

Technical and Bibliographic Notes / Notes techniques et bibliographiques

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

- Coloured covers /
Couverture de couleur
- Covers damaged /
Couverture endommagée
- Covers restored and/or laminated /
Couverture restaurée et/ou pelliculée
- Cover title missing /
Le titre de couverture manque
- Coloured maps /
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black) /
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations /
Planches et/ou illustrations en couleur
- Bound with other material /
Relié avec d'autres documents
- Only edition available /
Seule édition disponible
- Tight binding may cause shadows or distortion
along interior margin / La reliure serrée peut
causer de l'ombre ou de la distorsion le long de la
marge intérieure.
- Blank leaves added during restorations may
appear within the text. Whenever possible, these
have been omitted from filming / Il se peut que
certaines pages blanches ajoutées lors d'une
restauration apparaissent dans le texte, mais,
lorsque cela était possible, ces pages n'ont pas
été filmées.
- Additional comments /
Commentaires supplémentaires:

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

- Coloured pages / Pages de couleur
- Pages damaged / Pages endommagées
- Pages restored and/or laminated /
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached / pages détachées
- Showthrough / Transparence
- Quality of print varies /
Qualité inégale de l'impression
- Includes supplementary materials
Comprend du matériel supplémentaire
- Pages wholly or partially obscured by errata slips,
tissues, etc., have been refilmed to ensure the
best possible image / Les pages totalement ou
partiellement obscurcies par un feuillet d'errata,
une pelure, etc., ont été filmées à nouveau de
façon à obtenir la meilleure image possible.
- Opposing pages with varying colouration or
discolourations are filmed twice to ensure the best
possible image / Les pages s'opposant ayant des
colorations variables ou des décolorations sont
filmées deux fois afin d'obtenir la meilleure image
possible.

There are some creases in the middle of the pages.

Parts of Sessional papers No. 12-13, 19 not printed.

Sessional papers No. 14-15, 18, 22-23, 30 not printed.

SESSIONAL PAPERS.

VOLUME V.

THIRD SESSION OF THE FIRST PARLIAMENT

OF THE

DOMINION OF CANADA.

SESSION 1870.



VOLUME III.

OTTAWA : Printed by I. B. TAYLOR, 20, 31, and 33, Rideau Street.

890795

LIST OF SESSIONAL PAPERS,

VOL. III., SESSION 1870,

ARRANGED ALPHABETICALLY

	VOL.	NO.		VOL.	NO.
Agriculture	6	80	Indemnity Senators	6	72
American Fishing Vessels ...	6	81	Indians, Two Mountains	6	55
Annapolis and Liverpool Road	6	78	Inland Revenue.....	1	1
Appeal, Court of	6	77	Inland Revenue Department	5	30
Banks	3	6	Insurance Companies	6	32
Bank of Upper Canada	5	24	Intercolonial Railway	5	13
Baptisms, Marriages, and			Judges	6	67
Burials	4	9	Laws, Assimilation	6	45
Barracks	6	59	Marine and Fisheries	4	11
Begley, Mrs.	5	15	Mariners	5	29
British Columbia and Prince			Marriage Licenses.....	6	54
Edward Island	5	35	Merchant Shipping Act	6	42
Brunel, Alfred	6	75	Metapediae and Restigouche		
Canadian Acts	6	39	Road	6	78
Carrillon Rapids	5	21	Military Schools	6	58
Civil Service	6	64	Militia	4	8
Clergy Reserves	6	76	Montreal Bank	6	38
Cornwall Manufacturing Co.	6	71	Northumberland, Sheriff	6	79
Copyright	6	50	North-West Territory	5	12
Currency	6	40	Nova Scotia (Financial)	5	25
Custom House, Montreal	6	70	Nova Scotia (Confederation)	6	41
Defalcations	6	43	Oakville Harbor	6	61
Dominion Notes	5	16	Ontario and Quebec Accounts	6	53
Drill Sheds	6	60	Parliament Buildings	5	19
Dundas and Waterloo Road...	6	65	Penitentiaries	2	5
Estimates	6	52	Perjury	6	39
Excise Office, Montreal	6	69	Piers and Wharves	6	74
Executions	6	48	Pilots	6	44
Geological Survey	6	86	Post Office, Montreal	6	66
Gooderham and Worts	6	62	Postmaster General	2	3
Governor General	6	51	Post Office, Waterloo	6	63
Grain	5	27	Prince Edward Island	6	33
Grenville and Carrillon Canal	5	23	Printing	6	46
Harbor Police	6	47	Proclamations published	6	83
Harbors	6	49	Provincial Legislation	6	35
			Public Accounts	3	7

	VOL.	NO.		VOL.	NO.
Public Debt	6	36	Shipping	6	37
Public Service, Ottawa	6	85	Spencer Wood	5	19
Public Works	1	2	Statistics	2	4
Quebec Harbor	5	20	Statutes	5	28
Railways	4	10	St. John River	6	34
Receipts and Payments, Do- minion	6	56	St. Lawrence and Gaspé Road	5	14
Richelieu River	6	82	Tobacco	6	84
Rideau Canal	5	22	Trade and Navigation Tables	1	1
Rideau Hall	5	19	Trinity Houses	5	29
Saugeen Peninsula	6	57	Unforeseen Expenses	5	26
Secretary of State	5	17	Vice-Admiralty Courts.....	5	18
Seigniorial Commutation	6	73	Welland Canal	6	68
Seizures	6	75	Whitworth, Township of	6	87

LIST OF SESSIONAL PAPERS.

ARRANGED NUMERICALLY, AND IN VOLUMES.

CONTENTS OF VOLUME No. 1.

No. 1... **TRADE AND NAVIGATION RETURNS** :—For the year 1868-9.

INLAND REVENUE :—Statements of spirits, malt liquors, tobacco, cigars, and snuff, petroleum, manufactures from materials in bond, and the revenue therefrom, and from bill stamps, for 1868-9.

No. 2... **PUBLIC WORKS** :—Report of the Minister of Public Works, for the year 1868-9.

CONTENTS OF VOLUME No. 2.

No. 3... **POSTMASTER GENERAL** :—Report of the Postmaster General for 1868-9.

No. 4... **STATISTICS** :—Miscellaneous Statistics of Canada for 1868, parts 1 and 2.

No. 5... **PENITENTIARIES** :—Report of the Directors of Penitentiaries for Canada for 1868.

Report of do., for 1869

 CONTENTS OF VOLUME No. 3.

- No. 6... **BANKS** :—Return of Shareholders in each Bank of the Dominion of Canada.
 ———Statement of the Post Office Savings Bank for 1868-9.
- No. 7... **PUBLIC ACCOUNTS** :—For the year 1868-9.

CONTENTS OF VOLUME No. 4.

- No. 8... **MILITIA** :—Report on the state of the Militia, for 1869.
 ———Regulations and Orders for the Active Militia, the Military Schools,
 and the Reserve. [*Not Printed.*]
- No. 9... **BAPTISMS, MARRIAGES, AND BURIALS** :—Return thereof, in various Counties
 and Districts in the Province of Quebec. [*Not Printed.*]
- No. 10... **RAILWAYS** :—Northern Railway of Canada : statement of receipts and expendi-
 ture for 1869. [*Not Printed.*]
 ———St. Lawrence and Ottawa Railway Company : return for 1869.
 [*Not Printed.*]
- No. 11... **MARINE AND FISHERIES** :—Annual Report of the Department of, for 1868-9.

CONTENTS OF VOLUME No. 5.

- No. 12... **NORTH-WEST TERRITORY** :—Papers relative to recent occurrences in the Terri-
 tory, referred to in the Speech from the Throne ; and Addenda, with
 ———Reports of the Delegates appointed to negotiate
 for the acquisition of the Territory.
 ———Statement of expenses connected with the mission
 of Hon. Joseph Howe to the Red River. [*Not printed.*]
 ———Copies of instructions to surveyors sent to the
 Territory, and of Orders in Council, Reports, and other documents con-
 nected therewith, with the number of men employed, and their salaries.
 ———Reports on the construction of roads from Thunder
 Bay to Fort Garry, particulars of work done, and cost thereof, and copies
 of Orders in Council, and instructions relating to the works.
 ———Return of persons appointed to office, or acting as
 agents for the Government, in connection with the Territory, and their
 salaries and allowances. [*Not printed.*]
 ———Report of Donald A. Smith, Esq., in relation to
 the affairs of the Territory.

- No. 12... NORTH-WEST TERRITORY:—Report of Very Rev. Vicar General Thibault, in relation thereto.
- Reports of engineers on Dawson's proposed line of water communication to Red River.
- No. 13... INTERCOLONIAL RAILWAY:—Annual Report of the Commissioners; and addenda.
- Supplementary Return of expenses connected with the survey and management since 1st April, 1868. [*Not printed.*]
- Copies of Orders in Council and correspondence with the Imperial Government touching the Loan.
- Statement of charges connected with the office of the Railway Commissioners, including travelling expenses.
- Statement of Contracts thrown up and re-let, with the names of the sureties, and amount paid by them, and Supplementary Return.
- Return of persons employed on the survey in County of Northumberland, and their salaries. [*Not printed.*]
- No. 14... ST. LAWRENCE AND GASPÉ ROAD:—Copies of Reports, estimates, and other papers connected therewith. [*Not printed.*]
- No. 15... BEGLY, MRS.:—Papers relating to the claim of the late Mrs. Begly for dower on Ordnance lands in Ottawa. [*Not printed.*]
- No. 16... DOMINION NOTES:—Return of Notes in circulation and cash, &c., held to meet them, on 9th February, 1870,—average circulation from 1st July, 1869, to 31st January, 1870,—amounts held by Banks, and the Bank Note circulation for the same period.
- Return of Notes in circulation from 1st October, 1869, to 1st February, 1870,—and the gold and debentures held to meet the same.
- Return of specie and debentures that would have been held, under the system proposed by the Government, against the circulation during the same period.
- No. 17... SECRETARY OF STATE:—Annual Report of, for 1868-9.
- No. 18... VICE-ADMIRALTY COURTS:—Tabulated statement of actions entered in each, since the 1st July, 1867. The amount of costs taxed in each case. The amount of Judges, Registrars, and Marshal's fees taxed in each case. The nature of the actions, viz:—whether for Salvage, Collision, Wages, or how otherwise. [*Not printed.*]
- No. 19... PARLIAMENT BUILDINGS:—Statement of the expense incurred in keeping up Parliament and Departmental Buildings at Ottawa, from the 30th day of June, 1868, to the present date, including the salaries of the Superintendent, employees, and watchmen in charge of the same, specifying in detail the

