 14                 | 18 6  |
| "       | Arthur McArthur                             | do                         | 25            | 12 6  | 118   | 4 3   | 143                | 16 9  |
| "       | Arthur McArthur                             | do                         | 27            | 11 3  | 40    | 5 0   | 67                 | 16 3  |
| "       | Edward Quinn                                | do                         |               |       | 83    | 9 6   | 83                 | 9 6   |
| 9       | John Egan & Co. (Donelly)                   | do                         | 32            | 16 3  | 184   | 9 9   | 217                | 6 0   |
| "       | Alexander McAuly                            | do                         | 30            | 0 0   | 10    | 11 11 | 40                 | 11 11 |
| "       | William Morris                              | do                         | 17            | 10 0  |       |       | 17                 | 10 0  |
| "       | John Egan & Co. (Bonnecher<br>No. 1 Frouts) | Owners                     | 33            | 7 6   | 166   | 2 10  | 199                | 10 4  |
| "       | John Egan & Co. (Lows)                      | do                         | 38            | 10 1  | 89    | 16 6  | 128                | 6 6   |
| "       | Cook and Brothers                           | do                         |               |       | 50    | 0 0   | 50                 | 0 0   |
| "       | H. Carmichael                               | Owner                      |               |       | 8     | 0 2   | 8                  | 0 2   |
| 10      | John Cochlan                                | do                         |               |       | 60    | 18 10 | 60                 | 18 10 |
| "       | John Egan & Co. (Quio W. Henry)             | Owners                     | 15            | 15 0  |       |       | 15                 | 15 0  |
| "       | John Egan & Co. (Felix Quio)                | do                         | 16            | 5 0   | 65    | 0 7   | 81                 | 5 7   |
| "       | George Bryson                               | Owner                      | 37            | 10 0  | 20    | 13 11 | 58                 | 3 11  |
| "       | H. Heath                                    | do                         | 18            | 18 9  |       |       | 18                 | 18 9  |
| "       | H. Colton                                   | do                         | 52            | 10 0  | 11    | 3 0   | 63                 | 13 0  |
| "       | George Bryson                               | do                         | 38            | 10 0  |       |       | 38                 | 10 0  |
| 12      | Dougall McLellan                            | do                         |               |       | 13    | 10 8  | 13                 | 10 8  |
| "       | Robert Stowes                               | do                         | 17            | 15 0  | 46    | 12 8  | 64                 | 7 8   |
| "       | Robert Kenneys                              | do                         | 14            | 3 9   | 12    | 16 2  | 26                 | 19 11 |
| "       | Peter Robertson                             | do                         |               |       | 12    | 19 7  | 12                 | 19 7  |
| "       | R. Thompson No. 1                           | do                         |               |       |       |       |                    |       |
| "       | R. Thompson No. 2                           | do                         | 68            | 2 6   | 96    | 11 1  | 164                | 13 7  |
| "       | R. Kernahan                                 | Gillespie & Co.            | 24            | 0 0   |       |       | 24                 | 0 0   |
| "       | C. C. Symmes                                | A. Gilmour & Co.           |               |       | 52    | 9 7   | 52                 | 9 7   |
| "       | R. McIntyre                                 | Owner                      |               |       | 25    | 7 5   | 25                 | 7 5   |
| 13      | Peter Morris                                | do                         | 22            | 15 0  | 8     | 8 2   | 31                 | 3 2   |
| "       | Hilliard and Dickson                        | do                         |               |       |       |       |                    |       |
| "       | J. L. Macdougall                            | do                         | 25            | 12 6  |       |       | 25                 | 12 6  |
| "       | Arthur McArthur                             | do                         | 45            | 10 0  | 248   | 8 1   | 293                | 18 1  |
| "       | James Wylie and Sons                        | do                         | 23            | 5 0   | 2     | 2 2   | 25                 | 7 2   |
| 15      | John Brown                                  | do                         | 28            | 17 6  | 4     | 6 3   | 33                 | 3 9   |
| "       | William Cobbs                               | A. Gilmour & Co.           |               |       | 153   | 12 0  | 153                | 12 0  |
| 20      | J. Aumond (Pouparres)                       | Owner                      | 45            | 12 6  |       |       | 45                 | 12 6  |
| "       | T. Harrington                               | do                         | 45            | 5 0   | 115   | 13 4  | 160                | 18 4  |
| "       | James Cahill                                | do                         | 28            | 3 9   | 23    | 14 10 | 51                 | 18 7  |
| 16      | G. N. Blair                                 | do                         | 39            | 9 0   |       |       | 39                 | 9 0   |
| "       | James Wilson                                | Gillespie & Co.            | 13            | 7 6   | 42    | 5 9   | 55                 | 13 3  |
| "       | A. Dunlop                                   | Owner                      | 26            | 12 6  | 101   | 18 1  | 128                | 10 7  |
| "       | A. Dunlop                                   | do                         | 38            | 2 6   | 7     | 11 3  | 45                 | 13 9  |
| "       | S. A. Huntingdon                            | do                         | 65            | 17 6  | 30    | 16 0  | 96                 | 13 6  |
| "       | John Brown                                  | do                         | 27            | 11 3  | 153   | 15 7  | 181                | 6 10  |

## I.

## STATEMENT exhibiting the amount of Crown dues, &amp;c.—(Continued.)

| Date.    | Owner's name as registered.    | On whose account measured. | Slidage dues. |    |    | Duty. |    |    | Total, Crown dues. |    |    |
|----------|--------------------------------|----------------------------|---------------|----|----|-------|----|----|--------------------|----|----|
|          |                                |                            | £             | s. | d. | £     | s. | d. | £                  | s. | d. |
| July 16  | J. and D. Macfarlain           | Gillespie & Co.            | 24            | 18 | 9  | 131   | 16 | 0  | 156                | 14 | 9  |
| " 17     | J. Wadsworth                   | Owner                      |               |    |    | 25    | 9  | 0  | 25                 | 9  | 0  |
| " "      | R. Kernahan                    | Gillespie & Co.            | 24            | 7  | 6  | 55    | 18 | 5  | 80                 | 5  | 11 |
| " "      | A. McMillan                    | Owner                      | 11            | 15 | 0  | 47    | 15 | 6  | 59                 | 10 | 6  |
| " "      | John Egan & Co. (Langlois)     | do                         | 14            | 17 | 6  | 44    | 18 | 2  | 59                 | 15 | 8  |
| " "      | Allan Gunn                     | J. Cumming & Co.           | 17            | 14 | 0  |       |    |    | 17                 | 14 | 0  |
| " "      | H. Carmichael                  | Owner                      |               |    |    | 38    | 8  | 10 | 38                 | 8  | 10 |
| " "      | George Bryson                  | do                         | 39            | 10 | 0  | 39    | 9  | 10 | 78                 | 19 | 10 |
| " 19     | John Supple                    | G. B. Symes & Co.          |               |    |    | 174   | 16 | 5  | 174                | 16 | 5  |
| " "      | Alexander McDonnell            | Owner                      |               |    |    | 153   | 1  | 5  | 153                | 1  | 5  |
| " "      | Alexander McDonnell            | do                         |               |    |    | 154   | 15 | 6  | 154                | 15 | 6  |
| " "      | John Egan & Co. (Moreheads)    | Owners                     | 29            | 7  | 6  | 23    | 16 | 5  | 53                 | 3  | 11 |
| " "      | J. Grierson                    | Owner                      |               |    |    | 44    | 7  | 8  | 44                 | 7  | 8  |
| " 20     | Gerrard McCrea                 | A. Gilmour & Co.           |               |    |    | 6     | 4  | 5  | 6                  | 4  | 5  |
| " "      | J. Egan & Co. (Cahill's)       | Owners                     | 38            | 17 | 6  | 21    | 7  | 5  | 60                 | 4  | 11 |
| " 21     | Alexander McAuley              | Owner                      | 22            | 10 | 0  | 13    | 0  | 4  | 35                 | 10 | 4  |
| " "      | David S. Browne                | do                         | 22            | 15 | 0  | 75    | 10 | 4  | 98                 | 5  | 4  |
| " "      | D. T. Browne No. 2             | do                         | 24            | 10 | 0  | 94    | 11 | 2  | 119                | 1  | 2  |
| " "      | Seymour and Armstrong          | G. B. Hall                 |               |    |    | 102   | 14 | 11 | 102                | 14 | 11 |
| " "      | John Egan & Co. (Quio)         | Owners                     | 12            | 0  | 0  |       |    |    | 12                 | 0  | 0  |
| " "      | R. McConnells                  | Owner                      | 38            | 10 | 0  | 187   | 1  | 1  | 225                | 11 | 1  |
| " "      | C. S. Bellow                   | do                         | 43            | 5  | 0  | 3     | 6  | 2  | 46                 | 11 | 2  |
| " 22     | Wille H. M. Platt              | Gillespie & Co.            | 47            | 14 | 0  |       |    |    | 47                 | 14 | 0  |
| " "      | Alexander McLaren              | John Egan & Co.            | 37            | 10 | 0  | 41    | 18 | 6  | 79                 | 8  | 6  |
| " "      | R. Honeywell                   | Owner                      | 19            | 0  | 0  | 4     | 9  | 7  | 23                 | 9  | 7  |
| " "      | John Egan & Co. (Duggans)      | Owners                     | 29            | 7  | 6  | 2     | 13 | 11 | 32                 | 1  | 5  |
| " 23     | J. Early                       | Owner                      |               |    |    | 13    | 10 | 0  | 5                  | 19 | 11 |
| " "      | John Hamilton                  | do                         |               |    |    |       |    |    |                    |    |    |
| " "      | J. Aumond (Macfarlane)         | do                         | 19            | 12 | 6  |       |    |    | 19                 | 12 | 6  |
| " "      | A. Powell                      | Gilmour & Co., Ml.         | 43            | 2  | 6  | 125   | 6  | 9  | 168                | 9  | 3  |
| " "      | J. McFarlane                   | Owner                      | 18            | 15 | 0  | 44    | 9  | 5  | 63                 | 4  | 5  |
| " "      | John Dunlop                    | do                         | 49            | 7  | 6  | 2     | 15 | 9  | 52                 | 3  | 3  |
| " 24     | S. McDonnell                   | do                         | 46            | 17 | 6  | 11    | 3  | 5  | 58                 | 0  | 11 |
| " "      | W. H. Gibson                   | do                         |               |    |    | 100   | 12 | 1  | 100                | 12 | 1  |
| " "      | A. B. Caldwell                 | Gillespie & Co.            | 49            | 2  | 6  | 1     | 4  | 10 | 50                 | 7  | 4  |
| " 26     | John Egan & Co. (deep river)   | Owners                     | 39            | 7  | 6  | 164   | 2  | 1  | 203                | 9  | 7  |
| " "      | A. McLaren                     | Owner                      | 39            | 7  | 6  | 105   | 8  | 5  | 144                | 15 | 11 |
| " 27     | Gerrard McCrea                 | do                         |               |    |    | 138   | 17 | 10 | 138                | 17 | 10 |
| " "      | J. Boland and Elias Holden     | do                         |               |    |    |       |    |    |                    |    |    |
| " "      | John Supple                    | do                         |               |    |    | 30    | 19 | 9  | 30                 | 19 | 9  |
| " "      | H. J. Muir                     | A. Gilmour & Co.           |               |    |    | 178   | 7  | 1  | 178                | 7  | 1  |
| " "      | J. Aumond (S. Reids)           | Owner                      | 27            | 0  | 0  | 185   | 12 | 3  | 212                | 12 | 3  |
| " "      | C. and R. McDonnell            | Owners                     | 49            | 17 | 6  | 217   | 18 | 3  | 267                | 15 | 9  |
| " 28     | R. Conroy (Turners)            | Owner                      | 8             | 10 | 0  |       |    |    | 8                  | 10 | 0  |
| " "      | C. and R. McDonnell            | do                         |               |    |    | 147   | 0  | 1  | 147                | 0  | 1  |
| " "      | William Cobb                   | do                         |               |    |    | 41    | 13 | 8  | 41                 | 13 | 8  |
| " 29     | John Supple                    | do                         |               |    |    | 157   | 14 | 5  | 157                | 14 | 5  |
| " "      | James Davidson No. 1           | do                         | 39            | 0  | 0  | 68    | 14 | 4  | 107                | 14 | 4  |
| " "      | James Davidson No. 2           | do                         | 37            | 10 | 0  | 12    | 19 | 10 | 50                 | 9  | 10 |
| " "      | Daniel McLachlin               | do                         | 21            | 12 | 6  | 56    | 7  | 4  | 79                 | 19 | 10 |
| " "      | Jos. Aumond (3rd Pouparrs)     | do                         | 41            | 5  | 0  | 46    | 19 | 9  | 88                 | 4  | 9  |
| " "      | F. Downey                      | do                         | 23            | 15 | 0  | 67    | 9  | 10 | 91                 | 4  | 10 |
| " "      | Whites                         | Gillespie & Co.            | 20            | 12 | 6  | 11    | 5  | 5  | 31                 | 17 | 11 |
| " 30     | Alexander McDonnell            | Owner                      |               |    |    | 337   | 5  | 5  | 337                | 5  | 5  |
| " 31     | J. L. Macdougall               | do                         |               |    |    | 7     | 12 | 1  | 7                  | 12 | 1  |
| August 2 | David Moor                     | R. McConnell               | 52            | 17 | 6  | 252   | 17 | 4  | 305                | 14 | 10 |
| " "      | John Supple                    | Owner                      |               |    |    | 92    | 7  | 7  | 92                 | 7  | 7  |
| " "      | Alexander Fraser and Bros.     | Owners                     | 46            | 10 | 0  |       |    |    | 46                 | 10 | 0  |
| " "      | John Egan & Co. (Stubbs No. 2) | do                         | 49            | 0  | 0  | 116   | 2  | 11 | 165                | 2  | 11 |
| " "      | B. Weller                      | Owner                      | 43            | 14 | 6  |       |    |    | 43                 | 14 | 6  |
| " 3      | Alexander McLaren              | do                         | 37            | 10 | 0  | 16    | 0  | 9  | 53                 | 10 | 9  |
| " "      | George Morris & Co.            | Owners                     |               |    |    | 137   | 8  | 8  | 137                | 8  | 8  |
| " "      | A. W. Powell                   | Gilmour & Co., Ml.         | 82            | 0  | 0  | 29    | 10 | 7  | 111                | 10 | 7  |
| " 4      | John Supple (Rowan)            | Owner                      | 37            | 15 | 0  | 51    | 7  | 3  | 89                 | 2  | 3  |

## I.

## STATEMENT exhibiting the amount of Crown Dues, &amp;c.—(Continued.)

| Date.       | Owner's name as registered.                               | On whose account measured. | Slidage dues |       | Duty. |       | Total, Crown dues. |       |
|-------------|-----------------------------------------------------------|----------------------------|--------------|-------|-------|-------|--------------------|-------|
|             |                                                           |                            | £            | s. d. | £     | s. d. | £                  | s. d. |
| August 4... | Forster Armstrong.....                                    | Owner.....                 |              |       |       |       |                    |       |
| "           | John Egan & Co. ....                                      | do.....                    | 35           | 12 6  | 151   | 4 8   | 186                | 17 2  |
| "           | 5... J. and D. Bell.....                                  | Owners.....                | 37           | 10 0  | 196   | 2 2   | 233                | 12 2  |
| "           | 6... Gerrard McCrea.....                                  | Owner.....                 |              |       | 127   | 2 9   | 127                | 2 9   |
| "           | 7... Samuel Grimes.....                                   | do.....                    | 18           | 15 0  | 82    | 18 5  | 101                | 13 5  |
| "           | 9... James Danfield.....                                  | do.....                    | 2            | 5 11  | 20    | 7 6   | 22                 | 13 5  |
| "           | " J. Aumond (Centers).....                                | do.....                    | 24           | 0 0   | 109   | 15 7  | 133                | 15 7  |
| "           | John Egan & Co. (Black River).....                        | Owners.....                | 46           | 17 6  | 203   | 13 4  | 250                | 10 10 |
| "           | 10... George Morris & Co. ....                            | do.....                    |              |       | 124   | 5 4   | 124                | 5 4   |
| "           | " Robert Thomson.....                                     | Owner.....                 | 33           | 3 9   | 78    | 18 11 | 112                | 2 8   |
| "           | " John Egan & Co. (Felix).....                            | Owners.....                | 23           | 5 0   | 25    | 5 9   | 48                 | 10 9  |
| "           | " John Egan & Co. (Hynes).....                            | do.....                    | 21           | 17 6  | 89    | 7 1   | 111                | 4 7   |
| "           | " "Leroy's".....                                          | Gillespie & Co. ....       | 15           | 9 0   |       |       | 15                 | 9 0   |
| "           | 11... J. Aumond (H & W. Chamberlain).....                 | Owner.....                 | 69           | 5 0   | 72    | 14 11 | 141                | 19 11 |
| "           | 12... John Egan & Co. (Hamilton).....                     | Owners.....                | 47           | 12 6  | 68    | 8 6   | 116                | 1 0   |
| "           | 13... Samuel McDonnell.....                               | Owner.....                 | 46           | 3 9   | 212   | 0 3   | 258                | 4 0   |
| "           | " Samuel McDonnell.....                                   | do.....                    | 46           | 3 9   | 114   | 11 9  | 160                | 15 6  |
| "           | 14... J. L. Macdougall (McPeaks).....                     | do.....                    |              |       | 47    | 6 11  | 63                 | 6 11  |
| "           | " Robert McIntyre.....                                    | do.....                    | 16           | 0 0   |       |       |                    |       |
| "           | " "Mattawa".....                                          | A. Gilmour & Co. ....      |              |       | 138   | 16 7  | 138                | 16 7  |
| "           | 14... Highland Creek.....                                 | A. Gilmour & Co. ....      |              |       | 185   | 13 1  | 185                | 13 1  |
| "           | 16... Solomon Jones.....                                  | Owner.....                 | 45           | 17 6  | 2     | 7 8   | 48                 | 5 2   |
| "           | " James Morton.....                                       | P. Langlois & Co. ....     |              |       | 91    | 15 5  | 91                 | 15 5  |
| "           | " Samuel Dickson.....                                     | Owners.....                | 59           | 11 0  |       |       | 59                 | 11 0  |
| "           | " John Lynch.....                                         | Owner.....                 | 70           | 12 6  | 217   | 4 6   | 287                | 17 0  |
| "           | " Michael Cochlan.....                                    | Gilmour & Co., MI          |              |       | 124   | 12 0  | 124                | 12 0  |
| "           | " John Pouparras.....                                     | J. Aumond.....             | 79           | 17 5  | 115   | 14 0  | 195                | 11 6  |
| "           | " Joseph Aumond (Hydes).....                              | Owner.....                 | 49           | 0 0   | 138   | 7 0   | 187                | 7 0   |
| "           | " Joseph Aumond (P. Whyte).....                           | do.....                    | 38           | 2 6   | 169   | 19 6  | 208                | 2 0   |
| "           | " Daniel O'Meara.....                                     | Owners.....                | 44           | 7 6   | 170   | 8 7   | 214                | 16 1  |
| "           | " Daniel McLachlin.....                                   | Owner.....                 | 56           | 13 0  | 196   | 3 7   | 252                | 16 7  |
| "           | 17... John Supples, L. S. ....                            | do.....                    |              |       | 11    | 7 1   | 11                 | 7 1   |
| "           | " John Supples, L. R. ....                                | do.....                    |              |       | 79    | 10 3  | 79                 | 10 3  |
| "           | " Wm. Price (Bulloch & Pentland).....                     | Wm. Price.....             | 35           | 2 0   | 45    | 15 6  | 80                 | 17 6  |
| "           | 18... J. Supple & Co., No. 1.....                         | Owners.....                | 51           | 10 0  | 131   | 7 3   | 182                | 17 3  |
| "           | 19... C. & R. McDonnell (H. McDonnell).....               | do.....                    | 24           | 5 0   | 231   | 2 2   | 255                | 7 2   |
| "           | " C. & R. McDonnell (J. McDonnell).....                   | do.....                    | 24           | 5 0   | 261   | 3 9   | 285                | 8 9   |
| "           | " C. & R. McDonnell }<br>} J. McDonnell<br>} R. McDonnell | do.....                    | 24           | 5 0   | 235   | 0 7   | 259                | 5 1   |
| "           | " William Mackey.....                                     | Owner.....                 | 55           | 7 6   | 177   | 3 7   | 232                | 11 1  |
| "           | " J. Aumond (Johnston).....                               | do.....                    | 66           | 5 0   | 195   | 18 4  | 262                | 3 4   |
| "           | 20... C. O'Kelly.....                                     | do.....                    | 22           | 10 0  | 314   | 19 7  | 337                | 9 7   |
| "           | " J. Egan & Co. (Grand Ck. Rousseau).....                 | Owners.....                | 42           | 17 6  | 198   | 3 9   | 241                | 1 3   |
| "           | " J. Egan & Co. (Grand Creek).....                        | do.....                    | 42           | 17 6  | 175   | 10 6  | 218                | 8 0   |
| "           | " J. Egan & Co. (Quiet).....                              | Owner.....                 | 20           | 17 6  | 189   | 12 4  | 210                | 9 10  |
| "           | " W. & J. P. Moffats (Tarrians).....                      | Owners.....                | 50           | 0 0   | 203   | 10 4  | 253                | 10 4  |
| "           | " W. & J. P. Moffats (Laroque).....                       | do.....                    | 50           | 0 0   | 47    | 17 7  | 97                 | 17 7  |
| "           | " John Egan & Co. (Quiet).....                            | Owner.....                 | 18           | 0 0   | 84    | 14 4  | 102                | 14 4  |
| "           | " Alexander McDonnell.....                                | do.....                    | 141          | 7 6   | 361   | 18 9  | 503                | 6 3   |
| "           | 21... J. Aumond (Hills).....                              | do.....                    | 43           | 7 6   | 174   | 4 8   | 217                | 12 2  |
| "           | " Rodk. Ryan.....                                         | do.....                    | 56           | 12 6  | 149   | 3 2   | 205                | 15 8  |
| "           | " John Thomson.....                                       | do.....                    |              |       | 151   | 9 3   | 151                | 9 3   |
| "           | 23... J. Supple & Co. (L. S. & Co.).....                  | Owners.....                | 47           | 5 0   | 137   | 14 0  | 184                | 19 0  |
| "           | " C. O. Kelly.....                                        | Owner.....                 | 30           | 0 0   | 127   | 16 4  | 157                | 16 4  |
| "           | 24... D. T. Browns.....                                   | do.....                    | 26           | 5 0   | 87    | 6 0   | 113                | 11 0  |
| "           | " John Cameron.....                                       | do.....                    |              |       | 10    | 10 7  | 10                 | 10 7  |
| "           | " Joseph Aumond (airds).....                              | do.....                    | 49           | 0 0   | 159   | 14 5  | 208                | 14 5  |
| "           | 26... John Egan & Co. (F. Pregeant).....                  | Owners.....                | 51           | 10 0  | 181   | 15 10 | 233                | 5 10  |
| "           | 27... Thomas Short (Backs).....                           | Owner.....                 | 55           | 2 6   |       |       | 55                 | 2 6   |
| "           | " J. and D. Bell.....                                     | Owners.....                | 29           | 10 0  | 134   | 7 11  | 163                | 17 11 |
| "           | " John Supple & Co. ....                                  | Owner.....                 | 47           | 5 0   | 142   | 15 3  | 190                | 0 3   |
| "           | 28... D. McLachlin.....                                   | do.....                    | 56           | 12 10 | 318   | 17 0  | 375                | 9 10  |
| "           | " John Egan & Co. (Langlois).....                         | Owners.....                | 42           | 17 6  | 201   | 19 5  | 244                | 16 11 |
| "           | " John Egan & Co. ....                                    | do.....                    |              |       | 61    | 10 0  | 61                 | 10 0  |
| "           | " John Egan & Co. ....                                    | do.....                    |              |       | 12    | 5 5   | 12                 | 5 5   |

I.

STATEMENT exhibiting the amount of Crown Dues, &c.—(Continued.)

| Date.        | Owner's name as registered.       | On whose account measured.      | Slidage dues. |           | Duty. |            | Total, Crown dues. |            |
|--------------|-----------------------------------|---------------------------------|---------------|-----------|-------|------------|--------------------|------------|
|              |                                   |                                 | £             | s. d.     | £     | s. d.      | £                  | s. d.      |
| Augt. 30...  | Joseph Aumond (airds)...          | Owner                           | 56            | 0 0       | 177   | 0 11       | 233                | 0 11       |
| " "...       | Joseph Aumond (Hydes).....        | do                              | 47            | 5 0       | 151   | 7 3        | 198                | 12 3       |
| " "...       | J. McDonald .....                 | do                              |               |           | 104   | 1 4        | 104                | 1 4        |
| " "...       | George Morris & Co.....           | Wood, Petry, Poitras & Co. .... | 127           | 10 0      | 139   | 7 8        | 266                | 17 8       |
| " 31...      | A. C. Thomson .....               | Owner                           | 72            | 12 8      |       |            | 72                 | 12 8       |
| Sept. 1st... | E. M. Scott.....                  | G. B. Symes & Co.               | 26            | 2 0       |       |            | 26                 | 2 0        |
| " "...       | Joseph Aumond (Centers) .....     | Owner                           | 31            | 17 6      | 196   | 12 4       | 228                | 9 10       |
| " "...       | J. Skead.....                     | do                              | 60            | 17 6      | 268   | 10 0       | 269                | 7 6        |
| " 3...       | John Egan & Co. ....              | Owners                          | 73            | 17 6      | 126   | 5 6        | 200                | 3 0        |
| " "...       | John Egan & Co. ....              | do                              |               |           | 176   | 11 9       | 176                | 11 9       |
| " "...       | R. McConnells .....               | Owner                           | 59            | 15 0      | 327   | 14 9       | 389                | 9 9        |
| " 4...       | Joseph Aumond (McAulay) .....     | do                              | 35            | 0 0       | 110   | 7 10       | 145                | 7 10       |
| " "...       | Joseph Aumond (McKay) .....       | do                              | 69            | 12 6      | 228   | 15 9       | 298                | 8 3        |
| " "...       | Edward Fidler .....               | do                              | 13            | 8 0       |       |            | 13                 | 8 0        |
| " "...       | Henry Foulds .....                | do                              | 107           | 7 0       |       |            | 107                | 7 0        |
| " "...       | Robert Conroy .....               | do                              |               |           | 250   | 6 10       | 250                | 6 10       |
| " 6...       | Samuel McDunnell.....             | do                              | 46            | 7 6       | 196   | 5 0        | 242                | 12 6       |
| " 7...       | John Thomson .....                | do                              |               |           | 257   | 13 8       | 257                | 13 8       |
| " "...       | John Thomson .....                | do                              |               |           | 177   | 15 7       | 177                | 15 7       |
| " "...       | Marshs .....                      | H. J. Noad & Co.                | 12            | 0 0       |       |            | 12                 | 0 0        |
| " "...       | John Egan & Co. ....              | Owner                           |               |           | 9     | 4 7        | 9                  | 4 7        |
| " "...       | John Egan & Co. ....              | do                              | 33            | 17 6      | 263   | 0 8        | 296                | 18 2       |
| " 10...      | Joseph Aumond (Cullers).....      | do                              |               |           | 32    | 10 9       | 32                 | 10 9       |
| " 13...      | John Egan & Co. (Smith, pilot) .. | Owners                          | 21            | 0 0       | 137   | 10 9       | 158                | 10 9       |
| " "...       | D. McLachlin .....                | Owner                           | 56            | 12 10     | 200   | 9 0        | 257                | 1 10       |
| " "...       | D. McLachlin .....                | do                              | 56            | 12 10     | 159   | 3 7        | 215                | 16 5       |
| " 14...      | Sundry persons .....              | Owners                          |               |           | 17    | 2 0        | 17                 | 2 0        |
| " 15...      | C. McAulay .....                  | John Egan & Co.                 | 33            | 10 0      | 68    | 4 1        | 101                | 14 1       |
| " 18...      | D. McLachlin (Larocque) .....     | Owner                           | 56            | 12 10     | 170   | 1 10       | 226                | 14 8       |
| " "...       | D. McLachlin (Sargent) .....      | do                              | 56            | 12 10     | 167   | 4 2        | 223                | 17 0       |
| " "...       | Joseph Skead .....                | A. Gilmour & Co.                | 105           | 0 0       | 262   | 6 8        | 367                | 6 8        |
| " "...       | J. Wadsworth (McNally No. 1) ..   | Owner                           |               |           | 8     | 12 2       | 8                  | 12 2       |
| " "...       | J. Wadsworth, No. 2 .....         | do                              |               |           | 89    | 8 10       | 89                 | 8 10       |
| " "...       | D. McLachlin .....                | do                              | 56            | 12 10     | 159   | 1 0        | 209                | 13 10      |
| " 20...      | Daniel Healy.....                 | do                              | 14            | 16 8      |       |            | 14                 | 16 8       |
| " "...       | William Byers .....               | do                              |               |           | 111   | 9 11       | 111                | 9 11       |
| " "...       | J. and J. D. McAulay .....        | do                              | 9             | 0 0       |       |            | 9                  | 0 0        |
| " "...       | James Skead .....                 | do                              |               |           | 2     | 1 11       | 2                  | 1 11       |
| " "...       | J. Smith (in part).....           | do                              |               |           | 126   | 16 7       | 126                | 16 7       |
| " "...       | J. Smith (in part).....           | do                              |               |           | 127   | 17 2       | 127                | 17 2       |
| " 22...      | " Say" .....                      | A. Gilmour & Co.                |               |           | 153   | 8 5        | 153                | 8 5        |
| " "...       | " Madawaska" .....                | do                              |               |           | 192   | 12 9       | 192                | 12 9       |
| " "...       | Thomas S. ort .....               | Owner                           | 139           | 11 3      | 24    | 7 1        | 163                | 18 4       |
| " "...       | Joseph Aumond (Masons) .....      | do                              | 36            | 17 6      | 131   | 14 4       | 168                | 11 10      |
| " 23...      | William Morris.....               | do                              | 30            | 15 5      | 106   | 14 7       | 137                | 10 0       |
| " "...       | G. and W. Aird.....               | Jos. Aumond .....               | 54            | 12 6      | 164   | 17 4       | 219                | 9 10       |
| " "...       | R. Conroy (Gormon) .....          | Owner                           | 20            | 0 0       | 6     | 13 10      | 26                 | 13 10      |
| " 24...      | William Morris .....              | do                              | 30            | 15 5      | 110   | 15 0       | 141                | 10 5       |
| " 27...      | James Wadsworth .....             | do                              |               |           | 253   | 1 1        | 253                | 1 1        |
| " "...       | John Supple .....                 | do                              |               |           | 148   | 6 0        | 148                | 6 0        |
| " "...       | Samuel Grimes .....               | do                              |               |           | 165   | 12 4       | 165                | 12 4       |
| " "...       | Robert Couroy .....               | do                              | 51            | 10 0      | 125   | 17 10      | 177                | 7 10       |
| " 30...      | Elias Moors .....                 | do                              | 57            | 0 0       | 171   | 5 7        | 228                | 5 7        |
| October 4... | John Egan & Co. ....              | Owners                          | 38            | 10 0      | 158   | 9 10       | 196                | 19 10      |
| " "...       | John Egan & Co. ....              | do                              | 29            | 5 0       | 154   | 19 6       | 184                | 4 6        |
| " 5...       | William Morris.....               | Owner                           | 30            | 15 5      | 126   | 10 1       | 157                | 5 6        |
| " "...       | William Byers .....               | do                              |               |           | 136   | 12 10      | 136                | 12 10      |
| " 12...      | John Egan & Co. ....              | Owners                          | 10            | 2 6       | 2     | 19 8       | 20                 | 2 2        |
| " "...       | W. W. Meyer .....                 | Owner                           | 80            | 5 10      | 3     | 11 8       | 83                 | 17 6       |
| " "...       | James Tibbits.....                | do                              |               |           | 4     | 17 4       | 4                  | 17 4       |
| " "...       | Robert Conroys .....              | do                              | 72            | 12 6      | 104   | 14 6       | 177                | 7 0        |
| " 18...      | J. Aumond (Brighams).....         | do                              | 31            | 7 6       | 95    | 15 3       | 127                | 2 9        |
| " "...       | J. Aumond (Brighams).....         | do                              | 31            | 7 6       | 111   | 3 6        | 142                | 11 0       |
| " "...       | J. Aumond (Brighams).....         | do                              | 31            | 7 6       | 87    | 4 2        | 118                | 11 0       |
| " "...       | J. Aumond (Brighams).....         | do                              | 31            | 7 6       | 117   | 4 6        | 148                | 12 0       |
| Total.....   |                                   |                                 | £             | 7656 19 5 | £     | 24954 14 9 | £                  | 32789 15 3 |

## K.

INVENTORY of sundry articles of Office Furniture remaining in the possession of the Supervisor of Cullers.

Eight Office Desks,  
A set of forty-two Drawers,  
A long Telescope Table,  
Five yards green Baize for table,  
Eighteen Foolstools,  
Eighteen Office Stools,  
Frames for Almanacs,  
Five Camphine Oil Lamps,  
Three Maps,  
Two Cash Boxes,  
Tin Plates for Office doors,  
Step ladder,  
Two Washstands,  
Paper Press for Stationery,  
One tin Box,  
Office Bells,  
Fifteen pairs of Candlesticks,  
One Lanthorn,  
Three Oil Lamps,  
Saw and Frame,  
Two door Mats,  
One Bench for Cullers' Room,  
Three Stoves and Pans,  
A Franklin Stove and Elbow,  
Oil Can and Filler,  
One tin Case for Cullers' Books,

1852.

One Desk,

A Paper Case,  
One Stove and Piping,  
Dumb Stove and Piping,  
One Fender,  
Office Clock,  
Small iron Safe,  
Umbrella Stand,  
Office Sign Board,  
Fender and fire irons,  
Bureau for Papers,  
Five pairs Green Blinds,  
Various small articles for Office, such as  
Water Pails, &c.,  
Tin compartments in Safe for Books and  
Papers,  
Two Gallows Pipes and other Stove Pipes,  
Patent copying Press complete with stand,  
Small Table Stand for Cash Box.  
One Brass Standard for testing Cullers'  
rods,  
Cast steel Stamp for stamping Cullers'  
rods,  
One Writing Desk covered with green  
Baize,  
Twenty-four common Wooden Chairs,  
One Table for Culler's Office,  
Two wooden Arm Chairs,  
One Filter.

INVENTORY of Office Furniture for Collector of Timber Duties.

Office Writing Table,  
Walnut Paper Case with Pigeon holes,  
Three Office Chairs,

Washstand and Ware,  
Stove and Piping,

JOHN SHARPLES,  
Supervisor of Cullers.

Supervisor of Cullers Office,  
Quebec, 31st December, 1852.



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# RETURN

TO AN ADDRESS of the Legislative Assembly to His Excellency, dated the 13th of April, 1853, for Copies of the Grants by the Company of the West Indies, of the Seigniories of Terrebonne and Petite Nation, in or about the year 1674; also, of the Grant, by the King of France, of the augmentation of Terrebonne, commonly called Desplaines, in or about the year 1731; also, of the Despatch of the Comte de Maurepas to Messrs. Beauharnois and Hocquart, Governor and Intendant of New France, respectively, under date of the 6th May, 1732, or thereabouts, confirmatory of the Grant of the Seigniori of Argenteuil; also, of the second Grant, by the King of France, of the Seigniori of Beauharnois, in or about the year 1750; also, of the Grant, by Messrs. DeBeauharnois and Dupuy, Governor and Intendant of New France respectively, in or about the year 1727, of a *fief* or augmentation of *fief* in rear of the *fief* St. Jean, to the Ladies Ursuline of Three Rivers; also, of the *Brevet* of Ratification, by the King of France, in or about the year 1733, of the said last-mentioned Grant; also, of the *Brevets* of Ratification, by the King of France, in or about the years 1718 and 1735 respectively, of the Grants of the Seigniori of the Lake of Two Mountains and of the augmentation thereof, in favour of the Seminary of Saint Sulpice; also, of the *Mémoire* of the Abbé Couturier, on behalf of the said Seminary, under date of the year 1733 or 1734, in reference to the Grant of the said augmentation of Two Mountains, and which is referred to on page 25 of the Fourth of the Volumes lately laid before this House; also, of the *Brevets* of Ratification by the King of France, of the Grants of the Seigniories of Mille Islés and Rigaud, the augmentation of Berthier, the Seigniori of Noyan, the augmentation of LaValtrie, the Seigniories of D'Aillebout and DeRamsay (du Nord,) the augmentations of Monnoir and Sorel, the augmentation of Lanoraie and D'Autré, and the Seigniories of St. Hyacinthe, Bleury and Sabrevois, respectively; and also, of all other *Brevets* of Ratification of Grants *en fief*, by the King of France, bearing date on or since the 6th day of July, 1711, or such of the above documents as may be found in the possession of the Government.

By Order,

A. N. MORIN.

Secretary's Office,  
Quebec, 2nd May, 1853.

*Title of Concession of the Seigniorship of Petite Nation by the Company of the West Indies in favor of Messire François De Laval, Bishop of Petrea.*

Dated 16th March, 1674.

Extract from the  
French Register  
of Registrations,  
Letter C, page  
136.

The Company of the West Indies upon the request made to us by Messire François De Laval, Bishop of Petrea, Vicar Apostolic in New France, appointed by the King first Bishop of Quebec, that we should grant and concede to him a lot of land containing five leagues front by five leagues in depth, situate on the Great River St. Lawrence in New France, about forty-two leagues above Montreal, commencing at the Chaudière Falls commonly called Petite Nation, descending the River along the Ottawa road, to hold to the said Lord Bishop and his assigns, in full property, with the right of Seigniorship and jurisdiction over the said land, the Lakes and Rivers, Mines and Minerals which shall be found in the said Concession, as also over the whole breadth of the said River and of the Shoals, Islands and Islets opposite the said Concession, with the right of fishing and hunting throughout its whole extent;

We, the Directors General of the said Company acknowledging how important it is for the welfare and extension of the Colonies of New France, that persons having, like his Lordship the said Bishop, the means of making considerable outlays, should form settlements in the said Country, have in the name of the said Company granted and conceded, and do hereby grant and concede unto His Lordship the said Bishop, the said extent of land, containing five leagues front by five leagues in depth, commencing from the Chaudière Falls commonly called Petite Nation, on the great River St. Lawrence in New France, about forty-two leagues above Montreal, descending by the Ottawa Road; to have and to hold the said land unto His Lordship the said Bishop and his assigns for ever, in full property, with the right of Seigniorship and jurisdiction over the same, and also over the Lakes, Rivers, Mines and Minerals which may be found therein, and even over the entire breadth of the extent of the said River and the Shoals, Islands and Islets within the said five leagues front, of the said Concession, with the right of fishing and hunting throughout its whole extent; for the purpose of which said concession we have revoked and by these presents do revoke all other concessions which may heretofore have been made by us or any others, of the said extent of land or of any portion thereof, provided the same be not at present under cultivation; on the condition that His Lordship the said Bishop or his assigns shall render fealty and homage to the said company, every twenty years at Fort Louis at Quebec, or in this City of Paris, at the office of the Directors General thereof, with a link of gold equivalent to a *louis d'or* worth eleven *livres*; and that all appeals from the jurisdiction shall be directly or immediately had before the Superior Council at Quebec; and in consideration of the said clauses and conditions the said concession shall be held for ever free from all other rights and dues, generally whatsoever; His Lordship the said Bishop shall moreover be bound within four years to commence making clearings upon the said concession, unless he be prevented therefrom by some war or other reasonable cause; and that the boundaries shall be fixed at the two extremities of the said concession upon the River Saint Lawrence by a Surveyor, and none other, failing which the said Company shall have the right of disposing as they shall think fit, of the said lands and of reuniting them to their domain, without any right to His Lordship the said Bishop or any other persons to any indemnity, by reason thereof; on which conditions His Lordship the said Bishop hath accepted.

In testimony whereof we have signed these presents and caused the same to be countersigned by the Secretary General of the said Company, and sealed

with their Arms at Paris, the sixteenth day of May, one thousand six hundred and seventy four.

By the Company,

[Seal.]

(Signed,)

BELLINZANI, DAULIER.

(Signed,)

DAULIER DESLANDES.

*Title of Concession of the Seigniority of Terrebonne by the Company of the West Indies, in favor of the Sieur André Daulier Deslandes.*

Dated 28th December, 1676.

Extract from  
the French  
Register of  
Registrations,  
Letter B, page  
95.

The Company of the West Indies, upon the request made to us by Sieur André Daulier Deslandes, Secretary General of the said Company, that we should grant to him a tract of land containing two leagues in front on the River Jésus, otherwise called the River des Prairies, in New France, commencing on the North Shore of the boundary of the *fief* and land of La Chesnaye, ascending the said river opposite to the *Isle de Jesus*, and two leagues in depth, with the right of property over all Mines and Minerals, Lakes and Rivers which may be found within the said tract, as also of the shoals and Islands of the said River des Prairies, opposite to the lands of the said Concession, and the right of fishing and hunting throughout the whole extent thereof;

We, the Directors General of the said Company, acknowledging how important it is for the welfare and extension of the Colonies of New France, that persons possessed of pecuniary means, and well intentioned, should settle therein, have, in the name of the said Company granted and conceded, and by these presents do grant and concede to the said Sieur Daulier Deslandes, the said tract of land containing two leagues in front upon the River Jésus, otherwise called River des Prairies, in New France, commencing on the north shore at the boundary of the *fief* and land of La Chesnaye, ascending the said River opposite Isle de Jésus, and two leagues in depth, which shall hereafter be called Terrebonne, with the right of property over all Mines and Minerals, and of the Lakes and Rivers which shall be found in the said tract of land, as also of the shoals and islets of the said River des Prairies, opposite the lands of the said Concession, and with the right of fishing and hunting throughout the extent thereof. To have and to hold the said tract of land unto the said Sieur Daulier Deslandes, his heirs and assigns for ever, in full property, with the right of Seigniorship; for the purpose of which Concession we have revoked, and do by these presents revoke all other Concessions which may have been heretofore made by us or by others of the said tract of land, or any part thereof, provided the same be not now under cultivation; on the condition that the said Sieur Daulier Deslandes and his successors shall render fealty and homage to the said Company on each and every change of proprietor, at the Fort of St. Louis of Quebec, or in this City of Paris, at the office of the Directors General of the said Company, with a gold crown, (*escû d'or*) which shall be paid on rendering the said homage, an acknowledgment (*acte*) of which shall be drawn up; and on the further charge and condition that the said Sieur Daulier Deslandes shall, within three years, begin to cause the lands comprised in the said Concession to be brought under cultivation, and the divisions whereof shall be surveyed and bounded within the said space of time; in default of the fulfilment of which conditions the lands contained in the said Concession shall be re-united to the domain of the said Company, who shall be entitled to dispose thereof as they shall think proper, without any right

however, to the said Sieur Daulier Deslandes, or other persons, to any indemnity by reason thereof; all which said conditions the said Sieur Daulier Deslandes hath accepted.

In testimony whereof, we have signed these presents; the same being countersigned by the Secretary General of the said Company and sealed with their arms at Paris, this 23rd day of December, one thousand six hundred and seventy six.

By the Company,  
[L. S.]

(Signed,)

BELLINZANI, DAULIER,

(Signed,)

A. DAULIER DESLANDES.

*Grant in augmentation of the Seigniori of Terrebonne by His Majesty, in favor of Sieur Louis Lepage de Ste. Claire.*

Dated 10th April, 1731.

Extract from  
the French  
Registry of  
Registration,  
Letter B,  
page 97.

On this tenth day of April, one thousand seven hundred and thirty-one, the King being at Versailles, and it having been represented to His Majesty in the name of the Sieur Louis Lepage de Ste. Claire, that since he has acquired in New France the Seigniori of Terrebonne, which had been granted on the twenty-third day of December, one thousand seven hundred and seventy-three, to Sieur Daulier Deslandes, and which contains two leagues in front on the River Jésus, commencing on the north shore at the boundary of the La Chesnaye lands, extending upwards by two leagues in depth, he has expended considerable sums of money both for the clearing of the lands which he has settled or caused to be settled upon within the limits of the said Seigniori, and for the grist and saw mills, and for the churches which he has caused to be erected therein. That he has entered into an agreement by which he has engaged to furnish His Majesty with boards and planks of oak and pine, and which agreement he has completely executed up to this present time, notwithstanding the heavy expenses, in consequence of the road which it became necessary for him to make to the very depths of the forest, in order to get out timber fit and proper for the making of the said boards and planks; that besides, in order to carry out His Majesty's intentions, and to induce the inhabitants of the said country to apply themselves to occupations productive of advantage to the Colony, he has undertaken to make pitch and tar, which requires a further and abundant supply of wood; that the settlements which he has hitherto founded or caused to be founded by his tenants, have considerably diminished the woods upon which he depended for the sawing, and for other contracts into which they have entered, so that he would find himself in a very short time incapable of fulfilling his engagements; and that for these reasons he did petition the Marquis de Beauharnois, Governor and Lieutenant General, and the Sieur Hocquart, Commissioner *ordonnateur*, discharging the duties of Intendant in the said Country, to grant to him an extension of three leagues of land in depth, and along the whole frontage of his said Seigniori; but as the said Sieurs Beauharnois and Hocquart have merely authorized him provisionally to extend his settlement to the depth of two leagues beyond that of the said Seigniori, in order to procure timber therefrom, and to make the necessary roads thereon, he most humbly prays His Majesty to grant him the said tract of land as his property and Seigniori; and being desirous of granting the said prayer, and of enabling the said Sieur Lepage de Ste. Claire to keep up settlements which cannot but be of the greatest advantage for the Colony, His Majesty hath granted, given, and conceded

to him a tract of two leagues of the unconceded lands in depth, and along the whole front of his said Seignior of Terrebonne; to have and to hold the same unto himself, his heirs and assigns, as their property, and subject to the same rights which are attached to his said Seignior, and to the same dues, clauses and conditions with which it is charged; and His Majesty's pleasure is, that the present Letters Patent be registered in the office of the Superior Council of Quebec, in order that recourse may be had thereto when necessary; and in testimony of his pleasure, I am commanded by His Majesty to issue the said Letters Patent which he hath been pleased to sign, and to order the same to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,) LOUIS.  
PHELYPEAUX.