- total amount expended in fitting up, making alterations, grading grounds, lighting, heating, ventilating, furnishing, and all other expenses incurred on the said Public Buildings, or in the maintenance thereof.
- No. 19... **PARLIAMENT BUILDINGS** :—Accounts rendered to the Government and placed before the Dominion Arbitrators, for work and materials on Parliament Buildings, with copies of the evidence taken before said Arbitrators, and their award; also the official statement of account from the Public Works Office, showing the several measurements and quantities of materials, with all Orders in Council, or other documents relating to the subject. [*Not printed.*]
- RIDEAU HALL, OTTAWA** :—Statement of expenses attending the repairs and maintenance of Rideau Hall and Spencerwood, since 30th June, 1868. [*Not printed.*]
- No. 20... **HARBOR OF QUEBEC** :—Report on the Harbor of Quebec, by T. Trudeau, Esq., Deputy of the Minister of Public Works, and Mr. Ross, together with the instructions given to those gentlemen in the course of last autumn, together with the Petitions and Memorials which led to the said Report.
- No. 21... **CARRILLON RAPIDS** :—Detailed account of all expenditures during the past five years, made by the Government on improvements, extending from the foot of Carrillon Rapids to the uppermost works constructed upon the Ottawa River and its Tributaries, upon which public money has been expended to facilitate the descent of Square Timber and Saw Logs, &c., &c.
- No. 22... **RIDEAU CANAL** :—Detailed account of all expenditure on the Rideau Canal, since the year 1864. Also statement of all new bridges and dams, which have been built since 1864, the Orders in Council relating thereto, the cost of each and to whom paid, and a statement of any appropriations which have been made for repairs or new works within the period named, and the manner in which they were expended. [*Not printed.*]
- No. 23... **GRENVILLE AND CARILLON CANAL** :—Detailed information respecting the expenditure upon and repairs of the Grenville and Carillon Canal, during the last three years; also a statement of the tonnage of the vessels which have passed up and down the said canal during those years; and also correspondence, petitions, and other papers relating to the dam proposed to be built upon the Ottawa River at Grenville, &c., &c. [*Not printed.*]
- No. 24... **BANK OF UPPER CANADA** :—Correspondence between the Government and the Trustees, Reports of the Trustees, and Statements of the liabilities, real estate, and other assets of the Bank, and expenses of the Trustees.
- No. 25... **NOVA SCOTIA** :—Correspondence with the Imperial or any Provincial Government relative to the new financial arrangements with Nova Scotia, and of any proceedings in the Legislature of Ontario condemnatory of the said arrangement.
- No. 26... **UNFORESEEN EXPENSES** :—Statement of expenditure on account thereof, from 1st July, 1869, to 28th February, 1870.
- No. 27... **GRAIN** :—Return of Grain imported from 1st April, 1867, to 1st April, 1869.

- No. 28... **STATUTES** :—Return of distribution thereof. [*Not printed.*]
- No. 29... **MARINERS, SICK** :—Annual Reports of Sick and Distressed Mariners' Fund, and of Shipwrecked and Distressed Seamen's Fund, for the year 1868-9.
- TRINITY HOUSES, MONTREAL AND QUEBEC** :—Accounts thereof.
- No. 30... **INLAND REVENUE DEPARTMENT** :—List of persons who have passed examination for employment, and a Statement of meetings held by the Board. [*Not printed.*]
- No. 31... **BRITISH COLUMBIA AND PRINCE EDWARD ISLAND** :—Copies of Orders in Council, and correspondence, concerning the admission of those Provinces into the Union.

CONTENTS OF VOLUME No. 6.

- No. 32... **INSURANCE COMPANIES** :—Statements made by Insurance Companies.
- No. 33... **PRINCE EDWARD ISLAND** :—Correspondence and petitions relative to the withdrawal of the subsidy for the steamer formerly plying between that Island Pictou and Port Hood, and the subsidizing of a steamer to ply between P. E. Island, Pictou, and Port Hawkesbury, N.S. [*Not printed.*]
- No. 34... **ST. JOHN, RIVER** :—Reports of Mr. Bent and Capt. Grant, in 1849, concerning the navigation of the St. John, and the Report and plans of Admiral Owen, and plan of Mr. Hathaway, in 1850, and other papers on the subject. [*Not printed.*]
- No. 35... **PROVINCIAL LEGISLATION** :—Correspondence with Imperial and Provincial Governments touching legislation of any of the Provinces, and a copy of instructions to the Governor General on the subject.
- No. 36... **PUBLIC DEBT** :—Statement of the Debt of the late Province of Canada, so far as settled, and of items still in dispute. [*Not printed.*]
- No. 37... **SHIPPING** :—Correspondence with the United States Government, &c., concerning the relative duties on American vessels trading at Canadian ports, compared with those imposed by the United States on Canadian vessels.
- No. 38... **MONTREAL BANK** :—Return of sums paid to the Bank by the Government, in 1866, 1867, 1868, and 1869, and of all transactions for exchange, interest, debentures, and Dominion stock sold, &c., and the average monthly balances at the credit of the Government.
- No. 39... **CANADIAN ACTS** :—Despatch stating that Her Majesty will not be advised to disallow certain Canadian Acts of last Session, but calling attention to section 3 of the Act (Chap. 23) respecting Perjury.
- No. 40... **CURRENCY** :—Correspondence with other Governments, and Reports of International Conventions, &c., touching the adoption of a uniform system of Currency; and correspondence with Boards of Trade, &c., concerning a uniform currency for Canada. [*Not printed.*]

- No. 41... NOVA SCOTIA, CONFEDERATION:—Correspondence with the Government of Nova Scotia, touching complaints in respect of confederation. [*Not printed.*]
- No. 42... MERCHANT SHIPPING ACT OF 1869:—Despatch from Colonial Office relative to the.
- No. 43... DEFALCATIONS:—Statement of recent defalcations in the Finance Departments, and copy of Regulations lately adopted for auditing the Public Accounts.
- No. 44... PILOTS:—Statement shewing the limits of the pilotage ground, tariff of pilots' fees, and the number of pilots at each port of the Dominion, and shewing in what cases pilotage is compulsory. [*Not printed.*]
- Petitions and Correspondence to and with the Government of the Dominion of Canada, and any Department thereof, on the subject of Compulsory Pilotage. [*Not printed.*]
- No. 45... LAWS, ASSIMILATION OF:—Statement of sums paid out of the appropriation of \$20,000 for expenses of the Commission for making provision for the uniformity of the Laws of the Provinces.
- No. 46... PRINTING, PUBLIC:—Copies of tenders and contracts for Departmental Printing, Printing the Statutes, Binding, and Stationery.
- Copies of Orders in Council authorizing printing or binding to be done without tender; and statement of the cost thereof. [*Not printed.*]
- No. 47... HARBOR POLICE:—Statement of receipts and expenditure on account of the harbor police, Montreal and Quebec, for the year 1868-9.
- No. 48... EXECUTIONS:—Rules and Regulations made by His Excellency in Council, under the Act 32, 33 Vic., c. 29, sec. 118, concerning the execution of criminals in any prison.
- No. 49... HARBORS:—Reports of survey, plans, &c., relating to the construction of harbors of refuge on Lakes Erie and Huron.
- No. 50... COPYRIGHT:—Correspondence which has taken place since the 30th of March, 1869, between the Imperial and Dominion Governments, as well as between the latter and any person or persons on the subject of Legalizing under certain conditions, the Reprint of British Copyright Works in the Dominion.
- No. 51... GOVERNOR GENERAL:—Copy of His Excellency the Governor General's Commission, and the Royal Instructions which accompanied the same.
- No. 52... ESTIMATES (PUBLIC SERVICE):—For the year ending 30th June, 1871.
- No. 53... ONTARIO AND QUEBEC:—Correspondence with the Governments of those Provinces relative to the settlement of accounts between them, and a statement of moneys paid on account of the arbitration. [*Not printed.*]

- No. 54... **MARRIAGE LICENCES** :—Copy of an Act passed by the Legislature of New Brunswick, in April, 1869, intituled: "An Act relating to Marriage Licences," and reserved for His Excellency the Governor General's pleasure ;—Copies of any despatches from the Lieutenant Governors of Nova Scotia and New Brunswick, since 1st July, 1867, on the subject of Marriage Laws of those Provinces, and of the powers of the Lieutenant Governors to issue such Licences, together with the opinions of the law officers of the Crown in the Provinces on those subjects ;—Copy of the commission or instruction from the Crown granting to His Excellency the Governor General the power to grant Licences for the solemnization of matrimony in this Dominion, and copies of any deputation granted to His Honor Colonel Francis P. Harding, late Lieutenant Governor, and to His Honor the Honorable Lemuel A. Wilmot, the present Lieutenant Governor of New Brunswick, authorizing them to issue Marriage Licences in these Provinces ;—Form of the Licences for Solemnization of Marriages issued by His Excellency the Governor General, or his deputies appointed for that purpose in New Brunswick. [*Not printed.*]
- No. 55... **INDIANS** :—Correspondence in relation to the surrender of the Indian lands of the Iroquois Indians of Two Mountains, and the difficulties existing with those Indians ; and a statement of the reserves available for them in other parts.
- No. 56... **RECEIPTS AND PAYMENTS** :—Statement of receipts and payments of the Dominion of Canada, from all sources, from 1st July, 1869, to 28th February, 1870.
- No. 57... **SAUGEEN PENINSULA** :—Statement of lands sold therein, from 1856 to 1861, the quantity forfeited, amount paid thereon, amount re-sold, and the quantity of land remaining unsold. [*Not printed.*]
- No. 58... **MILITARY SCHOOLS** :—Lists of Cadets who have passed through the several military schools in each year, with the cost of the schools, and average cost of each Cadet. [*Not printed.*]
- No. 59... **BARRACKS** :—Statement of sums paid for barracks for the Imperial troops, from 1861 to 1869, inclusive. [*Not printed.*]
- Copies of all unsettled claims against the Government for such barracks for the like period, and the amount allowed in each case, and charged as militia expenditure. [*Not printed.*]
- No. 60... **DRILL SHEDS** :—Statement of the salaries and expenses of the Inspectors of Drill Sheds at Toronto and other places. [*Not printed.*]
- No. 61... **OAKVILLE HARBOR** :—Statement of the amount originally loaned by the late Province of U. Canada, for improvement of the harbor, and of subsequent loans, interest paid, principal and interest due, securities given, and copies of correspondence and Orders in Council on the subject.
- No. 62... **GOODERHAM & WOERTS, MESSRS.** :—Copies of Orders in Council, correspondence, &c., connected with the refund to them of certain excise duties, out of the vote for unforeseen expenses. [*Not printed.*]
- No. 63... **POSTMASTER, WATERLOO** :—Petitions and correspondence relative to the