*Despatch from the Count de Maurepas to MM. de Beauharnois and Hocquart, in relation to the grant of the Seignior of Argenteuil.*

Dated the 6th May, 1732.

Extract from the  
French register of  
registrations —  
letter E, page 104.

EXTRACT from the letter of Monsieur le Comte de Maurepas, written to Messrs. de Beauharnois and Hocquart, Governor General and Intendant in New France, dated at Compiègne, the sixth of May, one thousand seven hundred and thirty-two.

GENTLEMEN,

I received the letter which you wrote me on the 21st of October of last year, with the papers accompanying it, relating to the contestation between the Seminary of St. Sulpice and the Dame d'Argenteuil. Upon the statement which I made of the whole to the King, His Majesty has been pleased to leave to the Dame d'Argenteuil the enjoyment of the Seignior in question, in conformity with the straight line of division determined by the decree of the Superior Council of Quebec, of the fifth of October, 1722, on the condition that she shall settle thereupon, that she shall not draw to it the trade of the Indians, and that she shall not prejudice the advancement of religion. You will be careful to explain to her the intentions of His Majesty and see that they are executed.

I am,  
Gentlemen, &c.,

True Copy.

(Signed,) MAUREPAS,  
(Signed,) HOCQUART.

*Second grant of the Seignior of Beauharnois by His Majesty, in favor of Sieur de Beauharnois.*

Dated the 14th June, 1750.

Extract from the  
register Ins. Sup.  
Comm., Letter 1,  
folio 18.

This day, the fourteenth of June, one thousand seven hundred and fifty, His Majesty the King being at Compiègne, and feeling satisfied with the services rendered him by the Sieur de Beauharnois, Lieutenant in the Navy, and wishing to favor his scheme of forming a considerable settlement which would be of advantage to those of his subjects who would be desirous of going and settling there, His Majesty hath made him a grant of six leagues in front by six leagues in depth, north east and south east, adjoining the Seignior of

Chateauguay, along the River St. Lawrence, with the adjacent Isles and Islands, to hold to the said Sieur de Beauharnois, his heirs and assigns, for ever, as their own property (*comme de leur propre*), as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting and fishing, and other seigniorial rights, without being required by reason thereof to pay to His Majesty, or the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same, to whatever sum they may amount; the said concession to bear the name of "Villichauve"; on condition that fealty and homage shall be rendered at the Castle of St. Louis, at Quebec, of which it shall be held, subject to the ordinary rights and dues when the same may accrue, according to the Custom of Paris followed in the said country; on the condition, also, that he shall preserve and cause his tenants to preserve the oak necessary for the building of His Majesty's vessels; that he shall disclose to His Majesty, or the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be, throughout the extent of the said concession; that the appeals from the judge who shall be appointed at the said place, shall be had before the royal jurisdiction at Montreal; that he shall keep and cause his tenants to keep house and home thereon (*tenir feu et lieu*) in default of which it shall be reunited to His Majesty's domain; that he shall clear and cause the said land to be cleared immediately; that he shall leave the necessary roads for the public use; that he shall leave the beaches free to all fishermen, except such part as he shall require for his own fishery. And in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, His Majesty may take the same, as well as the trees which may be necessary for the said public works, and the firewood for the Garrison of the said forts, without being bound to pay any compensation therefor, the whole in virtue of the present letters patent which shall be enregistered at the Office of the Superior Council of Quebec, and, as a guarantee of his will and pleasure His Majesty hath been pleased to sign these with his hand, and to order the same to be countersigned by me, his Councillor, Secretary of State, Commands, and Finance.

And lower down,

(Signed,  
(Signed,)

LOUIS.  
ROUILLÉ.

*Grant in Augmentation of the Fief St. Jean, in favor of the Nuns of Three Rivers.*

Dated the 18th April, 1727.

*It is not to be found here, the confirmation, only, is produced.*

*Ratification of a grant in Augmentation to the Fief St. Jean, to the Nuns of Three Rivers.*

Dated the 24th March, 1733.

Extract from the register Ins. Sup. Coun., letter G, folio 42. This day, the twenty-fourth of March, one thousand seven hundred and thirty-three, the King, being at Versailles, and being desirous of confirming and ratifying the Grant made by the Sieurs de Beauharnois, Governor and Lieutenant General of His Majesty in New France, and Dupuy, Intendant of the said country, of the eighteenth of April, one thousand seven hundred and twenty-seven, to the Ursuline Nuns of the Town of Three Rivers, of a lot of ground situate in the said country, His Majesty hath confirmed and ratified the said Grant, it being his will and pleasure that the said Nuns and

their assigns shall, for ever, enjoy as their own property (*comme de leur propre*), as a fief and seignior, with the right of hunting and fishing throughout the extent of the said concession, but merely with that of inferior jurisdiction, the track of land granted them by the said concession, adjoining, on the north east, the Fief of the Rivière du Loup, belonging to the said Nuns, and on the south west side, the Fief of S. Sicard, containing about three quarters of a league in front, by a depth of three leagues, without being obliged, by reason thereof, to pay to His Majesty, or the Kings, his successors, any money or indemnity, His Majesty having been pleased to remit the same to whatever sum they might amount; on condition that they shall render fealty and homage at the Castle of St. Louis, at Quebec, of which the said Fief shall be held, and on payment of the other ordinary dues, according to the Custom of Paris, and that the appeals from the judge who shall be established there shall lie before the Royal jurisdiction of Three Rivers; on the condition, also, that they shall preserve and cause their tenants to preserve the oak necessary for the building of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governor and Intendants of the said country, the mines, mining places and minerals, if any there be throughout the extent of the said concession; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be re-united to His Majesty's domain; that they shall leave the necessary roads for the public utility, and also leave the beaches free to all fishermen, except such part thereof as they may require for their own fisheries; and, in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and the firewood for the Garrison of the said forts, without being bound to pay any compensation therefor: His Majesty's pleasure being that the said concession shall be subject to the conditions hereinabove set forth, without any exception whatsoever, on pretence that such conditions have not been stipulated in the said concession, and that the present letters patent be enregistered in the Office of the Superior Council of Quebec, in order that recourse may be thereto had when necessary. And, in testimony of his pleasure, His Majesty hath ordered me to prepare the present Letters Patent which he hath signed with his hand and ordered the same to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down.

(Signed,  
(Signed),LOUIS.  
PHELYPEAUX.

*Grant by the King, in ratification of the Seignior of the Lake of the Two Mountains, in favor of the Gentlemen of the Seminary of St. Sulpice.*

Dated, 27th April, 1718.

Extract from the  
register Ins. Sup.  
Coun., letter E,  
folio 30.

This day, the twenty-seventh of April, one thousand seven hundred and eighteen, the King being at Paris, and being desirous of shewing favor to the Ecclesiastics of St. Sulpice, established at Paris, upon whom depend the Ecclesiastics of the Seminary of St. Sulpice, established at Montreal, to whom the Sieur de Vaudreuil and Begon, Governor and Lieutenant General and Intendant in New France, did grant by concession, dated the seventeenth of October, one thousand seven hundred and seventeen, a lot of land containing three leagues and a half in front by three leagues in depth, for the purpose of transferring thereto the mission of the Indians of the Sault au Récollet, which is under their care, under the charges, clauses and conditions

stated in the said concession, which His Majesty hath had explained to him, and which he wishes to confirm in favor of the Ecclesiastics of the Seminary of St. Sulpice at Paris, and subject only to the charges, clauses and conditions which may be expressly mentioned in the present letters patent, His Majesty, by and with the advice of the Duke of Orleans, the Regent, hath given and conceded, by the present letters patent, to the Ecclesiastics of the Seminary of St. Sulpice, established at Paris, the lot of land containing three leagues and a half in front, commencing at the stream which falls into the great bay of the Lake of the Two Mountains, and ascending along the Lake and the River St. Lawrence, by three leagues in depth; the said land being described in the said concession of the seventeenth of September, one thousand seven hundred and seventeen, for the purpose of transferring thereto the mission of the said Indians of the Sault au Récolet, to have and to hold the said Ecclesiastics, their successors and assigns, even in case the said mission should be removed therefrom; in full property as a fief and seignior, with superior, mean and inferior jurisdiction, and the right of hunting and fishing, as well in the interior as upon the front of the said concession. The said concession being made on the condition that they shall pay all the expenses necessary for the removal of the mission of the Sault au Récolet, and that they shall also build, at their own cost, a church and a stone fort, for the security of the Indians, to be erected according to plans which they shall submit to the Governor and to the Intendant of New France, and shall afterwards send them together with their opinion thereon, to the Council of Marine, to be reported upon to His Majesty for his further pleasure. Which said works they shall be bound to complete within seven years, and on condition that the Ecclesiastics of the said Seminary, their successors and assigns, shall render fealty and homage at the Castle of St. Louis, at Quebec, of which the said land is held, subject to the rights and customary dues according to the custom of the Prévosté and Vicomté of Paris followed in New France, and that the appeals from the Judge who shall be established at the said place, shall lie before the Judges of the Royal Jurisdiction of Montreal; that they shall keep or cause to be kept house and home (*tenir feu et lieu*) upon the said concession; that they shall preserve the oak timber fit for the construction of ships, which may be found upon the land which the Ecclesiastics of the said Seminary may reserve for their principal manor, and that they shall be held to make a reserve of the said oak throughout the concessions which they have made or may make to their tenants, which timber His Majesty may appropriate to himself without paying any indemnity; that they shall disclose to His Majesty, or to the Governor and Intendant of New France, the mines, mining places or minerals, if any there be, throughout the extent of the said fief; that they shall leave the necessary roads or passages, that they shall concede such lands as are covered with forest at the mere rent of twenty *sols* and one *capon* for each *arpent* of land in front by forty in depth, and sixpence (*six deniers*) of *cens*, and they shall not mention in the said concession any sum of money or any other charge, except the mere rent; His Majesty doth nevertheless allow them to sell or grant at higher rates those lands upon which there is one quarter cleared, and it is his will that the present letters patent be enregistered at the Superior Council of Quebec, in order that recourse may be had thereto when necessary; and in testimony of his will, His Majesty hath commanded me to prepare the present Letters Patent, which he hath signed with his hand, and ordered the same to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,)

LOUIS.

PHELIPEAUX.

With a flourish.



*Ratification of the Augmentation of the Seigniority of the Lake of the Two Mountains, in favor of the Gentlemen of the Seminary of St. Sulpice.*

Dated the 1st of March, 1735.

Extract from the  
register ins. sup.  
counc. letter G,  
folio 72.

This day, the first of the month of March, one thousand seven hundred and thirty-five, the King being at Versailles, and having had before him the grant made on the twenty-sixth of September, in the year one thousand seven hundred and thirty-three, to the Ecclesiastics of the Seminary of St. Sulpice at Paris, by the Marquis of Beauharnois, Governor and Lieutenant General for His Majesty, and the Sieur Hocquart, Intendant of New France, of an extent of land situate in the said country, comprised between the line of the Seigniority belonging to the representatives of the late Sr. de Langloiserie and Petit, and that of the seigniority called the Seigniority of the Lake of the Two Mountains, belonging to the said Seminary, by a frontage of about two leagues upon the said lake, the said land abutting to an angle formed by the above two lines, with the unconceded isles and islands and adjacent shoals; and having also had before him the letters patent of the twenty-seventh of April, one thousand seven hundred and eighteen, by which he granted to the same Seminary the said seigniority, called the Seigniority of the Lake of the Two Mountains; and His Majesty being desirous of shewing favor to the said Ecclesiastics of St. Sulpice of Paris, by confirming and explaining where the same was necessary, the said concession of the twenty-seventh of September, one thousand seven hundred and thirty-three, hath ratified and confirmed the said concession, it being his will that the said Ecclesiastics, their successors and assigns, shall enjoy the same for ever, as a fief and seigniority, with superior, mean and inferior jurisdiction, the right of fishing, hunting and trading with the Indians throughout the said Seigniority, under the charges, clauses and conditions hereinafter named, to wit: that the rhumb line of the said land shall run, in its depth, south by a quarter south west, and north by a quarter north east, instead of south west quarter north east, as stated erroneously in the deed of concession issued by the said Sieur de Beauharnois and Hocquart; that the said Ecclesiastics, their successors and assigns, shall be bound to pay fealty and homage to His Majesty, upon each new accession to the throne, and also furnish a fresh land-roll at the Castle of St. Louis at Quebec, of which the same shall be held, according to the custom of Paris followed in New France, without their being obliged, by reason thereof, to pay to His Majesty, or to the Kings, his successors, any mortmain dues or other sums of money for any reason whatever, nor for the property granted to them along the said Lake of the Two Mountains by the letters patent of the twenty-seventh of April, one thousand seven hundred and eighteen, or to furnish any substitute, on account of the said concession, from all which His Majesty hath expressly discharged and doth discharge them, by these presents wherever the same may be necessary; that His Majesty shall, at all times, take the oak that may be found fit for his use upon the said conceded lands without paying anything therefor; that the said Ecclesiastics, their successors and assigns, shall disclose to His Majesty or to the Governor and Intendant of New France, the mines, mining places and minerals, if any there be throughout the extent of the said concession; that the appeals from the judge who shall be established at the said place, shall lie before the royal jurisdiction of Montreal; that they shall also be bound, within a year and a day, to keep or cause their tenants to keep house and home (*tenir feu et lieu*) thereon, in default of which it shall be reunited to His Majesty's domain; that they shall immediately clear the said land and have it cleared; that they shall leave the King's highways and other roads that may be found necessary for the public use upon the said concession; and that they shall insert a like condition in the deeds of concession they may grant to their tenants, which must be given at the same rate of *cens* et

*rentes* and dues for each arpent of land, as are paid in the adjoining seigniories, always taking into consideration the quality and situation of the lands at the time of the making of such individual grants; and it is the will of His Majesty that the same conditions be observed in relation to the lands and estates of the Seignior of the Lake of the Two Mountains, belonging to the said Ecclesiastics, notwithstanding that the rents and dues, and the quantity of land given by each concession mentioned on the said Letters Patent of one thousand seven hundred and eighteen have been settled upon, all which His Majesty hath disallowed. And as the said Ecclesiastics of Saint Sulpice have represented to him that the removal of the Indian Mission from the Island of Montreal to the Lake of the Two Mountains, the stone church, the presbytery and wooden fort which they had built there, had entailed an expenditure exceeding, by a great deal, the value of the lands granted them by the present Letters Patent and by those of the year one thousand seven hundred and eighteen; that it would be impossible for them to have a stone fort built there as they are obliged to do by the present Letters Patent, inasmuch as this stone fort would be useless on account of the widow of the Sieur D'Argenteuil occupying the ground at the head of the other concessions where it was intended to build the fort in question, for the safety of the country; and, finally, that the Indians of the Mission of the said Lake of the Two Mountains being frequently in the habit of changing their place of habitation, it would be necessary, on that account and so as to render the land more useful, to be able to extend beyond the three leagues in depth mentioned in the Letters Patent of the year one thousand seven hundred and eighteen, the land granted by the present Letters Patent, adjoining that of the Sieurs Petit and Langloiserie, and having little depth, His Majesty hath exempted and doth exempt the said Ecclesiastics of St. Sulpice from building the stone fort in question, or making any other works than those they have already erected upon the land so conceded in seventeen hundred and eighteen, to which he hath been pleased to add three leagues in depth if the same should be unoccupied, of which he doth also make a gift and concession to the said Ecclesiastics of St. Sulpice of Paris, who shall possess the same by all right of ownership and as a seignior, together with the land given by the first concession, which, by this means, shall be five leagues in depth, it being His Majesty's will that the said concessions be subject and confined to the same conditions as those above mentioned, without any exception upon pretence that they may not have been stipulated, both in the said concession of the year one thousand seven hundred and thirty-three and in the said Letters Patent of the seventeenth of April, one thousand seven hundred and eighteen; and, in testimony of his will, His Majesty hath commanded me to issue the present Letters Patent which shall be enregistered at the Superior Council of Quebec, so that access thereto may be had when requisite, and which he has been pleased to sign with his hand, and to order the same to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,  
(Signed,)

LOUIS.  
PHELIPEAUX,  
with a flourish.

*Memorial of the Abbé Couturier, relating to the Augmentation of the Seignior of the Lake of Two Mountains.*

Dated the 1733 or 1734.

*Not to be found here.*

*Ratification of the Concession of the Seigniori of the Thousand Islands, in favor of the Sieur Petit and of Miss DuGué, widow of Gaspard Piot de Langloiserie, and their children.*

Dated the 5th of May, 1716.

Extract from the  
French register of  
enregistrations—  
letter B, page 549.

This fifth day of May, one thousand seven hundred and sixteen, the King, being at Paris, and wishing to confirm and ratify, in favor of the Sieur Petit, Treasurer of the Navy in Canada, and of Miss DuGué, widow of the Sieur Gaspard Piot de Langloiserie, King's Lieutenant in the Government of New France, and of the children issue of their marriage, the grant made by the Marquis of Vaudreuil and the Sr. Begon, Governor General and Intendant of New France, on the fifth of March, one thousand seven hundred and fourteen, in the name of His Majesty, in favor of the said late Sieur Delangloiserie, and of the said Sr. Petit, of a lot of land in the said country, His Majesty, by the advice of the Duke of Orleans, the Regent, hath confirmed and ratified the said grant, it being his will that the said Sieur Petit and the widow Delangloiserie, together with the children issue of her marriage with the said late Sieur Delangloiserie, their heirs and assigns, shall enjoy the same as their own property, for ever, (*comme de leur propre*) as a fief and seigniori, with superior, mean and inferior jurisdiction, with the right of hunting and fishing throughout the extent of the said concession, without being required, by reason thereof, to pay to His Majesty or to the Kings, his successors, any money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which it shall be held, and on payment of the other ordinary dues; on the condition, also, that they shall preserve, and cause their tenants to preserve, the oak timber fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be throughout the extent of the said concession; that the appeals from the judge who shall be established there, shall lie before the Royal Jurisdiction of Montreal; that they shall keep and cause their tenants to keep house and home (*tenir feu et lieu*) thereon, in default of which it shall be reunited to His Majesty's domain; that they shall clear the said land and cause it to be cleared; that they shall leave the roads necessary for the public use, and also that they shall leave the beaches free to all fishermen, except such parts as they may require for their own fisheries; and, in case His Majesty should hereafter require any part of the said land for the purpose of building forts, batteries, strongholds, magazines and other public works thereon, His Majesty may take possession of the same, as well as of the trees which may be necessary for the garrison of the said forts, without being obliged to pay any indemnification therefor, His Majesty's pleasure being that the said concession shall be subject to the conditions hereinabove set forth, without any exception whatsoever, on pretence that such conditions have not been stipulated in the said concession, and that the present Letters Patent be enregistered in the Office of the Superior Council at Quebec, so that recourse may be had thereto when requisite. And, in testimony of his will, His Majesty hath commanded me to prepare the said Letters Patent, which he hath signed with his hand, and ordered the same to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,  
(Countersigned,)

LOUIS.  
PHELYPEAUX.

*Ratification of the concession of the Seigniorie of Rigaud, in favor of the Sieurs de Vaudreuil de Cavagnial and Rigaud de Vaudreuil.*

Dated the 7th April, 1733.

Extract from the  
Register ins. sup.  
cons.—letter G,  
folio 33.

This seventh day of April, one thousand seven hundred and thirty-three, the King being at Versailles, and wishing to confirm and ratify the grant made by the Sieurs de Beauharnois, Governor and Lieutenant General of the King in New France, and the Sieur Hocquart, Intendant of the said country, on the twenty-ninth of October, one thousand seven hundred and thirty-two, in favor of the Sieurs de Vaudreuil de Cavagnial, then Major in the troops of the said country, and at present Governor of Three Rivers, and Rigaud de Vaudreuil, his brother, Captain in the said troops, of a lot of land containing three leagues in front by three leagues in depth, situate in the same Colony, along the river called the Grand River, extending towards the Long Sault, and adjoining the Seigniorie called Rigaud, coming to the said Sieurs de Vaudreuil by inheritance from their father, the Marquis of Vaudreuil, Governor and Lieutenant General in the said country, His Majesty hath confirmed and ratified the said grant, it being his will that the said Sieurs de Vaudreuil, their heirs and assigns, shall enjoy the same for ever, as their own property, (*comme de leur propre*), as a fief and seigniorie, with superior and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniorie, without being obliged, by reason thereof, to pay to His Majesty, or to the Kings, his successors, any sum of money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues, according to the Custom of Paris followed in the said country, and that the appeals from the judge who shall be established there, shall lie before the Royal Jurisdiction of Montreal; on the condition, also, that they shall preserve and cause their tenants to preserve the oak fit for the building of His Majesty's vessels; that they shall leave the necessary roads; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, all mines, mining places and minerals, if any there be throughout the extent of the said concession; that they shall improve it, and keep or cause their tenants to keep house and home thereon, (*tenir feu et lieu*), in default whereof it shall be reunited to His Majesty's domain; that they shall leave the roads necessary for the public utility, and also that they shall leave the beaches free to all fishermen, with the exception of such parts as they may require for their own fisheries; and, in case His Majesty should require any portion of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and the firewood for the garrisons of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said concession shall be subject to the conditions above stated, without any exception whatever upon pretence that such conditions have not been stipulated in the said concession. And, in testimony of his will, His Majesty hath ordered me to prepare the present Letters Patent, which shall be enregistered in the Office of the Superior Council of Quebec, so that recourse may be had thereto when necessary, and hath signed them with his own hand, and ordered the same to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,)  
(Signed,)

LOUIS.  
PHELYPEAUX.

*Ratification of the Augmentation of the Seigniorie of Berthier, in favor of the  
Sieur de Lestage.*

Dated the 6th of April, 1734.

Extract from the  
register Ins. Sup.  
Conn., Letter G,  
folio 46.

This day, the sixth of April, one thousand seven hundred and thirty-four, the King being at Versailles, and wishing to confirm and ratify the grant made by the Sieurs de Beauharnois, Governor and Lieutenant General for His Majesty in New France, and the Sr. Hocquart, Intendant of the said country, on the thirty-first of December, one thousand seven hundred and thirty-two, in favor of the Sieur Pierre Lestage, a Merchant of Montreal, of a lot of land containing three leagues in front, if such an extent should be found between the line separating the Fief of Dautré from the one heretofore called Comporté, and at present named Dorvilliers, and the one dividing the Fief du Chicot from the Fief Maskinougé, the said front to commence at the end of the depth and limits of the said Fiefs Dorvilliers and du Chicot, between which is situate the Fief of Berthier, by three leagues in depth, together with the rivers, streams and lakes which may be found upon the said extent of land, which shall be united and joined to the said Fief of Berthier, belonging to the said Sieur de Lestage, so that they may form one and the same Seigniorie, His Majesty hath ratified and confirmed the said concession, it being his will that the said Sieur Lestage, his heirs and assigns, should enjoy the same for ever, as their own property, (*comme de leur propre*), as a fief and seigniorie, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniorie, without being obliged, by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country, and that the appeals from the judge who shall be established shall lie before the Royal Jurisdiction of Montreal; on the condition, also, that he shall preserve and cause his tenants to preserve the oak timber fit for the building of His Majesty's vessels; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be throughout the extent of the said concession; that he shall improve it, and keep and cause his tenants to keep house and home thereon, (*tenir feu et lieu*), in default of which it shall be reunited to His Majesty's domain; that he shall leave the roads necessary for the public use, and that he shall also leave the beaches free to all fishermen, except such parts as he may require for his own fisheries; and, in case His Majesty should hereafter require any part of the said land for the purpose of building forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said concession shall be subject to the conditions hereinabove set forth, without any reserve whatsoever, on pretence that such conditions have not been stipulated in the said concession. And, in testimony of his will, His Majesty hath ordered me to prepare the present Letters Patent, which shall be enregistered in the Office of the Superior Council of Quebec, so that recourse may be had thereto when requisite, and he hath been pleased to sign the same with his own hand, and to order the same to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed)

LOUIS.  
PHELYPEAUX.

And lower down,

*Ratification of the Grant of the Seigniori of Noyan, in favor of the Sieur Chavoy de Noyan.*

Dated the 25th March, 1745.

Extract from the  
register ins. Sup.  
Coun. letter K,  
folio 12.

This day, the twenty-fifth of March, one thousand seven hundred and forty-five, the King being at Versailles, and being desirous of confirming and ratifying a grant made on the eighth of July, one thousand seven hundred and forty-three, by the Marquis of Beauharnois, Governor and Lieutenant General of New France, and the Sieur Hocquart, Intendant of the said country, to the Sieur Chavoy de Noyan, Captain of a company of the detachment of Marines maintained in this country, of a lot of land of two leagues in front, along the River Chambly, by three leagues in depth, bounded towards the north at a quarter of a league to the north of the Little River du Sud, by a line running east and west; towards the south side, ascending Lake Champlain, by one league and three quarters from the said river, joining the land conceded to the Sieur Foucault, by a line parallel to the one above described, with the Isle aux Testes which is in the said Chambly River, together with the isles and islands which may be opposite the front of the said concession, to be held by him as a fief and seigniori; His Majesty hath confirmed and ratified the said concession, it being his will and pleasure that the said Chavoy de Noyan, his heirs and assigns, shall for ever enjoy the said lands as their own property, as a fief and seigniori, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said Seigniori, according to and in conformity with the said concession, without being obliged, by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said Fief shall be held, and on payment of the other ordinary dues, according to the Custom of Paris followed in the said country, and that the appeals from the judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition, also, that he shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's vessels; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be in the said Seigniori; that he shall improve it and cause his tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the roads necessary for the public utility, and also that he shall leave the beaches free to all fishermen, except such parts thereof as he may require for his own fisheries; and in case His Majesty should hereafter require any parts of the said land for the purpose of building forts, batteries, strongholds, magazines or other public works thereon, he may take possession of the same, together with the trees which may be necessary for the said public works and the firewood for the garrison of the said forts, without being held to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception under pretence that such conditions have not been stipulated in the said grant. And, in testimony of his will, His Majesty hath ordered me to prepare the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec; and he hath been pleased to sign the same with his own hand, and to order them to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS.  
"PHELIPPEAUX."

And lower down,

*Ratification of the Augmentation of the Seigniorie of La Valterie, in favor of the  
Sieur Pierre Marganne de La Valterie.*

Dated the 8th of February, 1735.

Extract from the  
register ins. sup.  
Coun., letter G,  
folio 87.

This day, the eight of February, one thousand seven hundred and thirty-five, the King, being at Marly, and being desirous of confirming and ratifying the grant as a seigniorie, made on the twenty-first of April, one thousand seven hundred and thirty-four, by the Marquis of Beauharnois, Governor and Lieutenant General of His Majesty in New France, and the Sieur Hocquart, Intendant of the said country, in favor of the Sieur Pierre de Marganne de Lavaltrie, eldest son, Lieutenant in the troops of the said country, of one league and one half of land in front, by two leagues and a half in depth, at the end of the depth and limits of the Fief de Lavaltrie, which is one league and one half in depth, the said prolongation to be at the back of the depth of the said Fief de Lavaltrie, and to form but one and the same seigniorie, which, by this means, will be one league and a half in front, by four leagues in depth, His Majesty hath confirmed and ratified the said concession, it being his will that the said Sieur de Lavaltrie, the younger, his heirs and assigns, shall enjoy the same, for ever, as their own property, as a fief and seigniorie, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians through the extent of the said Seigniorie, without being obliged, by reason thereof, to pay to His Majesty, or the Kings his successors, any indemnity, His Majesty having been pleased to remit the same to whatever sum it might amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said Fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said and that the appeals from the judge who shall be established there shall lie before the Royal Jurisdiction of Montreal; on the condition, also, that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said concession; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public utility, and also that they shall leave the beaches free to all fishermen, except such parts thereof as they may require for their own fisheries; and in case His Majesty should hereafter require any part of the said lands for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, His Majesty may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of his will, His Majesty hath commanded me to prepare these Letters Patent, which shall be registered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite; His Majesty having been pleased to sign the same with his own hand, and to order them to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed)

LOUIS.  
PHÉLIPPEAUX.

And lower down,

*Ratification of the Grant of the Seigniority of D'Aillebout, in favor of the Sieur Jean D'Aillebout D'Argenteuil.*

Dated the 30th April, 1737.

Extract from the  
register Ins. Sup.  
Coun., letter H,  
folio 40.

This day, the thirtieth of April, one thousand seven hundred and thirty-seven, the King being at Versailles, and having examined the petition presented to him by the Sieur Jean D'Aillebout d'Argenteuil, praying that His Majesty would be pleased to confirm and grant made to him on the tenth of October of the year last past, by the Marquis of Beauharnois, Governor and Lieutenant General of New France, and the Sieur Hocquart, Intendant of the said country, of a lot of land of one league and a half in front, by four leagues in depth, behind the Seigniority of Lanoraye, to be bounded on its front by the north side of the Assomption River, on the south side by the line of the continuation of the Seigniority of la Valteric, on the other side, to the north east, by a parallel line adjoining the unconceded lands, and, in depth, by a line parallel to the front line, also adjoining the unconceded lands, the whole as a fief and seigniority, with superior, mean and inferior jurisdiction, the right of hunting; fishing and trading with the Indians throughout the whole extent of the said concession; His Majesty hath ratified and confirmed the said concession; in consequence whereof it is his pleasure that the said Sr. D'Aillebout d'Argenteuil, his heirs and assigns shall, for ever, enjoy, as their own property, (*comme de leur propre*), the said lands as a fief and seigniority, with superior, mean and inferior jurisdiction, with the right of hunting, fishing and trading with the Indians throughout the extent of the said Seigniority, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having being pleased to remit the same to whatever sum they might amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said Fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country, and that the appeals from the judge who may be established there shall lie before the Royal Jurisdiction of Montreal; on the condition, also, that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be in the said Seigniority; that they shall improve it and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public utility, and also that they shall leave the beaches free to all fishermen, except such parts thereof as they may require for their own fisheries; and in case His Majesty should hereafter require any part of the said lands for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, he hath commanded me to prepare the present Letters Patent, which shall be enregistered in the Office of the Superior Council of Quebec, in order that recourse may be had thereto when requisite; His Majesty having been pleased to sign the same with his own hand, and to order them to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,  
(Signed,)

LOUIS.  
PHELYPEAUX.

And lower down,



*Ratification of the grant of the Seigniority of Ramezay in favor of Dame Geneviève Ramezay, widow Boishébert.*

Dated the 13th April, 1740.

Extract from the register Ins. Sup. Coun., letter II, folio 73.

This day, the thirteenth of April, one thousand seven hundred and forty, the King being at Versailles, and being desirous of granting the prayer of the petition presented to him by Dame Geneviève de Ramezay, widow of the Sr. de Boishébert, captain of a company of the troops maintained in Canada, to the effect that His Majesty would be pleased to confirm and ratify a grant made to her on the sixth of October, one thousand seven hundred and thirty-six, by the Marquis of Beauharnois, Governor and Lieutenant-General of New France, and the Sr. Hocquart, Intendant of the said country, of a lot of land of one league and a half in front, by four leagues in depth, behind the Seigniority of Dautré, bounded in front by the north bank of the Assomption River, on the south-west side by the line of the concession lately granted to the Sieur d'Aillebout d'Argenteuil, on the other side, to the north-east, by a parallel line adjoining the prolongations of the Seigniority of Antaya, and in depth by a line parallel to the front line, also adjoining the unconceded lands; the whole as a Fief and Seigniority, with superior, mean and inferior jurisdiction, the right of fishing in the Assomption River, and hunting and trading with the Indians throughout the extent of the said concession. It is therefore his pleasure that the said widow Boishébert, her heirs and assigns, shall forever enjoy the said lands as a Fief and Seigniority, according to and in conformity with the said grant, with superior, mean and inferior jurisdiction, and the right of fishing in the Assomption River, hunting and trading with the Indians throughout the extent of the said Seigniority, without being bound, by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same to whatever sum they may amount; on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris, followed in the said Country; that the appeals of the Judge who shall be established there, shall lie before the Royal Jurisdiction of Montreal; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty or to the Governors and Intendant of the said Country, the mines, mining places or minerals, if any there be in the said Seigniority; that they shall improve it, and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the roads necessary for the public utility, and also that they shall leave the beaches free to all fisherman, except such parts thereof as they may require for their own fisheries; and in case His Majesty should hereafter require any part of the said lands for the purpose of constructing forts, batteries, strongholds or other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception whatsoever, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, he hath commanded me to prepare the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when required; and His Majesty hath been pleased to sign the same and order them to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

(Signed,)

LOUIS

PHÉLIPPEAUX.

And lower down,

*Ratification of the Augmentation of the grant of the Seigniorie of Monnoir, in favor of J. Ble. Nicolas Roch de Ramezay, and his four sisters.*

Dated the 13th April, 1740.

Extract from the register Ins. Sup. Coun., letter H, folio 79.

This day, the thirteenth of April, one thousand seven hundred and forty, the King being at Versailles, and being desirous of granting the prayer of the petition presented to him by the Sieur Jean Baptiste Nicolas Roch de Ramezay, captain of one of the companies of troops maintained by His Majesty in Canada, and of the Misses Geneviève, Angélique, Louise and Elizabeth de Ramezay, to the effect that His Majesty would be pleased to confirm and ratify a grant made to them on the twelfth of June, one thousand seven hundred and thirty-nine, by the Marquis de Beauharnois, Governor and Lieutenant-General in New France, and the Sieur Hocquart, Intendant of the said country, of a lot of land of two leagues in front by three leagues in depth, at the end of the Seigniorie of Monnoir, belonging to the petitioners, in virtue of the grant thereof made to the Sieur Claude de Ramezay, their father, on the twenty-fifth of March, one thousand seven hundred and eight, the said land running north east and south west along the continuation of the Seigniorie of Rouville, adjoining the said Seigniorie towards the north east, and the Seigniorie of Sabrevois towards the south west, the whole as a fief and seigniorie; His Majesty hath ratified and confirmed the said grant, it being his will that the said Sieurs and the Misses de Ramezay, their heirs and assigns, shall forever enjoy the said land as their own property, as a fief and seigniorie, which, together with the said grant of Monnoir, shall form but one and the same Seigniorie, with superior, mean and inferior jurisdiction, and the right of hunting, fishing, and trading with the Indians throughout the extent of the said Seigniorie, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis, at Québec, of which the said Fief shall be held, and on payment of the other ordinary dues, according to the Custom of Paris followed in the said country, that the appeals from the Judge who shall be established at the said place, shall lie before the Royal Jurisdiction of Montreal; on the condition also that they shall preserve and cause their tenants to preserve the oak timber fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or the Governor and Intendant of the said Country, the mines, mining places and minerals, if any there be in the said Seigniorie; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the roads necessary for the public utility, and also that they shall leave the beaches free to all fishermen, with the exception of such parts as they may require for their own fisheries; and, in case His Majesty should hereinafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, His Majesty may take possession of the same, as well as of the trees which may be necessary for the said public works, and for fire-wood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exceptions whatsoever, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of his will, His Majesty hath commanded me to prepare the present Letters Patent, which shall be enregistré in the Office of the Superior Council of Québec, in order that recourse may be had thereto when requisite; and he hath been pleased to sign them with

his own hand, and order them to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,  
(Signed;)

LOUIS.  
PHELIPEAUX.

*Ratification of the grant in Augmentation of the Seigniority of Saurel, in favor of the Misses Angélique, Louise and Elizabeth de Ramezay.*

Dated the 13th of April, 1740.

Extract from the register Ins Sup. Conn., letter 11, folio 77.

This day, the thirtieth of April, one thousand seven hundred and forty, the King being at Versailles, and being desirous of granting the prayer of the petition presented to him by the Misses Angélique, Louise and Elizabeth de Ramezay, to the effect that His Majesty would be pleased to confirm and ratify a grant made to them on the eighteenth of June, one thousand seven hundred and thirty-nine, by the Marquis of Beauharnois, Governor and Lieutenant General of New France, and the Sieur Hocquart, Intendant of the said country, of a lot of land of one league and a half, or thereabouts, in superficies, at the back of the Seigniority of Saurel, to be taken between the lines and boundaries of the Seigniories of la Vallière, of Frezeret and of St. Ours, bounded on the north east side by the said Seigniority of la Vallière, on the north east side\* by the said Seigniority of Frezeret, and on the south west side by the line of the said Seigniority of St. Ours; the said concession granted as a fief and seigniority, and to form, with that of Saurel, one seigniority, and be subject to the same jurisdiction; His Majesty hath confirmed and ratified the said grant, and, in consequence thereof, it is his will that the said Misses de Ramezay, their heirs or assigns, shall enjoy the same for ever, as their own property, as a fief and seigniority, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said Seigniority, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said Fief shall be held, and on payment of the other ordinary dues, according to the Custom of Paris followed in the said country, and that the appeals from the judge who shall be established there shall lie before the Royal Jurisdiction of Montreal; on the condition, also, that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be in the said Seigniority; that they shall improve it, and keep and cause their tenants to keep their house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public utility, and also that they shall leave the beaches free to all fishermen, except such parts thereof as they may require for their own fisheries; and in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant.

\* East side  
See the title of concession of this land, at folio 27 of the Register of Intendance, No. 8.

And, in testimony of his will, His Majesty hath commanded me to prepare the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when necessary; His Majesty having been pleased to sign the same with his own hand, and order them to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,)

LOUIS.  
PHELIPEAUX.

*Ratification of a grant in Augmentation the Fiefs of Lanoraye and D'Autré, in favor of Sr. Jean Baptiste Neveu.*

Dated 13th April, 1730.

Extract from the  
Register Ins. Sup.  
Coun. Letter II,  
Folio, 56.

This day, the thirteenth of April, one thousand seven hundred and forty, the King being at Versailles, and being desirous of granting the prayer of the petition presented to him by Sieur Jean Baptiste Neveu, to the effect that he would be pleased to confirm and ratify a grant made to him on the fourth of July, one thousand seven hundred and thirty-nine, by the Marquis of Beauharnois, Governor and Lieutenant General of New France, and the Sieur Hocquart, Intendant of the said country, of the remainder of a lot of land situate at the end of the line which terminates the depth of the Fiefs of la Noray and D'Autré, which belong to the petitioner, as far as the Assomption River, and of the same extent in breadth as the said two Fiefs, that is to say, bounded on the south-west side by the line which separates the Seigniorship of LaValtrie, and on the north-east side by a parallel line adjoining the prolongations of the Seigniorship of D'Antaya, which land, with each of the said two fiefs, shall form but one and the same Seigniorship, with superior, mean and inferior jurisdiction; His Majesty hath confirmed and ratified the said grant; and it is therefore his will that the said Sieur Neveu, his heirs or assigns, shall for ever enjoy, as their own property, the said lands, as a fief and seigniorship, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said Seigniorship, according to and in conformity with the said grant, without being obliged, by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other dues, according to the Custom of Paris followed in the said country, and that the appeals from the Judges who shall be established there, shall lie before the Royal Jurisdiction of Montreal; on condition that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's; vessels, that they shall disclose to His Majesty, or to the Governor and Intendant of the said country the mines, mining places and minerals, if any there be in the said Seigniorship; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's Domain; that they shall leave the roads necessary for the public utility, also that they shall leave the beaches free to all fishermen, except such parts thereof as they may require for their own fisheries; and in case His Majesty should hereafter require any parts of the said lands for the purpose of constructing forts, batteries, strongholds, magazines, and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be

subject to the conditions hereinabove set forth, without any exceptions whatsoever, on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's will, he hath commanded me to prepared the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when necessary; His Majesty having been pleased to sign the same, and to order them to be countersigned by me, his Councilor, Secretary of State, Commands and Finance.

Enregistered in the Registers of the Superior Council of New France, after having heard the King's Attorney General according to the *arrest* of this date, by the undersigned Councilor, Secretary of the King and Chief Clerk of the said Council.

(Signed) DAINÉ,  
With a flourish.

Quebec, the 14th November 1740.

*Ratification of the grant of the Seigniorie of St. Hyacinthe, in favor of the Sieur Rigaud de Vaudreuil.*

Dated the 30th April, 1740.

Extract from the  
register Ins. Sup.  
Coun. Letter 1,  
Folio 74.

This day, the thirtieth of April, one thousand seven hundred and forty-nine, the King being at Versailles, and being desirous of confirming and ratifying a grant made on the twenty-third of September, one thousand seven hundred and forty-eight, by the Marquis of Galissonnière, Commandant General of New France, and the Sieur Bigot, Intendant of the said country, in favor of the Sieur Rigaud de Vaudreuil, King's Lieutenant at Quebec, of a lot of land containing six leagues in front along the Masca River, by three leagues in depth on each side of the said river, the said six leagues to commence at seven leagues from the mouth of the above mentioned river, to be held by him as a fief and seigniorie; His Majesty hath ratified and confirmed the said grant, and it is therefore his will that the said Sieur Rigaud de Vaudreuil, his heirs or assigns, shall forever enjoy the said lands as their own property, as a fief and seigniorie, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said Seigniorie, according to and in conformity with the said grant, without being required by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country, and that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on condition, also, that he shall preserve and cause his tenants to preserve the oak fit for the construction of His Majesty's vessels; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals if any there be in the said Seigniorie; that he shall improve it, and keep and cause the tenants to keep their house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public utility, and also that he shall leave the beaches free to all fishermen, except such parts thereof as he may require for their own fisheries; and in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines, and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and for fire wood for the garrison of

the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception whatsoever on pretence that such conditions have not been stipulated in the said grant. And in testimony of his will, His Majesty hath ordered me to prepare the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec; and which he hath been pleased to sign with his own hand, and to order to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,)  
(Signed,)

LOUIS.  
ROUILLE.

*Ratification of the grant of the Seigniorie de Bleury, in favor of the Sieur Sabrevois de Bleury.*

Dated the 24th June, 1751.

Extract from the  
register Ins. Sup.  
Coun., Letter K,  
Folio 6.

This day, the twenty-fourth of June, one thousand seven hundred and fifty-one, the King being at Versailles, and being desirous of confirming and ratifying a grant made on the thirtieth of October, 1750, by the Marquis de la Jonquière, Governor, Lieutenant General in New France, and the Sr. Bigot, Intendant of the said country, to the Sieur Sabrevois de Bleury, of an extent of land of three leagues in front, by three leagues in depth, along the River Chambly, commencing at the north side at the Seigniorie of the Sr. Hertel, and on the same line, on the south side, at three leagues from the said Seigniorie, by a line drawn east and west of the globe, in front by the River Chambly, and in its depth of three leagues adjoining the unconceded lands; His Majesty hath ratified and confirmed the said grant; and it is therefore his will that the said Sieur de Sabrevois de Bleury, his heirs or assigns, shall enjoy the said lands for ever, as their own property, (*comme de leurs propres,*) as a fief and seigniorie, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the whole extent of the said concession, according to and in conformity with the title which was granted him by the Marquis de la Jonquière, and the Sr. Bigot, without being required by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other dues under the Custom of Paris, followed in the said country, and that the appeals from the Judge who may be established there, shall lie before the Jurisdiction of Montreal; on condition, also, that he shall preserve and cause his tenants to preserve all the oak fit for the construction of His Majesty's vessels; that he shall disclose to His Majesty or to his Governors and Intendants in the said country, all the mines, mining places and minerals, if any there be in the said concession; that he shall improve it, and keep and cause the tenants to keep house and home thereon, (*y tenir feu et lieu,*) in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public utility, and also that he shall leave the beaches free to all fishermen, except such parts thereof as the said Sieur de Sabrevois de Bleury shall require for his own fisheries; and in case His Majesty shall hereafter require any parts of the said lands for the purpose of constructing forts, batteries, strongholds, magazines, and other public works thereon, he may take possession of the same as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said forts, without being bound to pay any con-

pensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception whatsoever, on pretence that such conditions have not been stipulated in the said grant. And in testimony of his will, His Majesty hath ordered me to prepare these Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec; and he hath been pleased to sign them with his own hand, and to order them to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,  
(Signed,)

LOUIS,  
ROUILLE.

*Ratification of the grant of the Seigniority of de Sabrevois, in favor of the Sieur Sabrevois.*

Dated 24th June, 1751.

Extract from the  
register Ins. Sup.  
Coun., Letter K,  
Folio 5.

This day, the twenty-fourth of June, one thousand seven hundred and fifty-one, the King being at Versailles, and wishing to confirm and ratify a grant made on the first of November, one thousand seven hundred and fifty, by the Marquis de la Jonquière, Governor and Lieutenant General in New France, and the Sieur Bigot, Intendant of the said country, to the Sieur Sabrevois, Captain in the troops maintained there, of two leagues or thereabouts in front, by three leagues in depth, along the Chambly River above the St. Jean rapids, bounded on the north by the Seigniority granted to the Sieur Sabrevois de Bleury, on the thirtieth of October, 1750, and upon the same line, on the south side, at two leagues or thereabouts from the said Seigniority, by a line drawn due east and west, adjoining the unconceded lands, in front by the River Chambly, and in depth by the end of the three leagues, also adjoining the unconceded lands; His Majesty hath confirmed and ratified the said grant, and it is therefore his will that the said Sabrevois, his heirs or assigns, shall for ever enjoy the said land, as their own property, as a fief and seigniority, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said concession, according to and in conformity with the title which was granted him by the said Sieurs de la Jonquière and Bigot, without being required by reason thereof to pay to His Majesty, or the Kings his successors, any money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country, that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition also that he shall preserve and cause his tenants to preserve all the oak fit for the construction of His Majesty's ships, and that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals if any there be in the said concession; that he shall improve it, and keep and cause the tenants to keep house and home thereon, (*à tenir feu et lieu*.) in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public utility, and also that he shall leave the beaches free to all fishermen, with the exception of those parts that the said Sieur Sabrevois may require for his own fisheries; and in case His Majesty should hereafter require any parts of the said lands for the purpose of constructing forts, batteries, strongholds, magazines, and other public works, he may take possession of the same as well as of the trees necessary for the said public works, and for firewood for the garrison of the said forts, without being bound to pay

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any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And in testimony of his will, His Majesty hath commanded me to prepare these present Letters Patent, which shall be enregistered in the Superior Council of Quebec; and he hath been pleased to sign them with his own hand, and to order them to be countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,)

LOUIS.

(Signed,)

ROUILLÉ.

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## SUPPLEMENTARY RETURN

To an Address from the Legislative Assembly, dated 13th April last, praying for copies of certain Seignorial documents.

By order,

A. N. MORIN,  
Secretary.

Secretary's Office,  
Quebec, 17 May, 1853.

NOTE.—The copies of the documents transmitted in this Supplementary Return, are those mentioned as being under preparation, and to be communicated as soon as ready, in the note at the bottom of the first page of the foregoing Return of the 2d of May.

*Ratification of the grant of a large part of the Island of Montreal, in favor of the Sieurs Pierre Chevrier de Faucamp and Jérôme Le Royer de la Dauversière.*

Dated the 13th February, 1644.

Extract from the  
register Ins. Sup.  
Coun., Letter A,  
folio 26.

Louis, by the Grace of God, King of France and Navarre,—To all those who shall see the present letters, Greeting:—

Our dear and well beloved Pierre Chevrier, Esquire, Sieur de Faucamp, and Hiérosme Le Royer, Sieur de la Dauversière, acting as well for themselves, as in the name of the inhabitants of Montreal, in New France, and those associates with them for the conversion of the Indians of the said country, have informed us and represented to us, that they have negotiated with our dear and well beloved the associates of the great Company of New France, about the proprietorship of the Island of Montreal, then entirely uncultivated and uninhabited, in the middle of the Great River St. Lawrence, and of two leagues around the said Island, with full jurisdiction, and as a Seigniory, both on the Island and along the said river, under the charge and conditions set forth in the contracts of the seventh of August and seventeenth of September, one thousand six hundred and forty, passed between them and the petitioners; and in order to facilitate them in the means of assisting the Indians who frequent the environs of the said Island, and of diffusing the light of the Gospel, by means of the said river, which is three hundred leagues in length, among the nations upon the borders thereof, and among the others at a greater distance, a duty to which the said petitioners, with the Divine aid, have so successfully devoted themselves up to the present time; that they have built a fort, a place of habitation and an hospital for the poor Indians who resort thither in large numbers for the purpose of residing, building their huts, and being instructed in the Christian faith, and that they have assisted them to clear the land, so that it is apparent that should heaven continue to pour forth its favors, as it has done up to this time by the effects of an extraordinary providence, this design would turn greatly to the glory of God, to whom we owe our Crown, and to the welfare, advantage and honour of our service; and that upon the said

Island where the lands are among the most fertile and most seasonable of the whole country, some powerful religious community might establish itself, and become thenceforth a sure refuge to the poor Indians, who, for the most part, are already inclined to receive the means of their salvation, and who do not, at present, dare to frequent the river, to the great loss of the French merchants, on account of the Indians, called Iroquois, their common enemies, who, having the advantage of being provided with fire arms, overrun with impunity the river and the whole country, pillaging and carrying off those poor innocent people, who are deprived of all means of defence, and who are cruelly put to death by them, after having been inhumanly tormented; and that on this account the petitioners fear being troubled in the execution of their undertaking, unless they obtain our letters of ratification and confirmation of the said contracts hereunto affixed under the counterscal of these presents, and they humbly pray for the same.

For these causes, fully bearing in our mind the good sentiments which our grandfather, the King, Henry the Great, had for the advancement of the service of God in these countries, as it appears by several of his letters and by his many declarations made in relation thereto, confirmed from time to time by the late King, our much honored Lord and Father, and particularly in the month of March, one thousand six hundred and forty-three, in relation to Montreal, which, we are fully informed, must contribute greatly to the general welfare of the said country and to the conversion of the Indians; and that the royal authority is only established by God, on the earth, for the purpose of procuring, before all things, the increase of his glory, and having particularly in view all the laudable and magnificent designs of our much honored Lords, our Father and our Grandfather, we have, for the purpose of giving the petitioners more ample means to continue what they have so usefully commenced for the welfare of Christianity in the said country, and in order that blessings may attend our reign, by causing our subjects to emulate our example; by the advice of the Queen Regent, our much honored Lady and Mother, of our very dear Uncle, the Duke of Orleans, of our dear Cousin the Prince of Condé, and of several of the great and chief members of our council, we have ratified, allowed and confirmed, and, by these presents, we do ratify, allow and confirm the said deeds and grants in favor of the petitioners, and it is our will and pleasure that they should enjoy the grants therein made, fully and peaceably, for ever more.

And in order that the inhabitants of the Island of Montreal may live in peace and quietness and under proper rule, we allow them to appoint such private Captain or Governor as they may wish to name for us, to continue the fortifications and the habitations, both for the French people and for the Christian Indians, who may come and live there, to assist them with provisions and arms, if necessary, and to raise corps for their defence in the towns and communities; to enable their boats and canoes to descend and ascend the River St. Lawrence in liberty, from Quebec to Montreal, for the purpose of transporting the necessary provisions and ammunition to the inhabitants, without being obliged to cast anchor in any place, unless for their own convenience. and without being prevented or troubled under any pretence whatsoever, to make and receive legacies and endowments for the maintenance both of the poor Indians and of the ecclesiastics or laymen who are there, whom it may be necessary to maintain hereafter in greater numbers, on condition, in case of complaint against or malversation on the part of the said associates or their clerks, that they shall render an account of the revenue of the said legacies to such person as we shall be pleased to appoint; Wherefore we give in command to our beloved and faithful Councillors, holding our Parliament, and to others, our Justices and officers whom it may concern, and to our beloved and faithful the Chevalier de Mont Magny, our Lieutenant in New France, to have these

presents read, published and enregistered, and to cause the petitioners, their associates, and the inhabitants of the said Montreal, fully to enjoy the land therein described, causing all troubles and hindrances to the contrary thereof to cease. And as the said letters may be required in different places, it is our will that the copies thereof, duly compared, be taken in evidence, as the present original would be, for such is our pleasure.—Given at Paris, the thirteenth day of February, in the year of Grace, one thousand six hundred and forty-four, and in the first of our Reign; Signed, “LOUIS,” and on the endorse by the King “DELOMENYE” with a flourish, and sealed with yellow wax.

*Ratification of the Grant of Sillery, in favor of the Indians under the direction of the Jesuit Fathers.*

Dated, July, 1651.

Extract from the  
Register Book of  
Intendance, No. 1  
to 9—folio 80.

Louis, by the Grace of God, King of France and Navarre,—To all persons now present and hereafter coming, Greeting:

The Company of New France, having by a deed of the thirteenth day of March last, given to the Indians who generally reside near to Quebec, in the said country, granted one league of land upon the great River St. Lawrence, bounded by the cape which terminates the Cove of St. Joseph or of Sillery, on the Quebec side, and on the other by the place or limit where the said league terminates, ascending the great river, by four leagues in depth in the woods or running inland, towards the north, with all rights of hunting and fishing throughout the said extent, and in that part of the great River St. Lawrence and in the other rivers and ponds which may be within the said concession, or which adjoin it, the whole without any dependencies, with all the seigniorial rights under the management and direction of the Fathers of the Company of Jesus, who converted them to the faith of Jesus Christ, and without any French person being allowed to hunt or to fish through the said extent of land, unless with the leave of the Christian Captain of this New Church, under the management, direction and approbation of the said Fathers; and as the whole is more fully specified and declared by the said grant, for the validity and execution of which it being necessary, and we being also desirous, on our part, of co-operating, as much as lies in our power, in the reformation of these people, and considering that it is most reasonable that they should have and hold, in their own country, the extent of land which may be necessary for them to live upon in common and lead a sedentary life near the French settlers; by the advice of the Queen Regent, our much honored Lady and Mother, and of our Council, who have examined the said grant of the thirteenth day of March last, hereunto annexed under our counterseal, we have, of our special grace, full power and Royal authority in agreeing to and confirming the said grant of New France aforesaid, given and granted, and by these presents, which are signed by us, we do give and grant one league along the great river by four leagues in depth running inland, not only at the place stated in the said grant, but also at all the places where there may be a fort and a French garrison, and, to this end, it is our will and pleasure that the said Indians do possess at the said fort or near the place where the said fort may be, one league in front by four leagues running inland, with all the hunting and fishing places and all the other advantages which they can derive from the said extent of land or from the adjacent rivers, without paying any dues or sums of money, which we abandon and remit to them, on condition however, that the said Indians be and always remain under the management and superintendance and protection of the Fathers of the Company of Jesus, without

whose advice and consent they shall be unable to resign, concede, sell or alienate the lands which we grant them, nor to allow any private individuals to hunt or fish thereon, unless it be by the permission of the said Fathers, to whom we give the management of the affairs of the Indians, without however their being required to render any account of such management, unless it should be to their superiors. It is also our will that, in case any Europeans should be established within the said limits, they be and remain dependent upon the Christian Captains, and under the superintendance of the said Fathers, just as they were under the superintendance of those who had granted them the lands in their possession; and that hereafter, no land, within the said extent, be granted unless by the order of the Christian Captains, and with the advice and consent of the said Fathers, their protectors, the whole for the advantage of these people, so as to induce, them by the small emoluments arising to them from their own country, to abandon their erratic ways and lead a Christian life, under the superintendance of their Captain and of the Fathers who had converted them. We thus order &c. Given at Paris in the month of July, in the year of grace one thousand six hundred and fifty-one, and in the second of our reign.

(Signed,) "LOUIS."

And upon the endorse, By the King,

The Queen Regent, His Mother being present,

And lower down it is written :

Enregistered by the King's Attorney General, in order that it may be executed according to its form and tenor, at Paris, in Parliament, on the cleventh day of April, 1658.

(Signed,) DUTILLET.

Compared with the original by me, Councillor, Secretary to the King.

(Signed,) DUMOLEY.

*Ratification of the Grant of the Island of St. Thérèse, and others adjacent thereto, in favor of the Sieur Dugué.*

Dated the 17th October, 1673.

Extract from the Register, Book of Intendance, No. 1 to 9, folio 172.

Louis de Buade, Count of Frontenac, Governor of New France, To all those who shall see the present letters, Greeting: Let it be known that upon the representation made to us by the Sieur Captain Dugué, that the Isles, Islands and shoals between the Island of St. Lawrence and the end of the Island of St. Thérèse, which have been in contestation between him of one part and the Sieur de Repentigny, of the other as to who should be the proprietor of the same, on the ground that the particular clause stated in the deed of concession granted to him by Mr. Talon, then the Intendant of Justice, Police and Finance in the said country, could not be taken to mean the said Islands and shoals, inasmuch as it did not, in any way, prejudice the concession of the said Sieur de Repentigny; wherefore he was desirous that we should be pleased to give him a confirmation of such Grant. We, by virtue of the power delegated to us by His Majesty, after having proceeded to the said isles and islands, and after examination of the deeds, have ordered that the said isles, islands and shoals in question, situate on the south side, from the Island of St. Lawrence, ascending the great river, as far as the end of the

Island of St. Thérèse, shall and do belong to the said Sieur Dugué, in conformity with the grant made to him by the said Sieur Talon, in order that, from henceforth, he, together with his heirs and assigns, shall enjoy the same fully and peaceably under the charges, clauses and conditions stated in the said title. In testimony whereof, we have signed these presents, and have attached our seal and arms, and have had them countersigned by one of our Secretaries. Given at Quebec, on the seventeenth of October, one thousand six hundred and seventy-three.

And lower down,

(Signed,) "TALON,"  
By his Lordship, "LECHASSEUR."

*Decree of the King, confirming the Grant made by the Count de Frontenac, from the 22nd of March, to the second of September, 1674, in favor of the persons therein named.*

Dated the 10th of May, 1675.

*Extract from the Registers of the Council of State.*

Extract from the  
register Ins. Sup.  
Cons. Letter A,  
folio 60.

The King, being in Council, and seeing the state of the Grants made by the Count de Frontenac, Governor and Lieutenant General of His Majesty in Canada, from the twenty-second of March up to and on the second of September, one thousand six hundred and seventy-four, of *fiefs, cens et rentes* to the individuals named, Guyon de St. Ours, de Chavigny, Leparc, Jobin, d'Héry, Le Rouge, Roberge, De la Durantaye, Dubos, Jaret, Godeffroy, Denis, Jallot, Paulin, Le Moyne, Saurel, and Salvay—And His Majesty wishing to confirm the said Grants, so as to give peaceable and perpetual enjoyment thereof to the persons above named, having heard the report of the Sieur Colbert, a Councillor in ordinary of the King in his Royal Council, and Comptroller General of Finance; the King, being in Council, hath confirmed and ratified the concessions made to the said Guyon, De St. Ours, de Chavigny, Leparc, Jobin, d'Héry, Le Rouge, Roberge, De la Durantaye, Dubos, Jaret, Godeffroy, Denis, Jallot, Paulin, Le Moyne, Saurel and Salvay, by the said Count de Frontenac; and doth order that they do enjoy the same in the form and manner stated in the deeds of Concession, without, for any cause, or on any occasion whatever, being disturbed in the possession and enjoyment thereof, on condition that they shall pay the dues with which they are charged; and for the execution of the present decree, all the necessary letters shall be issued. Done at the King's Council of State, in the presence of His Majesty, at St. Germain en Laye, on the tenth of May, one thousand six hundred and seventy-five.

(Signed,) "COLBERT,"

Louis, by the Grace of God, King of France and Navarre,—To our beloved and faithful Councillor in our Councils, the Count de Frontenac, Governor and our Lieutenant General in Canada, and also to our beloved and faithful Councillors holding our Sovereign Council in the said country, Greeting:

By the decree, an extract of which is hereto affixed under the counterseal of our Chancery, of this date, made in our State Council, in our presence, we have confirmed the Grants made by you, Sieur Count de Frontenac to the individuals named Guyon, de St. Ours, de Chavigny, Le Parc, Jobin, d'Héry, Le Rouge, Roberge, De la Durantaye, Dubos, Jaret, Godeffroy, Denis, Jallot, Paulin, Le Moyne, Saurel and Salvay, and in consequence thereof we have ordered that they do enjoy the same in the form and manner stated in the said deeds of concession; we do command and order you by these presents, signed by us, each



right of jurisdiction, on condition that he shall immediately remove to Canada all the articles possessed by him in this country, which must not be of less value than the sum of ten thousand livres, either in money or in goods, that he shall procure a certificate thereof from the Count de Frontenac, His Majesty's Lieutenant General in the said country, and reimburse the sum of ten thousand livres expended for the building of the said Fort, which he shall maintain in good repair and put in a proper state of defence; that he shall pay and keep a garrison sufficient for the defence of the said Fort, which garrison must at least be equal to that of the Fort of Montreal; that he shall also maintain during two years, for the purpose of clearing the said land, twenty men, who shall not be employed at any other work during the said time; that he shall have a church built within the first six years of his grant, and in the meantime maintain a priest or religious there, for the purpose of administering the sacraments; that he shall also induce the Indians to come there, give them habitations, and establish villages with the French people, to whom he shall give a part of the said lands for the purpose of having them cleared; that all the said lands shall be cleared and improved within twenty years from the year next following, (one thousand six hundred and seventy-six,) otherwise, after such time, His Majesty may dispose of those parts that shall not have been cleared and improved. It is His Majesty's will that the appeals from the judges who shall be established by the said de la Salle in that part of the country conceded by His Majesty, do lie before the Lieutenant General of Quebec. And to this end, it is His Majesty's will that all letters of gift and concession necessary for the effect thereof, be granted to the said de la Salle, together with those for the Government of the said Fort of Frontenac, and also letters of Nobility for himself and for his posterity. Done in the King's State Council, held at Compiègne on the thirteenth day of May, one thousand six hundred and seventy-five.

(Signed,)

"COLBERT."

Louis by the Grace of God, King of France and Navarre, To all now present and hereafter, Greeting:—Our dear and well beloved Robert Cavelier, Sieur de la Salle has humbly represented to us that, for some years, he has resided in New France, to which country he has removed a part of the property owned by him in this country, and as the petitioner could increase his establishment by building habitations in the said country of New France, he has represented to us that he would be very willing to remove thither, should we be pleased to grant him some lands as fiefs and seigniories, and some other advantages for the purpose of indemnifying him for the expenses he will be obliged to incur for the clearing of the lands. For these reasons being desirous of contributing by all the means in our power to the advancement of the Colonies which have been established in our said country of New France, and of treating the said Cavelier in a favorable manner, we have given and do give him by virtue of these presents, signed by us, the right of property both in the soil and on the surface, of the Fort called "Frontenac," built upon the Lake Ontario or Lake Frontenac, situated in the said country of New France, with four leagues of land, each league containing two thousand fathoms, along the lakes and rivers above and below the said Forts, by two half leagues running inland; together with the islands called Ganoukouesnot and Kaouenesgo and the adjacent ones, with the right of hunting and fishing upon the said lands and in the said Lake Ontario or Frontenac, and in the neighbouring rivers; It is our will and pleasure that the said Cavelier, his heirs, successors and assigns, do enjoy the said Forts, Lands, Islands of Islands with the said right of fishing and hunting, as fiefs and with all seigniorial rights and rights of jurisdiction, under condition of the fealty and homage which the said Cavelier, his heirs, successors and assigns, shall be bound to render

to us upon each mutation as the same is held of us and of our crown, and on payment of the ordinary rights and dues according to the custom of the Prevosté and Vicomté of Paris, and that the appeals from the Court of the said Seignior, which Court shall be established at the said Fort of Frontenac, shall lie before the Lieutenant General of Quebec;—it is also our will that the said Cavalier be and remain Governor, in our stead, of the said Fort of Frontenac, under the commands of our Lieutenant General in the said country of New France, and for the effect thereof, that these presents be considered as giving him the necessary powers. And, in order that it may be known how satisfactory the increase of the colonies of the said country is to us, and in consideration of the attentions and sums of money which the said Cavalier has paid and those he may hereafter pay, we have granted and we do grant him letters of nobility; and for the effect thereof it is our will that all the letters of nobility be issued in his favor; we however allow all the inhabitants of the said country, and those who may hereafter establish themselves there, to trade with the Indians in the usual manner, according to the rules of police and the decrees of our Council of Quebec, without its being in the power of the petitioner, upon pretence of this Concession, to prevent them in any way or manner whatever; we having granted this Concession to the said Cavalier under the charges, clauses and conditions contained in the decree of our Council, passed in our presence, dated this day under the counterseal of our Chancery; the petitioner shall be bound to maintain the same at his sole cost and expense so long as there shall only be himself or his successors established in the said Fort of Frontenac, and upon the lands and seigniories of the present concession; and in case grants of seigniories should hereafter be given, by us or by the Kings our successors, above the Long Sault, called Garonouoy, the persons, in whose favor the said grants shall be made, shall be bound to contribute to the expenses, both ordinary and extraordinary of the garrison, and to the maintaining in repair of the fortifications of the said Fort of Frontenac, in proportion to the lands and inheritances that may be granted to them. We also give it in command to our beloved and faithful subjects holding our Superior Council at Quebec, and to our Justices and other officers whom it may concern, that they do cause to be read and enregistered our present letters of gift and concession, and do also cause the said Cavalier, his heirs, successors and assigns to enjoy the grants therein contained, fully, peaceably and for ever, preventing all troubles and hindrances which might be placed in their way and causing the same to cease, for such is our pleasure; and in order that the above may be forever certain and established, we have had our seal placed upon these presents.

Given at Compiègne the third day of May, in the year of grace one thousand six hundred and twenty-five, and in the thirty-third year of our reign.

And on the endorse, By the King, (Signed,) LOUIS.  
 “ COLBERT.

And sealed with the great seal in green wax on ties of red and green silk.

*Ratification of the Grant of the Seignior of Notre Dame des Anges in favor of the Recollet Fathers.*

Dated, April, 1676.

Extract from the  
 register Ins: Sup,  
 Conn. Letter A,  
 folio 77.

Louis, by the Grace of God, King of France and Navarre,—To all present and hereafter, Greeting:—  
 Father Gabriel de la Ribourde, Provincial Vicar, and Superior of the Recollet Fathers of Quebec, has very humbly represented to us that, in the



year one thousand six hundred and twenty-nine, the Fathers who were in the habitation in Quebec, having been expelled by the English, were obliged to leave and fly for refuge to the Council of Paris, with their titles; and that in the year one thousand six hundred and sixty nine, having obtained leave from us to return and take possession of their old habitation called "*Notre Dame des Anges*" their vessel was shipwrecked during the voyage, so that the titles which they had giving them the enjoyment and proprietorship of the place of their said habitation in Quebec and the lands attached thereto, were entirely lost, without one single one being saved, in consequence of which the petitioner had presented his petition to the Sieur de Buade Frontenac, Comte de Palluau, Councillor in our Councils, Governor and our Lieutenant General in Canada, Acadia and other countries of North France, to the end that a new title be granted them relative to the property of one hundred and six arpents of land, by ten in front, with the right of fishing in the River St. Charles in front of the lands now enjoyed by the said Convent; which petition, together with the reasons contained therein, having been examined by the said Comte de Palluau, after having ascertained that the said lands and rights belonged to the said Recollet Fathers, in virtue of donations and grants made to them heretofore both by ourselves and by the late King, our much honored Lord and Father; the said Sieur Palluau did grant to the petitioner a deed of acknowledgement of the ownership of the above named lands and rights, to be to them as a new title (*titre nouveau*) dated at Quebec the twenty-ninth of May, one thousand six hundred and seventy-three, which title the petitioner has most humbly prayed us to ratify, allow and approve of and to grant him our letters necessary to that effect; for these causes, being desirous of shewing favor to the said Recollet Fathers of the Convent of Notre Dame des Anges in the Town of Quebec, and of giving them the opportunity to continue their missions and pious works for the greater glory of God, the conversion of the infidels and advancement of the faith,—We, of our special Grace, full power and Royal Authority, have allowed, ratified and confirmed, and by these presents, signed by us, do ratify, allow and confirm the said deed of acknowledgment granted by the said Comte de Palluau, our Lieutenant General and Governor in our stead of the said Islands of Canada, dated at Quebec the twenty-ninth of May, one thousand six hundred and seventy-three, a copy whereof is hereunto affixed under our Chancery Counterseal. It is our will and pleasure that, in virtue thereof and of these presents, the said Recollet Fathers, and those who may succeed them in the said Convent of Notre Dame des Anges at Quebec, do enjoy and continue perpetually and forever to enjoy the lands and rights mentioned therein, without hereafter being liable to be disturbed in the said possession and enjoyment in any way or manner whatever, and to this end, so far as the same is or may be necessary, we have made and by these presents, do, make them a gift thereof. We also give it in command to our beloved and faithful Councillors, holding our Sovereign Council at Quebec, to cause these presents to be enregistered, and also to cause the said Recollet Fathers and those who may succeed them in the said Convent of Notre Dame des Anges at Quebec, fully, peaceably and forever to enjoy the grants herein contained, preventing all troubles and hindrances to the contrary and causing them to cease, for such is our pleasure; and in order that the above may be forever certain and established, we have caused our seal to be placed upon these presents.

Given at Condé's Camp, in the month of April, in the year of grace one thousand six hundred and seventy-six, and in the thirty-third year of our reign, Signed, "LOUIS" and on the endorse,—By the King, "COLBERT," and sealed with the great seal in green wax, and countersealed with the same wax and ties, and opposite on the same endorse is written, "DALIGRE" as a ratification granted to the Recollet Fathers of Québec.

*Ratification and Deed of Mortmain of the donation of the Island of Montreal for the conversion of the Indians, in favor of the Ecclesiastics of the Seminary of St. Sulpice, in the Faubourg St. Germain near Paris.*

Dated, May, 1677.

Extract from the  
Register Ins Sup.  
toun. Letter A,  
olio 66.

Louis, by the grace of God, King of France and of Navarre;—To all now present and hereafter, Greeting—The Ecclesiastics of the Seminary of St. Sulpice, in the Faubourg St. Germain, near Paris, have most humbly represented to us that the Sieurs de Faucamp, de Quaylus *Abbé* of Locdieu, de Garibal, de Morangis, Duplessis and Drouart, did give them, by a deed of the ninth day of March, one thousand six hundred and sixty-three, the Seigniorly of the Island of Montreal, in New France, with its appurtenances and dependencies, where they have sent priests, who have worked so successfully at the conversion of the Indians, that they have been urged to send over as many as fourteen, who might establish a community there, if we should be pleased to grant them our letters necessary for that purpose. For these reasons, and being particularly informed that we could do nothing more advantageous for the propagation of the faith and the establishment of the Christian religion in our States of New France, and being desirous of treating the Petitioners in a favorable manner, we have allowed them, and by these presents, signed by us, we do allow them to establish a Community and a Seminary of Ecclesiastics in the said Island of Montreal, for the purpose of attending to the conversion and instruction of our subjects, and of interceding with God for us and for the Kings our successors, and for the peace of the church and of our realm, according to their intentions and in conformity with the holy councils of the church and the ordinance of this kingdom; and in order the more to facilitate this establishment, we have praised, acceded to, and approved of, and we do praise, accede to, and approve of the said donation, as contained in the deed of the said ninth day of March, one thousand six hundred and sixty-three hereunto attached under our Chancery counterseal; and of our fullest grace, we have placed, and do forever place in mortmain the said land and Seigniorly of Montreal, as being dedicated and consecrated to God; and it is our will that it be for ever owned by their society, without any one person among them being able to bind, hypothecate or alienate it for any reason or under any circumstance whatever; to hold to them and their successors in the said seminary and community freely and without hindrance, without being bound to give it up or furnish a substitute, (*bailler homme vivant et mourant*;) or to pay us or the Kings our successors, any money or indemnity, rights of *franc fiefs* and new purchases and other dues, from all which we have exempted and do exempt them; and to whatever sum they may amount, we have made them and do make them a free gift by these presents, upon the condition that they shall pay the indemnities and other rights that may be due to other seigniors. We therefore give it in command to our beloved and faithful people, holding our Sovereign Council at Quebec, and to all our other proper officers, to have these presents enregistered, and to place the ecclesiastics of the said seminary, and their successors, in the full, peaceable, and perpetual enjoyment thereof, preventing and causing all troubles and hindrances to cease, for such is our pleasure; and in order that the above may be fully and forever established, we have had our seal affixed to these presents. Given at St. Omer, in the month of May, in the year of grace one thousand six hundred and seventy-seven, and in the thirty-fourth of our reign.

(Signed,) LOUIS.

And upon the endorse is written, By the King, "COLBERT," with a flourish; and alongside is written, opposite, "DALIGRE," for the establishment of a

Seminary in New France, in favor of the Ecclesiastics of the Seminary of St. Sulpice.—Signed, “COLBERT,” and sealed with the great seal in green wax, on ties of red and green silk.

*Confirmation of the lands acquired at Fort Frontenac and in the Island of Percy, by the Rev. Recollet Fathers.*

Dated, 12th May, 1678.

Extract from the register Ins. Sup. Coun. Letter A. folio 78.

Louis, by the grace of God, King of France and of Navarre,—To all who shall see the present letters, Greeting:—Our dear and beloved Recollet Fathers, in our country of New France, have most humbly represented to us, that for six years, they have been established, with our approbation, at the Island of Percy and at the Fort of Frontenac, pursuant to the permission granted them by the Count de Frontenac, Governor and our Lieutenant General in the said country, and inasmuch as they require our letters confirming this establishment, they have most humbly prayed that we would grant them, which we feel the more inclined to do as we are perfectly cognizant of the great zeal displayed by these fathers for the conversion of the Indians, and in order to give our subjects residing in the said country, all the spiritual assistance they require; for these reasons and others us urging thereto, of our special grace, full power and royal authority, we have, by virtue of these presents signed by us, approved of and confirmed, and we do approve of and confirm the establishment of the said Recollet Fathers at the Fort of Frontenac and at the Island of Percy, together with the concessions that have been made for the said establishment. It is our will and pleasure that the said fathers shall have the right of acquiring by sale, donation, exchange or otherwise, all the lands which they shall find necessary for their house, enclosures and other buildings, and for their subsistence and maintenance, and from this day we discharge from rent dues those possessions they now hold, as being consecrated and dedicated to God; it is our will that they do hold them in mortmain, and free and discharged from all rights of indemnity, new purchases and all others, without paying therefor any sum of money, as we have remitted the same to them. We therefore command our beloved and faithful subjects holding our Sovereign Council in Quebec, to cause these presents to be read, enregistered and executed according to their form and tenor, and to put the petitioners in full and peaceable enjoyment thereof, for such is our pleasure.—Given at St. Germain en Laye, on the twelfth day of May, in the year of grace one thousand six hundred and seventy-eight, and in the thirty-fifth of our Reign. Signed, “LOUIS,” and on the endorse, by the King, “COLBERT,” and sealed with the great seal in yellow wax.

*Decree confirming the grants made by the Governor and by the Intendant, from the 12th October, 1676, to the 5th September, 1679, in favor of the individuals therein named.*

Dated the 29th May, 1680.

*Extract from the Registers of the Council of State.*

Extract from the register Ins. Sup. Coun. Letter A. folio 84.

The King in Council, seeing the letters-patent of His Majesty, of the twentieth of May, 1676, empowering the Count de Frontenac, His Majesty's Governor and Lieutenant General in Canada, and to Sieur Duchesneau, Intendant of Justice, Police and Finance, in the said country,

conjointly to grant concessions of the lands, both to the old inhabitants of the country and to those who might hereafter take up their residence there, on condition that these concessions should be exhibited to them for the purpose of being confirmed within a year from their date, and that the lands conceded shall be cleared and improved within six years from the time they are conceded, under pain of nullity; the said letters enregistered in the Sovereign Council of Canada, on the nineteenth of October, 1676, and the statement of the concessions granted by the said Count de Frontenac and by the said Sieur Duchesneau, conjointly, from the twelfth of October, 1676, to the fifth of September, 1679, inclusive, of the fiefs, lands, islands and rivers, to the individuals named Pierre de Joybert, Esquire, Sieur de Soulange et de Marson, Randin, de la Vallière, de Repentigny, Bertier, Miss Marie Anne Juchereau, widow of the Sieur de la Combe, de Beccancourt, Marie Guillemette Hébert, widow of the Sieur Couillart, Miss Geneviève Couillart, Nicolas Rousselot dit la Praisie, Noël Langlois, François Bellenger, d'Amours Deschaufour, Crevrier, de Verchères, Bizart, Romain Becquet, de Boyvinet, Jacques de la Lande, Louis Jolliet, Nicolas Juchereau de St. Denis for Joseph Juchereau, his son, André de Chaune, Antoine Caddé, Charles Marquis, Jean Levrard and to the Superior and Ecclesiastics of St. Sulpice of Paris; and His Majesty wishing to confirm the said concessions, so as to render the enjoyment thereof peaceable and permanent in favor of the persons above mentioned, their heirs and assigns, the report of the Sieur Colbert, Councillor in ordinary to the King in his Royal Council and Comptroller General of Finances, having been heard, the King, in his Council, hath confirmed and doth confirm the concessions made to the said de Joybert, Randin, de la Vallière, de Repentigny, Bertier, widow la Combe, de Beccancourt, widow Couillart, Geneviève Couillart, Rousselot, Langlois, Bellenger, d'Amours Deschaufour, Crevrier de Verchères, Bizart, Becquet, de Boyvinet, la Lande, Jolliet, de St. Denis for Joseph Juchereau, his son, de Chaune, Caddé, Marquis, Levrard, and to the Superior and Ecclesiastics of the Seminary of Paris, by the said Count de Frontenac, conjointly with the Sieur Duchesneau; and doth command that they, with their heirs and assigns do enjoy the same in the form and manner stated in the deeds of concession, and even that the said Langlois, his heirs and assigns, do enjoy the house built by him, without being liable to be disturbed under any pretence or circumstances whatever, on condition of clearing and improving the lands conceded to them, within six years from the date of the said concessions, under pain of their becoming null; and also on condition of their paying the dues with which they may be charged. It is His Majesty's will that the present decree, together with the said concessions, be enregistered in the Sovereign Council of New France, sitting in the town of Quebec, in order that recourse may be had thereto when necessary. Done at the King's Council of State, in His Majesty's presence, held at Fontainebleau, on the twenty-ninth of May, one thousand six hundred and eighty.

(Signed,) COLBERT.

Louis, by the grace of God, King of France and of Navarre,—To our beloved and faithful Councillors in our Councils, our Governor and Lieutenant General in Canada, the Sieur de Frontenac and the Sieur Duchesneau, Intendant of Justice, Police and Finance in the said country, and to our beloved and faithful Councillors, holding our Sovereign Council in New France, assembled in the town of Quebec, Greeting:—By the decree, passed this day in our presence in our State Council, an abstract of which is hereunto annexed under our Chancery counterseal, we have confirmed the concessions made to the individuals named de Joybert, Randin, de la Vallière, de Repentigny, Bertier, widow

La Combe, de Beccancourt, widow Couillart, Genevieve Couillart, Rousselot Langlois, Bellenger, d'Amours Deschafour, Crevier, de Verchères, Bizart, Bécquet, de Boyvinet, Lalande, Jolliet, de St.. Denis for Joseph Juchereau his son, De Chauve, Caddé, Marquis, Levrard and to the Superior and Ecclesiastics of the Seminary of St. Sulpice at Paris, by the Count of Frontenac and by the said Sieur Duchesneau; and in consequence thereof we have commanded and we do command that they, together with their heirs and assigns, do enjoy the same in the manner and form stated in the deeds of concesssion; and even that the said Langlois, his heirs and assigns do enjoy the house built by him, without being liable to be disturbed in the possession and enjoyment thereof, on condition that they do clear and improve the lands conceded to them, within six years from the date of the said concesssions, on pain of their becoming null, and also on the condition that they do pay the dues with which they may be charged. We command our said beloved and faithful people, holding our sovereign Council in New France, assembled in the Town of Quebec, to cause the present decree to be enregistered there; for the due execution whereof, we command one of the bailliffs of our said Council to fulfil all the necessary duties, without requiring any other permission; for such is our pleasure. Given at Fontainebleau, on the twenty-ninth of May, in the year of grace one thousand six hundred and eighty, and in the thirty-eighth year of our reign.

(Signed,)

"LOUIS."

"COLBERT,"

And lower down, by the King,

And sealed with the great seal in yellow wax and countersealed.

Enregistered according to the decree of this day, at Quebec, on the twenty-fourth day of October, one thousand six hundred and eighty.

(Signed,)

"PEUVRET."

*Decree confirming the Concessions made by the Governor and by the Intendant, from the 5th of January, 1682, to the 17th of September, 1683, in favor of the parties mentioned therein.*

Dated, the 15th April, 1684.

*Extract from the Registers of the Council of State.*

Extract from the register Ins. Sup. Coun. Letter B, folio 18.

The King in Council, seeing the letters patent of His Majesty, of the twentieth of May, one thousand six hundred and seventy-six, giving power to the Governor and Lieutenant General of His Majesty in Canada, and to the Intendant of Justice, Police and Finance in the said country, conjointly to grant concesssions of land both to the old inhabitants of the said country and to those who might establish themselves there afterwards, on condition that the concesssions should be laid before them within the year of their date, for the purpose of being enregistered; and that the lands conceded should be cleared and improved within six years from the date of their concesssion, under pain of becoming null; the said letters enregistered in the Sovereign Council of Canada, on the nineteenth of October, one thousand six hundred and seventy-six, together with the statement of the concesssions made by the Sieur De La Barre, Governor and Lieutenant General, and by the Sieur DeMeulles, Intendant of Justice, Police and Finance in the said country, from the fifth of January, one thousand six hundred and eighty-two, up to the seventeenth of September, one thousand six hundred and eighty-three, inclusive, of fiefs, lands, islands

and rivers, in favor of the individuals named Denis de Rome, Anne Aubert, Guillaume Bonhomme, Pierre Dupré, Martel, Jean LeChasseur, the two daughters of the late Becquet, Notary, Jean Amiot, Charles Amiot, René Pasquier, the Rev. Jesuit, Fathers d'Auteuil, De la Motte de Lucière, Laurens Philipe, Jacques le Fevre, de Vitré, the Ursuline Nuns Quebec, Dugué, and De Pommainville; and His Majesty being desirous of confirming the said concessions, so as to render the enjoyment thereof peaceable and perpetual, in favor of the persons above mentioned, their heirs and assigns; His Majesty in Council hath confirmed and doth confirm the concessions made by the Sieur De La Barre, and by the Sieur De Meulles, conjointly, in favor the said De Rome, Hubert, Bonhomme, Dupré, Martel, LeChasseur, the two daughters of the late Becquet, Jean Amiot, Charles Amiot, Pasquier, the Rev. Jesuit Fathers, D'Auteuil, de la Motte de Lucière, Laurens Philippes, Le Fevre, de Vitré, the Ursuline Nuns, Dugué, and De Pommainville, and doth order that they do enjoy the same, together with their heirs and assigns, in the manner and form stated in the said deeds of concession, without being liable to be troubled in the possession and enjoyment thereof, for any cause or under any circumstances whatsoever, on condition that they shall clear and improve the lands conceded to them within six years from the date of the said concessions, under pain of their becoming null, and also on condition that they shall pay the dues with which they are charged; and for the due execution of the present decree, all the necessary letters shall issue. It is His Majesty's will that the present decree, together with the said concessions, be enregistered in the Sovereign Council of New France, sitting in the town of Quebec, in order that recourse may be had thereto when necessary. Done at the King's Council of State, held at Versailles, in presence of His Majesty, on the fifteenth of April, one thousand six hundred and eighty-four.

(Signed, "COLBERT.")

Louis, by the grace of God, King of France and of Navarre,—To our beloved and faithful Councillors, the Sieur De La Barre, our Governor and Lieutenant General in Canada, and the Sieur De Meulles, Intendant of Justice, Police and Finance in the said country, and to our beloved and faithful Councillors holding our Sovereign Council in New France, sitting in the town of Quebec, Greeting:—By the decree passed in our presence, in our Council of State, this day, an extract from which is hereunto affixed under the counterseal of Our Chancery, we have confirmed the concessions made to the individuals named de Rome, Aubert, Bonhomme, du Pré, Martel LeChasseur, the two daughters of the late Becquet, Jean Amiot, Charles Amiot, Pasquier, the Jesuit Fathers, D'Auteuil, de la Motte, de Lucière, Laurens Philippes, Le Fevre, de Vitré, the Ursuline Nuns, Dugué, and de Pommainville, by the said Sieur De La Barre, conjointly with the said Sieur De Meulles, and in consequence thereof we have ordained and do ordain that they, together with their heirs and assigns, do enjoy the same in the manner and form stated in the deeds of concession, without being liable to be disturbed in the possession or enjoyment thereof, on condition that they shall improve and clear the lands conceded to them within six years from the day of the date of the said concessions, under pain of their becoming null, and on condition also that they do pay the dues with which they may be charged. We command our faithful and beloved Councillors holding our Sovereign Council in New France, assembled in the said town of Quebec, to have the present decree enregistered there; for the due execution whereof, we command one of the bailiffs of our said Council, to fulfill all the necessary duties, without requiring any other authority; for such is our

pleasure. Given at Versailles, the fifteenth day of April, in the year of grace one thousand six hundred and eighty-four, and in the forty-first year of our reign.

(Signed,) LOUIS.

And lower down, by the King,

(Signed,) COLBERT.

And sealed at the end with the great seal in yellow wax and countersealed.

*Ratification of the grant of the Seigniorship of Trois Pistoles, in favor of the  
Sieur Charles Denys de Vitré.*

Dated, the 1st January, 1688.

Extract from the  
register Ins. Sup.  
Coun. Letter B.  
folio 76.

This day, the first of January, one thousand six hundred and eighty-eight, the King being at Versailles, and considering the very humble petition presented to him by the Sieur Denys de Vitré, a Councillor in the Council of Canada, praying that he would confirm the grant made in his favor on the sixth of January, in the year 1687, in His Majesty's name, by the Marquis de Denonville, his Governor and Lieutenant General, and the Sieur de Champigny, Intendant of the said country, of two leagues in front along the River St. Lawrence, to be owned by him as a fief—His Majesty hath confirmed and ratified and doth confirm and ratify the said grant made in favor of the said Sieur De Vitré, of the said two leagues in front along the River St. Lawrence, on the south side thereof, commencing at the concession of the Sieur de Villeray and descending the said River St. Lawrence, comprising the Trois Pistoles River, and the islands which may be within the extent of the said concession, by two leagues in depth, with the right of hunting and trading with the Indians, as enjoyed by the individuals who own the adjoining concession, the said land to be held as a fief and seigniorship and with the right of jurisdiction on condition of paying fealty and homage at the Castle of St. Louis at Quebec, of which the said grant shall be held, on payment of the customary rights and dues according to the Custom of Paris, and under the other charges, clauses and conditions stipulated in the said grant, to hold to him, his heirs and assigns forever as their own property (*comme de leur propre*) without being disturbed or troubled henceforth by reason thereof. His Majesty doth command the said Sieurs de Denonville and de Champigny to place the said Sieur de Vitré, his heirs and assigns, in the full, peaceable and perpetual enjoyment of the lands conceded, and doth also command the officers of the Council of Canada to look to the fulfilment of the same and to the enregistration of the present Letters Patent, which His Majesty hath signed in testimony of his will, and had countersigned by me his Councillor, Secretary of State, Commands and Finance.

(Signed,) LOUIS.

And lower down,

(Signed,) COLBERT.

*Ratification of the grant of the fief Bonsecours, situate between the lands of the Ursuline Nuns and those of the Widow Duquet, in favor of the Sieur Mathieu Amiot de Villeneuve.*

Dated the 1st of March 1688.

Extract from the register Ins. Sup. Coun. Letter B. folio 81.

This day, the first of March, one thousand six hundred and eighty eight, the King being at Versailles, and considering the very humble petition presented to him by the Sieur Mathieu Amiot de Villeneuve, praying him to confirm and ratify the grant made in his favor on the sixteenth of April in the year one thousand six hundred and eighty-seven, in his Majesty's name, by the Marquis de Denonville, Governor and Lieutenant General, and by the Sieur de Champigny, Intendant of the said country of Canada, of seventy-four arpents of land fronting upon the south side of River St. Lawrence, by two leagues in depth, the said extent of land to be held as a fief, His Majesty hath confirmed and ratified the said grant in favor of the said Sieur Amiot of the said seventy-four arpents in front on the River St. Lawrence, by two leagues in depth, joining on one side to the lands of the Ursuline Nuns, and on the other side to the Widow Duquet; the said land to be held as a fief and seigniorie, on condition of paying fealty and homage at the Castle of St. Louis at Quebec, of which the said grant be held, and on payment of the customary rights and dues according to the Custom of Paris, and subject to the other charges, clauses and conditions stated in the said grant, to hold to him, his heirs and assigns for ever as their own property, (*comme de leur propre*), without being liable to be disturbed or troubled henceforth by reason thereof. His Majesty doth command the said Sieurs de Denonville and de Champigny to place the said Sieur Amiot, his heirs and assigns, in the full, peaceable and perpetual enjoyment of the land conceded, and doth also command the officers of the Council of the said country of Canada to see that they be maintained therein, and that the present Letters Patent be enregistered; and in testimony of His will, His Majesty hath signed the same and ordered it to be countersigned by me his Councillor, Secretary of State, Commands and Finance.

(Signed,) "LOUIS,"  
"COLBERT."

And lower down,

*Ratification of the grant of the Seigniorie of l'Isle aux Coudres in favor of the Gentlemen of the Seminary of Quebec.*

Dated, 1st March, 1688.

Extract from the register Ins. Sup. Coun. Letter B. folio 81.

This day, the first of the month of March, one thousand six hundred and eighty-eight, the King being at Versailles, and considering the very humble petition presented to him by the Superior of the Seminary of Quebec in Canada, praying him to confirm and ratify the grant made to the said Seminary on the twenty-ninth of October, in the year 1687, in His Majesty's name, by the Marquis de Denonville, Governor and Lieutenant General, and the Sieur de Champigny, Intendant of the said country, of the Isle aux Coudres and of the shoals around it, the whole to be owned as a fiefs, His Majesty hath confirmed and ratified, and doth hereby confirm and ratify the said grant made to the said Seminary of the said Isle aux Coudres, and the shoals surrounding the said Island, to hold the same as a fief on condition of paying fealty and homage at the Castle of St. Louis at Quebec, of which the said grant shall be held, and on payment of the ordinary rights



and dues, according to the Custom of Paris, and subject to the other charges, clauses and conditions stated in the said grant, to be enjoyed forever as their own property, (*comme de leur propre*), without being liable to be troubled or disturbed from henceforth by reason thereof. His Majesty doth command the said Sieurs de Denonville and de Champigny to place the said Seminary in the full, peaceable and perpetual enjoyment of the land mentioned in the said grant, and doth also command the officers of the council of the said country to see to it, and to cause the present Letters Patent to be enregistered, His Majesty having signed the same in testimony of his will and had it countersigned by me his Councillor, Secretary of State, Commands and Finance.

(Signed,)

" LOUIS,"

"

" COLBERT."

And lower down,

*Ratification of the Grant of all the Beaches situate in front of the lands and Seigniories of the Gentlemen of the Seminary of Quebec.*

Dated 1st, March, 1688.

Extract from the  
register Ins. Sup.  
Coun. Letter B,  
folio 80.