- appointment of a Postmaster for Waterloo, (Shefford) in place of H. L. Robinson. [*Not printed.*]
- No. 64... CIVIL SERVICE:—Statement of the reorganization of the Public Departments, or classification of officers, under the 15th section of the Civil Service Act.
- Final Report of the Civil Service Commissioners.
- No. 65... DUNDAS AND WATERLOO ROAD:—Return shewing the state of account between Thos. Robertson and the Government, in regard to the receipts and expenditure on that road whilst under his charge, and the steps taken to effect a settlement. [*Not printed.*]
- No. 66... MONTREAL POST OFFICE:—Return of persons employed therein, with their salaries. [*Not printed.*]
- No. 67... JUDGES:—Correspondence respecting the appointment of Judges for Gaspé and Bonaventure, since 1st July, 1868; and correspondence and instructions to them concerning the holding of the Court at Amherst, Magdalen Islands.
- No. 68... WELLAND CANAL:—Correspondence and Reports of the engineer in charge since June, 1867, in relation to the Feeder, waste weir at Dunnville, supply of water to the mills, damages done at Dunnville and Port Maitland, &c. [*Not printed.*]
- No. 69... MONTREAL EXCISE OFFICE:—Return of persons employed therein, with their salaries. [*Not printed.*]
- No. 70... MONTREAL CUSTOM HOUSE:—Return of persons employed therein, with their salaries. [*Not printed.*]
- No. 71... CORNWALL MANUFACTURING Co.:—Copies of Orders in Council, correspondence, leases, and surrenders, touching the property now leased to the Company, with the rents payable in respect of the same, and of other water powers in Cornwall Canal. [*Not printed.*]
- No. 72... INDEMNITY SENATORS:—Statement, showing the sums paid to each Senator as Indemnity and Mileage for the last Session of the present Parliament. [*Not printed.*]
- No. 73... SEIGNIORIAL COMMUTATION:—Copies of Minutes in Council, Departmental Orders, and correspondence with the Treasurers of Quebec and Ontario, relative to the rate of interest allowed, since 4th May, 1859, on the capital of Seigniors, and the capital of compensation to the Townships of L. Canada, and also on the compensation of U. Canada in connexion therewith, called the U. C. Building Fund. [*Not printed.*]
- No. 74... PIERS AND WHARVES:—Return of moneys expended on public piers and wharves since 1st July, 1867. [*Not printed.*]
- No. 75... SEIZURES:—Statement of Seizures from 1st July, 1867, to 1st July, 1869, for violations of the Inland Revenue Laws, shewing the names of the officers seizing, and the reward given. [*Not printed.*]

- No. 75... SEIZURES:—Statement of moneys received by Alfred Brunel, and other officers of the Inland Revenue Department, on account of Seizures, since 1st January, 1866. [*Not printed.*]
- No. 76... CLERGY RESERVES:—Statement of amount accrued from sales of Clergy Reserves in Upper Canada under 18 Vic. c. 2, and amount annually paid (or now due) to each Municipality under authority of that Act. [*Not printed.*]
- No. 77... COURT OF APPEAL:—Report and Remarks of the Chief Justice of New Brunswick, and the Bar of that Province, on the subject of the proposed Bill to constitute a Court of Appeal, with all correspondence with any Judges or public functionaries, on the same subject. [*Not printed.*]
- No. 78... QUEBEC AND NEW BRUNSWICK ROADS:—Return showing the amounts appropriated and expended by the Dominion Government since the Union, upon the great lines of communication connecting the Provinces of Quebec and New Brunswick by the Metapedia and Restigouche Roads, and the Temiscouata and St. John route; also, Return showing the amount expended by the Dominion Government upon the Annapolis and Liverpool Road in Nova Scotia, since 1st July, 1867, &c., &c. [*Not printed.*]
- No. 79... SHERIFF OF NORTHUMBERLAND:—Particulars of the account rendered by, and paid to the Sheriff of Northumberland, of \$600, charged in the Public Accounts up to 39th June, 1869. [*Not printed.*]
- No. 80... AGRICULTURE:—Report of the Minister of Agriculture for 1869.
- No. 81... AMERICAN FISHING VESSELS:—Correspondence with the Imperial Government, and Orders in Council, relative to the admission or exclusion of American fishing vessels from the waters of the Dominion.
- No. 82... RICHELIEU RIVER:—Mr. Austin's Report on the obstructions to the navigation of that river between St. John and Iberville, called Eel Wiers. [*Not printed.*]
- No. 83... PROCLAMATIONS, &c.:—Detailed statement shewing the number of proclamations, notices, regulations, tenders, or other official papers, which have been published by Order of the Government, its officers or employees or commissioners in the course of last fiscal year.—1st. In the Canada Newspapers; 2nd. In Newspapers beyond the limits of Canada; also a statement of the amount paid or due for the above public advertisements. (*Not printed.*)
- No. 84... TOBACCO:—Statement of expenses incurred in each Province, in collecting the duty on Canadian leaf tobacco, travelling expenses of Collectors, &c. (*Not printed.*)
- No. 85... PUBLIC SERVICE, OTTAWA:—Statement giving the names of all persons who have been employed, either temporarily, or otherwise, in connection with the Public Service at Ottawa, including the House of Commons and Senate, since the 1st January, 1868, up to the present time, giving the names of those employed in each department separately, the date of each

appointment, and the amount of salary or allowance to be paid to each, together with the nature of the business to be transacted by each person so appointed. [*Not printed.*]

No. 86... **GEOLOGICAL SURVEY OF CANADA**:—Summary of operations since the last Report of Sir W. E. Logan.

No. 87... **WHITWORTH, TOWNSHIP OF**:—Amount paid annually by way of indemnity under the Consolidated Seigniorial Act, for the benefit of that part of the Township of Whitworth, included and comprised in the Parish of St. Antonin, in the County of Temiscouata, as civilly or canonically erected since that part of the said Township became entitled to such indemnity:—2nd. To whom such indemnity has been paid, and when:—3rd. How, and in what manner such indemnity has been expended, and by whom, and under what orders or authority—with accounts in detail showing what improvements have been made or proposed to be made, and in what places,—and distinguishing improvements made in whole or in part in that portion of the said Parish included in the said Township from those made in that portion thereof included in a Seigniori. [*Not printed.*]

CORRESPONDENCE AND PAPERS

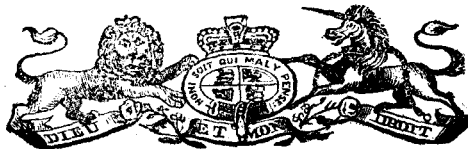
CONNECTED WITH

RECENT OCCURRENCES

IN THE

NORTH-WEST TERRITORIES.

.....
PRINTED BY ORDER OF PARLIAMENT.
.....



OTTAWA:

PRINTED BY I. B. TAYLOR, 29, 31 AND 33, RIDEAU STREET.

1870.

TABLE OF CONTENTS.

Correspondence and Papers connected with recent occurrences in the North-West Territories.

No. of Despatch.	Date.	Date of Reception.	SUBJECT.	Page.
	1869.		<i>Clerk of Privy Council to Hon. Secretary of State for Provinces.</i>	
	September 28		Copy of Report of Committee of Privy Council, recommending appointment of Hon. William McDougall, C.B., as Lieut.-Governor North-West Territories	1
			<i>Clerk of Privy Council to Hon. Secretary of State for Provinces.</i>	
	September 28		Copy of Report of Committee of Privy Council, approved by His Excellency the Governor General, containing instructions to Hon. William Mc.Dougall.	1
			<i>Under Secretary of State for Provinces to Hon. William McDougall, C.B.</i>	
	September 28		Transmitting Copy of an Order of His Excellency the Governor General in Council	1
			<i>Under Secretary of State for Provinces to Hon. William McDougall, C.B.</i>	
	September 28		Transmitting Letter of Instructions as Lieut.-Governor	2
			<i>Commission appointing Hon. William McDougall, C.B.</i>	
	September 29		After a certain day to be named Lieut.-Governor of the North-West Territories	4
			<i>Under Secretary of State to Hon. William McDougall.</i>	
	October 11		Transmitting Three Commissions under the Great Seal, and One Commission under His Excellency's Privy Seal	3
			<i>Hon. William McDougall to Hon. Secretary of State for Provinces.</i>	
995	October 31	November 19	Reporting his Arrival at H. B. Post, Pembina, detailing reasons for remaining there, and covering Copies of Documents, marked as under :—	
		Oct. 11 to 22	"A." J. S. Dennis. Memo. of facts and circumstances connected with active opposition of French Half-Breeds in Red River Settlement, to prosecution of Government Surveys	5
		October 15	"B." William Cowan to Colonel Dennis. Advising failure of H. B. Authorities to get over the opposition to Surveys.	7
			"C." W. McTavish to Colonel Dennis. On the situation	9

TABLE OF CONTENTS—Correspondence and Papers, &c.—Continued.

No. of Despatch.	Date.	Date of Reception.	SUBJECT.		Page.
	1869.	1869.	October 22..	"D." Deposition of _____, reciting the fact of men being under arms to prevent the entrance of Governor McDougall, and advising prompt action on part of Authorities	10
			October 21..	"E." Warning to Mr. McDougall not to enter the North-West Territories. (Signed, by Order, JOHN BRUCE, President; LOUIS RIEL, Secretary.) ..	11
			October 27..	"F." Despatch from Colonel Dennis on State of Public Opinion	11
			October 27..	"FF." Note from Colonel Dennis, enclosing above	13
			October 31..	"G." Hon. William McDougall to Capt. Cameron, R.A. discourteasing his attempt to proceed to Fort Garry	14
			<i>Hon. William McDougall to Hon. Secretary of State for Provinces.</i>		
	November 4.	November 20	Reporting his Expulsion from the North-West Territories		15
			<i>Hon. William McDougall to Hon. Secretary of State for Provinces.</i>		
	November 5.	November 26	Giving details of events which prevented him remaining in the North-West Territories, and enclosing Copies of following Documents:—		17
			October 30..	"A." Mr. McTavish to Hon. William McDougall. Reviewing situation of affairs at Fort Garry, and suggesting three courses for meeting the difficulty	23
			Oct. 28 to 31	"B" J. S. Dennis. Statement of facts and circumstances connected with outbreak	25
		November 27	October 27..	"C" Address to Colonel Dennis from British residents in Winnipeg, offering to escort Gov. McDougall into the Settlement	27
			November 3.	"E." J. A. N. Provencher. Report of his mission to Fort Garry	27
			November 2.	"F." Hon. William McDougall to Gov. McTavish. Acknowledging receipt of letter of 30th ult., and urging him to issue a Proclamation explaining Provisions of late Imperial Act respecting the Territory, and the authority under which the new Government will exercise its power, and warning malcontents	29
			November 4.	"G." Hon. William McDougall to Gov. McTavish. Recounting events which led to his expulsion from Territory	29
			November 5.	"H." Letter, supposed to be from Dr. Schultz, and others, at Winnipeg, confirming story of surrender of Fort Garry, and speaking of evident complicity of H. B. Co.'s officials with rebels, and urging that a Proclamation should be issued	31
			November 7.	"I." Hon. William McDougall to Gov. McTavish. Informing him that he had been compelled to leave the Territory, and referring to contents of former letters	31
			<i>Hon. William McDougall to Hon. Secretary of State for Provinces.</i>		
	November 9.		Reporting measures taken for Extension of Telegraph from Minnesota to Fort Garry, and covering copies of Correspondence on the subject, marked:—		33

TABLE OF CONTENTS.—Correspondence and Papers, &c.—Continued.