This first day of the month of March, one thousand six hundred and eighty-eight, the King being at Versailles, and considering the very humble petition presented to him by the Superior of the Seminary of Quebec, in Canada, praying him to confirm and ratify the grant made to the said Seminary on the twenty-ninth of October, in the year 1687, in His Majesty's name, by the Marquis de Denonville, Governor and Lieutenant General, and the Sieur de Champigny, Intendant of the said country of Canada, of the beaches situate on the extent and in front of all the lands belonging to the said Seminary, on the north side of the river St. Lawrence, together with the Sault au Matelot as far as the lands of the Hotel Dieu of Quebec, and in front of the lands of the Seignior of Beaupré, and also in front of the other lands owned by the said Seminary, under the charges contained in the titles of ownership of the said lands, His Majesty hath confirmed and ratified, and doth hereby confirm and ratify the said grant made to the said Seminary, of the said beaches, to hold forever to the said Seminary as their own property under the conditions above mentioned (*comme de son propre*), without being liable to be disturbed or troubled from henceforth, by reason of the said grant. His Majesty doth command the said Sieurs de Denonville and de Champigny to maintain the said Seminary in the full, peaceable and perpetual enjoyment of the said grant, and doth also command the officers of the Council of the said country of Canada to see thereto, and to cause the present Letters Patent to be enregistered, which His Majesty hath signed in testimony of his will, and had countersigned by me his Councillor, Secretary of State, Commands and Finance.

(Signed,)

" LOUIS,"

"

" COLBERT."

And lower down,

*Ratification of the grant of the place called Doûaquet near Mageis in Acadia  
in favor of the Sieur de Lamothe Cadillac.*

Dated the 24th May, 1689.

Extract from the  
register Ins. Sup.  
Coun. Letter B,  
folio 80.

This twenty-fourth day of the month of May, one thousand six hundred and eighty-nine, the King being at Versailles, and wishing to confirm and ratify the grants made in his His Majesty's name of the lands granted in Canada by his Governors and Intendants in the said country, His Majesty hath confirmed and ratified and doth confirm and ratify the grant made to the Sieur Lamothe Cadillac, on the twentieth of May of the last year, one thousand six hundred and eighty-eight, by the Sieur de Denonville, Governor, and by the Sieur de Champigny, Intendant of the said country, of the place called Doûaquet, near Mageis in the dependency of Acadia, of two leagues in front on the sea-side, by two leagues in depth, divided in the middle by the river Doûaquet which is not comprised in the grant—to hold to the said Sieur de Lamothe Cadillac, his heirs and assigns forever as their property (*comme de leur propre*,) with right of superior, mean and inferior jurisdiction, as stated in the said grant, and without its being requisite on the part of the said Sieur Lamothe Cadillac, his heirs or assigns, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same, in virtue of the present Letters Patent, to whatever sum it may amount, although the value of the present grant be not herein stated. His Majesty doth command the Governors and Intendants of the said country to maintain the said Sieur de Lamothe Cadillac, his heirs and assigns, in the full, peaceable and perpetual enjoyment of the land granted by the said grant, and doth also command the officers of the Sovereign Council of the said country to see thereto, and to enregister the present Letters Patent, which His Majesty in testimony of his will, hath been pleased to sign and have countersigned by me his Councillor, Secretary of State, and of his Commands and Finance.

(Signed,) LOUIS.

And lower down,

(Signed,) COLBERT.

*Ratification of the grant of the River and Isle Verte, in favor of the Sieurs de la  
Cardonnière and D'Artigny.*

Dated, 24th May, 1689.

Extract from the  
register Ins. Sup.  
Coun. Letter B,  
folio 80.

This twenty-fourth day of the month of May, one thousand six hundred and eighty-nine, the King being at Versailles, and wishing to confirm and ratify the grants made in His Majesty's name, of lands granted in Canada by his Governors and Intendants in the said country, His Majesty hath confirmed and ratified the grant made to the Sieurs Augustin Rouer, Esquire, Sieur de la Cardonnière, and Louis Rouer, Esquire, and the Sieur D'Artigny, his brother, on the twenty seventh of April, in the year one thousand six hundred and eighty-four, by the Sieur de la Barre, then Governor and the Sieur De Meulles, Intendant of the said country, of an extent of two leagues of land in front, both forest and prairie land, along the River St. Lawrence, by two leagues in depth running inland, commencing at the river which is opposite the south side of l'Isle Verte, the said river being included, descending two leagues down the said River St. Lawrence, together with the beaches, isles and islands opposite the said two leagues and as far out as Isle Verte, which is inclu-

ded, to hold to the said Augustin and Louis Roüer, their heirs and assigns forever as their own property, (*comme de leur propre,*) as a fief, with superior, mean and inferior jurisdiction as stated in the title of the said grant, and without the said Augustin and Louis Roüer, their heirs or assigns, being obliged to pay to His Majesty, or the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same to whatever sum they may amount, by virtue of the present letters patent, although the value of the said grant be not be specified therein, and though it hath not been confirmed by His Majesty within the time limited by his letters patent of the month of May, one thousand six hundred and seventy-six. His Majesty doth command the Governor and the Intendant of the said country to maintain the said Sieurs Augustin and Louis Roüer, their heirs and assigns, in the full, peaceable and perpetual enjoyment of the said grant, and doth command the officers of the Sovereign Council of the said country, to see that they be maintained therein, and that the present letters patent be enregistered, which His Majesty, in assurance of his will, hath been pleased to sign, and have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,) LOUIS,

And lower down,

(Signed,) COLBERT.

*Ratification of the grant of a lot of land between Medoctec and the Long Sault upon the River St. Jean, in favor of the Sieur René Damours de Clignancour.*

Dated, the 24th May, 1689.

Extract from the  
register Ins. Sup.  
Coun., Letter B,  
folio 68.

This twenty-fourth day of the month of May, one thousand six hundred and eighty-nine, the King being at Versailles, and wishing to confirm and ratify the concession made in His Majesty's name of the lands granted in Canada, by his Governors and Intendants in the said country, His Majesty hath confirmed and ratified and doth confirm and ratify the concession made to the Sieur René Damours, Esquire, Sieur de Clignancour, on the twentieth of September, in the year one thousand six hundred and eighty-four by the Sieurs de la Barre, then Governor, and by DeMeulles, Intendant of the said country, of the quantity of unconceded and uninhabited land that there may be along the River St. Jean, from the place called Medoctec inclusively, as far as the Long Sault also inclusively, and which is on the way up the said River St. Jean, together with the isles and islands which may be found within the extent of two leagues in depth on each side of the said River St. Jean, to hold to the said Damours, his heirs and assigns, forever as their own property, (*comme de leur propre,*) as a fief and seignior, with superior, mean and inferior jurisdiction, as stated in the deed of the said grant, without the said Damours, his successors or assigns, being obliged to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, he having remitted the same by virtue of the present letters patent, although the value of the said grant has not been specified therein, and has not been confirmed by His Majesty within the time stated in the letters patent of the month of May, one thousand six hundred and seventy-six, His Majesty doth command the Governor and Intendant of the said country to maintain the said Sieur Damours, his heirs and assigns, in the full, peaceable and perpetual enjoyment of the said concession, and doth also command the officers of the Sovereign Council of the said country, to see that they be main-

tained therein, and to cause the present letters patent to be enregistered, which, in assurance of his will, His Majesty hath been pleased to sign, and have countersigned by me his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,)

LOUIS.

(Signed,)

COLBERT.

*Ratification of the grant of the River Richibouctou, in favor of the Sieur Louis Damour Deschaufour.*

Dated the 24th May, 1689.

Extract from the register Ins. Sup. Coun., Letter B, folio 86.

This twenty-fourth day of the month of May, one thousand six hundred and eighty-nine, the King being at Versailles, and wishing to confirm and ratify the concessions made in His Majesty's name, of lands granted in Canada, by the Governors and Intendants of the said country, His Majesty hath confirmed and ratified and doth confirm and ratify the grant made to the Sieur Louis Damours, Esquire, Sieur Deschaufour, on the twentieth of September, in the year one thousand six hundred and eighty-four, by the Sieurs de La Barre, their Governor, and by De Meulles, Intendant of the said country, of the River Richibouctou, with one league of land in front on the south west side thereof, and on the other side, as far as three leagues beyond the river Richibouctouche inclusive, with the adjacent isles and islands, and in depth as far as the portage upon the said river, from which portage a line parallel to the sea shore shall be drawn, to determine the said depth, to hold to the said Sieur Damours his heirs and assigns for ever as their own property, (*comme de leur propre*), as a fief and signiory, with superior, mean and inferior jurisdiction as stated in the said deed of concession, without the said Sieur Damours, his heirs or assigns, being obliged to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same by virtue of the present Letters Patent, to whatever sum they may amount, although the value of the said grant has not been specified therein, and although the same has not been confirmed by His Majesty within the time stipulated by the Letters Patent of the month of May, one thousand six hundred and seventy-six. His Majesty doth command the Governor and Intendant of the said country, to maintain the said Sieur Damours, his heirs and assigns, in the full, peaceable and perpetual enjoyment of the said concession, and doth also command the officers of the Sovereign Council of the said country to see that they be maintained therein, and that the present Letters Patent be enregistered, which, in assurance of his will, His Majesty hath been pleased to sign and have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,)

" LOUIS,"

"

" COLBERT."

*Ratification of a grant of 24 arpents of land along the River Miamis and St. Joseph, in favor of the Jesuit Missionaries.*

Dated the 24th May, 1689.

Extract from the register, Ins. Sup. Cons., Letter B, folio 56.

This twenty-fourth day of the month of May, one thousand six hundred and eighty-nine, the King being at Versailles, and wishing to confirm and ratify the grant made in His Majesty's name, of lands in Canada, by the Governors and Intendants of the said Country, His Majesty hath confirmed and ratified and doth confirm and ratify the grant made to Father Dablon and the other Missionaries of the said Company of Jesus, established in that country, on the first of October, of the year one thousand six hundred and eighty-six, by the Marquis de Denonville, the Governor, and the Sieur de Champigny, Intendant of the said country, of an extent of land of twenty arpents in front along the River St. Joseph, heretofore called Miamis, which falls into the south of the Lake des Illinois or Outagamis, by twenty arpents in depth, at the most convenient place they may find for the building of a chapel, and a house, and for sowing grain and planting vegetables; to hold to the said Father Dablon and the other Missionaries, their successors or assigns, for ever, as their own property, (*comme de leur propre*), as stated in the said deed of grant, and without the said Father Dablon and the other Missionaries, their successors or assigns, being obliged to pay to His Majesty, or the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same by the present Letters Patent, to whatever sum they may amount, although the value of the said concession be not specified therein, and although it hath not been confirmed by His Majesty within the time specified by the Letters Patent of the month of May, one thousand six hundred and twenty-six. His Majesty doth command the Governor and the Intendant of the said country to maintain the said Father Dablon and the other Missionaries in the full, peaceable and perpetual enjoyment of the said concession, and doth also command the officers of the Sovereign Council of the said country to see that they be maintained therein, and that the present Letters Patent be enregistered, which, in assurance of his will, His Majesty hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed.)

LOUIS,

And lower down,

“

COLBERT.

*Ratification of the grant of the Fief Rimouski, in favor of the Sieur Augustin Rouer de la Cardonniere.*

Dated the 24th May, 1689.

Extract from the register Ins. Sup. Coun., Letter B, folio 85.

This twenty-fourth day of the month of May one thousand six hundred and eighty-nine, the King being at Versailles, and wishing to confirm and ratify the grants made in His Majesty's name, of lands in Canada by the Governors and the Intendants of the said country, His Majesty hath confirmed and ratified the grant made to the Sieur Augustin Rouer, Sieur de la Cardonniere, on the twenty-fourth of April of the last year one thousand six hundred and eighty-eight, of an extent of two leagues of prairie and wood land in front on the River St. Lawrence, commencing and adjoining the concession of Bic, belonging to the Sieur de Vitre and descending the said River, by two leagues in depth running inland, together with the River of Remousqui

and the other rivers and streams, if any there be within the said extent of land, and also the Island of St. Bernabé, and the shoals and islands which there may be between the mainland and the above mentioned island; to hold to the said Augustin Rouer, his heirs and assigns for ever as their own property, (*comme de leur propre*), as a fief and seigniory, with superior, mean and inferior jurisdiction as stated in the title of the said concession, and without the said Augustin Rouer, his heirs or assigns being required to pay to His Majesty or to the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same by virtue of the present Letters Patent to whatever sum they may amount, although the value of the said grant be not stated therein. His Majesty doth command the Governor and the Intendant of the said country to maintain the said Sieur Rouer, his heirs and assigns, in the full peaceable and perpetual enjoyment of the said grant, and doth also command the officers of the Sovereign Council of the said country, to see that they be maintained therein, and to have the present Letters Patent enregistered, which, in testimony of his will, His Majesty hath been pleased to sign and have countersigned by me his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS.

And lower down,

“

COLBERT.

*Letters and Decree of Confirmation of the grants to different individuals therein mentioned, of several Fiefs, Lands, Islands and Rivers in Canada, from the 15th November, 1688, to the 15th October, 1688.*

Dated the 14th July, 1690.

Extract from the  
register Ins. Sun.  
Coun., Letter B,  
folio 90.

Louis, by the Grace of God, King of France and of Navarre,—  
To all present and hereafter, Greeting:—

Our dear and well beloved the Srs. de Denonville, our Governor and Lieutenant General in Canada, and de Champigny, Councillor in our Councils, Intendant of Justice, Police and Finance in the said country, having, in virtue of our Letters Patent of the twentieth of May, one thousand six hundred and seventy-six, which empower them conjointly to make grants of land as well to the old inhabitants as to the new settlers who come to establish themselves there, granted, from the fifteenth of November, one thousand six hundred and eighty-eight to the fifteenth of October, one thousand six hundred and eighty-nine, several fiefs, lands, islands and rivers, to different individuals, we have confirmed the said grants by the decree (an extract from which is hereunto affixed under the counterseal of our Chancery) of this day, in our State Council, in our presence, by which decree we have also granted to the Sieurs de la Forest and Fonty the establishment built at the fort St. Louis des Illinois, by the late Sieur de la Salle; and we have ordered that all the necessary letters be issued. For these reasons, we have, in virtue of these presents bearing our signature, confirmed and we do confirm the grants made to the persons named Denis Riverin, Pierre Chesnet, François Pachot, to the said Riverin, to a person named Chanion and associates, to François Hazeur, Louis Lasseur, Mathieu Martin, François Charron, to the Sieurs d'Artigny, and la Chesnaye, Jacques de Faye, Pierre Lévasseur, Michel Guyon, to the said Sieurs la Chesnaye, Pachot, Poisset and associates, André de Chalune, Marie Joseph Leneuf, Michel DeGrez, Philippes Esnault, Jean Petit, René Fezeret, to the Sieur de la Porte Louvigny, to the Sieur de St. Castin and to the Jesuit Fathers, by the said Sieurs de Denonville et de Champigny; it is our will that they, their heirs and assigns, do enjoy the same,

in the manner and form stated in the deeds of concession, without being liable to be disturbed for any cause or on any occasion whatever, on the condition that they shall clear and improve the lands conceded to them, within six years from the date of the said grants, under pain of the same becoming null together with these presents. It is also our will that the said de la Forest and Fonty, together with their heirs and assigns, do enjoy the Fort de St. Louis aux Illinois, and also the lands conceded to the said de la Salle, under the terms and conditions stated in the concession which was granted him thereof and in the Letters Patent of confirmation. We therefore command our beloved and faithful Councillors, holding our Sovereign Council at Quebec, to cause these presents to be enregistered and executed according to their form and tenor, and to maintain the individuals above named, in the full peaceable and perpetual enjoyment and use thereof, without allowing them to be at all disturbed. For such is our pleasure, and in order that the above may be fully and for ever established, we have had our seal affixed to the presents. Given at Versailles, the fourteenth day of July, in the year of Grace one thousand six hundred and eighty, and in the forty-eighth year of our reign.

(Signed,)

LOUIS.

And on the other side, By the King,

COLBERT.

*Visa,*

BOUCHERAT.

For Letters Patent, grant of lands mentioned in the said letters.

(Signed,)

COLBERT.

And sealed with the Great Seal and green wax, upon ties of red and green silk, and countersealed with the same wax and ties.

(Extract from the Registers of the State Council.)

The King in Council, seeing the Letters Patent of the twentieth of May, one thousand six hundred and seventy-six, empowering the Governor and Lieutenant General in Canada, and the Intendant of Justice, Police and Finance in the said country, jointly to make grant of land both to the old inhabitants and to the new settlers who might come to establish themselves there, on condition that these grants shall be laid before them within the year of their date, for the purpose of being enregistered, and that the lands grant shall be cleared and improved within six years from the date of their being grant, under pain of such grant becoming null; the said letters being enregistered in the Sovereign Council of Canada, on the nineteenth of October, one thousand six hundred and seventy-six; the statement of the grants made by the Sieur de Denonville, Governor General and Lieutenant General, and by the Sieur de Champigny, Intendant of Justice, Police and Finance in the said country, from the fifteenth of November, one thousand six hundred and eighty-eight, to the fifteenth of October, one thousand six hundred and eighty-nine, of several fiefs, lots of land, islands and rivers to the persons named Denis Rivérin, Pierre Chesnet, François Pachot, to the said Riverin, to the individuals named Chanion and associates, François Hazeur, Louis Levasseur, Mathieu Martin, François Charron, to the Sieurs d'Artigny et la Chesnays, Jacques de Faye, Pierre Levasseur, Michel Guyon, to the said Sieurs de la Chesnaye, Pachot, Poisset and associates, André de Chainé, Marie Joseph LeNeuf, Michel Degrez, Philippe Esnault, Jean Petit, René Fezeret, to the Sieur de la Porte de Louvigny, to the Sieur de St. Castin

and to the Jesuit Fathers. Seeing also the Petition presented to His Majesty by the Sieurs de la Forest and Fonty, to the effect that he would be pleased to grant the establishment built at the Fort Saint Louis des Illinois by the Sieur de la Salle, since whose death they have maintained it with a great deal of care and expense. His Majesty<sup>t</sup> wishing to confirm the said grants, so as to render the enjoyment thereof by the individuals above named, their heirs and assigns, peaceable and perpetual, and to give the said de la Forest and Fonty the means of working with more assiduity for the maintenance and augmentation of the establishment built by the said de la Salle, by securing them the possession thereof; His Majesty in Council, hath confirmed and doth confirm the grants made to the said Riverin, Chesnet, Pachot, Riverin, Chanion and associates, Hazeur, Louis Levasseur, Martin, Charron, d'Artigny and de la Chesnaye, de Faye, Pierre Levasseur, Guyon, Lachesnays, Pachot and associates, de Chaulne, LeNeuf, Degrez, Esnault, Petit, Fezeret, Louvigny, St. Castin and to the Jesuit Fathers, by the said Sieurs de Denonville and Champigny; he doth ordain that they, with their heirs and assigns, do enjoy the same in the form and manner stated in the deeds of grant, without being liable to be disturbed for any cause or under any pretence whatever, on condition that they shall clear and improve the lands conceded to them, within six years from the date of the said grants, under pain of the same becoming null, and also on condition that they shall pay the dues with which they charged. His Majesty doth also ordain that the said de la Forest and Fonty, with their heirs and assignus, shall enjoy the said Fort St. Louis at Illinois together with the lands granted to the said de la Salle, under the terms and conditions contained in the grant which was made to him and also in the Letters Patent of confirmation; and for the due execution of the present decree all the necessary letters shall be issued. It is His Majesty's will that the present decree together with the said grants be enregistered in the Sovereign Council of Quebec, in order that recourse may be had thereto when necessary.

Done in the King's State Council, held in His Majesty's presence, at Versailles on the fourteenth day of July, one thousand six hundred and ninety.

(Signed,) COLBERT.

*Ratification of the grant of a lot of land between Medoktek and Nacchouak in Acadia, in favor of the Sieur François Genaple de Bellefond.*

Dated the 2nd March, 1691.

Extract from the Register 125. Sup. Coun. Letter B, folio 93.

This second day of the month of March, one thousand six hundred and ninety-one, the King being at Versailles, and wishing to confirm and ratify the grants of land made in his name in Canada, during the year one thousand six hundred and ninety-one, by the Count of Frontenac and the Sieur de Champigny, Governor and Intendant of the said country, under the authority delegated to them by him, His Majesty hath confirmed and ratified the grant made by them to the Sieur François Genaple de Bellefond, Notary Royal at Quebec, of a lot of land situate upon the River St. Jean in Acadia, between Medoktek and Nacchouak which joins the land of Jemesce, to wit, the place called the *Longues Vœies*, commencing at the River called Skouteopskek as far as the place and River called Nercaoïoutquek, by two leagues in depth running inland, on each side of the said River St. Jean; together with the isles and islands within the said extent. To hold the said land to the said Sieur François Genaple, his heirs or assigns, forever, as their own property (*comme de leur propre*), as a fief and seigniorly, with superior, mean



and inferior jurisdiction, the right of hunting, fishing and trading throughout the said extent of land, under the charges contained in the title of the said grant, bearing date the fifth of February, one thousand six hundred and ninety, without the said François Genaple, his heirs or assigns, being bound, by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same, to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign, and have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS.

PHELIPPEAUX.

And lower down,

*Ratification of the grant of the place called Miramichy, in favor of the Sieur Nicolas Denys de Frontenac.*

Dated 16th March, 1691.

Extract from the register Ins. Sup. Coun., Letter B, folio 104.

This sixteenth day of the month of March, one thousand six hundred and ninety-one, the King being at Versailles, and wishing to confirm and ratify the grants of land made in his name in Canada, during the year one thousand six hundred and ninety, by the Count de Frontenac and the Sieur de Champigny, Governor and Intendant of the said country, under the authority delegated to them by him, His Majesty hath confirmed and ratified and doth confirm and ratify the grant made by them in favor of the Sieur Nicolas Denys de Frontenac, in Acadia, of the place called Miramichy, established and limited by an order in Council of the seventeenth of April, one thousand six hundred and eighty-seven, to fifteen leagues in front, by fifteen leagues depth, commencing at the River *aux Truites* inclusive, running one league to the south-east and the other fourteen leagues to the north, together with the points, isles and islands opposite of the said fifteen leagues front; to hold to him, his heirs and assigns, as their own property (*comme de leur propre*), upon the conditions contained in the said order of the eighteenth of April, one thousand six hundred and ninety, without the said Nicolas Denys de Fronsac, his heirs or assigns, being bound, by reason thereof, to pay to His Majesty or to the Kings his successors, any sum of money or indemnity, His Majesty, having remitted the same to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign, and have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS.

PHELIPPEAUX.

And lower down,

*Ratification of a grant of 12 leagues in front by 10 leagues in depth at the Bay des Chaleurs, in favor of the Sieur Pierre LeMoyne d'Iberville.*

Dated the 16th March, 1691.

Extract from the register Ins. Sup. Coun., Letter B, folio 105.

This sixteenth day of the month of March, one thousand six hundred and ninety-one, the King being at Versailles, and wishing to confirm and ratify the grants of land made in his name in Canada, during the year one thousand six hundred and ninety, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the

said country, under the authority delegated to them by him, His Majesty hath confirmed and ratified and doth confirm and ratify the grant made by them to the Sieur LeMoyné d'Iberville, of an extent of land of twelve leagues in front by ten leagues in depth, at the Bay des Chaleurs, in Acadia, together with the rivers which may be thereon, the said twelve leagues to commence at the boundary of the concession of the Sieur Gobin, running partly to the north-west and partly to the east south-east, together with the River Ristigouche, and the points, isles and islands and shoals which may be in front of the same; to hold to the said Sieur LeMoyné d'Iberville, his heirs or assigns, forever, as their own property (*comme de leur propre*), as a fief and seigniory, with superior, mean and inferior jurisdiction, under the conditions contained in the title of the said grant of the twenty-sixth of May, one thousand six hundred and ninety, without its being requisite, by reason thereof, for the said Sieur LeMoyné d'Iberville, his heirs or assigns, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum it may amount, by the present Letters Patent, which he hath signed himself, and had countersigned by me, his Secretary of State, Commands and Finance.

(Signed,)

LOUIS.

And lower down,

“

PHELIPPEAUX.

*Ratification of a grant of 12 leagues in front by ten leagues in depth at the Bay des Chaleurs, in favor of the Sieur Gobin.*

Dated the 16th March, 1691.

Extract from the  
Register Ins. Sup.  
Coun. Letter B,  
folio 105.

This sixteenth day of the month of March, one thousand six hundred and ninety-one, the King being at Versailles, and wishing to confirm and ratify the grants of land made in his name in Canada, during the year one thousand six hundred and ninety, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the said country of Canada, under the authority which he has delegated to them, His Majesty hath confirmed and ratified and doth confirm and ratify the grant made by them to the Sieur Gobin, a merchant of Quebec, of an extent of land of twelve leagues in front by ten leagues in depth, at the Bay des Chaleurs, in Acadia, together with the rivers that there may be thereon, the said twelve leagues to commence at the boundary of the concession of the Sieur de Fronsac, which was determined by an Ordinance of the eighteenth of April last, running towards the north-west, together with the points of land, isles, islands and shoals which may be in front of the same; to hold to the said Sieur Gobin, his heirs and assigns, forever, as their own property (*comme de leur propre*), as a fief and seigniory, with superior, mean and inferior jurisdiction, and subject to the conditions contained in the said grant of the twenty-sixth of May, one thousand six hundred and ninety, without its being requisite, by reason thereof, for the said Sieur Gobin, his heirs or assigns, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity; His Majesty having remitted the same to them, to whatever sum it may amount, by virtue of the present Letters Patent, which he hath been pleased to sign himself, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS.

And lower down,

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PHELIPPEAUX.

*Ratification of the Grant of the place called Mouscoudabouet, in Acadia, in favor of the Sieur Mathieu de Goutin.*

Dated the 18th February, 1692.

Extract from the register Ins. Sup. Coun. Letter B, folio 96.

This eighteenth day of the month of February, one thousand six hundred and ninety-two, the King being at Versailles, and wishing to confirm and ratify the Grant made in his name on the fourth of August, one thousand six hundred and ninety-one, by the Count de Frontenac, Governor and Lieutenant General, and the Sieur de Champigny, Intendant of Justice, Police and Finance, in the said country of Canada, to the Sieur Mathieu de Goutin, Lieutenant General of Acadia, of the place known by the Indians under the name of Mouscoudabouet, to wit, one league above the river of that name and one league below by two leagues in depth, ascending the said river and along the same, together with the Isles, Islands and beaches opposite of the said two leagues front, and in the said river along the said depth; to hold to the said Sieur de Goutin, his heirs or assigns for ever, as their own property (*comme de leur propre*) as a fief and seigniory, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the said extent, and subject to the other clauses and conditions mentioned in the said Grant, without being held, by reason thereof, to pay to His Majesty or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to him to whatever sum it may amount, by the present Letters Patent, which, in testimony of his will, he hath been pleased to sign and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS.

And lower down,

“

PHÉLIPEAUX.

*Ratification of the Grant of the Fief Ste. Marguerite or Marquisat du Sablé, in favor of the Sieur Jacques Du Bois.*

Dated the 18th February, 1692.

Extract from the register, Book of Intendance, No. 17, folio 632.

This eighteenth day of the month of February, one thousand six hundred and ninety-two, the King being at Versailles, and being informed that the lands which had been granted on the first of February, one thousand six hundred and ninety-nine to the Sieur Boyvinet, had been abandoned since his death, which occurred in the year 1686, and that a gift thereof had been made in His Majesty's name on the twenty-seventh of July, one thousand six hundred and ninety-one, to the Sieur Jacques Du Bois, inhabitant of Three Rivers, by the Count de Frontenac, His Majesty's Governor and Lieutenant General, and the Sieur de Champigny, Intendant of Justice, Police and Finance, in the said country of Canada, and wishing to confirm and ratify the said new Grant made by them in favor of the said Sieur Jacques Du Bois, of the said lands so abandoned since the death of the Sieur Boyvinet, consisting of three quarters of a league, or thereabouts, in front, behind the concessions along the river St. Lawrence, above the said Three Rivers, and belonging to the Jesuit Fathers and to the Sieur St. Paul, joining on the south west side the Sieurs Vieuxpont, and on the north east side the said river of Three Rivers, with the depth that there may be as far as the fiefs de Tonnancourt and St. Maurice; to hold to the said Sieur Du Bois, his heirs and assigns for

ever, as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction, on condition that they shall render fealty and homage at the Castle of St. Louis, at Quebec, and on payment of the ordinary rights and dues, and subject to the other clauses and conditions mentioned in the said Grant, without being required by reason thereof to pay to His Majesty or to the Kings, his successors, any sum of money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount, by the present Letters Patent, which, in assurance of His Will, he hath been pleased to sign and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Thus signed,)

LOUIS,

And lower down,

“

PHELYPEAUX.

*Ratification of the Grant of the Fief LaMartinière, situated between the Seigniories of Lauzon and Montapèine, in favor of Sieur Claude Bermen de la Martinière.*

Dated the 1st March, 1693.

Extract from the  
register, Ins Sup.  
Coun. Letter B.  
folio 113.

This first day of the month of March, one thousand six hundred and ninety-three, the King being at Versailles, and wishing to ratify and confirm the Grants of land made in his name in Canada, during the year one thousand six hundred and ninety-two, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the said Country, in virtue of the power delegated to them by His Majesty, hath confirmed and ratified and doth confirm and ratify the Grant made by them to the Sieur Claude de Bermen de la Martinière, Councillor of the Sovereign Council of Quebec, of the extent of land that there may be, (if any part thereof be unconceded) between the Seigniory of Lauzon and the Seigniory of Mont-à-peine, or the fief of the Sieur de Vitré, by the same depth as the said Seigniory Lauzon, if no person be proprietor thereof; to hold to the said Sieur de la Martinière, his heirs or assigns forever, as their own property, (*comme de leur propre*) as a fief and seigniory, with superior, mean and inferior jurisdiction, and under the conditions stated in the title of the said Grant of the fifth of August, one thousand six hundred and ninety-two, without its being requisite, by reason thereof, for the said Sieur de la Martinière or his heirs or assigns to pay to His Majesty or to the Kings, his successors, any sum of money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount, by the present Letters Patent which he hath been pleased to sign himself and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

“ LOUIS.”

“

“ PHELIPPEAUX.”

And lower down,

*Ratification of the concession of the River Ramouctou between Jemsec and Nacchoüac, at the River St. Jean, in favor of the Sieur Mathieu Damours.*

Dated the 1st March, 1693.

Extract from the register, Ins. Sup. Coun. Letter B, folio 112.

This first day of the month of March, one thousand six hundred and ninety-three, the King being at Versailles, and wishing to ratify and confirm the Grants of land made in his name in Canada, during the year one thousand six hundred and eighty-four, by the Sieurs de la Barre et de Meules, heretofore Governor and Intendant of the said country, in virtue of the power delegated to them by him, His Majesty hath confirmed and ratified and doth confirm and ratify the Grant made by them to the Sieur Mathieu Damours, Esquire, of the unconceded and uninhabited lands along the River St. Jean, between Jemsec and Nacchoüac, by two leagues in depth on each side of the said River St. Jean, which is included, with the Isles and Islands that may be therein, together with the River Ramouctou as far as the said depth of two leagues extends. To hold to the said Damours, his heirs and assigns forever, as their own property (*comme de leur propre*), as a fief and seigniory, with superior, mean and inferior jurisdiction, and subject to the charges and conditions contained in the title of the said Grant of the twentieth of September, one thousand six hundred and eighty-four, without its being requisite for the said Sieur Damours, his heirs or assigns, to pay to His Majesty or to the Kings, his successors, any sum of money or indemnity, which, to whatever sum it may amount, he hath remitted them by the present Letters Patent which he hath been pleased to sign and have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS.

“

PHELIPPEAUX.

And lower down,

*Ratification of a Grant of four leagues in front by two leagues in depth upon the River St. Jean, in Acadia, in favor of Dame Marie Françoise Chartier, Widow of the Sieur de Marson.*

Dated the 1st March, 1693.

Extract from the register, Ins. Sup. Coun. Letter B, folio 110.

This first day of the month of March, one thousand six hundred and ninety-three, the King being at Versailles, and wishing to ratify and confirm the concessions of land made in his name in Canada, during the year one thousand six hundred and ninety-one, by the Count de Frontenac and the Sieur de Champigny, Governor and Intendant of the said country, in virtue of the power delegated to them by His Majesty, hath confirmed and ratified and doth confirm and ratify the Grant made by them to Dame Marie Françoise Chartier, widow of the Sieur de Marson, heretofore Commandant in Acadia, of an extent of land at the River St. Jean, in Acadia aforesaid, of four leagues in front upon the said river and two leagues in depth, on the other side of and opposite to the concession of the Sieur DeChaufour called Jemsec, the centre of which four leagues will be opposite the house of Jemsec; to hold to the said lady as a fief and seigniory, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the whole extent of the said concession, under the conditions contained in the title thereof, bearing date on the twenty-third of March, one

thousand six hundred and ninety-one, without its being requisite for the said Dame François Chartier, or her heirs or assigns, to pay unto His Majesty or to the Kings, his successors, any sum of money or indemnity, which, to whatever sum it may amount, he hath remitted to them by virtue of the present Letters Patent which His Majesty hath been pleased to sign and have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS.

“

PHELIPPEAUX.

And lower down,

*Ratification of the grant of the Grande Vallée des Monts Notre Dame, in favor of the Sieur François Hazeur.*

Extract from the  
French Register  
of enregistrement  
Letter A, page  
170.

This first day of the month of March, one thousand six hundred and ninety-three, the King being at Versailles, and wishing to ratify and confirm the grants of land made in his name in Canada, during the year one thousand six hundred and ninety-one, by the Count de Frontenac and the Sieur de Champigny, the Governor of the Intendant of the said country in virtue of the power delegated to them by His Majesty, hath confirmed and ratified and doth confirm and ratify the grant made by them to the Sieur François Hazeur, a merchant of Quebec, of an extent of land, at the place called la Grande Vallée des Monts Notre Dame on the south side of the river St. Lawrence, at two leagues from the river de la Magdeleine, and four leagues from the Pond descending towards Gaspé. This extent of land to contain two leagues, comprising the river which runs through the said Vallée des Monts, the said two leagues in front to commence at one league above the said river and to extend one league below it, by three leagues in depth, running inland, for the purpose of establishing a cod fishery and forming other settlements for the advancement of the country, with the Isles and Islands which may be in front of the said two leagues and in the said river to the depth of the said three leagues; to hold to the said Sieur Hazeur, his heirs and assigns for ever, as their own property (*comme de leur propre*) as a fief and seigniority, with superior, mean and inferior jurisdiction, the right of fishing, hunting and trading with the Indians throughout the extent of the said concession, under the conditions contained in the title thereof, bearing date the twenty-third of March one thousand six hundred and ninety-one, without its being requisite, by reason thereof, for the said Sieur Hazeur, his heirs or assigns, to pay to His Majesty or to the Kings his successors any sum of money or indemnity, His Majesty having remitted the same to them, by the present Letters Patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS,

“

PHELIPPEAUX.

*Ratification of the grant of the fief Fossambault, in favor of the Sieur Alexandre Pewret de Gaudarville.*

Dated the 15th April 1694.

Extract from the  
register Books  
of Intendance No.  
10 to 17, folio 642.

This fifteenth day of the month of April, one thousand six hundred and ninety-four, the King being at Versailles, and wishing to confirm and ratify the grants of land made in his name in Canada, during the year one thousand six hundred and ninety-three, by the Count de Fron-

tenac and the Sieur de Champigny, the Governor and the Intendant of the said country, in virtue of the power delegated to them by His Majesty, hath confirmed and ratified and doth confirm and ratify the grant made by them to the Sieur Alexandre Peuvret, Esquire, Sieur de Gauderville, of three leagues of land in depth, behind the fief de Gauderville, together with all the adjoining lands behind the fiefs of the Sieurs Demaure and Guillaume Bonhomme, extending as far as the depth of the same line, running north east and south west, which terminates the said three leagues, so that all the land comprised within the present grant shall be bounded at one end, in front, to the south west, by the lines which terminate the depths of the said fiefs of Gauderville, Bonhomme and Demaure, and in rear, to the north west, by a line running also north east and south west which shall terminate the depth of the said three leagues behind the said fief of Gauderville and be extended in a straight line as far as the fief de Neuville, and on one side, to the north east, partly by the lands of the fief of Sillery, and partly by the lands of Gauderville and by those belonging to the said Bonhomme, and on the other side, towards the south west, by the lands of the said fief de Neuville; to hold to the said Sieur Peuvret de Gauderville, his heirs and assigns for ever as their own property (*comme de leur propre*) as a fief and seigniory, with superior, mean and inferior jurisdiction, with the right of trading, hunting and fishing, even in front of the said fief of Gauderville, on condition of paying fealty and homage at the Castle of St. Louis at Quebec, and on the other conditions contained in the said grant of the twentieth of February, 1693, which is to bear the name of "Fossambault," without its being requisite, by reason thereof, for the said Sieur Peuvret de Gauderville, or his heirs or assigns, to pay to His Majesty, or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS,

And lower down,

"

PHELYPEAUX.

*Ratification of a grant between Jacques Cartier and Point aux Trembles, in favor of the Sieur François Magdeleine Ruelle Dauteuil.*

Dated the 15th April 1694.

Extract from the  
register Ins. Sup.  
Coun. Letter B.  
folio 122.

This fifteenth day of the month of April, one thousand six hundred and ninety-four, the King being at Versailles and wishing to confirm and ratify the grants of land made in his name in Canada, during the year one thousand six hundred and ninety-three, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the said country, in virtue of the power which His Majesty hath delegated to them, hath confirmed and ratified and doth confirm and ratify the grant made by them to the Sieur François Magdeleine Ruelle, Esquire, Sieur Dauteuille and de Monceaux, His Majesty's Attorney General in the Sovereign Council of Quebec, of four leagues and one half in depth, commencing at the end of the concession of the Sieur Toupin Dussault, by the same breadth as the concession of the said Dussault, together with the rivers, streams and all that may be formed therein, which land joins, on the south west side, the concession of the said Sieur Dauteuille, situate at the place called the river Jacques Cartier, and on the north east side to that of the Sieur Dupont; to hold to the said Sieur Dauteuille; his

heirs and assigns forever, as their own property (*comme de leur propre*) as a fief and seigniory, with superior, mean and inferior jurisdiction, on condition of rendering fealty and homage at the Castle of St. Louis at Quebec, and subject to the other conditions contained in the said grant of the fifteenth of February one thousand six hundred and ninety-three, without its being requisite, by reason thereof, for the said Sieur Dautcuil, or his heirs or assigns, to pay to His Majesty or to the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same to them, to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,) " LOUIS,"

And lower down,

" " PHELIPPEAUX.

*Ratification of a grant behind the Fief of l'Espignay, on the Rivière du Sud, in favor of the Sieur René LePage.*

Dated the 15th April, 1694.

Extract from the register Ins. Sup. Coun. Letter B., folio 117.

This fifteenth day of the month of April, one thousand six hundred and ninety-four, the King being at Versailles, and wishing to confirm and ratify the grants of land made in his name in Canada, during the year one thousand six hundred and ninety-three, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the said country, by virtue of the power which His Majesty hath delegated to them, hath confirmed and ratified, and doth confirm and ratify the grant made by them to the Sieur René Lepage, an inhabitant of l'Isle de Saint Laurent, of one league of land in front, commencing at a line to be drawn north-east and south-west, to terminate the depth of the concession of the Sieur Couillard de l'Espignay, situate at the river du sud, by two leagues in depth, joining on one side, towards the north-east, the prolongation of the line which divides the land of the Sieur l'Espignay, from those of the Sieur de Vincelot, on the other side, towards the south-west, the unconceded lands, at one end towards the north-west, the said line which terminates the depth of the land of the said Sieur de l'Espignay, and at the other end towards the south-east, another parallel line which is to bound the said two leagues in depth. To hold to the said Sieur Lepage, his heirs and assigns for ever and as their own property (*comme de leur propre*), subject to the payment of five *sols* of *rente*, and six pence of *cens* for the King's domain, and subject to the other charges contained in the said grant of the seventeenth of March, one thousand six hundred and ninety-three, without its being requisite for the said Sieur Lepage, or his heirs or assigns to pay to His Majesty or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign, and to have countersigned by me, His Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS,

And lower down,

"

PHELIPPEAUX.



*Ratification of the grant of the Fief Mitis, in favor of the Sieur Augustin Rouer de la Cardonnière, for Louis Rouer, his son.*

Dated the 15th April, 1694.

Extract from the register book of Intendance, No. 10 to 17, folio 689.

This fifteenth day of the month of April, one thousand six hundred and ninety-four, the King being at Versailles, and wishing to confirm and ratify the grants of land made in his name in Canada, during the year one thousand six hundred and ninety-three, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the said country, by virtue of the power which His Majesty hath delegated to them, hath confirmed and ratified, and doth confirm and ratify the grant made by them to the Sieur Augustin Rouer, Sieur de la Cardonnière, for and in the name of the Sieur Louis Rouer, his son, of the lake called Mitis, with one league of the land in depth all around the same, as a fief, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading throughout the said extent, and of passing through the river Mitis and the other rivers, and by the most convenient roads for going to and fro and conveying every thing he may think proper to the said lake; to hold to the said Sieur Louis Rouer, his heirs and assigns forever as their own property (*comme de leur propre*), on condition that they shall pay fealty and homage at the Castle of St. Louis at Quebec, and on payment of the ordinary dues and subject to the other conditions contained in the said grant of the tenth of February, one thousand six hundred and ninety-three, without its being requisite by reason thereof, for the said Sieur Louis Rouer, or his heirs or assigns, to pay to His Majesty or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign, and to have countersigned by me, His Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS,

And lower down,

“

PHELYPEAUX.

*Ratification of the grant of four leagues land in front, on each side of the river Pocmouche, the same being included, in favor of the Sieur Philippes Esnault.*

Dated, the 15th April, 1694.

Extract from the register Ins Snp. Coun. Letter B, folio 139

This fifteenth day of the month of April, one thousand six hundred and ninety-four, the King being at Versailles, and wishing to confirm and ratify the grants of land made in his name in Canada and in Acadia, during the year one thousand six hundred and ninety-three, by the Count de Frontenac and by the Sieur de Champigny, the Governor and the Intendant of the said country, by virtue of the power which His Majesty hath delegated to them, hath confirmed and ratified and doth confirm and ratify the grant made by them to the Sieur Philippes Esnault, an inhabitant of Nipisiguit in Acadia, of the River de Pocmouche, and four leagues of land in front on each side of the same, with as many in depth, including one league of land in front, heretofore conceded to one DeGraiss, who has withdrawn among the English; to hold to the said Sieur Esnault, his heirs and assigns forever, as their own property, (*comme de leur propre*), as a fief, with the right of hunting, fishing and trading, and subject to the conditions contained in the said

grant of the seventeenth of August, one thousand six hundred and ninety-three, without its being requisite by reason thereof for the said Sieur Esnault, his heirs or assigns to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present letters patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,)

LOUIS.

(Signed,)

PHELYPEAUX.

*Ratification of the grant of an augmentation to the Fief de la Durantaye in favor of the Sieur Olivier Morel de la Durantaye.*

Dated, the 15th April, 1694.

Extract from the register book of Intendance, No. 1 to 9, folio 397.

This fifteenth day of the month of April, one thousand six hundred and ninety-four, the King being at Versailles, and wishing to confirm and ratify the grants of lands made in his name, in Canada, during the year one thousand six hundred and ninety-three, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the said Country, by virtue of the power which His Majesty hath delegated to them, hath confirmed and ratified and doth confirm and ratify the grant made by them to the Sieur Olivier Morel, Esquire, Sieur de la Durantaye, of two leagues of land in depth, commencing at the end and termination of the depth of his fief de la Durantaye, by the same breadth as the said fief de la Durantaye, which is about three leagues in front, bounded on one side towards the south-west, by the lands of Beaumont, and towards the north-east, by those of Berthier, and also of another lot of land of one league in front by as much in depth, at the upper part of the river Boyer, on account of a pine forest which is there, and which he is desirous of making use of, together with the said river Boyer, in the places where it may pass through his said fief and through the lands so granted; to hold to the said Sieur de la Durantaye, his heirs and assigns forever as a fief and seigniory, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading, on condition of rendering fealty and homage at the Castle of St. Louis, at Quebec, and subject to the other charges contained in the said grant of the first of May, one thousand six hundred and ninety three, without its being requisite by reason thereof for the said Sieur Morel, or his heirs or assigns to pay to His Majesty, or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

“ LOUIS,”

And lower down,

“

“ PHELIPPEAUX.”

*Ratification of the grant of the fourth part of Lotbinière, in favor of the Sieur René Louis Chartier de Lotbinière.*

Dated the 15th April, 1694.

Extract from the register, book of Intendance No. 10 to 17, folio 512.

This fifteenth day of the month of April, one thousand six hundred and ninety-four, the King being at Versailles, and wishing to confirm and ratify the grants of land made in his name in Canada, during the year one thousand six hundred and ninety-three, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the said Country, by virtue of the power which His Majesty hath delegated to them, hath confirmed and ratified the grant made by them to the Sieur René Louis Chartier, Esquire, Sieur de Lotbinière, Lieutenant General, both civil and criminal, of the *prévôté* of Quebec, of three leagues and a half of land in front, by four leagues in depth, commencing at the end and termination of the depth of his fief of Lotbinière, and of the one called *la petite rivière du Chêne*, acquired by him from the Sieur de Louvière, which, together, have a front of three leagues and a half, with the forests, prairies, islands, rivers and lakes that there may be thereon, to hold to the said Sieur Chartier, his heirs and assigns forever, as their own property, (*comme de leur propre*) as a fief and seignior, with superior, mean and inferior jurisdiction, with the right of hunting, fishing and trading throughout the entire extent of the present grant, which shall be divided among all his children, in equal portions, forming as many distinct fiefs and seigniories, all independent of each other, without there being any right of primogeniture among them; and they shall all together be equally subject to one and the same jurisdiction, which shall be indivisible, and they shall enjoy the same together equally, in case the said Sieur Lotbinière should happen to die without otherwise disposing thereof; the whole on condition that they shall render fealty and homage at the Castle of St. Louis, at Quebec, and subject to the other conditions stated in the said grant of the twenty-fifth of March, one thousand six hundred and ninety-three, without its being requisite by reason thereof for the said Sieur Chartier, or his heirs or assigns to pay to His Majesty or to the Kings, his successors, any sum of money, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS,

“

PHELIPPEAUX.

And lower down,

*Ratification of the grant of an Augmentation of the Fief Vincelot (Cap St. Ignace) in favor of the Sieur Joseph Amiot de Vincelot.*

Dated the 15th April, 1694.

Extract from the Register book of Intendance, No. 1 to 9, folio 61.

This fifteenth day of the month of April, one thousand six hundred and ninety-four, the King being at Versailles, and wishing to confirm and ratify the grants of land made in his name in Canada, during the year one thousand six hundred and ninety-three, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the said country, by virtue of the power delegated to them by His Majesty, hath confirmed and ratified and doth confirm and ratify the grant made by them to the Sieur Joseph Amiot, Sieur de Vincelot, of one league of land in

front by two leagues in depth, behind the Fief de Vincelot, at the Cap St. Ignace, which also contains one league in front and only one league in depth, to hold to the said Sieur Amiot, his heirs and assigns forever as their own property (*comme de leur propre*) as a fief, with superior, mean and inferior jurisdiction, with the right of hunting, trading and fishing throughout the extent of the said two leagues and of the first grant of one league, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, and subject to the other conditions contained in the said grant of the first of February, one thousand six hundred and ninety-three, without its being requisite, by reason thereof, for the said Sieur Amiot or his heirs or assigns, to pay to His Majesty or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount by the present Letters Patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS.

And lower down,

“

PHELIPPEAUX.

*Ratification of the grant of the Fief Belail, on the River Richelieu, adjoining the Seignory of Chambly, in favor of the Sieur Jos. Hertel.*

Dated the 22th, March 1695.

Extract from the  
Register Book.  
d'Intendance,  
No. 1 to 9, folio  
195.

This twenty-second day of the month of March, one thousand six hundred and ninety-five, the King being at Versailles, and wishing to confirm and ratify the grant made in his name, on the eighteenth of January, one thousand six hundred and ninety-four, by the Count de Frontenac, Governor and Lieutenant General of His Majesty, and by the Sieur de Champigny, Intendant of Justice, Police and Finances in the said country, to the Sieur Joseph Hertel Esquire, of two leagues of land in front by one league and a half in depth, commencing on the North-West side of the Richelieu River, adjoining the Seignory of Chambly, descending the said River, hold to him, his heirs or assigns forever as their own property (*comme de leur propre*) as a fief and seignory, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said concession, on condition of rendering fealty and homage at the Castle of St. Louis at Quebec, and on payment of the ordinary rights and dues according to the Custom of Paris; on condition that they shall preserve and cause to be preserved the oak fit for the construction of the King's ships; that they shall disclose to His Majesty or to the Governor of the said country, the mines, mining places and minerals, if any there be in the said extent of land; that they shall keep and cause their tenants to keep house and home thereon, and commence to live there, subject also to the other clauses and conditions contained in the title of the said grant, without its being requisite, by reason thereof, for the said Sieur Hertel, his heirs or assigns, to pay to His Majesty, or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent, which His Majesty, in assurance of his will, hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

“ LOUIS ”

“

“ PHELIPPEAUX. ”

*Ratification of the grant of the Fief of Rowville, on the River Richelieu, in favor of Jean Bte. Hertel de Rowville.*

Dated 22nd, March, 1695.

Extract from the Register Book, d'Intendance, No. 1 to 9, folio 340.

This twenty-second day of the month of March, one thousand six hundred and ninety-five, the King being at Versailles, and wishing to confirm and ratify the grant made in his name on the eighteenth of January, one thousand six hundred and ninety-four, the Count de Frontenac, His Majesty's Governor and Lieutenant General and by the Sieur de Champigny, Intendant of Justice, Police and Finances in Canada, to the Sieur Jean Bte. Hertel, Esquire, Sieur de Rouville, of two leagues in front by a league and a half in depth, commencing on the south side of the Richelieu River, adjoining the Seigniorship of Chambly, descending the said river, to hold to him, his heirs or assigns forever as their own property (*comme de leur propre*), as a fief and seigniorship, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of this concession, on condition of rendering fealty and homage at the Castle of St. Louis at Quebec, and on payment of the ordinary rights and dues according to the Custom of the *Prévoté* and *Vicomté* of Paris; on condition also that they shall preserve and cause to be preserved the oak fit for the construction of His Majesty's vessels; that they shall disclose to the King or to the Governor of the said country, the mines mining places and minerals, if any there be throughout the said extent; that they shall keep and cause their tenants to keep house and home thereon (*y tenir feu et lieu*) and that they shall take up their residence there, and observe the other clauses and conditions contained in the title of the said concession, without its being requisite, by reason thereof, for the said Sieur Hertel, his heirs or assigns, to pay to His Majesty or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent, which, in assurance of his will, His Majesty hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

“ LOUIS.”

And lower down,

“

“ PHELYPEAUX.”

*Ratification of the grant of the Shoals, Islands and Isles in Lake St. Peter, below those granted to the Sieur de Sorel, in favor of Etienne Volant Radisson.*

Dated the 22nd March, 1695.

Extract from the register, Book of Intendance, No. 10 to 17, folio 431.

This twenty-second day of the month of March, one thousand six hundred and ninety-five, the King being at Versailles and wishing to confirm and ratify the grant made in his name, on the nineteenth of October one thousand six hundred and ninety-four, by the Count de Frontenac, Governor and Lieutenant General for His Majesty, and by the Sieur de Champigny, Intendant of Justice, Police and Finance in Canada, in favor of the Sieur Etienne Volant Radisson, of the unconceded isles, islands and shoals across Lake St. Peter, below the islands granted to the Sieur Sorel, from the side of the north channel, as far as the large channel of the place called the channel of “*Isle Plate*”; which isles, islands and shoals contain three quarters of a league, or thereabouts, in breadth, by the same depth, to hold to

him, his heirs or assigns forever as their own property (*comme de leur propre*) as a fief, with the right of hunting and fishing and subject to the other rights, clauses and conditions contained in the said grant, without its being requisite, by reason thereof, for the said Sieur Radisson, his heirs and assigns, to pay to His Majesty or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent, which in assurance of his will, he hath been pleased to sign and to have countersigned by me His Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS.

And lower down,

“

PHELIPEAUX.

*Ratification of the grant of the Seigniorie of St. Denis, behind the Seigniorie of Contreccœur, in favor of the Sieur Louis De Ganne de Falaize.*

Dated the 22nd March, 1695.

Extract from the register, Ins. Sup. Cons. Letter C, folio 77.

This twenty second day of the month of March, one thousand six hundred and ninety-five, the King being at Versailles, and wishing to confirm and ratify the grant made in his name, on the twentieth of September, one thousand six hundred and ninety-four, by the Count de Frontenac, Governor and Lieutenant General for His Majesty, and by the Sieur de Champigny, Intendant of Justice, Police and Finance in Canada, to the Sieur Louis De Ganne, Esquire, Sieur de Falaize, Lieutenant of a Company of the detachment of marines in the said Country, of two leagues of land in depth behind the land and seigniorie of Countreccœur, by the whole breadth of the same, which contains two leagues, which depth will partly extend beyond the Chambly river and will run towards the same point of the compass as the said land of the Contreccœur, together with the Islands which may be in the said Chambly river, across the said depth, to hold to him, his heirs or assigns forever as their own property, (*comme de leur propre,*) as a fief, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of this concession, on condition that they shall render fealty and homage at the Castle of St. Louis of Quebec, and on payment of the ordinary rights and dues according to the Custom of Paris, and shall preserve and cause to be preserved the oak fit for the construction of the King's vessels; that they shall disclose to His Majesty or to the Governor of the said country, the mines, mining places and minerals, if any there be throughout the said extent, that they shall keep house and home thereon, (*y tenir feu et lieu*) and cause their tenants to do likewise, and commence to take up their residence there, and observe the other clauses and conditions mentioned in the title of the said concession, without its being requisite, by reason thereof for the said Sieur de Falaize, his heirs or assigns, to pay to His Majesty, or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to them to whatever sum they may amount, by virtue of the present Letters Patent, which, in assurance of his will, he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

“ LOUIS,”

And lower down,

“

“ PHELYPEAUX.”

*Ratification of a grant of a remnant of land, between the Fief of Falaise and Cournoyer in favor of the Sieur François Desjourdy de Cabanac.*

Dated the 19th May, 1696.

Extract from the  
Register, ins  
Sup. Letter B,  
folio 123.

This nineteenth day of May, one thousand six hundred and ninety-six, the King being at Versailles, and wishing to confirm and ratify the grants of land made in his name, in Canada, during the year one thousand six hundred and ninety-five, by the Count de Frontenac and the Sieur de Champigny, Governor, and Intendant of the said country, in virtue of the power delegated to them by His Majesty, hath confirmed and ratified, and doth confirm and ratify the grant made by them to the Sieur François Desjourdy, Esquire, Sieur Cabanac, then Captain unattached and now on full pay in the said country, of the land that remains to be granted to the north-west, of the Richelieu River, between the fiefs belonging to the Sieurs Falaise and Cournoyer, comprising about three leagues in front, and in depth as far as the lines to be drawn north-east and south-west, to terminate the depths of the concessions heretofore granted along the river St. Lawrence, which will be opposite to the said three leagues heretofore granted. To hold to the said Sieur Desjourdy de Cabanac, his heirs or assigns for ever as their property as a fief and seignior, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of said grant, on condition that he shall render fealty and homage at the Castle of St. Louis, at Quebec, and on payment of the ordinary rights and dues according to the Custom of Paris, that he shall preserve and cause his tenants to preserve the timber fit for the construction of His Majesty's vessels, and disclose to him and to the Governor of the said country, the mines, mining places, or minerals, if any there be throughout the said extent; that he shall keep and cause his tenants to keep house and home thereon, that he shall reside thereon and cause it to be cleared as soon as the present war be finished, and furnish the necessary roads and passages, as the same is more fully detailed in the title of the said grant of the twenty-second of April, one thousand six hundred and ninety-five, without its being requisite, by reason thereof, for said Sieur Desjourdy de Cabanac, his heirs or assigns, to pay His Majesty, or the Kings his Successors, any sum of money or indemnity, His Majesty, having remitted the same to whatever sum they may amount, by the present Letters Patent which he hath been pleased to sign and to have countersigned by me his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS,  
PHELIPPEAUX.

*Ratification of the Grant of the Fief des Isles aux Cerfs, adjoining the Sieur Rouville, upon the Richelieu River, in favor of the Sieur François Hertel de la Frenière.*

Dated the 19th May, 1696.

Extract from the  
Register Can.  
d'Intendance, No.  
1 to 9, folio. 158.

This nineteenth day of the month of May, one thousand six hundred and ninety-six, the King being at Versailles, and wishing to confirm and ratify the grants of land made in his name, in Canada, during the year one thousand six hundred and ninety-five, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the said country, in virtue of the power delegated to them by His Majesty, hath confirmed and ratified and doth confirm and ratify the grant made by them to the Sieur François Hertel, Esquire, Sieur de la Frenière, Lieutenant unattached in the said country, of two leagues of land in front, by the same in depth, commencing on the south side of the Richelieu River, adjoining the grant of the Sieur de Rouville, his brother, descending the said River, to hold to the said Sieur Hertel de la Frenière, his heirs and assigns forever, as their own property, as a fief and seignior, with superior mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said grant, on condition that he shall render fealty and homage at the Castle of St. Louis, at Quebec, and on payment of the ordinary rights and dues according to the Custom of Paris; that he shall preserve and cause his tenants to preserve the timber fit for the building of His Majesty's vessels; that he shall disclose to His Majesty and to the Governor of the said Country, the mines, mining places and minerals, if there be any within the said extent; that he shall keep and cause his tenants to keep house and home thereon, and reside there and cause it to be cleared as soon as the present war shall be terminated, and furnish the necessary roads and passages, as more fully detailed in the title of the said grant of the first of March, one thousand six hundred

and ninety-five, without its being requisite, by reason thereof, for the said Sieur Hertel de la Frenière, his successors and assigns, to pay to His Majesty or to the Kings, his successors, any sum or indemnity, His Majesty having remitted the same, to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign, and to have countersigned by his Councillor, Secretary of State, and of his Commands.

And lower down,

(Signed,)

“ LOUIS.”

“

“ PHELIPPEAUX.”

*Ratification of the grant of the Fief Cournoyer, to the north of the Richelieu River, in favor of the Sieur Jacques Hertel de Cournoyer.*

Dated the 19th May, 1696.

Extract from the register, Ins. Sup. Coun. Letter B. folio 135.

This nineteenth day of the month of May, one thousand six hundred and ninety-six, the King being at Versailles, and wishing to confirm and ratify the grants of lands made in his name in Canada, during the year one thousand six hundred and ninety-five, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the said Country, by virtue of the power delegated to them by His Majesty, hath confirmed and ratified and doth confirm and ratify the grant made by them to the Sieur Jacques Hertel, Esquire, Sieur de Cournoyer, ensign of a company of the Marine Force of the said country, of two leagues of land in front, by a like depth, commencing on the north side of the Richelieu River, adjoining the seigniory of the Sieur Joseph Hertel, descending the said river; to hold to the said Sieur Jacques Hertel, his heirs and assigns, forever, as a fief and seigniory, with superior, mean, and inferior, jurisdiction, and the right of hunting fishing, and trading with the Indians, throughout the extent of the said grant, on condition that he shall render fealty and homage at the Castle of St. Louis, at Quebec, and on payment of the ordinary rights and dues, according to the Custom of Paris; that he shall preserve and cause his tenants to preserve the timber fit for the construction of His Majesty's vessels; that he shall disclose to him and to the Governor of the said country, the mines, mining places and minerals, if any there be throughout the said extent; that they shall keep and cause their tenants to keep house and home thereon, and reside there, and have it cleared as soon as the present war shall be terminated, and furnish the necessary roads and passages, as more fully detailed in the title of the said grant of the first March, one thousand six hundred and ninety-five, without its being requisite, by reason thereof, for the said Sieur Hertel, his heirs and assigns, to pay to His Majesty, or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed.)

LOUIS,

PHELIPPEAUX.

And lower down,

*Ratification of a grant on each side of the River Descoulet, in Acadia, in favor of the Sieur Michel Chartier.*

Dated the 19th May, 1696.

Extract from the Register Ins. Sup. Coun. Letter B, folio 131.

This nineteenth day of the month of May, one thousand six hundred and ninety-six, the King being at Versailles, and wishing to confirm and ratify the grants of lands made in his name in Canada and in Acadia, during the year one thousand six hundred and ninety-five, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the said country, by virtue of the power delegated to them by His Majesty hath confirmed and ratified, and doth confirm and ratify, the grant made by them to the Sieur Michel Chartier, an inhabitant residing in Acadia, of half a league of land in front on each side of the River Descoulet, in the said country, by half a league in depth, with the adjacent islands, commencing on the southwest side, at the land of the Sieur de Saint Aubin, descending the said river, and on the north east side, at the unconceded lands opposite to the concession of the Sieur Dubourchemin; to hold to the said Sieur Michel Chartier, his heirs and assigns, for ever, as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction, and the right of hunting, fishing, and trading with Indians, throughout the extent of the said grant, on



condition that he shall render fealty and homage at the Castle of St. Louis, at Quebec, and on payment of the ordinary rights and dues, according to the Custom of Paris; that he shall preserve, and cause his tenants to preserve, the timber fit for the construction of His Majesty's vessels; that he shall disclose to him, or to the Governor of Canada, and to the Commandant of Acadia, the mines, mining places and minerals, if any there be throughout the said extent; that he shall keep and cause his tenants to keep house and home thereon, and reside there, and have it cleared as soon as the present war shall be terminated, and furnish the necessary roads and passages, as more fully detailed in the title of the said grant of the eighteenth of July, one thousand six hundred and ninety-five, without its being requisite, by reason thereof, for the said Sieur Chartier, his heirs and assigns, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to whatever sum they may amount, by the present letters patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,)

LOUIS,  
PHELIPPEAUX.

*Ratification of the grant of the fief Bourchemin, in favor of the Sieur Jacques François du Bourchemin de l'Hermitière.*

Dated the 19th May, 1696.

Extract from the  
Register Book of  
Intendance, No  
10 to 17, folio 555

This nineteenth day of the month of May, one thousand six hundred and ninety-six, the King being at Versailles, and wishing to confirm and ratify the grants of lands made in his name, in Canada, during the year one thousand six hundred and ninety-five, by the Count de Frontenac and the Sieur de Champigny, the Governor and the Intendant of the said country, by virtue of the power delegated to them by His Majesty, hath confirmed and ratified, and doth confirm and ratify, the grant made by them to the Sieur Jacques François du Bourchemin, Esquire, Sieur de l'Hermitière, Lieutenant of a Company of the Marine Force in the said country, of one league and a half of land in front, on each side of the River of Ouamaska, which is included, commencing half a league below the stream called Salvaye, and running one league above into the unconceded lands, by a like depth, running north west and south west, together with the adjacent islands and meadows, to hold to the said Sieur du Bourchemin de l'Hermitière, his heirs and assigns, for ever, as their own property, as a fief and seignior, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said grant, on condition that he shall render fealty and homage at the Castle of St. Louis, at Quebec, and on payment of the ordinary rights and dues, according to the Custom of Paris; that he shall preserve and cause his tenants to preserve, the timber fit for the construction of his Majesty's vessels; that he shall disclose to him and to the Governor of the said country, the mines, mining places or minerals, if any there be throughout the said extent; that he shall keep, and cause his tenants to keep, house and home thereon, and reside there, and have it cleared as soon as the present war shall be terminated, and furnish the necessary roads and passages as more fully detailed in the title of the said grant of the twentieth of June, one thousand six hundred and ninety-five, without its being requisite, by reason thereof, for the said Sieur de Bourchemin de l'Hermitière, his heirs and assigns, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,)

LOUIS,  
PHELIPPEAUX.

*Ratification of the Grant of the Fief Grand Pré, upon Lake St. Peter, between the fiefs of the River du Loup and Grosbois, in favor of the Sieur Pierre Boucher de Grand Pré.*

Dated the 19th May, 1696.

Extract from the  
Register Book of  
Intendance, No  
1 to 9, folio 43.

This nineteenth day of the month of May, one thousand six hundred and ninety-six, the King being at Versailles, and wishing to confirm and ratify the grants of lands made in his name, in Canada, during the year one thousand

six hundred and ninety-five, by the Count de Frontenac and the Sieur de Champigny, the Governor and Intendant of the said country, by virtue of the power delegated to them by His Majesty, hath confirmed and ratified, and doth confirmed and ratify the grant made by them to the Sieur Pierre Boucher, Sieur de Grand Pré, Major of the Town of Three Rivers, of one league of land in front, by three in depth, on Lake St. Peter, adjoining on one side the unconceded lands of the River Hiamachiche, and on the other side those of the River du Loup, with the adjacent isles, islands and shaols, to hold to the said Sieur Boucher, his heirs and assigns, for ever, as their own property, as a fief and seignior, with superior, mean and inferior jurisdiction, and the right of fishing, hunting and trading with Indians throughout the extent of the said grant, on condition that he shall render fealty and homage at the Castle of St. Louis, at Quebec, and on payment of the ordinary rights and dues, according to the Custom of Paris; that he shall preserve, and cause his tenants to preserve, the timber fit for the building of His Majesty's vessels; that he shall disclose to him and to the Governor of the said country, the mines, mining places, and minerals, if any there be throughout the said extent; that he shall keep, and cause his tenants to keep, house and home thereon; that he shall reside there, and have it cleared as soon as the present war shall be terminated, and furnish the necessary roads and passages as more fully detailed in the title of the said grant of the *third of January, one thousand six hundred and ninety-five*,\* without its being requisite, by reason thereof, for the said Sieur Boucher, his heirs and assigns, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,)

LOUIS,  
PHELIPPEAUX.

*Ratification of the Grants of the small islands and Shaols in front of the Seignior of la Chevrotière, in favor of the Sr. Francis. Chavigny de la Chevrotière.*

Dated the 28th May, 1699.

Extract from the Register Book of Intendance, No. 1 to 9, folio 18.

This twenty-eighth day of the month of May, one thousand six hundred and ninety-nine, the King being at Versailles, and wishing to confirm and ratify the grant made in his name, on the eleventh of January, one thousand six hundred and ninety-eight, by the late Count de Frontenac, in his lifetime, Governor and Lieutenant General of His Majesty in New France, and by the Sieur de Champigny, Intendant of Justice, Police and Finance in the said country, to the Sieur François de Chavigny de la Chevrotière, of the small islands and shaols situate in front of his land of la Chevrotière, and along the same as far as the *Chenail des Barques*, to hold to him, his heirs and assigns, as their own property, for ever, subject to the same dues and charges as those contained in the title of his land of la Chevrotière, without its being requisite, by reason thereof, for the said Sieur de Chavigny de la Chevrotière, his heirs or assigns, to pay to us, or to the Kings our successors, any sum of money or indemnity, His Majesty having remitted the same, to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed,)

LOUIS,  
PHELIPPEAUX.

*Ratification of the Grant of the small Islands, Shaols and Beaches in front of the Seignior of Boucherville, in favor of the Sieur Boucher, the elder.*

Dated the 28th May, 1699.

Extract from the Register Ins. Sup. Coun. letter II, folio 62.

This 28th day of the month of May, 1699, the King being at Versailles, and wishing to confirm and ratify the grant made in his name, on the 17th August, 1698, by the late Count de Frontenac, in his lifetime, Governor and Lieutenant General for His Majesty in New France, and by the Sieur de Cham-

\*30th July, 1695, See Regr. of Int. No. 4, folio 18. (sic.)

pigny, Intendant of Justice, Police and Finance in the said country, to the Sieur Boucher, the elder, of the small islands, shoals and beaches situate in front of his land of Boucherville, as far as the middle of the River St. Lawrence, either to the south or to the north of the islands already conceded to him, with the right of fishing along the front of his said land, as far as the middle of the River St. Lawrence, to hold to him, his heirs and assigns, as their own property, for ever, subject to the same dues and charges as those contained in the concession title of his land of Boucherville, as the same is stated in the title which was granted him thereof, without its being requisite, by reason thereof, for the said Sieur Boucher, the elder, his heirs and assigns, to pay to us, or to the Kings our successors, any sum of money or indemnity, His Majesty having remitted the same to them to whatever sum they may amount, by the present letters patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS,

PHELYPEAUX.

And lower down,

*Ratification of the Grant of the Fief Hubert, in rear of the Fiefs St. Gabriel and St. Ignace, in favor of the Sieur René Louis Hubert, the younger.*

Dated the 28th May, 1699.

Extract from the Register, Book of Intendance, No. 1 to 9. folio 365.

This twenty-eighth day of the month of May, one thousand six hundred and ninety-nine, the King being at Versailles, and wishing to confirm and ratify the grants made in his name, on the tenth of June, of the year one thousand six hundred and ninety-eight, by the late Count de Frontenac, in his lifetime, Governor and Lieutenant General for His Majesty in New France, and by the Sieur de Champigny, Intendant of Justice, Police and Finance, in the said country, to the Sieur René Louis Hubert, the younger, of two leagues of land in front by a like depth, situate at the back of the lands called St. Gabriel and St. Ignace, belonging to the Jesuit Fathers and to the *Hospitalières* Nuns of Quebec, the said land adjoining to the north east, and bounded at one end by the said lands, and at the other end and both sides, by unconceded lands, to hold to him, his heirs and assigns, as their own property, for ever, as a fief only, with the right of fishing, hunting and trading with the Indians throughout the whole extent of the said grant, on condition that they shall render fealty and homage at the Castle of St. Louis, at Quebec, of which the same shall be held, and on payment of the ordinary rights and dues, according to the Custom of Paris followed in the said country; that he shall preserve, and cause to be preserved, the oak fit for the construction of His Majesty's vessels; that he shall disclose to the King, or to the Governor of the said country, the mines, mining places and minerals, if any there be throughout the said extent; that he shall keep, and cause his tenants to keep, house and home thereon, (*y tenir feu et lieu*), and commence to reside there, and finally that he shall leave the necessary roads and passages as more fully detailed in the title of the grant, without its being requisite, by reason thereof, for the said Sieur Hubert, the younger, his heirs or assigns, to pay to us, or to the Kings our successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present letters patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,)

LOUIS,

PHELIPPEAUX.

And lower down,

*Ratification of the Grant of the Fief Lessard, behind l'Islet St. Jean, in favor of Pierre Lessard.*

Dated the 28th May, 1699.

Extract from the  
Register Ins. Sup.  
Cons. letter B, fo-  
lio 127.

This twenty-eighth day of the month of May, one thousand six hundred and ninety-nine, the King being at Versailles, and wishing to confirm and ratify the grant made in his name, on the thirtieth of June, one thousand six hundred and ninety-eight, by the late Count de Frontenac, in his lifetime, Governor and Lieutenant General for His Majesty in New France, and by the Sieur de Champigny, Intendant of Justice, Police and Finance in the said country, to Pierre Lessard, of one league of land in front, by a like depth, situate on the River St. Lawrence, near the Island of St. Jean, behind the land of Miss du Tartre, joining on one side to the land of the Sieur de la Chesnaye, and on the other, to that of François Bellanger, at one end to the land of the said Miss du Tartre, and at the other to the unconceded lands; to hold to him, his heirs and assigns, for ever, as their own property, on condition that they shall pay every year, on the customary day, to the King's domain, in New France, six pence of *cens*, bearing *lods et ventes, saisine et amende*, when the case may occur, according to the Custom of Paris followed in the said country, and subject to the other clauses and conditions contained in the title of the said grant, without its being requisite for the said Lessard, his heirs or assigns, to pay to us, or to the Kings our successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present letters patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, Commands and Finance.

(Signed,) LOUIS,  
PHELIPEAUX.

And lower down,

*Ratification of the Grant of the Isles Islands and Shoals in front of the first part of Grondines, in favor of the Sieur Louis Amelin.*

Dated the 28th May, 1699.

Extract from the  
Register Ins. Sup.  
Cons. letter B, fo-  
lio 130.

This twenty-eighth day of the month of May, one thousand six hundred and ninety-nine, the King being at Versailles, and wishing to confirm and ratify the grant made in his name, on the nineteenth of January, one thousand six hundred and ninety-eight, by the late Count de Frontenac, in his lifetime, Governor and Lieutenant General for His Majesty in New France, and by the Sieur de Champigny, Intendant of Justice, Police and Finances in the said Country, to the Sieur Louis Amelin, part proprietor of the land of Grondines, and of the islands and shoals situate in front of his part and portion of the said land of Grondines, which commences at the mill belonging to the same, and terminates at the boundary of the land of St. Anne, to hold to him, his heirs and assigns, for ever, as their own property, under the same rights and conditions as those contained in the title of the concession of the said land of Grondines, without its being requisite, by reason thereof, for the said Sieur Amelin, his heirs or assigns, to pay to us, or to the Kings our successors, any sum of money or indemnity, His Majesty having remitted the same, to whatever sum they may amount, by the present letters patent, which he hath been pleased to sign, and to have countersigned by me, his virtue of Councillor, Secretary of State, Commands and Finance.

(Signed,) LOUIS,  
PHELIPEAUX.

And lower down,

*Grant of the Land and Seignior of Sillery, to the Reverend Jesuit Fathers and ratification of the said grant at the bottom of the same.*

Dated the 23rd October, 1699.

Extract from the Register Ins. Sup. Cons. letter B, folio 137 and following.

Hector de Callière, Knight of the order of St. Louis, Governor and Lieutenant General for the King over the whole of Northern France, Jean Bochart, Knight, Seignior of Champigny, Norroy, and other places, Councillor of the King, in his Councils, Intendant of Justice,

Police and Finance in the said country ;

Seeing the petition presented to us by the Reverend Father Martin Bouvart, Superior of the Company of Jesus in this country, and by Father François Vailant, his Attorney, to the effect that we would be pleased to make over to them, as their own property, (*en propre*), the fief, land and seignior of Sillery, which they have enjoyed up to this time, merely as managers of the property of the the Christian Indians, to whom the said fief had been granted by His Majesty in the month of July, one thousand six hundred and fifty-one, and which the said Indians have been obliged to abandon, for the last ten or twelve years, and establish themselves elsewhere, both because the lands under cultivation were entirely worn out, and because the firewood, which had been cut for the last forty years, was at too great a distance from their village ; that we would also make over to them, as their own property (*en propre*), and as a fief, four perches of land in front by eight in depth, conceded by the late Monsieur de Montmagny, and twenty fathoms square, as an augmentation, conceded by the late Monsieur d'Ailleboust, both Governors General of the country, to the late Pachiriny, an Indian Captain at Three Rivers, of which the said Jesuit Fathers have given, for more than forty years, in their capacity of tutors and administrators to the property of the said Pachiriny, deeds of concession to several French persons, for the purpose of occupying it and building thereon, which they have done on payment of a small due ; that the said Pachiriny is dead, and the said Jesuit Fathers have remained in the enjoyment of the said lots of ground, of which they pray we us to pleased to grant them the concession, and being fully informed of the good intentions of the said Fathers of the Company of Jesus, of the great and spiritual and temporal succour they render to the Indians of this country, and the great care they have taken, and the excessive sums they have expended to support the missions of the said Indians, and to work permanently for their salvation, and particularly for those who were established at the said place of Sillery, and for whom, since their departure from thence, they have bought, at their own expense, lands in different places in this country, in order to establish them thereon, and without which they would have dispersed. For these reasons, we have given, conceded and granted, as their own property, (*en propre*), to the said Jesuit Fathers, the said fief, land and seignior of Sillery, of one league in breadth on the River St. Lawrence, by a league and a half, or thereabouts, in depth, as far as the Seignior of Saint Gabriel, by which it is bounded at the rear, commencing on the north east side at the Point de Puisseau and on the south west side at a line which divides it from the fief of Gaudartville, one of which said lines was drawn about twenty-five years ago, and the other about forty years ago, with all the rights and privileges formerly conceded to the said Indians, the whole to be held as a real fief, and to depend upon the King alone, with the right of superior, mean and inferior jurisdiction, as they hold all the other lands which His Majesty hath been pleased to grant them in this country ; and we likewise give, grant and concede to them also, as a fief, and subject to the same rights and privileges as those above specified, the said four perches of land in front by eight in depth, conceded by the late Monsieur de Montmagny, together with the twenty fathoms square in augmentation, conceded

by the late Monsieur Dailleboust, both Governors General of this country, to the said late Pachiriny, Indian Captain; the whole to be enjoyed by them as their own property for ever, according to the Custom of Paris, on condition that the appeals from the jurisdiction of Syllery aforesaid, shall lie before the Lieutenant General of the Prevosté of Quebec, and that the said Jesuit Fathers shall be bound to obtain from His Majesty the ratification of these presents within a year. In witness whereof, we have signed these presents, and caused our seal and arms to be affixed hereto, and had them countersigned by our Secretaries. Given at Quebec, this twenty-third day of October, one thousand six hundred and ninety-nine.

(Signed,) Le Chevalier de CALLIERES, and  
CHAMPIGNY.

Scaled with the seal of their arms, and countersigned

By His Lordship, HAUTTEVILLE, and  
By His Lordship, ANDRE.

And then there is written :

Extract from the King's letter to the Sieurs Chevallier de Callières de Beauharnois, Governour General and Intendant of New France :

“ His Majesty hath also granted the ratification of the land of Syllery, prayed for by the Jesuit Fathers, although it is against the rule which he had laid down, not to give any more lands in Canada to religious communities.”

Compared with the original by us, the Intendant of the said country, on the twenty-fifth of November, one thousand seven hundred and two.

(Signed,) BEAUHARNOIS,

And lower down, by His Lordship

TREHARD.

This day, the title of concession and the extract from the King's letter, of which the copies are above written, have been enregistered in the office of the Sovereign Council, according to his decree of this day, by me the undersigned clerk in the said office, at Quebec, this second of July, one thousand seven hundred and three.

HUBERT.

*Ratification of the grant of the Fief of la Noraye, in favor of the Sieurs Lessard, Lanoraie and others.*

Dated the 23rd April, 1700.

Extract from the register, Ins. Sup. Conn. Lettre B. folio 134.

This twenty-third day of the month of April, one thousand seven hundred, the King being at Versailles, and wishing to confirm and ratify the grant made in his name, on the twenty seventh of April, one thousand six hundred and eighty-eight by the Marquis de Denonville, heretofore Governor and Lieutenant General of New France, and the Sieur de Champigny, Intendant of the said country, to the persons named Lessard, de la Noraye, Charles Gauthier, Marie Denise Sevestre and Catherine Gauthier, of two leagues of land in front, on the River St. Lawrence, by two leagues in depth, to be taken between the lands of the Sieur Dautray and the Sieur de la Valtrie, extending towards Montreal, His Majesty hath granted them the said concession anew, to hold to them, their heirs and assigns forever, as a fief and Seig-

niory, with superior mean and inferior jurisdiction, and the right of hunting and fishing in front of and in the interior of the said places, and of trading with the Indians, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, and subject to the ordinary rights according to the custom of Paris, and that the appeals from the judge of the said fief shall lie before the Royal Jurisdiction of Montreal; that the oak fit for the building of ships shall be preserved, and that they shall disclose to the King the mines, mining places or minerals, if any there be, in accordance with the title of the said grant, without its becoming requisite, by reason thereof, for their heirs or assigns to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to them to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign and to have countersigned by me, his Councillor Secretary of State, Commands and Finance.

And lower down,

(Thus signed,)

“

LOUIS,  
PHELIPPEAUX.

*Ratification of the grant of two thirds of the Island of St. Paul, in favor of the Sieur Lebert.*

Dated the 23rd April, 1700.

Extract from the  
register, Ins. Sup.  
Coun. Letter B.  
folio 130.

This twenty-third day of the month of April, one thousand seven hundred, the King being at Versailles, and His Majesty approving of the grant made on the eighteenth of July, one thousand six hundred and seventy-six to the Sieur Lebert, by the Sieur Duchesneau, at that time Intendant of New France, of the two-thirds of the Island called St. Paul, and of the adjacent islands and shoals, and wishing to deal favourably with the said Lebert; His Majesty hath united the said grant into one fief, to hold to him, his heirs and assigns forever, as a fief and seigniory, with superior, mean and inferior jurisdiction, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, and on payment of the ordinary dues according to the Custom of Paris, and that the appeals from the judge of the said fief, shall lie before the Royal Judge of Montreal, without its being requisite, by reason thereof, for the said Sieur Lebert, his heirs and assigns, to pay to His Majesty or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount, by the present Letters Patent which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

And lower down,

(Signed,)

“

LOUIS,  
PHELIPPEAUX.

*Ratification of the grant of the Fief Longueuil in favor of the Sieur Charles Lemoine de Longueuil.*

Dated the 23rd April, 1700.

Extract from the  
Register, Ins. Sup.  
Coun. Letter B.  
folio 130.

This twenty-third day of the month of April, one thousand seven hundred, the King being at Versailles, and His Majesty approving the grant made in his name, on the tenth of July, one thousand six hundred and seventy-six by Sieur Duchesneau, at that time Intendant of New

France, to the Sieur Charles Lemoine de Longueuil, of the extent of fifty arpents of land in front, by one hundred in depth, the Island of St. Helens, Heron Island, the extent of land commencing at that owned by the Sicur de Varennes, as far as the lower end of the said fifty arpents in front, and extending from the lower end of the same as far as the Seigniory of la Prairie, St. Lambert, dependency of la Prairie de la Magdeleine, the said extents of land above and below the said fifty arpents by the depth of a league and a half, with the adjacent isles, islands and shoals; His Majesty hath united the said grant into one fief, called Longueuil, to hold to him, his successors, and assigns forever, as a fief and seigniory, with superior, mean and inferior jurisdiction, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, and pay the ordinary dues according to the Custom of Paris, and that the appeals from the judge of Longueuil aforesaid, shall lie before the Royal Judge of Montreal, without its being requisite, by reason thereof, for the said Sieur de Longueuil, his heirs and assigns, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, and of his Commands and Finance.

And lower down,

(Signed,)

LOUIS,

“

PHELIPEAUX.

*Ratification of the grant of an augmentation of the Seigniory of Champlain in favor of Madame de la Touche.*

Dated the 28th May, 1700.

Extract from the register, Book of Intendance No. 1 to 9, folio 264.

This twenty-eighth day of the month of May, one thousand seven hundred, the King being at Versailles, and wishing to confirm and ratify the grant made on the twenty-eighth of April, one thousand six hundred and ninety-seven by the late Count de Frontenac, Governor and Lieutenant General of New France, and the Sieur de Champigny, at that time Intendant of Justice, Police and Finance throughout the whole of New France, to Dame de la Touche, of three leagues of land in depth, adjoining the rear of the Seigniory of Champlain, by the whole breadth of the same, joining, on one side, the Seigniory of Batiscan, and on the other, the fief of the Sieur Hertel, His Majesty hath confirmed and ratified the said grant, to hold to the said Dame de la Touche, her heirs and assigns forever, as their own property, subject to the same rights and charges as are contained in the grant of the said land of Champlain, without its being requisite, by reason thereof, for the said Dame de la Touche, her said heirs and assigns, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State, and of his Commands and Finance.

(Signed,)

“

“ LOUIS,”

“ PHELIPEAUX.”



*Ratification of the grant of an augmentation of the Seigniorship of Ste. Anne de la Perade, in favor of the Sieur Thomas Tarieu de la Perade.*

Dated the 22nd May, 1701.

Extract from the  
register. Book of  
Intendance  
No. 1 to 9, folio 48.

This twenty-second day of the month of May, one thousand seven hundred and one, the King being at Versailles, and wishing to confirm and ratify the grants made in his name in New France during this last year one thousand seven hundred, by the Sieur de Callières, Governor and his Lieutenant General, and by the Sr. de Champigny, Intendant of Justice, Police and Finance in the said country, pursuant to the power vested in them by His Majesty, hath confirmed and ratified and doth confirm and ratify the grant made by them to the Sieur Thomas Tarieu de la Perade, Lieutenant unattached, of the extent of Land and Seigniorship of Ste. Anne, which contains about two leagues in front between the prolonged lines of the Seigniorships of St. Charles des Roches and of Batiscan, by one league and a half in depth, together with the river which may cross the said extent of land and the islands which may be therein; to hold to the said Sieur de la Perade, his heirs or assigns forever, as their own property, as a fief and seigniorship, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians, and subject to the charges contained in the said grant of the thirteenth of October of last year, one thousand seven hundred, without the said Sieur de la Perade or his heirs and assigns being bound, by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, which he hath remitted and given to them, to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed),

“ LOUIS,”

And lower down,

“

“ PHELIPPEAUX.”

*Ratification of the grant of the Islands at the mouth of the River and Seigniorship of Ste. Anne, in favor of Dame Marguerite Denis, widow of the Sieur de la Naudière.*

Dated the 22nd May, 1701.

Extract from the  
register. Book of  
Intendance  
No. 1 to 9, folio 47.

This twenty second day of the month of May, one thousand seven hundred and one, the King being at Versailles, and wishing to confirm and ratify the grants made, in his name, in New France, during the last year, one thousand seven hundred, by the Sieur de Callière, the Governor and his Lieutenant General, and by the Sieur de Champigny, Intendant of Justice, Police and Finance in the said country, pursuant to the power granted them by His Majesty, hath confirmed and ratified the grant made by them to the said Dame Marguerite Denis, widow of the Sieur de la Naudière, of the Islands along the River St. Lawrence, opposite the entrance of the River, land and Seigniorship of Ste. Anne; to hold to the said Dame Marguerite Denis, widow of the Sieur de la Naudière, her heirs or assigns forever as their own property (*comme de leur propre*) as a fief and Seigniorship, with superior, mean and inferior jurisdiction, and the right of fishing, hunting and trading with the Indians, upon the conditions stated in the said grant of the thirtieth of October, of this last year, one thousand seven hundred, without its being requisite, by reason thereof, for the said Dame Marguerite

Denis, widow of the Sieur de la Naudière, or her heirs or assigns, to pay to His Majesty or to the Kings his successors, any sum of money or indemnity, of which, to whatever sum they may amount, he hath discharged them, in so far as the same is or may be requisite, by the present Letters Patent, which he hath been pleased to sign and to have countersigned by me his Councillor, Secretary of State and of his Commands and Finance.

And lower down,

(Signed,)

“ LOUIS,”

“

“ PHELIPPEAUX.”

*Ratification of the grant of the Fief St. François in favor of the heirs Crevier.*

Dated the 23 May 1701.

Extract from  
register, Book of  
Intendance No.  
1 to 9, folio 160.

This twenty third day of the month of May one thousand seven hundred and one, the King being at Versailles and His Majesty being informed that the late Count de Frontenac, the Governor, and the late Sieur Duchesneau, the Intendant, did make grants, on the eighth, tenth and eighteenth of October one thousand six hundred and seventy eight, to the late Sieur Crevier, by virtue of the power vested in them by His Majesty, of one league in depth ascending the river St. François, together with the Isles and Islands within the said depth, by one league in breadth on the south side of the said river, commencing at the extremity of his land and Seigniorship of St. François, and extending to the boundaries of the Sieur de la Valière, to which grant the said Sieur Duchesneau, hath, by virtue of the said power, united the river St. François, commencing at the channel “ *Tardif* ” and extending to the end of the river Iamasca, otherwise called “ *des savannes*,” together with the Islands opposite the channel and the Island called “ *Isle Percée*,” the whole to be enjoyed by the said late Sieur Crevier, his heirs or assigns forever, as a Fief and Seigniorship, with superior mean and inferior jurisdiction, with the right of hunting and fishing; on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, and subject to the other clauses and conditions contained in the said grant of the said eighth, tenth and eighteenth of October one thousand six hundred and seventy eight; and inasmuch as the widow and heirs or assigns of the said late Sieur Crevier might be disturbed in the enjoyment of the said grants on account of their not having been confirmed and ratified by His Majesty within the time they should have been so ratified, His Majesty, in consideration of the services rendered to the country by the said late Sieur Crevier, hath confirmed and ratified the said grants, being desirous that the said widow, or heirs or assigns of the said late Sieur Crevier should enjoy the same forever as their own property (*comme de leur propre*) as above stated, and as more fully detailed in the said grants, without being bound, by reason thereof, to pay to His Majesty or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to them to whatever sum they may amount, in so far as the same is or may be necessary, by the present Letters Patent, which His Majesty hath signed and had countersigned by me his Councillor, Secretary of State and of his Commands and Finance.

And lower down,

(Signed,)

“ LOUIS ”

“

“ PHELIPPEAUX.”

*Ratification of the grant of the Isle Jesus and other adjacent Islands in favor of the Superior and Directors of foreign missions.*

Dated the 2 May 1702.

Extract from the  
register Ins. Sup.  
Coun. Letter B.  
folio 150.

This second day of the month of May one thousand seven hundred and two, the King being at Marly and His Majesty having been informed that the Sieur de Callière, his Governor and Lieutenant General, and the Sieur de Champigny, Intendant of Justice, Police and Finance in New France, had, pursuant to the power delegated to them by him, renewed on the twenty seventh of October one thousand six hundred and ninety nine, the grant made by the late Sieur Talon, at that time Intendant of the said country, to the Sieur François de Laval, at that time Bishop of Quebec, and to the Superior and Directors of Foreign Missions, donees of the said Bishop, of the Isle Jesus, together with the "*Isles aux Vaches*," and others adjacent thereto; and His Majesty wishing to ratify and confirm the said grant, hath granted and given to the said Superior and Directors, the said *Isle Jesus*, the *Isles aux Vaches* and others adjacent, to hold to them, their successors and assigns forever, as a fief and seigniory, with superior, mean and inferior jurisdiction, under the clauses and conditions stated in the said grant, His Majesty having discharged them from the obligation to which they were bound, of returning, within one year, the Letters Patent of confirmation of the said grant, without its being necessary, by reason thereof, for the said Superior and Directors of Foreign Missions, to pay to His Majesty any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent, with the exception of the mortmain dues, which the said Superior and Directors of Foreign Missions, shall be bound to pay to His Majesty: and in testimony of his will, His Majesty hath commanded me to issue the present Letters Patent which he hath been pleased to sign and to have countersigned by me his Councillor, Secretary of State, Commands and Finance.

(Signed,) LOUIS.

And lower down,

" PHELYPEAUX.

*Ratification of a grant of 40 arpents, in superficies, at the Coteau Ste. Geneviève in favor of the Ursuline Nuns of Quebec.*

Dated the 1st June 1703.

Extract from the  
register Ins. Sup.  
Coun. Letter B.  
folio 155.

This first day of the month of June one thousand seven hundred and three, The King being at Meudon and wishing to confirm and ratify the grant made on the twenty sixth of December one thousand six hundred and ninety six, in his name, to the Ursuline Nuns established at Quebec in New France, by the Count de Frontenac, Governor and his Lieutenant General, and the Sieur de Champigny, at that time Intendant of Justice, Police and Finance in the said country, of forty arpents of land or thereabouts in superficies, at the end of eighty arpents already granted to them at the place called Coteau Ste. Geneviève, near Saint Agnan, joining on the north east side to the lands of the Hotel Dieu of Quebec aforesaid, and on the south west side, to those of the Sieur Pinguet, at one end to the lands of the said Ursuline Nuns, and at the other to those of the said Sieur Pinguet, His Majesty hath confirmed and ratified and doth confirm and ratify the said grant of the said forty arpents of land or thereabouts in superficies, to hold to the said Nuns or to those who may succeed them forever, as their own

property (*comme de leur propre*) under the conditions stated in the said grant although the confirmation thereof was not made within the term of one year to be computed from the said twenty sixth day of December one thousand six hundred and ninety six, and without its being requisite, by reason thereof, for the said Ursuline Nuns or those who may succeed them, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letiers Patent which he hath been pleased to sign and to have countersigned by me his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS,

And lower down,

“

PHELIPPEAUX.