No. of Despatch.	Date.	Date of Reception.	SUBJECT.	Page.
	1869.	1869.	October 1... "A." Z. G. Simmons, Pres. N. W. Telegraph Co., to Hon. William McDougall. Proposition for connecting Fort Garry, by Telegraph, with the lines of the North-Western Telegraph Co. in Minnesota.....	35
			October 11... "B." Hon. William McDougall to Z. G. Simmons. Accepting his proposal, with modifications and additions.....	35
			October 13... "C." Hon. William McDougall to Z. G. Simmons. Memo. endorsed on above as to Duty on Wire Enclosing copy of above, and proposing rebate of 25 per cent. on official Telegraphs to Sarnia or Detroit.....	36
			October 27... "E." Z. G. Simmons to Hon. William McDougall. Enclosing copy of Telegram (marked as in margin F.), and agreeing to rebate of 25 per cent.....	36
			October 15... "F." Telegram. Referred to above.....	37
			<i>Alexander Begg to Hon. Minister of Customs.</i>	
	November 11	.....	Announcing his arrival at Pembina, and asking for Remittances.....	32
<i>Hon. William McDougall to Hon. Secretary of State for Provinces.</i>				
1036	Nov. 13 & 14	December 4.	Informing His Excellency that he is still without any further communication from the Hudson Bay authorities at Fort Garry, and commenting upon their action, and enclosing copies of Documents, marked:—	37
	November 6		"A" Public Notice to the Inhabitants of Rupert's Land, inviting them to send representatives to Rebel Council, to be held at Fort Garry on 16th November.—(Signed) LOUIS RIEL, Sec..	39
	November 9.		"B" Letter, supposed to be from Mr. Snow, advising that a "Call" had been made by Riel.....	39
	November 8.		"C" Letter from Mr. Mair, on state of affairs at Fort Garry.....	39
	November 11		"D" Letter from "Young Englishman" to Mr. Begg on the same subject.....	40
	November 12		"E" Letter to Col. Dennis, from "Friends of Canada" apprising him of state of things in Rebel ranks.....	40
<i>W. E. Sandford to Hon. Mr. Howe.</i>				
	November 18	.....	Detailing events which occurred after Mr. Howe's leaving Fort Garry, and explaining the telegraph report of Mr. McDougall's arrival there, and volunteering to come down to Ottawa.....	15
	November 20	.....	Hon. Mr. Howe's telegraph in reply.....	16
<i>Hon. Joseph Howe, S.S. for Pro. to Hon. W. McDougall.</i>				
	November 19	December 6	Acknowledging receipt of despatch of 31st ult., and expressing approval of Mr. McDougall's conduct, and instructing him to inform Governor McTavish that he is only proceeding to Fort Garry on the assumed consent of the Company and its Officers.....	14

TABLE OF CONTENTS.—Correspondence and Papers, &c.—Continued.

No. of Despatch.	Date.	Date of Reception.	SUBJECT.	Page.
	1869, November 19	1869.	Hon. Joseph Howe to Mr. Wheelock, asking him to forward the above by a safe hand..... Telegram..... Hon. Joseph Howe to Mr. Wheelock, St. Paul, Minnesota, advising him that letter has been mailed to his address, and asking him to telegraph authentic news from Frontier.....	16 17 17
			<i>Hon. William McDougall to Hon. Sec. State for Provinces.</i>	
	November 20	December 7	On situation of affairs at Red River, and enclosing copies of following documents:—	50
		November 9	“A” Letter from Governor McTavish acknowledging receipt of letters dated 2nd and 4th instant, respecting non-issue of Proclamation, criticising action of Canadian Government in relation to change of constitution; of the capture of Fort Garry, and advising Mr. McDougall’s return to Canada.....	52
		17 to 19	“B” Correspondence between “Loyalists” in town of Winnipeg, and Col. Dennis.....	54
			“C” Copy of “Protest” or “Appeal” of these “Loyalists” to Governor McTavish, and of the Proclamation he was at last thereby induced to issue.....	56
			<i>D. A. Smith to Hon. Secretary State for Canada.</i>	
	November 24		Enclosing extracts from a letter from Governor McTavish, and stating that the Hudson Bay Co. are anxious to induce the Red River people to allow the surveys to be proceeded with, and offering the assurance that the Governor, Factors, and Officers generally, will use their best efforts to restore and maintain order throughout the Territory.....	46
		October 12	Extract from a letter from Governor McTavish to W. G. Smith, reporting the disturbance between Mr. Snow and men employed on the road to the Lake of the Woods, and that Mr. Dennis’s surveying party had been stopped.....	47
			<i>Under Secretary of State for Canada to Donald A. Smith, Esq.</i>	
	November 26		Acknowledging receipt of above, and expressing acknowledgment of the Dominion Government for the assurance therein contained....	47
			<i>Hon. William McDougall to Hon. Sec. State for Provinces.</i>	
	November 25	December 16	Informing him of the means taken to insure the safety of arms and ammunition stored at Georgetown; that he had received a private note from Governor McTavish, saying, that, he had issued a Proclamation; also, covering copies of following documents:—	59
		Nov. 4, to 22	Notes by Major Wallace of events which transpired at Fort Garry and neighbourhood between these dates.....	59
		November 22	“A” Hon. William McDougall to General Hart, or Officer commanding at Fort Abercrombie, requesting that the arms and ammunition belonging to the Government of Canada at Georgetown, may be allowed to be stored in Fort Abercrombie.....	63

TABLE OF CONTENTS.—Correspondence and Papers, &c.—Continued.

No. of Despatch.	Date.	Date of Reception.	SUBJECT.	Page
1042	1869. November 28	1869.	Extract from a letter addressed to the Sec. State for Provinces, by a gentleman resident at St. Paul, touching position of affairs at Red River..... <i>Hon. Mr. Howe, S. S. for Pro. to Hon. Wm. McDougall.</i>	41
	November 29	December 16	Acknowledging receipt of despatches of 5th and 7th November, and stating that they had at once been laid before Governor General in Council, that the Governor General is still in telegraphic communication with the Secretary of State, and ordering him to remain at Pembina for the present..... <i>Hon. William McDougall to Hon. Sec. State for Provinces.</i>	32
	November 29	December 15	Reporting that he is still at Pembina, and the measures he has taken to announce the transfer of authority on 1st December, and detailing events that had taken place in his vicinity, and enclosing copies of following documents:— November 24 "A" D. A. Grant to Col. Dennis, relating occurrences relative to Government property stored at Dr. Schultz's, and asking instructions from Governor how to act..... November 25 "B" Col. Dennis to D. A. Grant, Esq., reply to above, and conveying Mr. McDougall's orders, Nos. 1, 2, 3 and 4..... November 24 "C" Hon. Wm. McDougall to Governor McTavish, requesting him if the proposal to store Government property in Stone Fort is feasible, to give required authority..... <i>Hon. William McDougall to Hon. Secretary State for Provinces.</i>	64 66 67 68
	December 2.	December 18	Detailing events that have occurred since 29th ult.:—and enclosing copies of documents as under:— "A" From "Loyal subjects of the British Crown" asking for official information of the position of affairs, and what the intentions of the Canadian Government are?..... December 2. "B" Proclamation, by His Excellency Governor McDougall, commanding public officers and functionaries to continue in the execution of their several offices..... November 21 Extracts from St. Paul "Daily Press" referred to in above letter..... <i>Hon. Secretary State for Provinces to the Very Reverend Grand Vicar Mr. Thibault.</i>	69 71 71 72
	December 4.		Conveying instructions for his guidance, in representing to the people of the Hudson Bay Territory, the views and policy of the Canadian Government..... <i>Hon. William McDougall to Hon. Secretary of State for Provinces.</i>	45
	December 6.	December 24	Acknowledging receipt of despatch of 19th ult., stating his conviction that the Rebel Government would have been inaugurated during the interregnum which must have occurred; and that we would have had to fight, at a much later date, a very different enemy from	

TABLE OF CONTENTS.—Correspondence and Papers, &c.—Continued.

No. of Despatch.	Date.	Date of Reception.	SUBJECT.	Page.
	1869.	1869.	that which now melts away before a "Proclamation" and a "Conservator of the Peace," and enclosing copies of following documents:—	
			December 2. "2 A" Col. Dennis' first report, from Head Quarters at Stone Fort.....	75
			December 2. "2 B" Letter, enclosing copy of resolutions passed by French delegates at Riel's Council, embodying rights of insurgents.....	77
			"2 C" Not sent down, being of a private character.....	79
			November 21 "2 D" Proposition to Mr. McDougall, from St. Paul "Daily Pioneer".....	80
			<i>Hon. Secretary State for Provinces to Hon. William McDougall.</i>	
	December 7.		Acknowledging receipt of despatch of 13th ult., with enclosures, and advising him that the Very Reverend Mr. Thibault and Mr. Charles De Salaberry proceed to Fort Garry, to assist in restoring order; to be followed by Mr. D. A. Smith—enclosing an Order in Council on the subject of Custom Duties [page 44] and repeating in an authoritative form, the instructions given him before leaving Ottawa.....	42
			<i>Hon. Secretary State for Provinces to Hon. William McDougall.</i>	
1611	December 7.		Acknowledging receipt of despatch of 20th November, with enclosures from Hudson Bay Company.....	58
			<i>Hon. Secretary State for Provinces to Hon. William McDougall.</i>	
	December 8.		Enclosing original Proclamation, issued by Governor General, by direct command of Her Majesty.....	43
	December 6.		Proclamation by Sir John Young, referred to above.....	44
			<i>Hon. William McDougall to Hon. Secretary State for Provinces.</i>	
	December 8.	December 25	Giving an account of interview with residents of Pembina, U. S., at Mr. Nelson's office, on the subject of employing Indians in quelling disturbances at Red River. Acknowledging receipt of note from General Hart, U. S. A.,—and enclosing copies of following documents:—	
			December 8. "3 A" Hon. William McDougall to N. E. Nelson, Esq., Deputy Collector of Customs, Pembina, putting in writing the principal points of the conversation at the interview alluded to above.....	86
			"3 B" Translated Copy of a letter received by Mr. Provencher, supposed to be from R. C. Priest, at Scratching River.....	86
			December 8. "3 C" Letter to Col. Dennis forbidding the employment of Indians in the suppression of outbreak.....	91
			<i>Hon. Secretary State for Provinces to Donald A. Smith, Esq., Montreal.</i>	
	December 10		Appointing him Government Commissioner to the North-West, and instructing him in the premises.....	48
			<i>Hon. Secretary State for Provinces to Hon. William McDougall.</i>	
	December 10		Enclosing copy of letter of instructions to Mr. Smith.....	48

TABLE OF CONTENTS.—Correspondence and Papers, &c.—Continued.