*Ratification of the grant of a fief of three quarters of a league in front on Lake St. Peter between the lands of the Srs. Joseph Petit Bruno and Michel Trolier de Beaubien, in favor of the Ursuline Ladies of Three Rivers.*

Dated the 18 June 1703.

Extract from the  
Register, Book of  
Intendence No.  
10 to 17, folio  
630.

This eighteenth day of the month of June one thousand seven hundred and three, the King being at Versailles, and wishing to confirm and ratify the grant was made on the thirteenth of October one thousand seven hundred and one, at Three Rivers in New France, by the Sieur de Callières, his Governor and Lieutenant General, and the Sieur de Campigny, Intendant of Justice, Police and Finance in the said Country, of an extent of unceded land situate on the North side of Lake St. Peter in the River St. Lawrence, as a Fief and Seigniory, with superior mean and inferior jurisdiction, the right of hunting and fishing, the said extent of land consisting of about three quarters of a league in front, between the Sieur Joseph Petit dit Bruno and the said Michel Trolier dit Beaubien, by two leagues in depth. His Majesty hath granted and given them the said extent of land as above specified; To hold to the said Ursuline Nuns and those who shall succeed them, forever, as their own property (*comme de leur propre*) as a Fief and Seigniory, with superior, mean and inferior jurisdiction, and the right of hunting and fishing throughout the entire extent of the said grant, on condition that they shall cause homage to be rendered by their Attorney in their name at the Castle of St. Louis at Quebec, of which the said Fief shall be held, and subject to the other clauses contained in the said grant, without the said Ursuline Nuns being bound, by reason thereof, to pay to His Majesty or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letiers Patent which he hath been pleased to sign and to have countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down

“

PHELYPEAUX.

*Ratification of the grant of the Fief St. Charles, in the River Yamaska, in favor of the Sieur Fezeret.*

Dated 1st June 1704.

Extract from the Register, Book of Intendance No. 1 to 9, folio 229.

This first day of the month of June one thousand seven hundred and four, the King being at Versailles, and wishing to confirm and ratify the grant made on the fourteenth of August one thousand seven hundred and one, to the Sieur Fezeret, an inhabitant of Quebec, by the late Sieur de Callière, Governor and Lieutenant General and by the Sieur de Champigny, at that time Intendant of New France, in virtue of the power vested in them by His Majesty, of one league and a half in front by a like depth on the river Ouamaska, which is included, commencing on the south side of the late river, running south east, joining, at one end, the grant of the late Sieur de Bourchemin, and at the other, the unconceded lands with the Isles and Islands, and adjacent prairies and shoals; His Majesty hath confirmed and ratified the said grant in favor of the said Sieur Fezeret, to hold to him, his heirs and assigns forever, as their own property, as a Fief and Seigniory, with superior, mean and inferior jurisdiction, with the right of hunting, fishing and trading with the Indians throughout the whole extent of the said grant, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, and on payment of the ordinary rights and dues according to the custom of Paris, and subject to the clauses and conditions contained in the said grant, without its being necessary, by reason thereof, for the said Sieur Fezeret or his successors or assigns, to pay to His Majesty any sum of money or indemnity, which His Majesty hath been pleased to remit to them by the present Letters Patent which he hath been pleased to sign and to have countersigned by me his Counsellor, Secretary of State and of his Commands and Finance.

(Signed,)

" LOUIS "

And lower down,

"

" PHELIPPEAUX. "

*Ratification of a grant near the Portachois, of 30 leagues in front by 10 leagues in depth, in favor of the Sieur Hazeur.*

Dated the 17 June 1707.

Extract from the register Ins. Sup. Coun. Letter C. folio 26.

This seventeenth day of the month of June one thousand seven hundred and seven, the King being at Versailles and wishing to confirm and ratify the grant made in his name, on the twentieth of April one thousand seven hundred and five, to the Sieur Hazeur, Counsellor of the Superior Council of Quebec, by the Marquis de Vaudreuil, Governor and Lieutenant General, and the Sr. Beauharnois, at that time Intendant of Justice, Police and Finance in New France, His Majesty hath confirmed and doth confirm the said grant, consisting of twenty leagues of land, commencing at the land called the "*Portachois*" running on one side towards *Bel Ile*, to the east north east as far as the river called "*Salmon River*," with the islands and shoals therein, which is about ten leagues from the said *Portachois*, by ten leagues in depth, and on the other side running twenty leagues south southwest as far as the river called "*Ours Blanc*" with the islands which may be therein, and ten leagues in depth, to hold to the said Sieur Hazeur, his heirs and assigns forever, as their own property, as a Fief and Seigniory, with superior, mean and inferior jurisdiction and the right of fishing and hunting and with the other advantages, and subject to the other clauses and conditions stated in the title of the said grant, without their being bound, by reason thereof, to pay

to His Majesty or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to them by the present Letters Patent, which he hath been pleased to sign and to have countersigned by me his Councillor, Secretary of State and of his Commands and Finance.

And lower down,

(Signed,)

“LOUIS,”

“

“PHELIPEAUX.”

*Ratification of the grant of the Fief and Seigniorie of Cloridan at the Baie des Chaleurs, in favor of the Sieur Charles Morin.*

Dated the 20th May 1705.

Extract from the  
Register Ins.  
Supr. Coun.  
Letter D, folio  
54.

This twentieth day of May one thousand seven hundred and eight, the King being at Versailles, and wishing to confirm and ratify the grant made in his name on the second of May one thousand seven hundred and seven, to the Sieur Charles Morin, by the Marquis de Vaudreuil, Governor and Lieutenant General, and the Sieur Raudot, Intendant of Justice, Police and Finance in New France; His Majesty hath confirmed and ratified the grant made by them at the lower part of the Baye des Chaleurs, commencing at the mouth of the *Rivière des Loup-Marins*, which comes out at the River of Listigouche, running to the South-west, and ascending along the River of Listigouche, together with the islands, islets and shoals there may be in the said River Listigouche, within the extent of the said grant, with two leagues depth to the north west, by two leagues front to the south west, along the said River of Listigouche, to be known by the name of Cloridan; to hold to the said Sieur Charles Morin, his heirs and assigns, in full ownership and forever, as a Fief and Seigniorie, with superior, mean and inferior jurisdiction, with the right of hunting, fishing and trading with the Indians and under the other clauses and conditions, that they shall render fealty and homage at the castle of St. Louis of Quebec, and pay the dues mentioned in the title of the said grant, without its being necessary by reason thereof, for the said Sieur Morin, his successors and assigns, to pay to His Majesty or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same, to whatever sum they may amount, by the present Letters Patent, which, in assurance of his will, he hath been pleased to sign and have countersigned by me, Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

“LOUIS.”

“

“PHELYPEAUX.”

And lower down

*Ratification of the grant of the right of hunting and fishing at the Isles Bouchard, in favor of the Sieur Desjordy.*

Dated the 17 June 1707.

Extract from the  
Register, Book of  
Intendance, No.  
1 to 9, folio 188.

This seventeenth day of the month of June one thousand seven hundred and seven, the King being at Versailles, and wishing to confirm and ratify the grant which the Marquis de Vaudreuil, the Governor and Lieutenant General, and the Sr. Raudot, Intendant of Justice, Police and Finance in New France, made in His Majesty's name on the twenty-seventh of July one thousand seven hundred and six, to the Sieur Desjordy, captain of a company of soldiers of the marine force in that country, of the right of fishing and hunting, which is not included in the grant made on the twenty-

ninth of October one thousand six hundred and seventy-two, by the late Sieur Talon, at that time Intendant of New France, to the Sieur Fortel, whose rights are held by the said Sieur Desjordy, His Majesty hath confirmed and ratified the said grant of the said right of fishing and hunting, to be enjoyed by the said Sieur Desjordy, his heirs and assigns forever, as their own property (*comme de leur propre*) without being bound, by reason thereof, to pay to His Majesty or the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent, which he hath been pleased to sign and to have countersigned by me his Councillor of State and of his Commands and Finance.

(Signed,)

" LOUIS."

And lower down

"

" PHELIPPEAUX."

*Ratification of the grant of the Fief Grand Champ, between the Point Meniquet and the River St. George in Acadia, in favor of the Sieur Thomas Lefèvre and his three children.*

Dated the 20th May 1708.

Extract from the Register, Book of Intendance, No. 10 to 17, folio 061.

This twentieth day of the month of May one thousand seven hundred and eight, the King being at Versailles, and wishing to confirm and ratify the grant made in his name on the fourth of May one thousand seven hundred and seven, in Acadia, to the Sieur Thomas Lefèvre, by the Marquis de Vaudreuil, Governor and Lieutenant General and the Sieur Raudot, Intendant of Justice, Police and Finance in New France, which grant had been previously made to him by the late Sieur de Callière and the Sieur de Beauharnois, Governor and Intendant in the said country, and was afterwards burned at the time of the incursion of the English; His Majesty hath confirmed and ratified and doth confirm and ratify the grant made by the said Marquis of Vaudreuil and the Sieur Raudot, of two leagues in front by three in depth, commencing at the Point Meniquet, running to the South-west as far as the River St. George, with the adjacent Islands, Islets, Banks and shoals; to hold to the said Lefèvre, during his lifetime, in full ownership, as a Fief and Seignior, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said grant, subject to the clauses and conditions, fealty and homage at the Castle of St. Louis at Quebec, and to the payment of the dues stipulated in the title of the said grant; and at the death of the said Sieur Lefèvre, it is His Majesty's will that the said two leagues be divided equally between his three children; that Pierre Lefèvre, being the eldest, do take his share in the two leagues, commencing at Pointe Meniquet, Thomas Lefèvre next to Pierre, and Gabriel next to Thomas, to whom His Majesty hath also conceded the same, to hold to them, their heirs and assigns in full ownership and forever, as distinct and separate Fiefs and Seignories, subject to the clauses and conditions contained in the said title, without its being requisite, by reason thereof, for the said Sieur Thomas Lefèvre, or his children, after his death, to pay to His Majesty or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, by the present Letters Patent, which in assurance of his will, His Majesty hath signed and hath had countersigned by me, Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down

"

PHELIPPEAUX.

*Ratification of the grant of the Point of Paspebiac in favor of the Sieur Haimard.*

Dated the 20th May, 1708.

Extract from the  
register Book of  
Intendance. No.  
10 to 17, folio 649.

This twentieth day of the month of May one thousand seven hundred and eight, the King being at Versailles and wishing to confirm and ratify the grant made in his name on the tenth of November one thousand seven hundred and seven, to the Sieur Haimard, by the Marquis de Vaudreuil, Governor and Lieutenant General and the Sieur Raudot, Intendant of Justice, Police and Finance in New France, His Majesty hath confirmed and ratified and doth confirm and ratify the grant made by them, of the Point of Paspebiac situate at the Baie des Chaleurs, with one league in front, on each side of the said Point, and the Islands and Islets which may be in front of the said grant, by three leagues in depth; to hold to him, his successors and assigns as their property and forever, as a Fief and Seignior, with superior, mean and inferior jurisdiction and the right of hunting, fishing and trading with the Indians, subject to the other clauses and conditions, of fealty and homage at the Castle of St. Louis at Quebec, and payment of the dues stipulated in the title of the said grant, without, by reason thereof, the said Sieur Haimard, his heirs and assigns being bound to pay to His Majesty or to the Kings, his successors any sum of money or indemnity, His Majesty hath remitted the same to them to whatever sum they may amount, by the present Letters Patent, which in assurance of his will, he hath been pleased to sign and to have countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Thus signed,)

LOUIS,

And lower down,

“

PHELYPEAUX.

*Ratification of the grant of the Fief Grandville adjoining Kamouraska, in favor of Anne de Grandville, widow of the Sieur de Soulange.*

Dated the 20th May 1708.

Extract from the  
register Book of  
Intendance. No.  
10 to 17, folio 584.

This twentieth day of the month of May one thousand seven hundred and eight, The King being at Versailles and wishing to confirm and ratify the grant made in his name on the fifth of October one thousand seven hundred and seven, to Dame Marie Anne de Grandville, widow of the Sieur de Soulange, Captain of a Company of Soldiers of the Marine force in New France, by the Marquis de Vaudreuil, the Governor and Lieutenant General and the Sieur Raudot, Intendant of Justice, Police and Finance in the said Country; His Majesty hath confirmed and ratified and doth confirm and ratify the grant made by them, of one league or thereabouts of unceded land on the River St. Lawrence, adjoining the Sieur de Forillon whose grant commences at two leagues above the River Kamouraska and terminates at one league below and towards the north east, and adjoins his old grant, with the Islands, Islets, banks and shoals which are opposite the same; which shall be incorporated with and joined to the old grant, so that the two shall form but one; to hold to the said widow Soulange, her heirs and assigns forever as their own property (*comme de leur propre*) as a fief and seignior, with superior, mean and inferior jurisdiction, and the rights of hunting, fishing and trading with the Indians, and under the other clauses and conditions, and of fealty and homage at the Castle of St. Louis at Quebec and on payment of the dues stipulated in the title of the said grant, without its being necessary, by reason



thereof, for the said widow de Soulange, her heirs or assigns, to pay to His Majesty or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to them by the present Letters Patent, which, in assurance of his will, he hath signed and had countersigned by me, his Counsellor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS,

And lower down,

“

PHELIPPEAUX.

*Ratification of several grants in favor of MM. de la Bouteillerie, l'Espinay, Charon, Ramezay Fezeret, Damours, Dumontier, Pepin Laforce, Longueuil, Louvigny and Boucher.*

Dated 6th July, 1711.

Extract from the register Ins. Sup. Coun., Letter C, folio 56.

This sixth day of the month of July, one thousand seven hundred and eleven, the King being at Marly and wishing to confirm and ratify the grants made by the Sieurs de Callières, Talon and Champagne, heretofore Governors and Intendants of New France; and by the Sieurs de Vaudreuil and Raudot, at present the Governor and the Intendant of the said country, on the 29th October, 1672, 7th April, 1701, 8th August, 1702, 25th March, 1st August, 26th September and 25th October 1708, 7th November 1709, 8th July, 6th September and 17th October 1710, in His Majesty's name, to the Sieur La Bouteillerie, L'Espinay, Charon, Ramezay, Marie Joseph Fezeret, D'Amours, Dumontier, Pepin Laforce, Longueuil, Louvigny and Boucher, of several lands in the said country, His Majesty hath confirmed and ratified and doth confirm and ratify the said grants, it being his will that the said Sieurs La Bouteillerie, L'Espinay, Charon, Ramezay, Marie Joseph Fezeret, Damours, Dumontier, Pepin Laforce, Longueuil, Louvigny and Boucher, with their heirs or assigns should enjoy the same forever as their own property, (*comme de leur propre*) without, by reason thereof, being bound to pay to His Majesty, or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to them whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which they shall be held, and on payment of the other ordinary dues; that they shall preserve and cause to be preserved the oak timber fit for the construction of the King's vessels; that they shall disclose to His Majesty or to the Governors and Intendants of the said country the mines, mining places or minerals, if any there be throughout the extent of the said grants; that they shall keep and cause their tenants to keep house and home thereon, (*y tenir feu et lieu*) in default whereof they shall be reunited to His Majesty's domain; that they shall immediately clear the said lands and cause them to be cleared; that they shall leave the necessary roads for the public use, and that they shall leave the beaches free to all fishermen, except such parts therefor as they may require for their own fisheries. And in case His Majesty should hereafter require any part of the said lands for the purpose of constructing Forts, Batteries, Strongholds, Magazines and other public works thereon, His Majesty may take possession of the same, as well as of the trees which may be necessary for the said public works, without being bound to pay any compensation therefor; His Majesty's pleasure being that all the said grants contained in the present Letters Patent shall be subject to the conditions hereinabove set forth, without any exception whatsoever, on pretence that such conditions have not been stipulated in the said grants, and that the said Letters Patent be entregistered in the Office of the Superior Council of Quebec, in order that recourse may be had thereto when necessary. And, in testimony of his will, His Majesty hath commanded me to issue the present Letters which he hath been

pleased to sign and to have countersigned by me, Councillor, Secretary of State and of his Commands and Finance.

(Signed,) LOUIS,  
“ PHELYPEAUX:

And lower down,

*Ratification of the grant in mortmain of the Island of Montreal, in favor of the Gentleman of the Seminary of St. Sulpice.*

Dated July 1714.

Extract from the  
books of Inten-  
dance No. 10 to  
17 folio 535.

Louis, by the Grace of God, King of France and of Navarre, to all present and hereafter, Greeting. The Ecclesiastics of the Seminary of St. Sulpice, have represented to us that, upon their petition, we rendered a decree of our council on the twenty second of the month of April, one thousand seven hundred and four, by which, on giving the necessary interpretation to our Edict of the month of March, one thousand six hundred and ninety-three, creating a Royal Jurisdiction in the Island of Montreal, in New France, upon the abandonment made to us by the said Ecclesiastics of the jurisdiction which belonged to them in the said Island, we declared that it was not our intention to include the inferior jurisdiction of the Island of Montreal, which was to be reserved to them for the *cens* and *rentes* and other dues of the houses and properties situate in the *censive* of the fiefs held of the said seigniorship of Montreal; which jurisdiction might be administered by the Bailiff and the officers of the superior jurisdiction of the property of the Seminary of Villemarie and of the farm of St. Gabriel, reserved to the said Ecclesiastics, and in consequence of the abandonment made by them of the superior jurisdiction held by them over the land or *côte* of St. Sulpice, and over the Courcelles Islands which are dependencies of their said seigniorship, we ordered that they do remain united to the Royal Jurisdiction of the said Island of Montreal, and in order to indemnify the said Ecclesiastics and procure them advantages which should contribute to their establishment, we granted to them the seigniorial rights due on all mutations of lands and hereditaments dependent on their said seigniorship, in conformity with the Edicts and declarations of the twentieth of March, one thousand six hundred and seventy three, the twentieth of February one thousand six hundred and seventy four, and the others passed in consequence thereof, the whole subject to the condition that the said Ecclesiastics of the Seminary of St. Sulpice should not be authorized to demand anything from the Communities of the Hospitable Brothers of the General Hospital of the Island of Montreal, from the Hospital Nuns of the Hôtel Dieu, nor from the females of the secular Congregation of *Notre-Dame*, established in the same Island, for the rights of indemnity or exchange of the properties and estates held by them, both in virtue of the grants of the said Ecclesiastics of the Seminary, and in virtue of other acquisitions either in *fief* or *roture*, together with all those which they might afterwards acquire; that this exception, which had been introduced into this decree upon a petition presented, without the knowledge of the petitioners, by the said three communities, not only as regards the properties *en fief et en roture*, possessed by these three communities in the Island of Montreal, which are very considerable, but also as regards all the property which they might afterwards acquire or possess, cannot be presumed to have been acceded to by us, in favor of the said three communities, without presupposing that it was a concerted thing with the said Ecclesiastics, and had been agreed to by them, since they had not objected to the said petition, which being joined with that of the petitioners, appeared as if it could not have been concealed from them; that nevertheless the truth is that it had never been communicated or known to them before the said decree and that had they foreseen it, they would not have failed to oppose it, as they do now pray us to allow them to do, if necessary, since it is certain

that the greatest favor which these communities could demand, as they have done, on several occasions, from the said Ecclesiastics, was always limited to the indemnities of the property held by them at that time, without ever thinking of demanding the remission of the indemnity, or of the other seigniorial rights, on the property which they might afterwards receive or acquire, as some of these communities have since declared, that such a remission, purely gratuitous, vague and indefinite, being without precedent, they ask us to modify it, although the remission be ordered by the said decree which only became known to them long after, and has not yet been put into force, because the copies thereof having been sent direct to New France, without passing through their hands, were lost with the vessel which carried them; that this decree, by which we intended to favor them, would be more prejudicial than advantageous to them, if it should remain in force, for it does not confirm the grant in mortmain which we have been pleased to grant them by our Letters Patent, of the month of May, one thousand six hundred and seventy seven, of the donation which had been made of the said Island of Montreal, the land now called Côte St. Sulpice, and of the Courcelles Islands and dependencies which they enjoy without being obliged hereafter to pay any sum of money or other rights by reason of the said exchanges and grant in mortmain, or to furnish a substitute as stated in the said Letters Patent; that they hoped we would be pleased, of our good will, to discharge them from this obligation, and give them confirmation of the grant in mortmain which we had given them gratuitously by our Letters Patent of one thousand six hundred and seventy-seven, and which they have a right to hope for in the present instance, even should it be *à titre onéreux*, both on account of the immense expenses which they and their predecessors have incurred for the establishment, increase and preservation of the said Island of Montreal, Côte St. Sulpice, Courcelles Islands and their dependencies, and as indemnification for the superior and mean jurisdiction of the Island of Montreal, and the superior jurisdiction of the Côte St. Sulpice, Courcelles Islands and their dependencies which they have made over to us and of the mean jurisdiction of the said Côte St. Sulpice, Courcelles Island and dependencies which they offer to make over to us, together with a mill, with all the surrounding land which belonged to them, situate upon the Coteau Villemarie, taken for the fortifications of the said town, and of the remission of the large indemnities due by the three communities mentioned in the said petition, should His Majesty think fit to remit them in their favor for the time past only, as they consent to do on condition of the confirmation of the said grant in mortmain; and as it is important that all these petitions and those which have already been granted to them, by our said decree of the twenty-second of April, one thousand seven hundred and four, should be regulated in the same Letters Patent, they prayed us, that we would be pleased in putting the requisite interpretation upon our edict of the month of March, one thousand six hundred and ninety-three, creating a Royal Jurisdiction in the of Montreal, to declare that we did not intend to include the inferior jurisdiction of the said Island which is to remain reserved to them, and which said inferior jurisdiction may be administered by the judge and officers of the superior jurisdiction of the property of the Seminary of Villemarie and of the farm of St. Gabriel, reserved to them by the said edict, or by such other officers as they may think fit to appoint for that purpose, to whom they prayed us to grant the power of judging all the contestations which may arise in relation to the recovery of the *cens* and *rentes*, *dues*, *lods et ventes*, *quints* and *reliefs*, and all other seigniorial rights which may be claimed by the said Ecclesiastics, to whatever sums they may amount; that in consequence of the abandonment made by them to us of the superior jurisdiction of the Côte St. Sulpice, of the Courcelles Islands and their dependencies, which we have accepted by a decree

of our council of the twenty second of April one thousand seven hundred and four, and which abandonment they renew in our favor, together with that of the mean jurisdiction of the said Côte St. Sulpice, of the Courcelles Islands and their dependencies, which they now offer to us, they prayed us to grant to the officers, who may administer the inferior jurisdiction which they reserve to themselves over the said Côte St. Sulpice, the Courcelles Islands and their dependencies, the power to judge also all the contestations which may arise in relation to the recovery of the *cens et rentes*, dues, *lods et ventes quint*, and *relief*, and all other seigniorial rights and dues which may be demanded by the said Ecclesiastics on account of the said Côte St. Sulpice, Courcelles Islands and dependencies, and to discharge them from the obligation of remitting the indemnities and other seigniorial rights which are or may be due by the Brothers *hospitaliers* the Nuns *hospitalières* and the Females of the secular congregation of Montreal, or that if we should wish to favor these three communities, we would be pleased to declare that the said gratuitous remittance should only be for the indemnity of the property and estates held by the said three communities, at the time the petition for that object was made in their name, and not for the indemnity and for the other seigniorial rights upon the property and estates, which they have since acquired, or which they may hereafter receive or acquire by virtue of any title whatsoever, and of which they will be bound to pay the full indemnity, together with the other customary seigniorial rights and dues; and lastly that, both in consideration of the large sums of money expended by the said Ecclesiastics and their predecessors, up to this time, for the establishment and augmentation of the Island of Montreal, the Côte St. Sulpice, Courcelles Islands and their dependencies, and as an exchange and indemnification for the jurisdictions resigned by them in those places, for their mill of Villemarie, used for the fortification, and for the large indemnities which would be due to them by the three above mentioned communities, if we should think proper to make these over to them for the past only, to give them the confirmation *à titre onéreux*; of the grant in mortmain of the said Island of Montreal, Côte St. Sulpice, Courcelles Islands and their dependencies, which mortmain we have already granted to them gratuitously by our Letters Patent of the month of May, one thousand six hundred and seventy-seven, and to grant them again the seigniorial dues accrued on all the exchanges of the property situate within the extent of the said places, the said dues to be collected forever by them for their own profit, in conformity with the edicts and declarations of the twentieth of March, one thousand six hundred and seventy-three, of the twentieth of February, one thousand six hundred and seventy-four, and others passed in consequence thereof; without, on account of the said rights of mortmain and exchange, being ever obliged to pay to us hereafter or to the Kings our successors, any sum of money and other rights, or to furnish any substitute, the whole notwithstanding all edicts, declarations, decrees and other things to the contrary thereof. For these causes and for others us moving thereto we have, by virtue of these presents bearing our signature, said and declared and we do say and declare that we did not intend to include, in our edict of the month of March, one thousand six hundred and ninety-three, the inferior jurisdiction of the Island of Montreal, which it is our will shall remain reserved throughout the entire extent of the said Island, to the said Ecclesiastics of the Seminary of St. Sulpice, who may have that jurisdiction exercised by such officers as they may think fit, even by the Bailiff and other officers, of the superior jurisdiction of the property of the Seminary of Villemarie and farm of St. Gabriel, reserved to them in the said Island of Montreal, by the said Edict, to which officers we do give and attribute the power of judging, in the first instance, all the contestations which will arise out of the recovery of the *cens* and *rentes*, dues, *lods et ventes*, *quint* and *relief* and all

other seigniorial and feudal rights and dues, to whatever sums they may amount, which may be claimed by the said Ecclesiastics, by reason of their lands, fief and seigniority of Montreal and their dependencies, on condition that all the appeals from the said jurisdiction shall lie openly before our judges of the said Island of Montreal, and we have by these presents reunited and do reunite to the Royal Jurisdiction the said Island of Montreal the superior and mean jurisdiction of the said Côte St. Sulpice Courcelles Islands and their dependencies, belonging to the said Ecclesiastics, and it is our will that they do only enjoy the inferior jurisdiction of the said Côte St. Sulpice, Courcelles Islands and their dependencies with the right, on their part, to establish judges there for that jurisdiction, to whom we do give and attribute the power also of taking cognizance of all the contestations which may arise in relation to the recovery of the *cens* and *rentes*, *dues*, *lods et ventes*, *quint* and *relief*, and all other seigniorial and feudal rights and dues, to whatever sum they may amount, which may be claimed by the said Ecclesiastics by reason of their land, fief and seigniority of the said Côte St. Sulpice, Courcelles Island and their dependencies, on condition that all the appeals from the said jurisdiction shall lie openly before our judges of the Island Montreal of; we have also granted and we do grant to the said Ecclesiastics of the Seminary of St. Sulpice, the seigniorial rights due upon all the exchanges of lands and estates, in their said Seigniority of the Island of Montreal, the Côte St. Sulpice, the Courcelles Islands and their dependencies, on condition, however, that it shall not be in their power to demand any thing from the communities of the Brothers *Hospitaliers* from the General Hospital of the Island of Montreal, from the Nuns *Hospitalières* of the Hotel-Dieu, and from the Females of the Secular Congrégation of Notre-Dame established in the same island for the rights of indemnity or exchange of property and estate owned by them, up to this time, both by virtue of the concessions of the said Ecclesiastics of the Seminary and by virtue of other acquisitions either in fief or in *roture*, it is our will that the said Ecclesiastics do enjoy the rights due for all exchanges of the lands and estates of their said Seigniority of the Island of Montreal, the Côte St. Sulpice, the Courcelles Islands and their dependencies, in conformity with our edicts and declarations of the twentieth of March, one thousand six hundred and seventy-three, and of the twentieth of February, one thousand six hundred and seventy-four, and with others passed in consequence of the same. We have also confirmed and we do, by these presents, confirm, *à titre onéreux*, in consideration of the indemnities which may be due to the said Ecclesiastics, for what they have abandoned to us in their Seigniority of Montreal and the Côte St. Sulpice, and for other consideration heretofore mentioned, the grant in mortmain which we have given to them by our Letters Patent of the month of May, one thousand six hundred and seventy-seven, of the said Island of Montreal, of the land now called Côte St. Sulpice, and of the Courcelles Islands and dependencies which belonged to them at that time, without, their being bound by reason of the said mortmain or of the rights of exchange, henceforth to pay to us, or to the Kings our successors, any sum of money or any other rights, or to furnish a substitute; we do therefore command our beloved and faithful people, holding our Superior Council at Québec, to cause these presents to be enregistered, published and executed according to their form and tenor, all edicts, declarations and rules to the contrary thereof notwithstanding, from which we have derogated and do derogate, and in order that it may be forever settled and established, we have had our own seal affixed to these presents, given at Marly, in the month of July, in the year of grace one thousand seven hundred and fourteen, and in the seventy-second year of our reign

(Signed,)

" LOUIS."

And lower down by the King,

" PHELLIPPEAUX."

Visa

" VOISIN."

And after it is written:—

The Letters Patent above transcribed were enregistered in the office of the Superior Council of Quebec, according to his decree of this day, by me the undersigned Councillor, Secretary to the King, and Chief Clerk of the said Council at Quebec, the twentieth September, one thousand seven hundred and seventeen.

(Signed,)

“DE MONSEIGNAT.”

And lower down it is again written:—

The Letters Patent above transcribed were enregistered in the Registers of the meetings of this Seat by me the undersigned Clerk of the Royal Jurisdiction of Montreal, this twenty-eighth day of January, one thousand seven hundred and eighteen.

(Signed,)

“ADHEMARD,”

With a flourish.

*Ratification of the grant of the Seigniorship of Vaudreuil, in favor of the Marquis of Vaudreuil, Governor and Lieutenant General in Canada.*

Dated the 5th May, 1716.

Extract from the Register Ins. Sup. Coun. Letter D, folio 47.

This fifth day of May, one thousand seven hundred and sixteen, the King being at Paris, and wishing to ratify and confirm the grant made in His Majesty's name by the Sieurs de Callières and de Beauharnois Governor General and Intendant in New France, on the twelfth of October, one thousand seven hundred and two, to the Marquis of Vaudreuil, heretofore Governor of Montreal, and at present Governor and Lieutenant General in New France, of a lot of land in the said country, His Majesty, by the advice of the Duke of Orleans, the Regent, hath confirmed and ratified the said grant, being desirous that the said Sieur de Vaudreuil, his heirs or assigns, should enjoy the same forever, as their own property (*comme de leur propre*) as a Fief and Seigniorship, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said grant, without being obliged, by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which it shall be held, and pay the other ordinary dues, that he shall cause his tenants to preserve the oak fit for the construction of the King's vessels; that he shall disclose to His Majesty, or to the Governors and Intendants of the said country, the mines, mining places and minerals, if any there be throughout the extent of the said grant; that the appeals from the judge who shall be established there, shall lie before the Royal Jurisdiction of Montreal; that he shall keep and cause his tenants to keep house and home thereon (*y tenir feu et lieu*) in default whereof, it shall be reunited to His Majesty's domain; that he shall immediately clear the said lands and cause it to be cleared; that he shall leave the necessary roads for the public use, and also, that he shall leave the beaches free to all fishermen, except such parts thereof as he shall require for his own fisheries; and in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, His Majesty may take possession of the same, as well as of the trees which may be necessary for the said public works, and the firewood for the garrison of the said forts, without being bound to pay any compensation,

His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception on pretence that such conditions have not been stipulated in the said grant, and that the present Letters Patent be enregistered in the office of the Superior Council of Quebec, in order that recourse may be had thereto when requisite; and in testimony of his will, His Majesty hath commanded me to issue the said Letters Patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down,

“

PHELYPEAUX.

With a flourish.

*Ratification of the grant of the Seigniorie of Soulanges in favor of the Dame de Granville, widow of the late Sieur Pierre Jacques Marie de Joibert de Soulanges.*

Dated 5th May, 1716.

Extract from the  
Register Ins. Sup.  
Coun. Letter D,  
folio 50.

This fifth day of May, one thousand seven hundred and sixteen, the King being at Paris, and wishing to confirm and ratify in favor of the widow of the late Sieur de Soulanges, a Captain in Canada, the grant made by the Sieurs de Callières and de Beauharnois, heretofore Governor General and Intendant of New France, on the twelfth of October, one thousand seven hundred and two, in His Majesty's name, to the said late Sieur Pierre Jacques Marie de Joibert de Soulanges, of a lot of land in the said country, His Majesty, by the advice of the Duke of Orleans the Regent, hath confirmed and ratified the said grant, being desirous that the Dame de Granville, widow of the said late Sieur de Soulanges, her heirs or assigns, should enjoy the same forever as their own property (*comme de leur propre*) as a fief and seigniorie, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said grant, without being obliged, by reason thereof, to pay to His Majesty, or to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to her, to whatever sum they may amount; on condition that she shall render fealty and homage at the Castle of St. Louis at Quebec, of which the same shall be held, and pay the ordinary dues; that she shall preserve, and cause her tenants to preserve, the oak fit for the construction of the King's vessels; that she shall disclose to His Majesty or to the Governors and Intendants of the said country, the mines, mining places and minerals, if any there be throughout the extent of the said grant; that the appeals from the judge who shall be established there, shall lie before the Royal Jurisdiction of Montreal; that she shall keep and cause her tenants to keep house and home thereon (*à tenir feu et lieu*), in default whereof it shall be reunited to His Majesty's domain; that she shall immediately clear the said land and cause it to be cleared; that she shall leave the roads necessary for the public use, and leave the beaches free to all fishermen, except such parts thereof as she may require for her own fishery. And in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and the firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's will being that the said grant shall be subject to the conditions hereinabove set forth without any exception whatsoever, on pretence that such

conditions have not been stipulated in the said grant, and that the present Letters Patent be enregistered in the office of the Superior Council of Quebec, in order that recourse may be had thereto when necessary. And in testimony of his will His Majesty hath commanded me to issue the present Letters Patent, which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

And lower down,

(Signed,)

LOUIS.

“

PHELYPEAUX.

*Grant of a fief or augmentation of a fief behind the fief St. Jean, by MM. de Beauharnois and Dupuy, in favor of the Ursuline Ladies of Three Rivers.*

Dated the 18th April, 1727.

Extract from the  
French Register  
of Enregistration,  
Letter A, p. 514.

Charles, Marquis of Beauharnois, Knight of the Military Order of St. Louis, Governor and Lieutenant General for the King over the whole of New France.

Claude Thomas Dupuy, Councillor of the King in his Councils of State, and Privy-Master of the ordinary registers of his *hôtel*, Intendant of Justice, Police and Finance throughout the whole extent of New France, and of the islands and lands adjacent thereto and dependent thereon. Upon the requisition presented to us by the Ursuline Religious Ladies of Three Rivers, that we would be pleased to grant to them, as a fief and seigniority, with superior, mean and inferior jurisdiction, and with the right of fishing and hunting, a grant of an extent of unconceded land, adjoining on the north-east side, the fief of the River du Loup which belongs to the said Religious Ladies, and on the south-west side, the fief of the Sieur Sicard, containing about three quarters of a league in front by three leagues in depth. We have, in consequence of the power delegated to us jointly by His Majesty, granted, given and conceded, and we do, by these presents, grant, give and concede to the said Religious Ladies, the said extent of land of the above mentioned depth as above described, to hold to themselves and those who may succeed them in their monastery, forever as a fief and seigniority, with the right of hunting and fishing throughout the whole extent of the said grant, and with the right of inferior jurisdiction only for the *cens et rentes* and other seigniorial dues upon the properties situate within the *censive* of the said Seigniority, which jurisdiction, the said Religious Ladies shall have administered by such judge as they may think proper to appoint to adjudicate upon and take cognizance, in the first instance, of the contestations in relation to the recovery of the *cens et rentes*, dues, *lods et ventes*, *quint et relief*, and all other seigniorial and feudal rights and dues which may be claimed by the said Religious Ladies from their subjects and vassals who may reside within the said seigniority, to whatever sums they may amount, and also to take cognizance of all matters which may taken cognizance of by persons invested with inferior jurisdiction, as also of all matters between their subjects and vassals amounting to the sum of fifty *sols*, and of all offences which may be subject to a fine not exceeding the sum of ten *sols*, on condition that the appeals from their officers shall lie openly before the Royal Jurisdiction and before the Lieutenant General of Three Rivers to whom their judge shall be obliged to give information thereof in case the offences should be punishable by a greater fine; and also on condition that they shall cause all offenders, who may be found within their fief, to be taken to the prisons of the Royal Jurisdiction of Three Rivers, for which purpose they may have constables and prisons of their own; that they shall cause their attorney to render fealty and homage, in their name, at the Castle of St. Louis, at Quebec,



of which the said fief shall be held, with the exception of the rights of mortmain and indemnity for the discharge thereof the said Religious Ladies may apply to His Majesty; on condition also that they shall preserve and cause to be preserved, by those to whom they may grant concessions within their *censive*, the oak fit for the construction of His Majesty's ships; that they shall disclose to the King, or to the Governor and Intendant of the country, the mines, mining places and minerals, if any there be, within the said extent, that they shall cause their tenants to keep house and home there and oblige them to clear the lands within the year of their particular concessions; and in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines or other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works, without being bound to pay any compensation to the said Religious Ladies, nor to the proprietors of the lands which may be required by His Majesty, and lastly on condition that they shall leave the necessary roads and passages for the public utility, and shall only take the said land from the Religious Ladies, on paying the simple dues of twenty *sols* and one *chapon* for each arpent in front by twenty arpents in depth, and six pence of *cens*, without its being possible to insert in the said concessions any sums of money whatever or any charge other than the simple rent, according to His Majesty's intentions; of which present grant the said Religious Ladies shall be obliged to obtain the confirmation, and which grant we have signed, and had countersigned by our Secretaries, and had affixed thereto the seal of our arms, given at Quebec, the eighteenth of April, one thousand seven hundred and twenty-seven.

(Signed)

"BEAUHARNOIS."

"

"DUPUY."

And lower down,  
By His Lordship, DE MONGEAU,  
And by His Lordship, TACHEREAU,  
With a flourish.

*Ratification of a grant on the River Yamaska, in favor of Messire Pierre Armand Dosquet, Bishop of Samos.*

Dated the 8th April, 1732.

Extract from the  
register. Ins. Sup.  
Coun., letter G,  
folio 25.

This eighth day of April, one thousand seven hundred and thirty-two, the King being at Versailles, and wishing to confirm and ratify the grant made by the Sieur de Beauharnois, the Governor and Lieutenant General, and the Sieur Hocquart, Intendant of New France, on the fifteenth of October, one thousand seven hundred and thirty-one, to the Sieur Pierre Herman Dosquet, Bishop of Samos, Coadjutor of Quebec, of a lot of land in the said country, His Majesty hath confirmed and ratified the said grant, being desirous that the said Sieur Dosquet and his assigns should enjoy the same forever as their own property, (*comme de leur propre*), as a fief and seignior, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said grant, without being bound by reason thereof, to pay to His Majesty, nor to the Kings, his successors, any sum of money or indemnity, His Majesty having remitted the same to the said Sieur Dosquet to whatever sum they might amount; on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the same shall be held, and on payment of the other ordinary dues according to the Custom

of Paris, followed in the said country, and that the appeals from the judge who may be established there shall lie before the Royal Jurisdiction of Three Rivers; on condition also, that he shall preserve and cause his tenants to preserve the oak fit for the construction of His Majesty's vessels, and disclose to His Majesty, or to the Governors and Intendants of the said country, the mines, mining places or minerals, if any there be within the said grant; that he shall improve it and keep and cause his tenants to keep house and home thereon within the time prescribed by the decree of the State Council of the fifteenth of March last, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public utility, and also leave the beaches free to all fishermen, with the exception of such parts thereof as he may require for his own fishery; and in case His Majesty should require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and also for firewood for the garrison of the said forts, without paying any indemnification therefor, His Majesty's will and pleasure being that the said grant shall be subject to the conditions above stated, without any exception on pretence that they have not been stipulated in the said grant, and that the present Letters Patent be enregistered in the Office of the Superior Council of Quebec, in order that recourse may be had thereto when requisite. And, in testimony of his will, he hath commanded me to issue the Present Letters Patent, which he hath been pleased to sign and to have countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down,

“

PHELYPEAUX.

With a flourish.

*Ratification of the grant of the Fief Foucault, on the Chambly River, in favor of the Sieur Foucault.*

Dated the 6th April, 1734.

Extract from the  
register Ins. Sup.  
Coun., letter G,  
folio 45.

This sixth day of April, one thousand seven hundred and thirty-four, the King being at Versailles, and wishing to confirm and ratify the grant made by the Sieur de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sr. Hocquart, Intendant the said country, on the third of April, one thousand seven hundred and thirty-three, to the Sieur Foucault, the King's Storekeeper in Quebec, of an extent of land of two leagues in front on the Chambly River, commencing at the boundary of the seigniory belonging to the Sieur de Noyem, and ascending along the said river upon the same line, by the depth there may be to the River Missiskouy, His Majesty hath confirmed and ratified the said grant, it being his will and pleasure that the said Sieur Foucault, his heirs or assigns, should enjoy the same forever as their own property as a fief and seigniory, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, without, by reason thereof, being bound to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount; on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country,

and that the appeals from the judge who shall be established there shall lie before the Royal Jurisdiction of Montreal; on condition also, that he shall preserve and cause his tenants to preserve the oak fit for the construction of His Majesty's vessels, and disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be within the said grant; that he shall improve it, and keep and cause his tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public utility, and also leave the beaches free to all fisherman, with the exception of such parts thereof as he may require for his own fisheries; and in case His Majesty should hereafter require any parts of the said lands for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said forts, without paying any indemnity therefor, it being His Majesty's will and pleasure that the said grant shall be subject to the conditions above stated without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of his will, he hath ordered me to issue the present Letters Patent which are to be enregistered in the Office of the Superior Council of Quebec, in order that recourse may be had thereto when requisite, and which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

PHELYPEAUX.

And lower down,

*Ratification of the grant on the Bay of Missiskoui on Lake Champlain, in favor of the Sieur Daine.*

Dated the 6th April, 1734.

Extract from the  
Register Ins. Sup.  
Coun. Letter G,  
folio 44.

This sixth day of April, one thousand seven hundred and thirty-four, the King being at Versailles, and wishing to confirm and ratify the grant made by the Sieur de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sieur Hocquart, Intendant of the said country, on the 5th of April one thousand seven hundred and thirty-three, to the Sieur Daine, Chief Clerk of the Superior Council of Quebec, of a lot of land of one league and a half in front on the Bay of Missiskoui, in Lake Champlain, by three leagues in depth, bounded on one side by the mouth of the Rivière du Brochet, extending towards the line which bounds the depth of the Seigniority belonging to the Sieur de Noyan, on the other side, at the distance of one league and a half from the mouth of the said river, towards the east by a line drawn north-east and south-west, in front by the Bay and by three leagues in depth joining the unconceded lands; His Majesty hath confirmed and ratified the said grant, being desirous that the said Sieur Daine, his heirs or assigns should enjoy the same forever as their own property, as a fief and seigniority, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniority, without, by reason thereof, being bound to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to him to whatever sum they may amount; on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and pay the other ordinary dues according to the Custom of Paris followed in the said country; and that the appeals from the judge

who shall be established there, shall lie before the Royal Jurisdiction of Montreal; on condition also that he shall preserve and cause his tenants to preserve the oak fit for the construction of His Majesty's vessels; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be throughout the extent of the said grant; that he shall improve it and keep and cause his tenants to keep house and home thereon (*y tenir feu et lieu*) in default whereof it shall be reunited to His Majesty's domain; and leave the necessary roads for the public utility, and also that he shall leave the beaches free to all fishermen with the exception of such parts as he may require for his own fisheries; and in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and for firewood for the said garrison of the said forts, without paying any indemnity therefor, His Majesty's will being that the said grant shall be subject to the conditions above stated without any exception or pretence that such conditions have not been stipulated in the said grant; and in testimony of his will, His Majesty hath commanded me to issue the present Letters Patent, which are to be enregistered in the Superior Council of Quebec, in order that recourse may be had thereto when necessary, and which he hath been pleased to sign, and to have countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down,

“

PHELYPEAUX.

*Ratification of a grant on the Chambly River, in favor of the Sieur Lafontaine de Bellecourt.*

Dated the 8th February, 1735.

Extract from the  
register Ins. Sup.  
Coun. Letter II.  
folio 34.

This eighth day of February, one thousand seven hundred and thirty-five, the King being at Marly and wishing to confirm and ratify the grant made on the fifth of April, one thousand seven hundred and thirty-three by the Marquis de Beauharnois, the King's Governor and Lieutenant General in New France, and the Sr. Hocquart, Intendant of the said country, to the Sieur de Lafontaine de Bellecourt, of a lot of land, as a seigniory, of five quarters of a league in front on the Chambly River, commencing at the boundary of the seigniory lately conceded to the Sieur Foucault and upon the same line, ascending along the said Chambly River, by the depth that there may be to the bay of Missiskouy, the said extent of land bounded on the north side by the said seigniory lately conceded to the said Sieur Foucault and upon the same line as it, and on the south side at five quarters of a league from the said line, by a parallel line drawn east and west, in front by the Chambly River and in depth by the Bay of Missiskouy; His Majesty hath ratified and confirmed the said grant, being willing that the said Sieur de Lafontaine de Bellecourt, his heirs or assigns, should enjoy the same forever as their own property (*comme de leur propre*), as a fief and seigniory with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said Seigniory, without, by reason thereof, being bound to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount; on condition that they shall render fealty and homage, at the Castle of St. Louis, at Quebec, of which the said fief shall be held, and on payment of the other ordinary

dues according to the Custom of Paris followed in the said country, and that the appeals from the judge who shall be established there shall lie before the Royal Jurisdiction of Montreal; on condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels, and disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be within the said grant; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public utility and also leave the beaches free to all fishermen, with the exception of such parts as they may require for their own fisheries; and in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works he may take possession of the same and of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts without paying any indemnity therefor. His Majesty's will being that the said grant shall be subject to the conditions hereinabove set forth, without any exception whatsoever, on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue these Letters Patent, which are to be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite. His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State, and of his Commands and Finance.

(Signed,)

LOUIS.

PHELYPEAUX.

With a flourish.

And lowerdown,

*Ratification of a grant on the Chambly River in favor of the Sieur De Beaujeu.*

Dated the 8th February, 1835.

Extract from the  
register, Ins. Sup.  
Conn. Letter G,  
folio 53.

This eighth day of February, one thousand seven hundred and thirty-five, the King being at Marly, and wishing to confirm and ratify the grant made on the ninth of April, 1733, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sieur Hocquart, Intendant of the said Country, to the Sieur de Beaujeu, Knight of the Military Order of St. Louis, Major of the troops stationed in Canada, of a lot of land of two leagues in front, by three leagues in depth along the Chambly River, the said extent of land, bounded on the west side by the seigniory lately conceded to the Sieur Denis de la Ronde and upon the same line, on the south side by a line running east and west, in front by the said Chambly River, and at the rear by the said depth of three leagues, adjoining the unconceded lands, His Majesty hath ratified and confirmed the said grant, His pleasure being that the said Sieur de Beaujeu, his heirs or assigns, shall enjoy the same for ever as their own property, (*comme de leur propre*), as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians, throughout the extent of the said seigniory, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to him to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the judge

who shall be established at the said place, shall lie before the Royal Jurisdiction of Montreal; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels and disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be within the said grant; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use and leave the beaches free to all fishermen, except such parts thereof as they may require for their own fisheries; and in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception whatsoever on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue these Letters Patent which shall be enregistered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when necessary, His Majesty having been pleased to sign the same and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down,

“

PHELYPEAUX.

With a flourish.

*Ratification of a grant on Lake Champlain, in favor of the Sieur de St. Vincent, the younger.*

Dated the 8th February, 1735.

Extract from the  
register Ins. Sup.  
Conn., letter G,  
folio 59.

This eighth day of February, one thousand seven hundred and thirty-five, the King being at Marly, and wishing to confirm and ratify the grant made on the twelfth of April, one thousand seven hundred and thirty-three, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sr. Hocquart, Intendant of the said country, to the Sieur de St. Vincent, the younger, Ensign in the troops stationed there, of a lot of land, as a seigniory, of two leagues in front by three leagues in depth, on Lake Champlain, commencing at the boundary of the seigniory lately conceded to the Sieur de la Gauchetière and upon the same line, and on the south side at two leagues from the said line, by a parallel line running east and west, in front by Lake Champlain, and at the depth of the three leagues, adjoining the unconceded lands, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur St. Vincent, his heirs and assigns, shall enjoy the same forever as their own property, (*comme de leur propre*), as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, without being required, by reason thereof, to pay to His Majesty or to the kings, his successors, any sum of money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount; on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris fol-

lowed in the said country; that the appeals from the judge who shall be established there shall lie before the Royal Jurisdiction of Montreal; on condition also, that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be within the said grant; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for public use, and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries; and in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said forts without paying any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the condition above stated, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue these Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when necessary, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

And lower down,

(Signed,)

LOUIS.

PHELYPEAUX.

*Ratification of a grant on Lake Champlain, in favor of the Sieur René Boucher de Laperrière.*

Dated the 8th February, 1735.

Extract from the  
register Ins. Sup.  
Conn., letter G,  
folio 67.

This eighth day of February, one thousand seven hundred and thirty-five, the King, being at Marly, and wishing to confirm the grant made on the sixth of July, one thousand seven hundred and thirty-four, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sr. Hocquart, Intendant of the said country, to the Sieur René Boucher, Esquire, Sieur Delaperrière, Captain in the troops stationed in that country, of a lot of land, as a seigniory, on the shore of Lake Champlain, commencing at the mouth of the River Ouyonki, and extending one league above and one league below the same, forming two leagues in front by three leagues in depth, bounded in front by Lake Champlain, by a *trait-quarré* north and south, to the north by a line east and west adjoining the unconceded lands, and the south by a parallel line adjoining the unconceded lands, and, in depth, by a line running parallel to the front line, and also adjoining the unconceded lands, with such part of the river as may be within the same, together with the adjacent islands and shoals, His Majesty hath confirmed and ratified the said grant, his pleasure being that the said Sieur Boucher De la Perrière, his heirs or assigns, shall enjoy the same as their own property, (*comme de leur propre*), as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to whatever sum they may amount; on condition that

they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the judges who shall be established in the said place shall lie before the Royal Jurisdiction of Montreal; on condition also, that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governors and Intendants of the said country, the mines, mining places or minerals, if any there be in the said grant; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries; and, in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception whatever, on pretence that they have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which are to be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite; His Majesty having been pleased to sign the same, and to have them countersigned by me, His Councillor, Secretary of State and of his Commands and Finance.

And lower down,

(Signed),

LOUIS.

“ PHELYPEAUX.

*Ratification of the grant of Nouvelle Longueuil to the Sieur Joseph Lemoine Chevalier de Longueuil.*

Dated the 8th February, 1735.

Extract from the register, Ins. Sup. Coun. Letter G. folio 00.

This eighth day of February, one thousand seven hundred and five, the King being at Marly, and wishing to confirm and ratify the grant, as a Seignior, made on the twenty-first of April, one thousand seven hundred and thirty-four, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sr. Hocquart, Intendant of the said country, to the Sieur Joseph Lemoine, Chevalier de Longueuil, Captain in the troops stationed in that country, of the extent of land situate on the bank of the river St. Lawrence, at the place called the Cascades, from the boundary of the Seignior of Soulange to the Point au Baudet, inclusive, making about two leagues in front by three leagues in depth, with the adjacent islands, islets and shoals, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur de Longueuil, his heirs or assigns, shall enjoy the same forever as their own property (*comme de leur propre*), as a fief and seignior, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the seignior, without being required by reason thereof to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris



followed in the said country; that the appeals from the judge who shall be established there, shall lie before the Royal Jurisdiction of Montreal; on the condition also, that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said grant; that they shall improve it and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries. And in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which are to be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

"LOUIS,"

"

"PHELIPPEAUX."

And lower down,

*Ratification of a grant on Lake Champlain in favor of the Sieur Pierre Pecaudy de Contrecoeur.*

Dated the 8th February, 1735.

Extract from the  
register, Ins. Sup.  
Coun. Letter G.  
folio 68.

This eighth day of February, one thousand seven hundred and thirty-five, the King being at Marly, and wishing to confirm the grant made on the seventh of July one thousand, seven hundred and thirty-four, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sieur Hocquart, Intendant of the said country, to the Sieur Pierre Pecaudy de Contrecoeur, Esquire, eldest son, and Ensign in the troops stationed there, of an extent, as a seignior, on the shore of Lake Champlain, commencing at the mouth of the River aux Loutres, and extending a league and a half above and half a league below the same, making two leagues in front by three leagues in depth, with that portion of the Riviere aux Loutres comprised within the same, with the three islands or islets situate in front of the said grant and dependent thereon, the said extent of land bounded in front by Lake Champlain aforesaid, by a *trait quarré* north and south, to the north by a line east and west adjoining the unconceded lands, and to the south by a parallel line also adjoining the unconceded lands, and in depth by a line parallel to the front line, likewise adjoining the unconceded lands; His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur Pecaudy de Contrecoeur, his heirs and assigns, shall enjoy the same forever, as their own property, (*comme de leur propre*), as a fief and seignior, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seignior, without being required, by reason thereof, to pay to His Majesty, or the Kings his successors, any money

or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the judge who shall be established at the said place, shall lie before the Royal Jurisdiction of Montreal; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any be found in the said grant; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen except such parts thereof as they may require for their own fisheries. And in case His Majesty should hereafter require any part of the said land, for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed)

" LOUIS."

"

" PHELIPPEAUX."

And lower down.

*Ratification of a grant on the Chambly River at Lake Champlain, with the River Chazy, in favor of the Sieur Hugues Jacques Péan de Livaudière.*

Dated the 8th February, 1735.

Extract from the  
register Ins. Sup.  
Coun. Letter G.  
folio 69.

This eighth day of February, one thousand seven hundred and thirty-five, the King being at Marly and wishing to confirm the grant made on the tenth of April, one thousand seven hundred and thirty-three, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sr. Hocquart, Intendant of the said country to the Sieur Hugues Jacques Péan, Sieur de Livaudière, knight of the Military order of St. Louis, heretofore a Captain of Infantry and now a Major at Quebec, of an extent of land, as a seigniory, of two leagues in a half in front by three leagues in depth along the Chambly River and on lake Champlain, including the River Chazy, the front of the said land to commence at the boundary of the seigniory lately conceded to the Sieur de Beaujeu, extending one league above the mouth of the River Chazy the front of the said land to commence at the boundary of the seigniory lately conceded to the Sieur de Beaujeu, extending one league above the mouth of the River Chazy, on the south side, with that part of the said River Chazy comprised within the said land, and also the Island called *la Motte*, opposite the said land in lake Champlain, the said extend of land bounded on the north and south sides by two lines running east and west, in front by the Chambly River and by Lake Champlain, and at the depth of the three leagues, adjoining the unconceded lands, by a line running

north and south, parallel to the one which is to pass by the mouth of the River Chazy; His Majesty hath confirmed and ratified the said Sieur Péan de Livaudière, his heirs and assigns, shall enjoy the same forever as their own property, (*comme de leur propre*), as a fief and seigniory, with superior mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having being pleased to remit the same to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; and that the appeals from the judge who shall be established at the said place, shall lie before the Royal Jurisdiction of Montreal; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines mining places or minerals, if any there be in the said grant; that they shall improve it and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries. And in case His Majesty should hereafter require any parts of the said land, for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure I am commanded by him to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed)

LOUIS.

“

PHELIPPEAUX.

*Ratification of a grant on Lake Champlain, in favor of the Sieur Charles René LeGardeur de Beauvais, the younger.*

Dated the 8th February, 1735.

Extract from the  
register, Ins. Sup.  
Coun. Letter G,  
folio 70,

This eighth day of February, one thousand seven hundred and thirty-five, the King being at Maily, and wishing to confirm the grant made on the twentieth of July, one thousand seven hundred and thirty-four, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sieur Hocquart, Intendant of the said country, to the Sieur Charles René Le Gardeur, Esquire, Sieur de Beauvais, the younger, of an extent of land, as a seigniory, on the shore of Lake Champlain, of two leagues in front by three leagues in depth, commencing at the boundary line of the Seigniory of the Sieur Lusignan and ascending along Lake Champlain, the said land bounded in front by Lake Champlain, by a *trait quarré* north and south, on the north side by a line east and west adjoining the grant hereto-

fore made to the *Sieur de Lusignan*, on the south side by a parallel line adjoining the unconceded lands, and in depth by a line parallel to the front line, also adjoining the unconceded lands, with the neck of land comprised in the frontage of the said land; His Majesty hath ratified and confirmed the said grant, his pleasure being that the said *Sieur Le Gardeur de Beauvais*, the younger, his heirs or assigns, shall enjoy the same forever as a fief and seignior, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said grant, without being required, by reason thereof to pay to His Majesty, or to the Kings his successors any money or indemnity, His Majesty having been pleased to remit the same to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; and that the appeals from the judge who shall be established there, shall lie before the Royal Jurisdiction of Montreal; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said grant; that they shall improve it and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries. And in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions hereinabove set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant; and in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same and to have them countersigned by me, his Councillor, Secretary of State, Commands and Finance.

And lower down,

(Signed)

“ LOUIS.”

“

“ PHELIPPEAUX.”

*Ratification of a grant on Lake Champlain, in favor of the Sieur Migeon de la Gauchetière.*

Dated the 8th February, 1735.

Extract from the  
register Ins. Sup.  
Coun. Letter G,  
folio 77.

This eighth day of February one thousand seven hundred and thirty-five, the King being at Marly, and wishing to confirm and ratify the grant made on the eleventh of April, one thousand seven hundred and thirty-three, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sr. Hocquart, Intendant of the said country, to the *Sieur Migeon de la Gauchetière*, an infantry captain in Canada, of a lot of land, as a seignior, of two leagues in front by three leagues in depth, on Lake Champlain, commencing at the boundary of the sei-

gniority lately conceded to the Sieur Péan, ascending along Lake Champlain; the whole of the said land bounded on the north side by a line running east and west, which shall be a common boundary between the said Sieur Péan and the Sieur Migeon de la Gauchetière, and to the south, at five leagues from the line, by a parallel line running east and west, in front by Lake Champlain, and at the depth of three leagues adjoining the unconceded lands. His Majesty hath confirmed and ratified the said grant, His pleasure being that the said Sieur de la Gauchetière, his heirs or assigns, shall enjoy the same forever as their own property (*comme de leur propre,*) as a fief and seigniority, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniority, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis, of which the said fief shall be held, and on payment of the other ordinary dues, according to the Custom of Paris followed in the said country; that the appeals from the judge who shall be established at the said place, shall lie before the Royal Jurisdiction; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said grant; that they shall improve it and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the roads necessary for the public use, and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries; and in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant; and in testimony of His Majesty's pleasure I am commanded by him to issue the present Letters Patent, which are to be enregistered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same and to have them countersigned by me his Councillor, Secretary of State and of his Commands and Finance.

And lower down,

(Signed,)

“ LOUIS,”

“

“ PHELIPPEAUX.”

*Ratification of a grant on the Chambly River in favor of the Sieur Chaussegros Deléry.*

Dated the 8th February, 1735.

Extract from the  
register Ins. Sup.  
Cons. Letter G,  
folio 74,

This eighth day of February, one thousand seven hundred and thirty-five, the King being at Marly, and wishing to confirm and ratify the grant made on the sixth of April one thousand seven hundred and thirty-three, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sieur Hocquart, Intendant of the said country, to the Sieur Chaussegros Deléry, chief Engineer in the towns of New

France, of a lot of land, as a seigniory, of two leagues in front, along the Chambly River, by three leagues in depth, commencing at the boundary of the Seigniory of Longueuil, which extends towards the north west, ascending towards Lake Champlain, which extent of land shall be bounded on the north side by the Seigniory of the said *Sieur de Longueuil* and upon the same line; on the south side, at two leagues from the said Seigniory by a line drawn east and west; in front by the Chambly River; and in depth, at a distance of three leagues, adjoining the unceded lands; His Majesty hath ratified and confirmed the said grant, his pleasure being that the said *Sieur Chaussegros Deléry*, his heirs or assigns, shall enjoy the same forever as their own property, as a fief and seigniory, with superior mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said Seigniory; without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount; on the condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there, shall lie before the Royal Jurisdiction of Montreal; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country the mines, mining places or minerals, if any there be within the said grant; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use, and also that they shall leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries. And in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure I am commanded by him to issue the present Letters Patent, which are to be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same, and to have them countersigned by me his Councillor, Secretary of State and of his Commands and Finance.

(Signed),

"LOUIS,"

And lower down,

"

"PHELYPEAUX."

With a flourish.

*Ratification of the grant of the Seigniory of Grande Isle in Lake Champlain, in favor of the *Sieur François Antoine de Pécary de Contrecoeur.**

Dated the 8th of February, 1735.

Extract from the  
register Ins. Sup.  
Coun., Letter G,  
folio 76.

This eighth day of February, one thousand seven hundred and thirty-five, the King being at Marly, and wishing to confirm the grant, made on the first of July, one thousand seven hundred and thirty-four, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant,

General in New France, and the Sieur Hocquart, Intendant of the said country, to the Sieur François Antoine de Pecaudy, Esquire, Seigneur of Contrecoeur, Captain in the troops stationed there, of an island situate in Lake Champlain, called Grande Isle with the islands and shoals dependent thereon as a seigniory; His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur Pecaudy de Contrecoeur, his heirs and assigns, shall enjoy the same forever as their own property, as a fief and Seigniory, with superior mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors any money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount; on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the judge who shall be established at the said place, shall lie before the Royal Jurisdiction of Montreal; on condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said grant; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use and also that they shall leave the beaches free to all fishermen, except such parts thereof as they may require for their own fisheries. And in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue these Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite; His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

" LOUIS,"

And lower down,

"

" PHELIPPEAUX."

*Ratification of a grant at the Bay of Missiskouy, in Lake Champlain, in favor of the Sieur de Lusignan.*

Dated the 8th February, 1735.

Extract from the  
register Ins. Sup.  
Conn. letter G,  
folio 88.

This eighth day of February, one thousand seven hundred and thirty-five, the King being at Marly, and wishing to confirm and ratify the grant made on the sixth of April, one thousand seven hundred and thirty-three, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sr. Hocquart, Intendant of the said country, to the Sieur de Lusignan, an officer in the troops stationed there, of an extent of land, as a seigniory, of two leagues in front, or thereabouts, by three leagues in depth, at the Bay of Missiskouy, or Lake Champlain, commencing at the boundary of the seigniory lately conceded to the Sieur Daine; chief clerk of

the Superior Council, as far as a quarter of a league above the River du Rocher, extending towards the Lake, the said extent of land bounded towards the north by the boundary of the said seigniory lately conceded to the Sieur Daine, which is a line running north east and south west, and towards the south by a line drawn east and west at a quarter of a league from the mouth of the said River du Rocher, in front by the Bay of Missiskouy, and at the depth of three leagues, adjoining the unconceded lands, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur de Lusignan, his heirs and assigns, shall enjoy the same forever as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty being pleased to remit the same to whatever sum they may amount; on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the judge who shall be established at the said place, shall lie before the Royal Jurisdiction of Montreal; on the condition also, that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be within the said grant; that they shall improve it and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use, and also that they shall leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries; and, in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same, and order them to be countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

"LOUIS."

And lower down,

"

"PHELIPPEAUX."

*Ratification of the grant of a seigniory called Rivière à la Colle, (Fief Beaujeu) in favor of the Sieur Denis de la Ronde.*

Dated the 8th February, 1735.

Extract from the  
register Ins. Sup.  
Coun., letter II,  
folio 16.

This eighth day of February, one thousand seven hundred and thirty-five, the King being at Marly, and wishing to confirm and ratify the grant made on the eight of October, one thousand seven hundred and thirty-three, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant General in New France, and the Sieur Hocquart, Intendant of the said country, to the Sieur Louis Denis de la Ronde, Knight of the Military Order of St. Louis, Captain of a Company of the Marine Force in Canada, of an extent of



land, as a seigniori, of two leagues in front, along the Chambly River, by two leagues in depth, with the small island above *l'Isle aux Testes*, the said two leagues in front to commence at the boundary of the seigniori also conceded to the *Sieur Chaussegros Delery*, and upon the same line, ascending towards Lake Champlain, within which land is situate the *Rivière dite à la Colle*, the said extent of land bounded on the north side by the said seigniori lately conceded to the *Sieur Delery*, and upon the same line, and on the south by a line drawn east and west, in front by the Chambly River, and at the back, at the distance of three leagues adjoining the unconceded lands, His Majesty hath ratified and confirmed the said grant, His pleasure being that the said *Sieur de la Ronde*, his heirs or assigns, shall enjoy the same forever, as their own property, as a fief and seigniori, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniori, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount; on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Royal Jurisdiction of Montreal; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be in the said grant; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain, that they shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries; and, in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same, and order them to be countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

PHELYPEAUX.

with a flourish.

And lower down,

“

*Ratification of the grant of the Seigniori de Tonnacourt in favor of the *Sieur René Godefroy de Tonnacourt.**

Dated the 22nd February, 1735.

Extract from the  
register Ins. Sup.  
Com. Letter G.  
folio 86.

This twenty-second day of February one thousand seven hundred and thirty five, the King being at Marly, and wishing to confirm and ratify the grant made on the third of November, one thousand seven hundred and thirty-four, by the Marquis de Beauharnois, His

Majesty's Governor and Lieutenant General in New France, and the Sr. Hocquart, Intendant of the said country, to the Sieur René Godefroy de Tonnancourt, Lieutenant General, both in civil and criminal matters in the Jurisdiction of Three Rivers, of an extent of land of half a league in front by one league in depth, the said front to commence at the end of the depth of the *fief* called de Normanville, belonging to the said Sieur de Tonnancourt, so as to be united to and joined to the said *fief*, and to form with the *fief* Seigneur et Sauvaget, one and the same seigniory under the name of DeTonnancourt; His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur DeTonnancourt, his heirs and assigns, shall enjoy all the said lands forever as their own property, as a *fief* and seigniory under the name of DeTonnancourt, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said *fief* shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country, that the appeals from the judge who shall be established there shall lie before the Royal Jurisdiction of Three Rivers; on the condition also that they shall preserve, and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seigniory; that they shall improve it and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use, and also that they shall leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries. And in case His Majesty should hereafter require any part of the said land, for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said seigniory shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present letters patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down,

“

COLBERT.

*Ratification of the grant of the fief Labadie, in favor of the Sieur Godefroy de Tonnancourt.*

Dated the 22nd February, 1735.

Extract from the register Ins. Sup. Coun., letter G., folio 85.

This twenty-second day of February, one thousand seven hundred and thirty-five, the King being at Marly, and wishing to confirm and ratify the grant made on the third of November, one thousand six hundred and seventy-two, by the Sieur Talon, Intendant of New-France,

to Sieur Labadie of an extent of land, of one quarter of a league in front by a league in depth, commencing on the River St. Lawrence, above Three Rivers, at the concession of the Sieur Severin Armeau, and extending towards that of the Sieur Pierre Boucher, to hold to him, his heirs and assigns, as a fief and seigniori, which land now belongs to the Sieur Codefroy de Tonnancourt, Lieutenant General both in civil and criminal matters within the jurisdiction of Three Rivers, by virtue of a donation made to him by the said Sieur Labadie; His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur de Tonnancourt, his heirs and assigns shall enjoy the same forever as their own property, as a fief and seigniori, but without any jurisdiction, without being required by reason thereof, to pay to His Majesty, or to the Kings, his successors, any money or indemnity, His Majesty having remitted the same to him to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be in the said grant; that they shall improve it and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries. And in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines or other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite; His Majesty having been pleased to sign the same, and to have them countersigned by me, His Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

"

PHELIPPEAUX.

And lower down,

*Ratification of the grant of the fief Livaudière, in favor of the Sieur Lafontaine de Bellecourt.*

Dated the 30th April, 1737.

Extract from the  
register Ins. Sup.  
Coun. letter II.  
folio 27.

This thirtieth day of April, one thousand seven hundred and thirty-seven, the King being at Versailles, and taking into his favorable consideration the petition which had been presented to him on behalf of the

Sr. de la Fontaine de Bellecourt, Councillor in the Superior Council of Quebec, praying that His Majesty would be pleased to ratify and confirm a grant made to him on the tenth of October of last year, by the Marquis de Beauharnois, Governor and Lieutenant General of New France, and the Sieur Hocquart, Intendant of the said country, of an extent of land of three quarters of a league in front by three leagues in

depth, bounded in front by the end of the depth of the seigniory of Miss de Vincennes, on the north east side by the line of the Seigniory of Bearmont, on the south west side, and upon the same line by the Seigniory of Montapcine, and at the back by the unconceded lands, the whole as a fief and seigniory, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians, both in front of the said land and throughout the same, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur De la Fontaine de Bellecourt, his heirs and assigns, shall enjoy the said lands forever, as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the judge who shall be established there shall lie before the Jurisdiction of the *Prevosté* of Quebec; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be in the said seigniory; that they shall improve it and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use and also leave the beaches free to all fisherman, except such parts thereof as they may require for their own fisheries. And in case His Majesty should hereafter require any part of the said lands for the purpose of building forts, batteries, strongholds, magazines and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure I am commanded by him to issue the present letters patent which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same and have them countersigned by me, His Councillor, Secretary of State, and of his Commands and Finance.

And lower down,

(Signed,)

LOUIS,  
PHELYPEAUX.

With a flourish.

*Ratification of the grant of the Seigniory Daigneau on Lake Champlain, in favor of the Sieur Daigneau Douville.*

Dated the 30th April, 1737.

Extract from the  
French register of  
enregistration,  
letter B, page 461.

This thirtieth day of April, one thousand seven hundred and thirty-seven, the King being at Versailles, and taking into consideration the request made to him on behalf of the Sieur Michel Daigneau Rouville, heretofore an officer in the troops stationed in Canada, to the effect that His Majesty would be pleased to confirm and ratify a grant made

to him on the eighth of October of last year by the Marquis de Beauharnois, Governor and Lieutenant General of New France, and the Sr. Hocquart, Intendant of the said country, of an extent of land of two leagues in front by three leagues in depth, on the east side of the Lake Champlain, the said two leagues to commence at the boundary of the seigniory granted to the Sieur Raimbault, on the said eighth of October last, and extending down the lake, with the adjacent islands, islets and shoals, the whole as a fief and seigniory bearing the name of Daigneaux; His Majesty hath ratified and confirmed the said grant, and it is his will and pleasure that the said Sieur Daigneaux, his heirs and assigns do enjoy the said lands forever as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or to the Kings, his successors, any money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris, followed in the said country; that the appeals from the judge who shall be established there, shall lie before the Royal Jurisdiction of Montreal; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be within the said seigniory; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries. And in case His Majesty should hereafter require any grant of the said lands for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said forts without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above stated, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant; and in testimony of His Majesty's pleasure, I am commanded by him to issue these Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite; His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

“

PHELYPEAUX.

With a flourish.

*Ratification of the grant of the Seigniory of Aubert Gallion, in favor of Dame Thérèse de Lalande Gayon, widow François Aubert.*

Dated the 30th April, 1737.

Extract from the  
register, Ins. Sup.  
Coun., Letter II.  
folio 32.

This thirtieth day of April, one thousand seven hundred and thirty-seven, the King being at Versailles, and taking into his consideration the request made to him by Thérèse de Lalande Gayon, widow of the Sieur François Aubert, Councillor in the Superior Council of Quebec, to

the effect that His Majesty would be pleased to confirm and ratify a grant made to her on the twenty-fourth of September of last year, by the Marquis de Beauharnois, the Governor and Lieutenant General of New France, and the Sr. Hocquart, Intendant of the said country, of an extent of land of two leagues in front by two leagues in depth, on the south west side of the river of the *Sault à la Chaudière*, with the islands and islets situate in the said river, within the said two leagues, on the south west side of the same; to commence at the end of the other three leagues conceded to the Sieur Fleury de la Gorgendière and to terminate at the unconceded lands; the whole as a fief and Seigniory, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians, both in front of and throughout the said land; His Majesty hath ratified and confirmed the said grant; and it is his pleasure that the said widow Aubert, her heirs and assigns shall enjoy the said lands forever, as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction and the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, according to and in conformity with the said grant, without being required by reason thereof to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues, according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there, shall lie before the jurisdiction of the *Prévosté* of Quebec; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seigniory; that they shall improve it and keep and cause their tenants to keep house and home thereon; in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries. And in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor. His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be registered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

" LOUIS."

And lower down

"

" PHELYPEAUX."

With a flourish.

*Ratification of the grant of the Fief de L'Isle, on the north east side of the river of the Sault de la Chaudière, in favor of the Sr. Aubin de l'Isle.*

Dated the 30th April, 1737.

Extract from the register, 1ns Sup. Coun., letter II. folio 30.

This thirtieth day of April, one thousand seven hundred and thirty-seven, the King being at Versailles, and taking in to his consideration the request made to him by the Sieur Aubin de l'Isle, clerk of the Marshalsea of Quebec, to the effect that His Majesty would be pleased to confirm and ratify a grant made to him on the twenty-fourth of September of last year, by the Marquis de Beauharnois, Governor and Lieutenant General of New France, and the Sr. Hocquart, Intendant of the said country, of an extent of land of two leagues in front, by two leagues in depth, on the northeast side of the river of the Sault de la Chaudière, with the islands and islets in the river within the extent of the said two leagues, ascending on the north east side of the said river, commencing at the termination of the other three leagues conceded to the Sieur Fleury de la Gorgendière, and terminating at the unconceded lands, the whole as a fief and seignior, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians, both in front of and throughout the interior of the said land; His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur Aubin de l'Isle, his heirs or assigns shall enjoy the said lands forever, as their own property as a fief and seignior, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said seignior, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity; His Majesty being pleased to remit the same to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the jurisdiction of the *Prévosté* of Quebec, on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seignior; that they shall improve it and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the roads necessary for the public use, and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries. And in case His Majesty should hereafter require any part of the said lands for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above stated, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may had thereto when requisite, His Majesty having been pleased to sign the same, and to have them countersigned by me, His Councillor, Secretary of State, and of his Commands and Finance.

(Signed),

LOUIS,  
PHELYPEAUX.

With a flourish.

And lower down,

*Ratification of a grant on the River of the Sault de la Chaudière, in favor of the Sieurs Thomas Jacques Taschereau, Pierre Rigaud de Vaudreuil, and Joseph Fleury de la Gorgendière.*

Dated the 30th April, 1737.

Extract from the register, Ins. Sup. Coun. Letter 11, folio 36.

This thirtieth day of April, one thousand seven hundred and thirty-seven, the King being at Versailles, and wishing to confirm and ratify a grant made on the twenty-third of September, one thousand seven hundred and thirty-six, by the Marquis de Beauharnois, Governor and Lieutenant General of New France, and the Sr. Hocquart, Intendant of the said country, to the Sieur Thomas Jacques Taschereau, Councillor in the Superior Council of Quebec, of an extent of land of three leagues in front, by two in depth, on both sides of the Chaudière River, with the lakes, islands and islets in the said river within the said extent of three leagues, ascending the said river, commencing at the place called "*l'Isle aux Sapins*" inclusively, situate in the said river, which extent of land, on both sides, has not yet been conceded, to be enjoyed by him as a fief and seignior; another grant, made by the same persons, on the same day, to the Sieur Pierre Rigaud de Vaudreuil, a Captain, in the troops maintained in His Majesty's service in the said country, of a like extent of land, on both sides of the said river, with the lakes, islands and islets therein, the said land commencing at the termination of the said grant made to the said Sieur Taschereau, also as a fief and seignior; and another grant made by the same persons on the same day to the Sieur Joseph Fleury de la Gorgendière, of a like extent of land on both sides of the said river, together with the lakes, islands and islets, the said grant to commence at the boundary of the one granted to the said Sieur Rigaud de Vaudreuil, also as a fief and seignior; His Majesty hath ratified and confirmed the said grant, and it is his pleasure that the said Sieur Taschereau, Rigaud de Vaudreuil and Fleury de la Gorgendière, their heirs and assigns, shall enjoy the said lands forever as their own property as a fief and seignior, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniories according to and in conformity with the said grants, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fiefs will be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the Judges who shall be established at the said places shall lie before the Royal Jurisdiction of Quebec; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be in the said seigniories; that they shall improve the said seigniories, and keep and cause their tenants to keep house and home thereon, in default whereof they shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use, and also jointly and severally make a continuous high road for vehicles from the River St. Lawrence through the lands belonging to the heirs Charrest and to the heirs Joliet, to a place opposite the said Isles au Sapin, and have bridges built at the places where they may be found necessary for the convenience of the inhabitants who may wish to establish themselves both throughout those grants and in those which may be made above them, the whole as stated in the titles of concession transmitted to the said Sieurs Taschereau, Rigaud de Vaudreuil and Fleury de la Gorgendière; on condition also that they shall leave



the beaches to all fishermen, except such part thereof as they may require for their own fisheries. And in case His Majesty should hereafter require any part of the said lands for the purpose of constructing forts, batteries, strongholds, magazines and other public buildings, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor. Subject also to the other charges, clauses and conditions contained in the titles of concession granted to them. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite; His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

" LOUIS,"

And lower down,

"

" PHELYPEAUX,"

With a flourish.

*Ratification of a grant on Lake Champlain (La Manaudière) granted to the  
Sieur Pierre Raimbault.*

Dated 30th April, 1737.

Extract from the  
register Ins, Sup,  
Coun., Letter II,  
folio 48,

This thirtieth day of April, one thousand seven hundred and thirty-seven, the King being at Versailles, and taking into his consideration the Petition presented to him by the Sr. Pierre Raimbault, Lieutenant General of the Royal Jurisdiction of Montreal, to the effect that His Majesty would be pleased to ratify a grant made to him on the eighth of October of last year, by the Marquis de Beauharnois, Governor and Lieutenant General of New France, and the Sr. Hocquart, Intendant of the said country, of an extent of land of four leagues in front, by five leagues in depth on the east side of Lake Champlain; the said four leagues to commence at the boundary of the Seigniory granted to the Sieur Laperrière, on the sixth of July, one thousand seven hundred and thirty-four, going down the Lake, within which is included the river called *à la Moelle* with the adjacent islands, islets and shoals; the whole as a fief and seigniory, under the name of *Moineaudière*, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the whole extent of the said grant and in front of the same, His Majesty hath ratified and confirmed the said grant, and it is therefore his pleasure that the said Sieur Raimbault, his heirs and assigns, do enjoy the said lands for ever as their own property, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the whole extent of the said seigniory, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount, on condition also that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris, followed in the said country; that the appeals from the Judges who shall be established at the said place, shall lie before the Royal Jurisdiction of Montreal; on the condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places, or minerals, if any there be in the said seigniory; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof, it shall be reunited to His Majesty's domain, that they shall leave the necessary roads for the public

use, and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries, and in case His Majesty should hereafter require any part of the said lands, for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue these Letters Patent, which shall be enregistered in the Office of the Superior Council of Quebec, in order that recourse may be had thereto when requisite; His Majesty having been pleased to sign the same, and to have them countersigned by me his Councillor, Secretary of State and of his Commands and Finance.

And lower down,

(Signed,)

“ LOUIS,”

“

“ PHELYPEAUX,”

*Ratification of a grant in favor of the Parties interested in the Company of the St. Maurice Forges.*

Dated the 13th April, 1740.

Extract from the register. Ins. Sup. Coun., letter II. folio 57.

This thirteenth day of April, one thousand seven hundred and forty, the King being at Versailles, and taking into his consideration the petition presented to him by the parties interested in the Company of the iron forges, of Canada, established at St. Maurice, to the effect that His Majesty would be pleased to confirm and ratify a grant made to them on the twelfth of September, one thousand seven hundred and thirty-seven, by the Marquis de Beauharnois, Governor and Lieutenant General in New France, and the Sieur Hocquart, Intendant of the said country, of the *fief* of St. Etienne, which was reunited to His Majesty's domain by an order of the sixth of April of the preceding year, and of the land extending from the said *fief* of Saint Etienne, the front whereof commences at the river of Three Rivers and ascends one league above the Sault de la Gabelle heretofore called the Sault de la Vérandrie, by two leagues in depth; the said *fief* of St. Etienne, together with the lands situate above it, to be united to and incorporated with the *fief* of St. Maurice, belonging to the said parties, having acquired the same from the heirs Poulin, and to form one and the same seigniory; to hold to the said parties as a *fief* and seigniory, with superior, mean and inferior jurisdiction. His Majesty hath confirmed and ratified the said grant, his pleasure being that the said interested parties, their successors and assigns, shall enjoy the same forever as their own property, as a *fief* and seigniory, with superior, mean and inferior jurisdiction, the right of hunting and fishing only within the extent of the said grant, without its being requisite, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty being pleased to remit the same, to whatever sum they may amount, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said *fief* shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country, and in like manner as the said parties enjoy the *fief* of St. Maurice; that the appeals from the Judge who shall be established there, shall lie before the Royal Jurisdiction of Three Rivers; on the condition also that they shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there

be in the said grants, with the exception of the mines of iron, the privilege whereof has been granted to the said parties; that they shall leave the necessary roads for public use; and in case His Majesty should hereafter require any parts of the said land, for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be thereto had when requisite. His Majesty having been pleased to sign the same, and to have them countersigned by me his Councillor, Secretary of State and of his Commands and Finance.

Registered, upon hearing the King's Attorney General, pursuant to the decree of this day, by us the undersigned Councillor, Secretary to the King, Chief Clerk to the said Council, at Quebec, the twenty-first of November, 1740.

DAINE.

*Ratification of the grant of the Fief St. Etienne on the River of the Sault de la Chaudière, in favor of the Sieur Etienne François Cugnet.*

Dated the 13th April, 1740.

Extract from the  
register, Ins. Sup.  
Coun. Letter II.  
folio 58.

This thirteenth day of April, one thousand seven hundred and forty, the King being at Versailles, and taking into his consideration the petition presented to him by the Sieur Etienne François Cugnet, first Councillor of the Superior Council of Quebec, to the effect that His Majesty would be pleased to ratify and confirm the grant made to him on the fifteenth of April, one thousand seven hundred and thirty-seven, by the Marquis de Beauharnois, Governor and Lieutenant General of New France, and the Sieur Michel, Commissioner of Marine in the said country, the Sieur Hocquart, the Intendant, being absent, of an extent of land remaining to be conceded opposite the seigniory belonging to the heirs Joliet, on the south west side of the River of the Sault de la Chaudière, commencing at the end of the depth of the seigniory of Lauzon and extending to the one lately conceded to the Sieur Taschereau, containing about three leagues front on the south west side of the said river of the Sault de la Chaudière, by two leagues in depth, together with the islands and islets, in the said river, on the south west side thereof as they may be situate, within the said extent of land and opposite the same, together with the lakes that may be upon the said lands, the whole as a fief and seigniory; His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur Cugnet, his heirs or assigns, shall enjoy the same forever as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of fishing, hunting and trading with the Indians throughout the extent of the said grant, without being bound, by reason thereof to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to them, on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the Judges who shall be established there shall lie before the jurisdiction of the Prevosté of Quebec;

on condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country the mines, mining places or minerals, if any there be within the said seigniory; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof, it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use and contribute their proportion to the road which the Sieurs Taschereau, Rigaud de Vaudreuil and de Lagorgendière are bound to make, under the terms of their grants, the whole as set forth in the said grant; on condition also that they shall leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries. And in case His Majesty should hereafter require any parts of the said lands for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure I am commanded by him to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite; His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of His Commands and Finance.

(Signed,)

" LOUIS,"

And lower down,

"

" PHELIPEAUX."

*Ratification of a grant at the end of the Fief Maranda, in favor of Miss Charlotte Le Gardeur.*

Dated 13th April, 1740.

Extract from the  
French Register  
of Enregistrement  
letter A. page 372.

This thirteenth day of April, one thousand seven hundred and forty, the King being at Versailles, and wishing to confirm and ratify a grant made on the fourth of January, one thousand seven hundred and thirty-seven, by the Marquis de Beauharnois, Governor and Lieutenant General in New France, and the Sieur Michel, Commissary of Marine in the said country, during the absence of the Sieur Hocquart, Intendant, to Miss Charlotte Le Gardeur, daughter of the late Sieur Gardeur, Captain of a Company of the Troops kept up in Canada, of an extent of land of three quarters of a league in front along the River St. Lawrence, by three leagues in depth commencing at the end of depth of the Fief Maranda, bounded on one side towards the north west by the Seigniory of Bon Secours, on the other side towards the north east by that of Tilly, and at the beach by the unconceded lands; to be held by her as a Fief Seigniory; His Majesty hath confirmed and ratified the said grant, and it is his will and pleasure that the said Miss Le Gardeur, her heirs or assigns, do forever enjoy, as their own property, the said lands, as a Fief and Seigniory with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, according to and in conformity with the said grant, without being required by reason thereof to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same, on con-

dition that she shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Customs of Paris followed in the said country, and that the appeals from the Judge who shall be established there shall lie before the *Prévosté* of Quebec; and on condition also that she shall preserve and cause her tenants to preserve the oak fit for the construction of His Majesty's vessels; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seigniori; that she shall improve it, and keep and cause her tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that she shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof, as she shall require for her own fisheries; and in case His Majesty should hereafter require any portions of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant be subject to the conditions above set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant; and in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same and have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

"LOUIS,"

"

"PHELYPEAUX."

*Ratification of the grant of the Fief du Sablé to be united to the fief du Chicot, in favour of the Sieur Louis Adrien Dandonneau Du Sablé.*

Dated the 12th April, 1740.

Extract from the  
Register in Sup.  
Coun. Letter II.  
folio 80.

This thirteenth day of April, one thousand seven hundred and forty, the King being at Versailles, and taking into consideration the petition presented to him by the Sieur Louis Adrien Dandonneau Du Sablé, an ensign in the troops kept up in Canada, to the effect that His Majesty would be pleased to confirm and ratify a grant made to him on the fifteenth of August, one thousand seven hundred and thirty-nine, by the Marquis de Beauharnois, Governor and Lieutenant General of New France, and the Sr. Hocquart, Intendant of the said country, of an extent of land one league in front by three leagues in depth, bounded in front by the end of the depth of the grant made by the Sieur Talon to the Sieur Jean Baptiste Le Gardeur, on the third of November, one thousand six hundred and twenty-two, and now, belonging to the Sieur Petit Bruno, to the north-east by the lands conceded by the said Sieur Talon, on the twenty-ninth of October, one thousand six hundred and twenty-two, to the Sieurs Pierre and Jean Baptiste Le Gardeur de St. Michel, and of which the said Sieur Petit Bruno is now the proprietor, and by the line of the seigniori of the Sieur Sicard de Carufel; to the south west, by the Fief du Chicot, and by the continuation of the said fief, and in rear by the unconceded lands; the said land, together with the Fief du Chicot, of which the said Sieur Du Sablé is

now the proprietor, to form but one and the same grant, as a fief and seigniority. His Majesty hath ratified and confirmed the said grant, and it is his will and pleasure that the said Sieur Du Sablé, his heirs or assigns, shall enjoy the said lands forever, as their own property, as a fief and seigniority, with superior, mean and inferior jurisdiction, and the rights of hunting, fishing and trading with the Indians throughout the extent of the said seigniority, according to and in conformity with the said grant, without being bound, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same, to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues, according to the Custom of Paris followed in the said country, and that the appeals from the Judge who shall be established there shall lie before the Royal Jurisdiction of Montreal; on condition also that he shall preserve and cause his tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be in the said seigniority; that he shall improve it, and keep and cause his tenants to keep house and home thereon, in default whereof, it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public use, and also leave the beaches free to all fisherman, except such parts thereof as he shall require for his own fisheries; and in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines, and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant; and in testimony of His Majesty's pleasure, I am commanded by him to issue these Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite; His Majesty having been pleased to sign the same, and to have them countersigned by me, His Councillor Secretary of State and of his Commands and Finance.

And lower down,

(Signed,)

“LOUIS.”

“

“PHELYPEAUX.”

*Ratification of a grant on Lake Champlain in favor of the Sieur Joseph Robert.*

Dated the 13th April, 1740.

Extract from the  
register Ins Sup.  
Coun. Letter II.  
folio 76.

This thirteenth day of April, one thousand seven hundred and forty, the King being at Versailles, and taking into his consideration the demand made to him by the Sieur Joseph Robert, Store-keeper at Quebec, to the effect that His Majesty would be pleased to confirm and ratify a grant made to him on the thirteenth of June, 1737, by the Marquis de Beauharnois, Governor and Lieutenant General of New France, and the Sieur Michel, Commissary of Marine in the said country, in the absence of the Sieur Hocquart, the Intendant, of an extent of three leagues in front by two leagues in depth, on the west side of Lake Champlain, to comprise half a league below the River Banquet, and to ascend two leagues and a half above the said

river, terminating close to the Rocher Fendu, together with the islands and islets which may be adjacent to the said land, the whole as a fief and seignory; His Majesty hath confirmed and ratified the said grant, his pleasure being that the said Sieur Roberth, his heirs or assigns, shall enjoy the said lands forever as their own property, as a fief and seignory, with superior, mean and inferior jurisdiction, and the right of hunting, fishing and trading with the Indians throughout the extent of the said seignory, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to him to whatever sum they may amount; on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues, according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established at the said place shall lie before the Royal Jurisdiction of Montreal; on condition also that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals if any there be in the said seignory, that they shall improve it and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries; and in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed)

LOUIS.

And lower down,

“

PHELIPEAUX.

*Ratification of the grant of the Fief Gaspé, in the rear of the Seignory of Tilly, in favor of Dame Angélique LeGardeur, widow of the Sieur Aubert de Gaspé.*

Dated the 16th April, 1741.

Extract from the  
register Int. Sup.  
(Cour. Letter 11,  
folio 88.

This sixteenth day of April, one thousand seven hundred and forty-one, the King being at Versailles, and wishing to confirm and ratify a grant made on the twenty-fifth of March, one thousand seven hundred and thirty-eight, by the Marquis of Beauharnois, Governor and Lieutenant General of New France, and the Sieur Hocquart, Intendant of the said country, to Dame Angélique LeGardeur, widow of the Sieur Aubert De Gaspé, of an extent of land containing one league and a half, behind the Seignory of Tilly, belonging to the heirs of the late Sieur LeGardeur, her father, the front whereof commences at the end of the depth and limits of the said seignory of Tilly, ad-

joining, on one side, the Seigniori of Lauzon, and on the other, the one granted to Miss LeGardeur, her sister, by a concession dated the fourth of January, one thousand seven hundred and thirty-seven, and at the back, by the unconceded lands, to be held by her as a fief and seigniori, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Dame Angélique LeGardeur, widow Gaspé, her heirs or assigns, shall for ever enjoy the said land as their own property, as a fief and seigniori, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniori, according to and in conformity with the said grant, without being bound, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to them, to whatever sum they may amount; on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief will be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country, that the appeals from the Judge who shall be established there shall lie before the Prévosté of Quebec; on the condition also, that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seigniori; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public, and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries; and in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State, and of his Commands and Finance.