No. of Despatch.	Date.	Date of Reception.	SUBJECT.	Page.
	1869.	1869.	<i>Hon. Secretary State for Provinces to Hon. William McDougall.</i>	
	December 10	.....	Calling attention to exposed situation in which the arms for government service at Red River, have been placed.....	58
			<i>Hon. Secretary State for Provinces to Hon. William McDougall.</i>	
	December 11	.....	Authorizing him to contradict expressions said to have been used by him (the Secretary) in conversation with inhabitants of Hudson Bay Territory.....	58
			<i>Hon. Secretary State for Provinces to Hon. William McDougall.</i>	
	December 15	.....	Acknowledging receipt of letter of 25th ult., and enclosures.....	63
			<i>Hon. William McDougall to Hon. Secretary State for Provinces.</i>	
	December 13	December 30	Informing him of the surprise and capture of Canadians at Dr. Schultz's, of the probable arrival of Riel at H. B. Post, Pembina, and enclosing copies of documents as under :—	92
		December 13	" 4 A." W. B. McDougall's report of his interview with Mr. McKay.....	94
		December 13	" 4 B." Hon. William McDougall to Louis Riel,—proposing an interview.....	95
			<i>H. P. Dwight to Hon. Sir John A. Macdonald.—Telegram.</i>	
	December 15	.....	Informing him that Governor McTavish had been placed under arrest, and that Captain Cameron had been expelled.....	68
			<i>Hon. William McDougall to Hon. Secretary State for Provinces.</i>	
	December 16	1870. January 1..	Acknowledging receipt of despatch of 29th ult., and giving account of events which justified him in returning to St. Paul,—and enclosing copies of documents as under :—	95
		December 9.	" 5 A." Letter from Col. Dennis enclosing record of proceedings under Commission.....	96
		December 9.	" 5 B." Letter from Col. Dennis, saying it is hopeless to expect to do anything until Spring.....	96
		December 8.	" 5 C." Letter from "Guide"—on state of public feeling at Red River.....	97
		December 16	" 5 D." Hon. Wm. McDougall to Gov. McTavish announcing his intention of returning to St. Paul.....	97
		December 8.	" 5 E." Declaration of the People of Rupert's Land and the North-West.—(Signed) John Bruce, President, Louis Riel, Secretary.....	99
		December 9.	" 5 F." List of Rights.....	100
		December 9.	" 5 G." "Call" on the "loyal people" of the North-West Territories to lay down their arms; J. S. Dennis.....	101
			<i>Hon. Secretary of State for Provinces to Hon. William McDougall.</i>	
	December 17	December 25	Acknowledging receipt of despatch of 29th ult., and advising him that no notice had been received of the issue of the Queen's Proclamation,	

TABLE OF CONTENTS.—Correspondence and Papers, &c.—Continued.

No. of Despatches.	Date.	Date of Reception.	SUBJECT.	Page.
	1869.	1869.	or of the payment of the purchase money, and ordering him to abstain from any movement which might relieve the Governor and Officers of the Hudson Bay Territory of their responsibility.	69
			<i>J. A. Wheelock, to Hon. Joseph Howe.—Telegram.</i>	
	December 17	.....	Report, that Col. Dennis and Governor McDougall had organized forces of Swamp and Sioux Indians.	74
			<i>Donald A. Smith, to Sir John A. Macdonald.—Telegram.</i>	
	December 17	.....	Asking to be appointed to Council	80
			<i>Sir John A. Macdonald to M. W. Kittson, Esq., St. Paul.—Telegram.</i>	
	December 17	.....	Appointing Mr. Smith as one of the Council of Territory.	81
			<i>Telegrams from H. P. Dwight to Sir John A. Macdonald.</i>	
	December 18	.....	Report that Governor McDougall had raised Indians, and fearing that a collision had taken place	75
	December 20	.....	Announcing capture of Governor McDougall's agents and emissaries; 600 insurgents occupying Fort Garry	81
	December 20	.....	Report of McDougall having raised Indians discredited; insurgents not in right humor to listen to Governor McDougall	81
	December 21	.....	Forwarding letter from "W. M. D." dated Pembina, 9th December, 1869.	82
	December 21	.....	Report, through insurgent sources, of the arrest of Schultz, Mair, Bown, and Ross	82
	December 23	.....	Copy of letter published in "Buffalo Express" touching movement of U. S. Troops	83
			<i>James Ermatinger to Sir John A. Macdonald.</i>	
	December 20	.....	Warning him of the consequences of McDougall entering N.-W. Territories under Sioux auspices	83
			<i>Hon. Joseph Howe to James Ermatinger, Esq.</i>	
	December 27	.....	Disclaiming any intention of employing Sioux.	83
			<i>Hon. Secretary of State for Provinces to Hon. William McDougall.</i>	
	December 24	.....	Acknowledging receipt of despatch of 2nd December, assuring him that the grave occurrences he reports have occasioned great anxiety, and commenting upon his having used the Queen's name without Her authority.	85
	1870.		<i>Hon. William McDougall to Secretary of State for Provinces.</i>	
	January 1.	.....	Acknowledging receipt, while on way to St. Paul, of despatches Nos. 1,602, 1,611, 1,608, 1,612, 1,618, 1,617, 1,620, 1,636.	101

TABLE OF CONTENTS.—Correspondence and Papers, &c.—Continued.

No. of Despatch.	Date.	Date of Reception.	SUBJECT.	Page.
	1870. January 14.		<i>H. P. Dwight to Sir John A. Macdonald.—Telegram.</i> Announcing arrival of Dr. Tupper and party at St. Cloud	83
	January 26.		<i>Hon. William McDougall to Hon. Secretary of State for Provinces.</i> Transmitting Report of Col. Dennis ("A. 8") and Documents connected therewith, and Colonel Dennis' final report (B. 8)	106
			Dec. 1 to 10 | "A. 8" Col. Dennis' report of proceeding under commission, with copies of documents referred to therein, as under:—	106
			Dec. 4. "B" Letter from Gov. McTavish, enclosing orders for delivery of arms	114
			Dec. 4. "A 1" Order to Enrolled Canadians to withdraw from Winnipeg	114
			Dec. 4. "A 2" Order to put Canadians in Scotch Church, if Rev. Mr. Black is willing, and inquiring state of feeling in Scotch settlement	115
			Dec. 4. "A 3" Letter to Dr. Schultz on subject of government provision and disposition of enrolled Canadians	115
			Dec. 4. "A 4" Memo. given to Mr. James McKay, of proposition by which difficulties might be arranged	115
			Dec. 4. "E" Letter from Major Boulton, reporting that he is prepared to resist a strong attack	116
			"F" Letter from Dr. Schultz, account of interview with President Bruce	116
			Dec. 3. "G" Letter from James Carrie, Incum. Headingly Parish, enclosing copy of resolutions, and speaking of loyalty of parish	117
			"G H" Address from inhabitants of High Bluff to Hon. William McDougall	117
			Dec. 4. "I" Letter from Major Boulton, account of meeting at Kildonan School House, and of enrolling volunteers there	117
			Dec. 6. "K" Letter from Major Boulton, account of movement of rebels in town of Winnipeg	118
			Dec. 6. "K. 1" "Call" from Col. Dennis upon loyal men in N.W. Territories, to assist him in restoring public peace and order	119
			Dec. 6. "K. 2" To enrolled Canadians at Winnipeg, ordering them to leave the town	119
			Dec. 6. "K. 4" Note from James Ross advising no aggressive movement	120

TABLE OF CONTENTS.—Correspondence and Papers, &c.—Continued.

No. of Despatch.	Date.	Date of Reception.	SUBJECT.	Page.
	1870.			
			Dec. 6. "K. 3" Reply to above, none to be made, while there is a satisfactory reason for delay....	120
			Dec. 9. "L" Major Boulton's report of occurrences of past few days	120
			Dec. 6. "N" Letter from Bishop of Rupert's Land, advising delay, and confidence in the management of Canada.....	121
			Dec. 7. "O" Letter from Bishop of Rupert's Land, advising that no action should be taken, as the lives of prisoners might be sacrificed. Memo. from Archdeacon McLean concurring in above.....	122
			Dec. 9. "P" "Call" from Col. Dennis to loyal party to lay down their arms.....	122
			"K 5" Note to E. B. Bannatyne, enclosing the above.....	120
			Dec. 8. "R" Not in original papers	
			"S" Letter from Joseph Marion with message from Dease..	123
			Service Roll signed by Red River force at Stone Fort, R. R. Settlement, 1st December, 1869.....	123
			December 17 "B 8" Final Report of Colonel Dennis' proceedings.....	123
			<i>Hon. Secretary of State for Provinces to Hon. William McDougall.</i>	
	January 24		Asking for Copy of "Proclamation" and "Commission" to Colonel Dennis, issued on 1st December, 1869.....	102
			<i>Hon. William McDougall to Hon. Secretary of State for Provinces.</i>	
	January 29		Enclosing copies of "Proclamation" (A 9 p. 103) and Commission (B. 9, p. 104).....	102
		December 1	"A" 9 Proclamation issued by Lt-Govr. McDougall..	103
		December 1	"B" 9 Commission to Col. Dennis.....	104
			Commission referred to above.	
			<i>Hon. Secretary of State for Provinces to Donald A. Smith, Esq., Fort Garry.</i>	
	January 28		Enclosing Commission under Great Seal, appointing him Special Commissioner.....	49
			<i>Hon. Secretary of State for Provinces to Hon. William McDougall.</i>	
	February 8		Acknowledging receipt of letters under date, 14th, 20th, and 29th ult. ..	106
			<i>Hon. Secretary of State for Provinces to the Very Rev. the Bishop of St. Boniface.</i>	
	February 16		Thanking him, by command of His Excellency the Governor General, for the promptitude with which he placed his services at the dis-	128

TABLE OF CONTENTS.—Correspondence and Papers, &c.—Continued.