(Signed,)

" LOUIS."

And lower down,

"

" PHELIPPEAUX."

*Ratification of a grant in Augmentation, in favor of Miss Charlotte LeGardeur, adjoining the Seigniori Sainte Croix.*

16th April, 1741.

Extract from the register Ins. Sup. Coun., Letter II, folio 61.

This sixteenth day of April, one thousand seven hundred and forty-one, the King being at Versailles, and taking into his consideration the petition presented to him by Miss Charlotte LeGardeur, daughter of the late Sieur LeGardeur, Captain of a company of the troops kept up in Canada, to the effect that His Majesty would be pleased to confirm and ratify a grant made to her on the twenty-sixth of March, one thousand seven hundred and thirty-eight, by the Marquis de Beauharnois, His Majesty's Governor and Lieutenant



General in New France, and the Sieur Hocquart, Intendant of the said country, of an extent of land of about seventy-four arpents in front, which is unconceded and lies enclosed between the grant made to her on the fourth of January, one thousand seven hundred and thirty-seven, and the Seigniorship of Sainte Croix, adjoining in front the Fiefs of Bonsecours and Amiot, and in rear the unconceded lands, by one league and sixty arpents in depth, the said land to be joined to the said grant of the fourth of January, one thousand seven hundred and thirty-seven, and to form one and the same seigniorship, with superior, mean and inferior jurisdiction; and the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniorship, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to them to whatever sum they may amount; on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held and on payment of the other ordinary dues according to the Custom of Paris followed in the said country, and that the appeals from the Judge who shall be established there shall lie before the Prévosté of Quebec; on the condition also, that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be in the said seigniorship; that they shall improve it and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as they shall require for their own fisheries; and, in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue these Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

" LOUIS."

And lower down,

"

" PHELYPEAUX."

*Ratification of the grant of Bourg Louis, behind the Seigniorship of Newville, in favor of the Sieur Louis Fornel.*

Dated the 27th April, 1742.

Extract from the register Ins. Sup. Coun., Letter II, folio 82.

This twenty-seventh day of April, one thousand seven hundred and forty-two, the King being at Fontainebleau, and wishing to confirm and ratify a grant made on the fourteenth of May, one thousand seven hundred and forty-one, by the Marquis de Beauharnois, Governor and Lieutenant General of New France, and the Sieur Hocquart, Intendant of the said country, to the Sieur Louis Fornel, a merchant of Quebec, of an extent of land of two

leagues or thereabouts in front, by three leagues in depth, behind the Seigniorship of Neuville, the property of the *Sieur Demeloise*, bounded in front by the line dividing the said Seigniorship of Neuville from the unconceded lands, to the north east by the prolongation of the line at the depth of the Fief of *St. Augustin*, to the south west by a line parallel to the preceding one, commencing also at the prolongation of the line of the Fief of *Belair*, and at the rear by the unconceded lands, to hold to him as a fief and seigniorship, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said *Sieur Fornel*, his heirs or assigns, shall enjoy the said lands for ever as their own property, as a fief and seigniorship, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniorship, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or the Kings his successors, any money or indemnity, His Majesty having remitted the same to him; on condition that he shall render fealty and homage at the Castle of *St. Louis* of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of *Paris* followed in the said country; that the appeals from the judge who shall be established there shall lie before the *Prévosté* of *Quebec*; on the condition also that he shall preserve and cause the tenants to preserve the timber fit for the construction of His Majesty's ships; that he shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seigniorship; that he shall improve it, and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as he shall require for his own fisheries; and, in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council at *Quebec*; His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

And lower down,

(Signed,)

LOUIS.

“

PHELYPEAUX.

*Grant and Ratification by His Majesty, of an extent of land on Lake Champlain opposite Fort St. Frederick, in favor of the Sieur Hocquart, the Intendant.*

Dated the 20th April, 1743.

Extract from the Register in the Sup. Coun. Letter I folio 7.

This twentieth day of April, one thousand seven hundred and forty-three, the King being at Versailles, and wishing to shew favor to the *Sr. Hocquart*, Intendant of New France, and to give him a proof of the satisfaction which his services afford him, His Majesty hath granted to him, as a fief and seigniorship, a lot of land of about one league in front, by five leagues in depth, situate in the said Colony, on Lake Champlain, opposite the fort *St. Frederick*,

bounded towards the west by the said lake, towards the east by the unconceded lands, towards the north by a line running east and west, and towards the south by a line parallel to the latter one, which two lines form the division of the lands to be conceded in *cenfive*, in the name of and for the benefit of His Majesty; the said land to hold to the said Sieur Hocquart, his heirs or assign forever, as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, without being required by reason thereof to pay to His Majesty, or the Kings, his successors, any money or indemnity, His Majesty having remitted the same to him to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to [the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there, shall lie before the Royal Jurisdiction of Montreal, on the condition also that he shall preserve and cause the tenants to preserve the timber of all kinds fit for the construction of His Majesty's ships; that he shall disclose to His Majesty the mines, mining places or minerals, if any there be in the said grant; that he shall improve it, and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public use and also leave the beaches free to all fishermen with the exception of those that he shall require for his own fisheries. And in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines, and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever; and in testimony of His Majesty's pleasure I am commanded by him to issue the present Letters Patent which shall be enregistered in the Office of the Superior Council at Quebec, in order that recourse may be had thereto when requisite; His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

" LOUIS,"

And lower down,

"

" PHELYPEAUX."

*Ratification of the grant made to the Sieur Estébe of an extent of land of three leagues in depth and two leagues in front on Lake Champlain.*

Dated the 25th March 1745.

Extract from the  
register Ins. Sup.  
Coun. letter I. fo.  
lio 80.

This twenty-fifth day of March one thousand seven hundred and forty-five, the King being at Versailles and wishing to confirm and ratify a grant made on the twenty-second of March one thousand seven hundred and forty-four, by the Marquis de Beauharnois, Governor and Lieutenant General of New France, and the Sr. Hocquart, Intendant of the said country, to the Sieur Estébe, Councillor in the Superior Council of Quebec, of an extent of land of two leagues in front by three leagues in depth, bounded towards the north by a line east and west, adjoining the seigniory heretofore conceded to the Sieur de St. Vincent, the younger, in front by lake Champlain, and extending to three leagues in depth, adjoining the unconceded lands, to be held by him as a fief and seigniory, His Majesty hath ratified and confirmed the said

grant, His pleasure being that the said *Sieur Estèbe*, his heirs or assigns shall enjoy the said lands forever as their own property, as a fief and seignior, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seignior, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or the Kings his successors, any money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition also that he shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's vessels; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seignior; that he shall improve it and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public use and also leave the beaches free to all fishermen, except such parts thereof as he shall require for his own fisheries. And in case His Majesty should hereafter require any part of the said lands for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec; His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

" LOUIS,"

And lower down,

"

" PHELIPPEAUX."

*Ratification of the grant of the fief Beaujeu on the Chambly River, in favor of the Sieur Daniel Liennard de Beaujeu, the younger.*

Dated the 25th March, 1745.

Extract from the register Ins. Sup. Coun. Letter I, folio 32.

This twenty-fifth day of March, one thousand seven hundred and forty-five, the King being at Versailles, and wishing to confirm and ratify a grant made on the twenty-second of March, one thousand seven hundred and forty-three, by the Marquis de Beauharnois, Governor and Lieutenant General of New France, and the *Sieur Hocquart*, Intendant of the said country, to the *Sieur Daniel Liennard de Beaujeu*, the younger, lieutenant of a company of the troops of the detachment of marine stationed in this colony, of an extent of land of two leagues in front, along the Chambly river, by three leagues in depth, bounded towards the north by the seignior of the *Sieur Chaussegros DeLéry* and upon the same line, and towards the south by a line unning east and west, in front by the Chambly river, and at the depth of three leagues, adjoining the unconceded lands, also a small island situate above the

Isles aux Têtes, to hold to him as a fief and seigniory, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur de Beaujeu, the younger, his heirs or assigns shall enjoy the said lands forever as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, according to and in conformity with the said grant, without being requisite, by reason thereof, to pay to His Majesty or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris, followed in the said country; that the appeals from the Judge who shall be established at the said place, shall lie before the Jurisdiction of Montreal; on the condition also that he shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seigniory; that he shall improve it, and keep and cause the tenants to keep house and home thereon, in default whereof, it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public use and also leave the beaches free to all fishermen, except such parts thereof as he shall require for his own fisheries. And in case His Majesty should hereafter require any portion of the said land, for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec; His Majesty having been pleased to sign the same and to have them countersigned by me, His Councillor, Secretary of State, and of his Commands and Finance.

(Signed,)

LOUIS.

“

PHELIPPEAUX.

And lower down,

*Ratification of the grant of the Fief of Livaudière, at the termination of the Seigniory of Vincennes, in favor of the Sieur Péan de Livaudière.*

Dated 25th March, 1745:

Extract from the  
register Ins. Sup.  
Coun., Letter 1,  
folio 85.

This twenty-fifth day March, one thousand seven hundred and forty-five, the King being at Versailles, and wishing to confirm and ratify a grant made on the twentieth of September, one thousand seven hundred and forty-four, by the Marquis de Beauharnois, Governor and Lieutenant General of New France, and the Sieur Hocquart, Intendant of the said country, to the Sieur Péan de Livaudière, Major of the town and Castle of Quebec, of an extent of land of three quarters of a league in front, or thereabouts, by three leagues in depth, bounded in front by the termination of the depth of the seigniory of Vincennes, on one side to the north east by the line of the Seigniory of Beaumont, on the other side to the south west by the Seigniory of Montapeine, and in rear by

the unconceded lands, to hold to him as a fief and seigniory, His Majesty hath ratified and confirmed the said grant, which however it is his intention shall form one and the same seigniory with the half of the seigniory of LaDurantaye, of which the said *Sieur Péan* is proprietor, by virtue of the adjudication made to him thereof by a judgment of the *Prévosté* of Quebec, dated the fourteenth August, one thousand seven hundred and thirty-six; His Majesty's pleasure being that the said *Sieur Péan de Livaudière*, his heirs or assigns shall enjoy the said lands, as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading without the Indians throughout the extent of the said seigniory, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty being pleased to remit the same to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the *Prévosté* of Quebec; on the condition also that he shall cause the tenants to preserve the oak fit for the construction of His Majesty's vessels; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seigniory; that he shall improve it and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as he shall require for his own fisheries. And in case His Majesty should hereafter require any part of the said lands for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council of Quebec, His Majesty having been pleased to sign the same and to have them countersigned by me, His Councillor, Secretary of State, and of his Commands and Finance.

And lower down,

(Signed)

LOUIS.

"

PHELIPPEAUX.

*Ratification and augmentation of a Seigniory on the Chambly River, extending as far as the Bay of Missisquoi, in favor of the *Sieur Foucault*.*

Dated the 25th March, 1745.

Extract from the  
French Register  
of Enregistration  
Letter D, page  
146.

This twenty-fifth day of March, one thousand seven hundred and forty-five, the King being at Versailles, and wishing to confirm and ratify a grant made on the first of May, one thousand seven hundred and forty-three by the Marquis of Beauharnois, Governor and Lieutenant General of New France, and the Sr. Hocquart, Intendant of the said country, to the *Sieur Foucault*, Councillor of the Superior Council of Quebec, Principal Clerk of Marine, doing duty in the said colony, of an extent of land of two leagues

in front on the Chambly River, by the depth that there may be to the Bay of Missisquoy, also an augmentation of one league in front, by a like depth, commencing at the termination of the said two leagues ascending along the said Chambly River; the said three leagues of land bounded towards the north by the boundary placed by Janvrin, a sworn surveyor, according to his *procès verbal*, dated fourteenth of June, one thousand seven hundred and thirty-seven, in front by the said Chambly River, towards the south and in depth by two parallel lines running east and west to the Bay of Missiskouy, the said two lines joining the unceded lands, to hold to him as a fief and seigniory, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur Foucault, his heirs or assigns, shall forever enjoy the said lands as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory according to and in conformity with the said grant, without being required by reason thereof, to pay His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to him to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition also that he shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seigniory; that he shall improve it and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty domain; that he shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as he shall require for his own fisheries. And in case His Majesty should hereafter require any part of the said land, for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue these Letters Patent, which shall be enregistered in the office of the Superior Council of Quebec, His Majesty having been pleased to sign the same, and to have them countersigned by me, His Councillor, Secretary of State, and of his Commands and Finance.

(Signed)

LOUIS.

“

PHELIPPEAUX.

*Augmentation granted by His Majesty to the grant made to the Sieur Hocquart, Intendant, bearing date the 20th April, 1743.*

Dated the 1st April, 1745.

Extract from the  
register. Ins. Sup.  
Coun. Letter. 1.  
folio 34.

This first day of April, one thousand seven hundred and forty-five, the King being at Versailles, and being desirous of shewing favor to the Sieur Hocquart, Intendant of New France, and to give him a new mark of the satisfaction he feels for the services rendered to him by the Sieur Hocquart, His Majesty hath granted him as a fief and Seigniory, an extent of

land in the said colony, of three leagues in front, on Lake Champlain, commencing at the boundary of the land already granted to him by Letters Patent, dated the twentieth of April, one thousand seven hundred and forty-three, extending towards the north, by the same depth of five leagues, which was given to the said extent of land, in order that the whole should form one and the same seigniory; the said two lots of land to be forever enjoyed by the said Sieur Hocquart, his heirs or assigns, as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, without being required by reason thereof, to pay to His Majesty, or the Kings his successors, any money or indemnity, His Majesty having remitted the same to him, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Royal Jurisdiction of Montreal; on the condition also that he shall preserve and cause the tenants to preserve the timber of all kinds which may be fit for the construction of His Majesty's ships; that he shall disclose to His Majesty the mines, mining places or minerals, if any there be in the said grant; that he shall improve it, and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as he shall require for his own fisheries; and in case His Majesty should hereafter require any parts of the said lands for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth without any exception whatever. And in testimony of His Majesty's pleasure, I am commanded by him to issue these Letters Patent, which shall be enregistered in the Office of the Superior Council of Quebec, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State, and of his Commands and Finance.

And lower down,

(Signed), " LOUIS,"  
" PHELIPEAUX."

*Ratification of the grant made to the Sieur Nicholas René Levasseur, on the River Missiskouy, Lake Champlain.*

Dated the 30th April, 1749.

Extract from the  
register Ins. Sup.  
Coun., letter J,  
folio 74.

This thirtieth day of April, one thousand seven hundred and forty-nine, the King being at Versailles, and wishing to confirm and ratify a grant made on the twenty-third of September, one thousand seven hundred and forty-eight, by the Marquis de la Galissonnière, Commandant General of New France, and the Sieur Bigot, Intendant of the said country, to the Sieur Nicolas René Levasseur, His Majesty's ship-builder in Canada, of an extent of land comprising six leagues in front, along the River of Missiskouy, on Lake Champlain, by three leagues in depth on each side of the said river, the said six leagues in front to commence eight arpents below the first fall, which is situate three leagues back from the said river, ascending along its course, to hold to him



as a fief and seigniory, His Majesty hath ratified and confirmed the said grant, His pleasure being that the said Sieur Levasseur, his heirs or assigns, shall enjoy the said lands forever as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seigniory, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to him to whatever sum they may amount; on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there, shall lie before the Jurisdiction of Montreal; on the condition also, that he shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seigniory; that he shall improve it, and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such part thereof as he shall require for the own fisheries; and, in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council of Quebec, His Majesty having been pleased to sign the same and to have them countersigned by me, His Councillor, Secretary of State, and of his Commands and Finance.

(Signed,)

LOUIS.

“ ROUILLE.

And lower down,

*Ratification of the Augmentation of the Fief Montapeine or Vitray, between the Fiefs of Vincennes and Livaudière, in favor of the Sieur Berment de la Martinière.*

Dated the 31st May, 1750.

Extract from the  
register Ins. Sup.  
Coun., letter I,  
folio 82.

This thirty-first day of May, one thousand seven hundred and fifty, the King being at Versailles, and wishing to confirm and ratify a grant made on the eighteenth of June, one thousand seven hundred and forty-nine, by the Marquis de la Galissonnière, Commandant General of New France, and the Sieur Bigot, Intendant of the said country, to the Sieur Berment de la Martinière, Captain of Infantry in Canada, of an extent of land commencing at the end of the depth of the fief de Vitray and enclosed between the fiefs of Vincennes and Livaudière, to the north east, and the one already belonging to him to the south west, by a line depth of six leagues, which is the extent of his said land, hold to him as a fief and seigniory, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur de la Martinière, his heirs or assigns, shall enjoy the said land for ever as their own property, as a fief

and seignior, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seignior, according to and in conformity with the said grant, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to him; on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held and on payment of the dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition also, that he shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seignior; that he shall improve it, and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as he shall require for his own fisheries; and, in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of his will, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State, and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down,

“

ROUILLE.

*Ratification of the grant of La Grande Isle, in Lake Champlain, to the Sieur Daine.*

Dated the 31st May, 1750.

Extract from the  
register Ins. Sup.  
Coun., letter I,  
folio 80.

This thirty-first day of May, one thousand seven hundred and fifty, the King being at Versailles, and wishing to confirm and ratify a grant made on the first of November, one thousand seven hundred and forty-nine, by the Marquis de la Jonquière, Governor and Lieutenant General of New France, and the Sieur Bigot, Intendant of the said country, to the Sieur Daine, Lieutenant General of the Prévosté of Quebec, of an island in Lake Champlain, commonly called "*La Grande Isle*," with the islands, islets and shoals adjacent thereto, to hold to him as a fief and seignior, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur Daine, his heirs or assigns, shall forever enjoy the said island as their own property, as a fief and seignior, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said seignior, according to and in conformity with the said grant, without being bound, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to him to what ever sum they may amount; on condition that he shall render fealty and ho

mage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition also, that he shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said seigniory; that he shall improve it, and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as he shall require for his own fisheries; and, in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any reserve whatever, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State, and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down,

“

ROUILLÉ.

*Ratification of an Augmentation to the Fief Gatineau, in favor of Miss Joseph Gatineau Duplessis.*

Dated 24th June, 1750.

Extract from the  
French register of  
enregistrations,  
letter E, page 168.

This twenty-fourth day of June, one thousand seven hundred and fifty, by the Marquis of la Jonquière, Governor and Lieutenant General of New France, and the Sieur Bigot, Intendant of the said country, having granted to Miss Joseph Gatineau Duplessis, an extent of land of four leagues in depth, at the back of the seigniory called the Fief Gatineau, situate at Lake St. Peter, originally granted at the Sieur Gatineau, her father, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Miss Gatineau, her heirs or assigns, shall enjoy the said land for ever as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the extent of the said grant, according to and in conformity with the grant made to her of the same, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to her to whatever sum they may amount; on condition that she shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition also, that she shall preserve and cause her tenants to preserve the oak fit for the construction of His Majesty's ships; that she shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places or minerals,

if any there be in the said grant; that she shall improve it, and keep and cause her tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that she shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as the said Miss Duplessis may require for her own fisheries; and, in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue these Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State, and of his Commands and Finance.

(Signed,)

LOUIS.

(Countersigned,)

ROUILLE.

*Ratification of the grant of the Sault Ste. Marie, in favor of the Sieurs DeBonne and DeRepentigny.*

Dated the 24th June, 1751.

Extract from the French register of enregistrements, letter B, page 164.

This twenty-fourth day of June, one thousand seven hundred and fifty-one, the King being at Versailles, and wishing to confirm and ratify a grant made on the eighteenth of October, one thousand seven hundred and fifty, by the Marquis de la Jonquière, Governor and Lieutenant General of New France, and the Sieur Bigot, Intendant of the said country, to the Sieur DeBonne, retired Captain of the Regiment of Infantry of Condé, and to the Chevalier DeRepentigny, ensign in the troops stationed in Canada, of the place called Le Sault Ste. Marie, with six leagues in front on the Portage, by six leagues in depth, along the border of the river separating the two lakes, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieurs Bonne and Repentigny, their heirs or assigns, shall enjoy the said land for ever as their own property, as a fief and seignior, with superior, mean and inferior jurisdiction, the right of hunting and fishing only throughout the extent of the said grant, according to and in conformity with the grant thereof made to them; without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to them; on condition that they shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition also, that they shall preserve and cause their tenants to preserve the oak fit for the construction of His Majesty's ships; that they shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said grant; that they shall improve it, and keep and cause their tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that they shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except

such parts thereof as the said Sieurs DeBonne and Repentigny may require for their own fisheries; and, in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Québec, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Coun- cillor, Secretary of State, and of his Commands and Finance.

(Signed,)

LOUIS.

(Countersigned,)

ROUILLE.

*Ratification of an Augmentation to the Seigniority of Rivière Ouelle, in favor of Dame Geneviève de Ramezay, widow Boishébert.*

24th June, 1751.

Extract from the  
French register of  
enregistrations,  
letter B, page 566.

This twenty-fourth day of June, one thousand seven hundred and fifty-one, the King being at Versailles, and wishing to ratify and confirm a grant made on the twentieth of October, one thousand seven hundred and fifty, by the Marquis de la Jonquière, Governor and Lieutenant General in New France, and the Sieur Bigot, Intendant of the said country, to Dame Geneviève de Ramezay, widow of the Sieur de Boishébert, Captain of Infantry in Canada, of an extent of land of two leagues in front by two leagues in depth, commencing at the termination of the old grant granted to the Sieur de la Bouteillerye, on the twenty-ninth of October, one thousand six hundred and seventy-two, by the Sieur Talon, at that time Intendant of the said country, of two leagues in front by two leagues in depth at the place called Rivière Hoüelle, and which was afterwards acquired by the late Sieur de Boishébert, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said widow Boishébert, her heirs or assigns, shall enjoy the said land for ever, in order that with the old grant it may form one and the same seigniority, as a fief, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the whole extent of the said grant, without being required, by reason thereof, to pay to His Majesty, or the Kings his successors, any money or indemnity, His Majesty having remitted the same to her to whatever sum they may amount; on condition that she shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition also, that she shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's ships; that she shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said grant; that she shall improve it, and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that she shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such part thereof as the said Dame de Boishébert shall require for her own fisheries; and, in case His

Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the grants above set forth, without any exception, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Superior Council at Quebec, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

(Countersigned,)

ROUILLE.

*Ratification of the grant of the Fief La Naudière, at the end of the Fief Carufel, in favor of the Sieur De La Naudière.*

Dated 24th June, 1751.

Extract from the  
register Ins. Sup.  
Coun., letter 1,  
folio 88.

This twenty-fourth day of June, one thousand seven hundred and fifty-one, the King being at Versailles, and wishing to confirm and ratify a grant made on the first of March, one thousand seven hundred and fifty, by the Marquis de la Jonquière, Governor and Lieutenant General of New France, and the Sieur Bigot, Intendant of the said country, to the Sieur de la Naudière, Captain of Infantry, of an extent of land of two leagues or thereabouts in front, commencing at the end of the depth of the Fief of Carufel, extending to the depth that there may be between that and the lake called Masquinongé, the whole of the said lake being comprised therein, with the islands, islets and shoals that may be in it, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur la Naudière, his heirs or assigns, shall enjoy the said land for ever as their own property, as a fief and seignior, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the whole extent of the said grant, according to and in conformity with the grant of the same made to him, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to him to whatever sum they may amount; on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established at the said place shall lie before the Jurisdiction of Montreal; on the condition also, that he shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said grant; that he shall improve it, and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except those which the said Sieur la Naudière may require for his own fisheries; and, in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works thereon, he may take possession of the same, as well as of the trees which may be necessary for

the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council at Quebec, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down,

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ROUILLE.

*Ratification of the grant of the fief St. Gervais, united to St. Michel de la Durantaye and Livaudière, in favor of the Sieur Péan.*

Dated the 1st June, 1753.

Extract from the  
register, Ins. Sup.  
Coun. Letter 1,  
folio 94.

This first day of June, one thousand seven hundred and fifty three, the King being at Versailles, and wishing to confirm and ratify a grant made on the twentieth of September, one thousand seven hundred and fifty-two, by the Marquis Du Quesne, Governor and Lieutenant General of New France, and the Sieur Bigot, Intendant of the said Country, to the Sieur Péan, Captain of Infantry, Staff Major of Quebec, of a lot of unconceded land in the rear of the seigniory of Beaumont, enclosed between the lines of the seigniory of St. Michel to the north east, and that of Livaudière to the south west, comprising two leagues in front by one league only in depth, which said league in depth joins the division line of the depths of the said seigniories of St. Michel and Livaudière, and also four leagues and a quarter in front or thereabouts, by three leagues in depth, commencing at the termination of the depths of the seigniory of St. Michel, of the two leagues above granted, and of the seigniory of Livaudière, which said extent of land of four leagues and a quarter, or thereabouts in front, shall be bounded in front, by the division lines at the depth of Saint Michel, of the two leagues above granted and of Livaudière, at the back by a straight and parallel line joining the unconceded lands, to the north east by the continuation of the division line of the Seigniories of St. Vallier and St. Michel, and to the south west, also by the continuation of the division line between the Seigniory of Livaudière and the one lately conceded to the Sieur La Martinière; which said extent of land of two leagues in front, by one in depth, and of four leagues and a quarter in front by three leagues in depth, as above described, shall, with the Seigniories of St. Michel and of Livaudière, the property of the said Sieur Péan, form but one and the same seigniory. His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur Péan, his heirs and assigns, shall enjoy the said land forever as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the whole extent of the said grant, according to and in conformity with the title thereof granted to him by the said Sieurs Du Quesne and Bigot, without being required, by reason thereof to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held and on payment of the other dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there, shall lie before the

Jurisdiction of Montreal; on the condition also that he shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said grant; that he shall improve it and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public use and also leave the beaches free, except such parts thereof as the said Sieur Péan may require for his own fisheries. And in case His Majesty should hereafter require any portions of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and for firewood for the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grants shall be subject to the conditions above set forth without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure I am commanded by him to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down,

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ROUILLE.

*Ratification of the grant of the Rivière Chazy, on Lake Champlain, in favor the Sieur Bedout.*

Dated 1st June, 1753.

Extract from the  
register Ins. Sup.  
Couns. Letter K,  
folio 1.

This first day of June, one thousand seven hundred and fifty-three, the King being at Versailles, and wishing to confirm and ratify a grant made on the first of November, one thousand seven hundred and fifty-two, by the Marquis Du Quesne, Governor and Lieutenant General of New France, and the Sieur Bigot, Intendant of the said country, to the Sieur Bedout, Councillor of the Superior Council of Quebec, of an extent of land of two leagues or two leagues and a half in front, by three leagues in depth along the River Chambly and Lake Champlain, with the River Chazy included therein, the front of the said land to commence at the boundary of the Seignory lately granted to the Sieur Beaujeu, extending one league above the mouth of the River Chazy, with that portion of the River Chazy comprised within the said extent of land, which shall be bounded on the north and south sides, by two lines running east and west, in front by the Chambly River and by Lake Champlain, and at the depth of three leagues, adjoining the unconceded lands, by a line running north and south parallel to the one to be drawn across the mouth of the River Chazy; together also with the Island called Lamotte, in Lake Champlain opposite the said land, which grant was heretofore to the late Sieur Péan, Major of Quebec, and was reunited to His Majesty's domain by virtue of an ordinance of the Sieur Beauharnois, Governor and Lieutenant General of New France, and of the Sieur Hocquart, Intendant of the said country, bearing date the tenth of May, one thousand seven hundred and forty-one; His Majesty hath ratified and confirmed the said grant, His pleasure being that the Sieur Bedout, his heirs or assigns, shall enjoy the said land forever as their own property, as a fief and seignory, with superior, mean and inferior jurisdiction, the right of hunting,



fishing and trading with the Indians throughout the whole extent of the said grant, according to and in conformity with the grant made to him thereof, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other rights and dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition also that he shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be within the said grant, that he shall improve it and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's Domain; that he shall leave the King's highways free, together with the others which may be necessary for the public use, and cause like conditions to be inserted in the concessions he may grant to his tenants, subject to the payment of the customary *cens*, *rentes* and dues for each *arpent* of land in front, by forty in depth; also that he shall leave the beaches free to all fishermen, except such parts thereof as the Sieur Bédout may require for his own fisheries. And in case His Majesty should hereafter require any portions of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth without any exception, on pretence that such conditions have not been stipulated in the said grant. And in testimony of his will and pleasure, His Majesty hath commanded me to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council of Quebec, His Majesty having been pleased to sign the same and to have them countersigned by me, His Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS,

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ROUILLE.

And lower down,

*Ratification of the Augmentation of the Seigniorly of Mille Isle, in favor of the Sieur Dumont.*

Dated the 1st June, 1753.

Extract from the register Ins. Sup. Coun., letter K, folio 2.

This first day of June, one thousand seven hundred and fifty-three, the King being at Versailles, and wishing to confirm and ratify a grant made on the twentieth of January, one thousand seven hundred and fifty-two, by the Marquis de la Jonquière, Governor and Lieutenant General of New France, and the Sieur Bigot, Intendant of the said country, to the Sieur Dumont, a retired Captain of the troops of the Colony, of an extent of land of two leagues and a half thereabouts in front, by three leagues in depth, commencing at the end of the depth and on the same front as the grant made by the Marquis de Vaudreuil and the Sieur Begon, to the Sieurs Langloiserie and Petit, on the fifth of March, one thousand seven hundred and fourteen, the said first grant to commence at and be bounded by the end of the grant belonging to the Sieur Daulier Deslandes, on the River Jésus, extending to the River Duchesne inclusive, which forms a front

of four leagues and a half by a depth of three leagues, His Majesty hath ratified and confirmed the said grant, his pleasure being that the Sieur Dumont, his heirs or assigns, shall for ever enjoy the said land as their own property, as a fief and seigniory, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the whole extent of the said grant, according to and in conformity with the grant made thereof, without being required, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to him to whatever sum they may amount; on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other rights and dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition also, that he shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be throughout the extent of the said grant; that he shall improve it, and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the King's highways free, and such others as may be necessary for the public use, and that they shall cause like conditions to be inserted in the concessions which they may grant to his tenants, subject to the customary *cens*, *rentes* and dues for each *arpent* of land in front, by forty *arpents* in depth; and also, that he shall leave the beaches free to all fishermen, except such as the Sieur Dumont may require for his own fisheries; and, in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council of Quebec, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down,

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ROUILLE.

*Ratification of a grant of a Seigniory in favor of Mons. De Beaujeu, which had been previously granted to his father.*

Dated the 1st June, 1753.

Extract from the  
register, Ins. Sup.  
Coun. Letter K,  
folio 6.

This first day of June, one thousand seven hundred and fifty-three, the King being at Versailles, and wishing to confirm and ratify a grant made on Lake Champlain, on the sixth of March, one thousand seven hundred and fifty-two, by the Marquis de la Jonquière, Governor and Lieutenant-General of New France, and the Sr. Bigot, Intendant of the said country, to the Sieur de Beaujeu, Captain in the troops stationed in the said colony, of an extent of two leagues in front by three leagues in depth, originally granted to the late Sieur De Beaujeu, his father, adjoining on the north-east side the grant made to the said Sieur de Beaujeu, on the twenty-second of March, one thousand seven hundred and forty-three, His

Majesty hath ratified and confirmed the said grant, which is to form but one and the same seigniority with the grant made to the said Sieur De Beaujeu on the twenty-second of March, one thousand seven hundred and forty-three, his pleasure being that the said Sieur De Beaujeu, his heirs and assigns, shall enjoy the same forever as their own property, as a fief and seigniority, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the whole extent of the said grant according to and in conformity with the grant which was made to him thereof, without being required, by reason thereof, to pay to His Majesty or the Kings his successors, any money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other rights and dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition also that he shall preserve and cause the tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty or to the Governors and Intendants of the said country, the mines, mining places and minerals, if any there be in the said grant, that he shall improve it, and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the King's highways free, and such others as may be deemed necessary for the public use, and that he shall cause like conditions to be inserted in the concessions he may grant to his tenants, subject to the customary *cens, rentes* and dues for each *arpent* of land in front by forty *arpens* in depth; also that he shall leave the beaches free to all fishermen, except such of them as the Sieur De Beaujeu may require for his own fisheries. And in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth without any exception, on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure I am commanded by him to issue the present Letters Patent, which shall be enregistered in the office of the Superior Council at Quebec, His Majesty having been pleased to sign the same, and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

“ ROUILLE.

And lower down,

*Ratification of the Augmentation of the Seigniority Deschailons, in favor of the Sieur de St. Ours Deschailons.*

Dated the 1st June, 1753.

Extract from the  
register. Ins. Sup.  
Couns. Letter K.  
folio 7.

This first day of June one thousand seven hundred and fifty-three, the King being at Versailles, and wishing to confirm a grant made on the twenty-fourth of January, one thousand seven hundred and fifty-two, by the Marquis de la Jonquiere, Governor and Lieutenant General of New France, and the Sr. Bigot, Intendant of the said Country, to the Sieur de St. Ours Deschailons, Captain in the troops of the said Colony, of an

extent of land of four leagues and a half in depth, on the front of the Rivière du Chesne, the said extent of land in depth, to commence at the end of the league and a half forming the Seigniorship of the said Rivière du Chesne, of which the said Sieur Deschaillons is already the proprietor; His Majesty hath ratified and confirmed the said grant, in order that it shall form with the said Seigniorship, one and the same grant, his pleasure being that the said Sieur de St. Ours d'Echaillons, his heirs and assigns, shall enjoy the same forever as their own property, as a fief and seigniorship, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the whole extent of the said grant, according to and in conformity with the grant made to him thereof, without being bound to pay to His Majesty, or to the Kings his successors, any sum of money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other rights and dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there, shall lie before the Jurisdiction of Montreal, on the condition also that he shall cause the tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty or to the Governor and Intendant of the said country, the mines, mining places and minerals, if any there be throughout the extent of the said grant; that he shall improve it and cause the tenants to keep house and home thereon, in default whereof it shall be re-united to His Majesty's Domain; that he shall leave the King's highways free, and such other roads as may be thought necessary for the public use, and that he shall cause like clauses and conditions to be inserted in the concessions which he may grant to his tenants, subject to the customary *cens*, *rentes* and dues for each *arpent* of land in front by forty *arpents* in depth; also that he shall leave the beaches free to all fishermen, except such as the said Sieur de St. Ours d'Echaillons may require for his own fisheries. And in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works and for fire-wood for the garrisons of the said forts, without being bound to pay any compensation therefor; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be registered in the office of the Superior Council of Quebec; His Majesty having been pleased to sign the same, and to have them countersigned by me, His Councillor, Secretary of State and of his Commands and Finance.

(Signed),

LOUIS,

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ROUILLE.

And lower down,

*Ratification of the grant of the Fief Perthuis, in the rear of the Barony of Portneuf, in favor of the Sieur Joseph Perthuis.*

Dated 1st May, 1754.

Extract from the  
register Ins. Sup.  
Coun., letter K,  
folio 6.

This first day of May, one thousand seven hundred and fifty-four, the King being at Versailles, and wishing to confirm and ratify a grant made on the eleventh of October, one thousand seven hundred and fifty-three, by the Marquis Du Quesne, Governor and Lieutenant General of New France, and the Sieur Bigot, Intendant of the said country, to the Sieur

Joseph Perthuis, Councillor of the Superior Council of Quebec, of an extent of land of one league and a half in front by one league and a half in depth, commencing at the termination of the three leagues in depth of the Seigniorship of Portneuf, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur Perthuis, his heirs or assigns, shall enjoy the said lands for ever as their property, as a fief and seigniorship, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the whole extent of the said seigniorship; on the condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other rights and dues according to the Custom of Paris; that the appeals from the Judge who shall be established there shall lie before the Prévosté of Quebec; that he shall preserve and cause his tenants to preserve the oak fit for the construction of His Majesty's ships: that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said grant; and keep and cause the tenants to keep house and home thereon, and that he shall clear and cause the said lands to be cleared, in default whereof they shall be reunited to His Majesty's domain; that he shall leave the necessary roads or public use, and cause like conditions to be inserted in all the concessions which he shall grant to his tenants, subject to the payment of the customary *cens, rentes* and dues for each arpent of land by forty in depth; that he shall leave the beaches free to all persons, except such parts thereof as he shall require for their own fisheries; and, in case His Majesty should hereafter require any part of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same as well as of the trees which may be necessary for the said works and for firewood for the garrison of the said forts, without being bound to pay any compensation therefor; His Majesty having also reserved to himself the right of taking from the said land the oak, masts and generally all other timber which may be necessary for the construction and armament of his vessels without being bound to pay any compensation; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception whatever on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council of Quebec, His Majesty having been pleased to sign the same and to have them countersigned by me, his Councillor, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS.

And lower down,

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ROUILLE.

*Ratification of the Augmentation of the Fief St. Denis, in favor of the Sieur Pierre Pecaudi de Contrecoeur.*

Dated 1st May, 1754.

Extract from the register in the Sup. Coun., letter K, folio 7.

This first day of May, one thousand seven hundred and fifty-four, the King being at Versailles, and wishing to confirm and ratify a grant made on the second of May, one thousand seven hundred and fifty, by the Marquis de la Jonquière, Governor and Lieutenant General of New France, and the Sieur Bigot, Intendant of the said country, to the Sieur Pecaudi de Contrecoeur, Captain of a Company of the troops stationed in the said country, of the extent of the lands situate at the back of the seigniorship of St. Denis, and which are unconceded, to wit: four leagues in depth, to commence at the end of the two leagues in depth of the said

Seigniori of St. Denis, on one side to the north east, at the line of the heirs of the late Sieur de St. Ours, and on the other side, to the south west, adjoining the un-conceded lands, in order that the said augmentation, both in front and in depth, may form, with the said seigniori, one and the same seigniori, His Majesty hath ratified and confirmed the said grant, his pleasure being that the said Sieur de Contreccœur, his heirs or assigns, shall forever enjoy the said lands as their own property, as a fief and seigniori, with superior, mean and inferior jurisdiction, the right of hunting, fishing and trading with the Indians throughout the whole extent of the said grant, according to and in conformity with the title thereto granted by the Sieurs de la Jonquière and Bigot, without being bound, by reason thereof, to pay to His Majesty, or to the Kings his successors, any money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount; on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said fief shall be held, and on payment of the other dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there shall lie before the Jurisdiction of Montreal; on the condition also, that he shall preserve and cause his tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty, or to the Governor and Intendant of the said country, the mines, mining places or minerals, if any there be in the said grant; that he shall improve it, and keep and cause the tenants to keep house and home thereon, in default whereof it shall be reunited to His Majesty's domain; that he shall leave the necessary roads for the public use, and also leave the beaches free to all fishermen, except such parts thereof as he shall require for his own fisheries; and, in case His Majesty should hereafter require any parts of the said land for the purpose of constructing forts, batteries, strong-holds, magazines and other public works, he may take possession of the same as well as of the trees which may be necessary for the said public works, without being bound to pay any compensation therefor, His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exception, on pretence that such conditions have not been stipulated in the said grant. And, in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patent, which shall be enregistered in the Office of the Superior Council of Quebec, His Majesty having been pleased to sign the same and to have them countersigned by me, his Councillor, Secretary of State, and of his Commands and Finance.

(Thus signed,)

LOUIS.

ROUILLÉ.

And lower down,

*Ratification of a grant behind Chateauguay and the Sault Saint Louis in favor of the Sieur Jean Bte. LeBer de Senneville.*

Dated the 1st September, 1754.

Extract from the  
French register of  
Enreg. Letter A.  
page 223.

This first day of September, one thousand seven hundred and fifty-four, the King being at Versailles, and wishing to confirm and ratify a grant made on the twentieth of April, one thousand seven hundred and fifty, by the Marquis de la Jonquière, Governor and Lieutenant General of New France, and the Sieur Bigot, Intendant of the said Country, to the Sieur Jean-Baptiste LeBer de Senneville, Ensign of Infantry in the troops stationed in the said Country, of an extent of land, situate at the end of the depth of the Seigniories of the Sault Saint Louis and of Chateauguay, enclosed between the Seigniori of Ville Chauve and that of la Prairie de la Magdeleine, by a league and a half in depth, as a Fief and Seigniori, with superior, mean and inferior jurisdiction,

and the right of fishing, hunting and trading with the Indians; His Majesty hath ratified and confirmed the said grant; his pleasure being that the Sieur LeBer de Senneville, his heirs or assigns, shall enjoy the extent of land above described, for ever as their own property, as a Fief and Seignior, with superior mean and inferior jurisdiction, the right of fishing, hunting and trading with the Indians throughout the whole extent of the said grant, according to and in conformity with the title which was granted therefor by the said Sieurs de la Jonquière and Bigot, without being bound, by reason thereof, to pay to His Majesty or to the Kings his successors any money or indemnity, His Majesty having remitted the same to him, to whatever sum they may amount, on condition that he shall render fealty and homage at the Castle of St. Louis at Quebec, of which the said Fief shall be held, and on payment of the other ordinary dues according to the Custom of Paris followed in the said country; that the appeals from the Judge who shall be established there, shall lie before the Jurisdiction of Montreal; on the condition also that he shall preserve and cause his tenants to preserve the oak fit for the construction of His Majesty's ships; that he shall disclose to His Majesty or to the Governor and Intendant of the said Country the mines, mining places or minerals, if any there be in the said grant; that he shall improve it and keep and cause his tenants to keep house and home thereon, in default whereof it shall be re-united to His Majesty's Domain; that he shall leave the necessary roads for the public use, and that he shall cause like conditions to be inserted in the concessions which he may grant to his tenants, subject to the payment of the customary *cens, rentes* and dues for each arpent in front by forty in depth. That he shall leave the beaches free to all fishermen, except those which the Sieur LeBer de Senneville may require for his own fisheries; and in case His Majesty should hereafter require any portion of the said land for the purpose of constructing forts, batteries, strongholds, magazines and other public works, he may take possession of the same, as well as of the trees which may be necessary for the said public works, and for firewood for the garrison of the said Forts, with out being bound to pay any compensation therefor; and His Majesty also reserves to himself the right of taking from the said grant, the oak, masts, and generally all the timber which may be fit for the construction and equipment of his ships, also without being bound to pay any compensation for the same; His Majesty's pleasure being that the said grant shall be subject to the conditions above set forth, without any exceptions whatever on pretence that such conditions have not been stipulated in the said grant. And in testimony of His Majesty's pleasure, I am commanded by him to issue the present Letters Patents, which shall be enregistered in the office of the Superior Council of Quebec; His Majesty having been pleased to sign the same, and to have them countersigned by me, the Keeper of the Seals of France, Secretary of State and of his Commands and Finance.

(Signed,)

LOUIS,

(Signed,)

MACHAULT.

*Ratification of the grant of the Post de la Baie, in favor of the Sieur Rigaud de Vaudreuil and his wife.*

Dated 15th January, 1760.

Extract from the  
French Register  
of Enregistrations,  
Letter B,  
page 476.

This fifteenth day of January, one thousand seven hundred and sixty, the King being at Versailles, and wishing to confirm and ratify a grant made on the fifteenth of October, one thousand seven hundred and fifty-nine, by the Marquis de Vaudreuil, Governor and Lieutenant General of New-France, and the Sieur Bigot, Intendant of the said country to the

Sieur Rigaud de Vaudreuil, Governor of Montreal, and to his wife, of the Post de la Baye, according to its limits, within which are comprised the River Lamanerli, on the Michilimakinac side, Lafolavoine, La Baye des Puans, the Sakis, the Sioux, at the upper part of the Mississipi, and all the rivers which fall into it; Melouki, and the small lake along the Michigan, the River à la Roche, inhabited by the Puans and Sacs, the river of the Moinogonans, and the Outaouais who live along the upper part of the river of the Kikapoux; to hold to the said Sieur Rigaud de Vaudreuil and his wife, during their life-time, with the privilege of trading with the Indians to the exclusion of all others, and of placing the establishments and making the improvements which they may think necessary for the good of the said Post; on the condition that the said Sieur and Dle. Rigaud de Vaudreuil, shall provide the different places of the said Post, with goods and other necessaries for the Indians who reside there; that each year they shall pay three thousand *livres* to the commandant whom the Governor General shall appoint to the said Post, the salary of the interpreter and others which may be thought necessary by the said Governor General; that they shall also make at their own cost and expense, such present to the Indians of the said Post, as they may deem proper, and finally that they shall pay all the other expenses which may arise for the maintenance of the same, without for His Majesty's becoming liable for any expenses occasioned thereby; and further, that after the decease of the said Sieur and Dame Rigaud de Vaudreuil, the said Post de la Baye, with its dependencies, shall return to His Majesty, together with all the establishments, clearings and generally all the works which are or may be done by them upon the said dependencies during the time of their enjoyment thereof, without its becoming binding, by reason thereof, or His Majesty to reimburse any amount on any pretence or for any reason whatsoever. His Majesty hath ratified and confirmed and doth ratify and confirm the said grant of the fifteenth day of October, one thousand seven hundred and fifty-nine, made by the said Governor General and Intendant of New France, to the Sieur and Dame Rigaud de Vaudreuil, in order that they may, during their life time, enjoy the different objects therein and above mentioned. His Majesty's pleasure being that the said grant shall be carried into execution and that it shall be subject to the conditions above set forth without any exception on any pretext whatsoever. And in testimony of His Majesty's will, I am commanded by him to issue the present Letters Patent, which shall be registered in the office of the Superior Council of Quebec, His Majesty having been pleased to sign the same, of his and to have them countersigned by me, his Councillor, Secretary of State and Commands and Finance.

(Signed)  
(Countersigned)

LOUIS.  
BERYER.