No. of Despatch.	Date.	Date of Reception.	SUBJECT.	Page.
	1870.		posal of the Government, to aid in the repression of disturbances in the North-West, and enclosing copies of documents for his information	128
			<i>J. S. Dennis, Esq., to Hon. Secretary of State for Provinces.</i>	
	February 19		Enclosing him copy of letter addressed to the Hon. Minister of Public Works (p. 126), and requesting that it should accompany papers on the North-West, should they be sent down to the House of Commons	125
			February 12|Letter to Minister of Public Works	126

TABLE OF CONTENTS OF ADDENDA.

No. of Despatches.	Date.	SUBJECT.	Page.
		DISTURBANCES AT RED RIVER.	
		<i>Secretary of State to Governor General.</i>	
7	1870. January 8 ..	Acknowledging receipt of despatches referring to Minute of Privy Council of Canada (p. 20), and enclosing copies of correspondence on the subject	130
		<i>Sir Stafford Northcote to Sir F. Rogers.</i>	
	1869. December 28	Enclosing copies of communications for information of Lord Granville	131
		List of enclosures referred to above:—	
	1869. November 2.	Extract of letter from Governor McTavish to W. G. Smith, Secretary. Hudson's Bay Company	133
	November 9.	Letter from Mr. McTavish to Mr. Smith	134
	November 23	Letter from Mr. McTavish to Mr. Smith	135
	October 25.	Minutes of Council of Assiniboine	135
	October 30.	Minutes of Council of Assiniboine	137
	November 16	Extract of a letter from Governor McTavish to W. G. Smith, Secretary	138
		<i>Sir Frederic Rogers to Sir Stafford Northcote.</i>	
	1870. January 8 ..	Advising him that Lord Granville had received a Minute of the Privy Council of Canada, and informing him of contents thereof; also, of the opinion of law officers of the Crown in relation to the purchase-money deposited by Mr. Rose	131
	1869. December 16	Copy of Report of Committee of Privy Council referred to above, and in Secretary of States letter of 8th January, 1870	141
		<i>Sir John Young to Lord Granville.</i>	
	November 23	Telegram—informing him that Mr. McDougall had been stopped on the way to Fort Garry by armed Half-breeds; who had also appointed a Provisional Committee of Government	138
		<i>Sir John Young to Lord Granville.</i>	
	November 26	Telegram—on the subject of Transfer of North-West Territories	139
		<i>Lord Granville to Sir John Young.</i>	
214	November 30	Reviewing the state of the North-West question	139
		—	
		PURCHASE OF NORTH-WEST TERRITORIES.—NEGOTIATIONS AND CORRESPONDENCE CONNECTED THEREWITH.	
	May 14.	Copy of Report of Committee of Privy Council,—advising that the accompanying Report of Delegates sent to England to negotiate for the acquisition, by Canada, of Rupert's Land and the North-West Territory, be approved and submitted for the consideration and sanction of Parliament	144

TABLE OF CONTENTS OF ADDENDA.—*Continued.*

No. of Despatch.	Date.	SUBJECT.	
	1869.		
	May 8.....	Report of Delegates referred to above	144
	August 17..	Copy of Report of Committee of Privy Council.—Concurring in the proposal of the Minister of Finance, relating to the provision of the purchase money—£300,000—of the Territory	145
	September 18	Copy of Report of Committee of Privy Council.—Concurring in the recommendations of the Minister of Finance, relative to the Imperial Act for guaranteeing loan, £300,000	146
	September 18	Memo. of Finance Minister referred to above	146
	September 20	Copy of Report of Committee of Privy Council.—Approving of the proposal of the Finance Minister, to pay the £300,000 payable to the Hudson's Bay Company, out of funds now in the hands of Canadian Government	147
	September 20	Memo. of Finance Minister referred to above	147
	October 2...	Copy of Report of Committee of Privy Council.—Approving of the recommendation of the Minister of Justice, that the Honorable John Rose be requested to act in London on behalf of the Canadian Government, on the several matters referred to in his memo.	149
	Sept. 30....	Memo. of Minister of Justice referred to above	149
	Nov. 16....	Copy of Report of Committee of Privy Council.—Advising immediate payment of the purchase money of North-West Territories, and that it is inexpedient to place a new loan on the Market at present.	150
		<i>Mr. Stansfeld to Under Secretary of State.</i>	
	Nov. 22....	Approval of Lords Commissioners of Her Majesty's Treasury, of the manner in which it is proposed to raise the sum of £300,000, and of the terms of the Bond or Debenture.—That Mr. Rose had been informed that my Lords are prepared to guarantee interest at 4% on such sum, on condition of proof being afforded that such sum has been paid over to the Hudson's Bay Company	151
		<i>Secretary of State to Sir John Young.</i>	
	215 Dec. 30....	Enclosing Copies of correspondence with the Board of Treasury, relating to Loan of £300,000	150
		<i>Sir F. Sandford to Secretary of Treasury.</i>	
	November 5	Enclosing several orders of the Privy Council of Canada, on the subject of guarantee of "Canadian (Rupert's Land) Loan Act of 1869"	150
		PROPOSED SYSTEM FOR SURVEY AND SUB-DIVISION OF TOWNSHIPS IN NORTH-WEST TERRITORY.	
	September 23	Copy of Report of Committee of Privy Council,—advising that the system proposed by Col. Dennis be approved and adopted	152
	September 22	Memorandum from Minister of Public Works,—giving details of the system referred to above	152
		APPOINTMENT OF MR. McDougall as LIEUTENANT GOVERNOR.	
	September 23	Copy of Report of Committee of Privy Council,—advising that Hon. William McDougall, C.B., be appointed Lieutenant Governor of the North-West Territories	152
	September 23	Copy of Report of Committee of Privy Council,—advising that the annexed draft of letter to be addressed to the Hon. William McDougall, as his preliminary instruction on proceeding to the North-West Territories, be approved	153
	September 23	Letter of preliminary instructions referred to above	153

TABLE OF CONTENTS OF ADDENDA.—*Continued.*

No. of Despatch.	Date.	SUBJECT.	Page.
	1869.	CUSTOMS AND EXCISE LAWS IN THE NORTH-WEST TERRITORIES.	
	September 28	Copy of Report of Committee of Privy Council,—recommending that the Lieutenant Governor be instructed to procure the passing of Ordinance or Ordinances by His Council, making the Customs and Excise Laws of the Dominion operative in the Territories; and that Mr. Begg be appointed Collector of Customs and Inspector of Inland Revenue under the said Ordinances	154
	December 7.	Copy of Report of Committee of Privy Council,—submitting that it is inexpedient to make material changes in Customs duties in Rupert's Land; but that it may be necessary to establish duties on spirits and other articles now exempt.....	155
	December 11	Copy of Report of Committee of Privy Council,—recommending that Minute of 7th instant be cancelled, and that the present Tariff should remain in force for two years	155'
		—————	
		GREAT SEAL OF THE NORTH-WEST TERRITORIES.	
	November 23	Order in Council on above subject.....	156
		—————	
		COMMUNICATION BETWEEN LAKE SUPERIOR AND RED RIVER.	
	1870 January 18.	Copy of Report of Committee of Privy Council,—recommending that \$12,000.00 be authorized to be expended in purchase of boats and means of conveying them to where required	156
		—————	
		POSTAL SERVICE TO FORT WILLIAM.	
	January 28.	Copy of Report of Committee of Privy Council,—advising that the agreement entered into between the Post Master General and the owners of the Steamer "Chicora" be sanctioned.....	157

JOHN YOUNG.

The Governor General transmits, for the information of the House of Commons, the accompanying papers relative to the recent occurrences in the North-West Territories, referred to in the third paragraph in the Speech from the Throne.

GOVERNMENT HOUSE,

Ottawa, 24th Feb., 1870.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 28th September, 1869.

*To the Honorable the Secretary of State
for the Provinces, Ottawa.*

On the recommendation of the Honorable the Minister of Justice, the Committee advise that the Honorable William McDougall, C.B., be appointed Lieutenant-Governor of the North-West Territories, and that a Commission under the Great Seal do issue, to take effect from and after the day on which such Territories are transferred by Her Majesty to the Dominion of Canada.

And on the same recommendation they advise that Mr. McDougall's salary as such Lieutenant-Governor, be fixed at Seven Thousand Dollars per annum.

Certified.

WM. H. LEE,
Clerk P.C.

OFFICE OF THE SECRETARY OF STATE FOR THE PROVINCES,
Ottawa, 28th September, 1869.

To the Honorable W. McDougall, C.B.

SIR,—I have the honor, by command of His Excellency the Governor General, to transmit to you, herewith, a copy of an Order of His Excellency in Council, together with the letter therein referred to, containing your preliminary instructions in proceeding to the North-West Territories.

I have, &c.,

E. A. MEREDITH,
Under Secretary.

*To the Honorable the Secretary of State
for the Provinces, &c., &c., &c.*

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 28th September, 1869.

The Committee have had under consideration the annexed Draft of a letter proposed to be addressed by the Secretary of State for the Provinces to the Hon. William McDougall, as his preliminary instructions on proceeding to the North-West Territories, and on the recommendation of the Hon. the Minister of Justice, advise that the same be approved by your Excellency.

Certified.

WM. H. LEE,
Clerk Privy Council.

OFFICE OF THE SECRETARY OF STATE FOR THE PROVINCES,
Ottawa, 28th Sept., 1869.

*The Hon. Mr. McDougall, C.B.,
Ottawa.*

SIR,—As you have been appointed Lieutenant-Governor of the North-West Territories, in anticipation of the formal transfer of those Territories by Her Majesty to the Dominion of Canada, and as it is expected that such transfer will be made within the course of the next two or three months, I have the honor, by command of His Excellency the Governor General, to inform you that it is desirable that no time should be lost in making the necessary preliminary arrangements for the organization of the Government of the Territories.

2. With this view I am to instruct you to proceed with all convenient speed to Fort Garry, in order that you may effectually superintend the carrying out of the preliminary arrangements indicated in the preceding paragraph, and be ready to assume the Government of the Territories on their actual transfer to Canada.

3. On your arrival at Fort Garry, you will place yourself at once in communication with Mr. McTavish, the Governor of the Hudson Bay Company, and notify him of your appointment; you will, at the same time, offer seats in your Council to Mr. McTavish and to Mr. Black, or other Chief Judicial Officer of the Hudson Bay Company now in the Territory. Should either or both of these gentlemen decline to accept office, you will submit, for the consideration of His Excellency, the names of one or two other officers of the Company, whom you consider eligible to act as members of your Council. You will, at the same time, submit the names of several of the residents of character and standing in the Territory, unconnected with the Company, qualified to act as Councillors, giving particulars respecting them, and stating their comparative merits.

4. You will have the goodness to report with all convenient speed, for the information of His Excellency, on the state of the Laws now existing in the Territories, transmitting copies of any Laws, Ordinances or Regulations of the Company now in force there, together with a full report as to the mode of administering Justice, the organization of the Courts, the number and mode of appointment of Justices of the Peace, the Police arrangements, and the means adopted for keeping the peace, &c.

5. In preparing your Report on the matters referred to in the preceding paragraph, it will be well that you should confer with the Chief Judicial Officer of the Company in the Territories.

6. You will have the goodness to report also upon the system of Taxation (if any) now in force in the Territories, the system of licensing Shops, Taverns, &c., the mode of regulating or prohibiting the sale of Wines, Spirituous and Malt Liquors; and further, as to the mode of keeping up the Roads, and generally on the Municipal Organization (if any) existing in the Territories.

7. You will also make a full report upon the state of the Indian tribes now in the Territories—their numbers, wants and claims; the system heretofore pursued by the Hudson Bay Company in dealing with them—accompanied by any suggestions you may desire to offer with reference to their protection, and to the improvement of their condition.

8. You will have the goodness to report also on the nature and amount of currency or circulating medium now employed in the Territories, and of the probable requirements of the Territories in that respect in the future.

9. You will also report on the system of education (if any) which now obtains in the Territories.

10. You will also please to report as to such lands in the Territories as it may be desirable to open up at once for settlement, transmitting a plan of such survey as may be necessary, with an estimate of the cost of survey, a statement of the conditions of grants of land and settlement. The plan should show the number of townships it is proposed to lay out at once, the size and situation of townships, and the size of the lots, making the necessary reservation for churches, schools, roads, and other public purposes.

11. You will also report upon the relations at present existing between the Hudson Bay Company and the different religious bodies in the Territories.

12. You will also report as to the number of officers now employed by the Hudson Bay Company in the Administration of the Government of the Territories, stating the duties and salaries of such officers, and specifying those who should, in your opinion, be retained; you will also report as to the number of persons whom it will be necessary hereafter to employ in the Administration of the Government, and you will report generally on all subjects connected with the welfare of the Territories upon which it may seem to you desirable to communicate with the Government of the Dominion.

13. It is desirable that you should take immediate measures for the extension of the telegraph system from the Territory to Pembina, and for its connection at that place with the system of the American Telegraph Company or Companies, making any provisional arrangements for that purpose that may be necessary, and forwarding a copy of such arrangements to this Department for confirmation by His Excellency.

I have the honor to be, Sir,

E. A. MEREDITH,
Under Secretary of State.

OFFICE OF THE SECRETARY OF STATE FOR THE PROVINCES,
11th October, 1869.

To the Honorable Mr. McDougall, C.B.,

SIR,—I have the honor, by command of His Excellency the Governor General, to transmit to you herewith three Commissions under the Great Seal, and one under His Excellency's Privy Seal, as follows:—

1. A Commission appointing you Lieutenant Governor of the North-West Territories.
2. A Commission (*Delimus Potestatem*), to William McTavish and the other parties therein named to administer the Oaths of Allegiance and of Office to you as Lieutenant Governor of the North-West Territories.
3. A Commission (*Delimus Potestatem*), to the same parties as are named in preceding Commission, to administer the Oaths of Office to all persons hereafter appointed to office in the North-West Territories.
4. A Commission under His Excellency's Privy Seal appointing you Deputy Governor for signing Marriage Licenses in the North-West Territories.

All these Commissions are to take effect from and after the day to be named by Her Majesty in pursuance of the "British North America Act, 1867," for the admission of Rupert's Land and the North-Western Territories into the Dominion of Canada.

The proposed Great Seal of the North-West Territories has been handed to Mr. Provencher, the bearer of this letter, to be delivered to you on his arrival at Fort Garry.

The Seal will require to be sanctioned by His Excellency in Council, and will, at an early day, be submitted to him for that purpose.

I have &c.,

E. A. MEREDITH,
Under Secretary of State.

Commission appointing the Honorable William McDougall, C. B., Lieutenant Governor of the North-West Territories.

CANADA.

JOHN YOUNG.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To the Honorable William McDougall, of the City of Ottawa in the Province of Ontario in Our Dominion of Canada, Member of Our Privy Council for Canada, and Companion of Our Most Honorable Order of the Bath.

GREETING :

WHEREAS by an Act of the Parliament of Canada, made and passed in the Session held in the thirty-second and thirty-third years of Our Reign, and intituled, "An Act for the temporary Government of Rupert's Land and the North-Western Territory, when united with Canada." After reciting that it is probable that We, pursuant to the British North America Act, 1867, may be pleased to admit Rupert's Land and the North-Western Territory into the Union or Dominion of Canada, before the then next Session of the Canadian Parliament, and further reciting that it is expedient to prepare for the transfer of the said Territories from the Local Territories to the Government of Canada, at the time which may be appointed by Us for such admission, and to make some temporary provision for the Civil Government of such Territories until more permanent arrangements can be made by the Government and Legislature of Canada. It is by the said Act now in recital, in effect, enacted that it shall be lawful for Our Governor by any Order or Orders to be by him from time to time made with the advice of the Privy Council, and subject to such conditions and restrictions as to him shall seem meet, to authorize and empower such Officer as he may from time to time appoint as Lieutenant Governor of the North-West Territories to make provision for the administration of Justice therein, and generally to make, ordain, and establish, all such laws, institutions and ordinances, as may be necessary for the peace, order, and good government of Our Subjects and others therein, and it is also further enacted that the Lieutenant Governor shall administer the Government under instructions given him from time to time by Order in Council.

And Whereas for the purpose of preparing for the transfer of the North-West Territories aforesaid to the Government of Canada, at the time which may be appointed by Us for such admission and for making some temporary provision for the Civil Government of such Territories, We are desirous of appointing you the said WILLIAM MCDUGALL, to be *Lieutenant Governor of the North-West Territories.*

Now know ye that We reposing special trust and confidence in the prudence, courage, loyalty, and integrity of you, the said WILLIAM MCDUGALL, of Our especial grace, certain knowledge, and mere motion have thought fit to constitute and appoint you, *and We do hereby* constitute and appoint you on, from, and after the day to be named by Us for the admission of Rupert's Land and the North-Western Territory into the Union or Dominion of Canada, to be, during Our pleasure, the *Lieutenant Governor of the North-West Territories* aforesaid, *and We do hereby authorize*, and empower, and require, and command you on, from, and after the day to be so named by Us, for the admission of Rupert's Land and the North-Western Territory into the Union or Dominion of Canada, as aforesaid, in due manner to do and execute in all things that shall belong to your said command and the trust We have reposed in you, according to the several provisions and instructions granted or appointed you by this Our Commission, and of the Act hereinbefore recited, according to

such instructions as are herewith given to you, or which may from time to time be given to you in respect of the North-West Territories aforesaid, and the Government thereof, by order of our Governor General in Council under the sign manual of Our said Governor General, or by Us through one of our Privy Council of Canada, and according to such laws as are or shall be enforced within the North-West Territories.

In testimony whereof We have caused these our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed; *Witness Our* trusty and well beloved the Right Honorable SIR JOHN YOUNG, Baronet, one of Our Most Honorable Privy Council, Knight Grand Cross of Our Most Honorable Order of the Bath, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, *Governor General of Canada.*

At Our Government House, in Our *City of Ottawa*, this *Twenty-ninth* day of *September*, in the year of our Lord one thousand eight hundred and *sixty-nine*, and the *thirty-third* year of Our *Reign*.

By command.

HECTOR L. LANGEVIN,
Secretary of State.

HUDSON'S BAY POST,
PEMBINA, October 31st, 1869.

The Honorable
The Secretary of State for the Provinces,
Ottawa.

Received by
Secretary of
State, 19th
of November
1869.

SIR,—I have the honor to report my arrival at this place last evening, where I have determined to remain for a short time, in consequence of the events hereafter detailed.

Rumours of hostile movements on the part of the French half-breeds against the authority of the Canadian Government, reached me at several points between St. Paul and Pembina, but they were so wild and contradictory that I gave little heed to them.

I met the Honorable Joseph Howe on his return from Fort Garry, about half-a-day's journey south of Georgetown, in the open Prairie. As the weather was stormy, we had only a very short interview. He stated that the people of the Red River Settlement were well disposed towards the Canadian Government, but from some circumstances, of which he would advise me by letter from Fort Abercrombie, the feelings of a certain section of the population had been excited, and that delicate handling would be necessary to allay them. He did not state, and apparently did not anticipate, that there was any danger of an armed insurrection before my arrival at Fort Garry.

At a point, about thirty miles from this post, where I camped for the night, I met a Mr. Sandford, of Hamilton, (Ontario), who put into my hands despatches of which the enclosed are copies (marked A. B. C. D.) He stated also, that he was stopped at Scratching River, (about 15 miles from Fort Garry), by a body of armed men, who had thrown a barricade across the road, and who expressed their determination to prevent me from passing that point. He had no doubt of their intention to carry out their threats, by force, if necessary.

His report of the state of feeling among the French half-breeds, and of the movements of the insurgents, confirmed generally the statements in the enclosed papers.

On my arrival at the American Custom House, at Pembina, a half-breed, who had been waiting there for the last three or four days, put into my hands a letter, of which the paper marked E is a copy, and immediately disappeared. I paid no attention to his

letter, but as soon as the proper entries had been made by the collector, proceeded to the Hudson Bay Company's Post, about two miles distant, and within the "Territory of the North West." Here I found another despatch (marked F.) with a note from Colonel Dennis (marked)*.

This morning I determined to send forward Mr. Provencher (who, with Mr. Richards and Captain Cameron, accompanied me from Fort Abercrombie to this place) to Fort Garry, if permitted to go so far, with a verbal message to Governor McTavish, announcing my arrival within his jurisdiction, and claiming his protection for myself and party. Mr. Provencher was instructed to ascertain from the insurgents, by a friendly conference if possible, their object, and the extent of the force at their command;—He was instructed to assure them of the determination of the Government to deal justly with all classes, and to respect existing rights, without reference to race or religion. But he was to explain to them that until the new government was organized, and so long as they remained with arms in their hands, no official communication could be had with them by me, or any one on my behalf. Mr. Provencher left this morning about eight o'clock, with a reliable guide, who is well acquainted with the country and the half-breeds of the settlement.

I shall remain here with Mr. Richards and the balance of my party, until I hear from Mr. Provencher, or learn from other sources that the insurgents have dispersed.

I have further to report that Captain Cameron of the Royal Artillery, who accompanied me in his own conveyance for the greater part of the way from St. Cloud, and who expects to hold an appointment under the Government, determined this morning to proceed to Fort Garry on his own responsibility. I endeavoured to dissuade him from making the attempt until we had some assurance that the road would not be obstructed, but he persisted in making preparations for the journey, whereupon I addressed him the following note (marked G).

After reading my note he said he would take all risks, and proceeded on his journey, taking with him his wife and two servants.

I have just heard that I am to have a visit to-morrow from the Chief of a band of Chippawa Indians, who claim title to a large tract of country extending from the boundary line at Pembina towards Fort Garry. I have agreed to TALK with him, and will report the result of my interview in due course.

I have the honor to be, Sir,

W. McDougall.

POSTSCRIPT, November 1st, 1869.

The Honorable

The Secretary of State for the Provinces, &c.

Col. Dennis and Mr. Wm. Hallett have just arrived from Fort Garry, having made a detour over the Prairie in order to avoid the armed party at Scratching River: the situation is but little changed, except that the attempt of the insurgents to rally the Indians to their side has failed. Two chiefs, who obeyed their summons, returned home refusing to take part in the movement, when they had ascertained its nature.

I have just had a long talk with the chiefs of the tribe who claim the country in this neighbourhood. They repudiate all sympathy with the half-breeds who are in arms.

In haste,

Very respectfully yours,

WM. McDougall.

* *Sic* in original.—See Letter marked F. F., page 13.

[A]

FORT GARRY, 11th October, 1869.

MEMORANDUM of facts and circumstances connected with the active opposition by the French half-breeds in this settlement to the prosecution of the Government surveys.

This day about 2 p.m. a messenger arrived, Mr. Farmer, chain-bearer of Mr. Webb's party employed in surveying the base line or parallel of latitude, between Townships 6 and 7 east of the Meridian, on which service the party left a week ago to-day, bringing the unwelcome information from Mr. Webb, that his further progress with the survey had been stopped by a band * of some 18 French half-breeds, headed by a man named Louis Riel.

Mr. Webb had projected the line to about the fourth section, in Township 7, 2nd range east, and being within say 2½ miles of the Red River, when this occurrence took place.

He was ordered by the leader of the party at once to desist from further running the line, and in fact notified that he must leave the country on the south side of the Assiniboine, which country the party claimed as the property of the French half-breeds, and which they would not allow to be surveyed by the Canadian Government.

No arms were seen with the party, but by standing on the chain and using threats of violence if the survey was persisted in, it became evident that to go on with the survey would probably have led to a collision, and Mr. Webb, in accordance with written instructions, which I had previously given him to provide for any such contingency, discontinued his work, and as the half-breeds would not allow him to remain encamped where he was, moved his camp out to the main road on the Red River, waiting for orders, having sent off in the meantime. Mr. Farmer, as above stated.

I at once waited on Dr. Cowan, the chief magistrate in the settlement, and laying the facts of the case before him, requested that he would consult with the Governor, or such other magistrate as he might think desirable to call in, and take such further steps with regard to this outrage, as he and they might think called for under the circumstances.

I remarked to Dr. Cowan at the same time that I question whether, owing to the unsettled state of the land tenure as regarded the half-breeds and Indians, and the peculiar irritation or sensitiveness that existed on the part of the French half-breeds in view of the transfer of the Territory and the assumption of the Government by Canada, it would be politic to take harsh measures towards the offenders in this case, but stated that as he and his brother magistrate knew the temper and feeling of the people in the settlement generally, that I left the matter in their hands, satisfied that they would do what would seem most advisable under the circumstances.

Before I left Dr. Cowan it was settled that he would call in another magistrate, Mr. Goulet, and consult with him as to what course to take.

TUESDAY, 12th October, 1869.

I waited on Dr. Cowan this morning, about 11 o'clock, and was informed that he and Mr. Goulet had thought it best to send for Riel, the leader, and ascertain what the party means by this proceeding, and explain to him and them the serious character of the offence of which they have been guilty, and endeavour quietly to obtain a promise that no further opposition should be made to continuing the survey.

* NAMES OF BAND.

Louis Riel, Leader.
De Sangré and Son,
Baptiste Taureau and Three Sons,
François Charest,
Edward Morin,
Janvier Ritchot
Other names not legible.

The magistrates had done so accordingly but had failed either to extract from him any rational excuse for their proceeding (beyond the assertion that the Canadian Government had no right to make surveys in the Territory without the express permission of the people of the settlement), or any promise that their opposition would be withdrawn.

Dr. Cowan stated further, that Riel was to be back at 2 o'clock, when he, the Doctor, if Riel refused to listen to reason, would bring in the influence of Governor McTavish, whose health being in a critical position, he had desired should not be troubled if it could be avoided.

WEDNESDAY, October 13th.

Dr. Cowan informed me this morning that the interview of himself and Governor McTavish with Riel, which had taken place yesterday, had been in no respect satisfactory, that Riel still persisted that injustice was being done by the Canadian Government, and utterly refused to withdraw from the position he and those under him had taken.

Dr. Cowan said he should now apply to the Father Superior Lestanc, in charge of the Diocese during the absence of Bishop Taché, and that he felt sanguine that the Rev. Father, if so disposed could put a stop to trouble at once.

It being important that I should no longer delay visiting another of my parties under Mr. Hart, engaged in projecting the meridian up near Shoal Lake (on which service, had this trouble not occurred, I would have left on the afternoon of the 11th instant). I determined to leave to-day, desiring Dr. Cowan, after consulting with Father Lestanc, to send a note to my office, stating the result, and instructing Mr. Webb; accordingly I started on the service above mentioned.

OCTOBER 14th to 20th, both inclusive.

Absent at Shoal Lake and examining country between that Lake and Lake Manitoba.

OCTOBER 21st.

Having returned to the settlement late last night, found Dr. Cowan's efforts with Father Lestanc had been without avail, the Rev. Father declining to attempt to use any influence with the party of half-breeds in question.

Dr. Cowan informed me that the Rev. Father, in explanation of his refusal, said that any such attempt in consequence of an idea that possessed the half-breeds that the Company was in collusion with the Canadian Government, would have a tendency to impress them with the idea that the Church also was in sympathy with the Government, and so might lead to weakening their influence over the people in a religious point of view.

Dr. Cowan had written a note, (see same dated 15th October,) announcing the entire failure of his endeavours to get over the opposition of the French Settlers to the survey, in consequence of which Mr. Webb, according to my instructions in such event, had withdrawn his party to the north side of the Assiniboine, and was proceeding with the surveying of the settlement north of Fort Garry, to which no opposition was offered. Such is the present condition of affairs.

SAME DAY, 4 O'CLOCK P.M.

The High Constable, Mulligan, has just come to inform me, as a matter of duty, that a meeting took place yesterday, at a house of a French half-breed, named Bruce, on the other side of the river, by a number of the disaffected French party, among whom the man Riel was conspicuous.

That at such meeting it was resolved, to send an armed party to meet the Governor, whom they expected to come in to-morrow, and to prevent at all hazards, his entering the settlement.

Under these circumstances, not wishing to identify myself with any one of the three parties into which the people in the village are evidently divided, and who have no

sympathy with each other, either socially or politically. I called in the council of two Canadian gentlemen, Messrs. Sanford and Turner, of Hamilton, who had accompanied Mr. Howe on his visit, and remaining behind that gentleman were still in the settlement.

He considered that the circumstances called for immediate and vigorous action on the part of the Authorities, and it was arranged that Mr. Turner and I should wait upon Judge Black, and inform him of the intended outrage.

We found Judge Black at his residence, some four (4) miles down the settlement, and laid the matter before him, and it was arranged that he should wait upon the Governor and Dr. Cowan, early to-morrow morning, to concert measures to defeat the object of the refractory half-breeds.

On our return, there were reports confirmatory of the statements we had heard.

Friday, October 22nd.

I met Judge Black, Governor Mr. McTavish, and Dr. Cowan this morning at the Fort by appointment, when the matter was fully discussed in all its bearings, and in view of the serious aspect of affairs, the Governor thought it only proper that a meeting of the Council of the Colony should be convened with the least possible delay, and upon their advice and action such further steps should be promptly taken as should effectually prevent the perpetration of the gross outrage intended.

In evidence of the object intended by this armed party, reference is called to the affidavit of * * * , a copy of which is hereto annexed, which was made during the afternoon, the original having been sworn to before Dr. Cowan, and remaining in his possession.

This affidavit was further corroborated by a statement made about 4 p.m., by Mr. * * * , who, on his way from Pembina to-day, found a body of armed men in possession of the roadway near the crossing of the river Sale, across which they had thrown a barricade, through which barricade they were not allowed to pass without explanation, and without giving satisfactory assurances that a stranger who formed one of the party was not connected with the Canadian Government.

The meeting of Council, Governor McTavish called for Monday, the 25th inst., it being stated that some of the members resided at such a distance that it could not be convened at an earlier date.

J. S. DENNIS.

Red River Settlement,
October 23rd, 1869.

[B]

FORT GARRY, October 15th, 1869.

Colonel Dennis.

DEAR SIR,—I very much regret to say that we have failed entirely in our endeavours to get over the opposition of the French Settlers to the survey.

Governor McTavish has done all in his power, in the present state of his health, and every effort has been made by Mr. Goulet and myself, to persuade these men, but to no purpose.

I believe they are now of opinion that we are influenced unduly in favor of the Canadian Government, so that it is in vain for us to have any further correspondence with them at present.

I remain, dear sir, yours faithfully,

WILLIAM COWAN.

[C]

MONDAY AFTERNOON.

MY DEAR COL. DENNIS,—Your note has just been handed to me, and of course, if you wish it, I will be glad to see you after the meeting of Council, which will, possibly,

not be over before 2 o'clock, but I will send down and let you know. Matters from information that has reached me, look serious; but it is very difficult, judging of affairs of this kind here; and sometimes when the case looks bad, the whole thing subsides. I have seen to many difficulties here got over quietly to despair until the worst has taken place; but I must allow, there are incidents in the present case that have not been in former troubles.

Yours truly,

W. McTAVISH.

[D]

RED RIVER SETTLEMENT.

To WIT :—

* * * * maketh Oath and Saith :—

During the afternoon of yesterday, some twenty men or thereabouts, fully armed, made their appearance at the crossing of the River Sale, on the road between here and Pembina; and other and smaller parties of men, also armed, kept coming in during the afternoon and evening, till as many as forty were in the party.

That the said party of forty men are now billeted (or were when the deponent left home this a.m., at which time they had sent off some men for more provisions) round in the adjacent houses.

That the men composing the said party, deponent believes, all belong to the parishes of St. Norbert, above mentioned, and St. Vital, and that the avowed object of their meeting in arms, and waiting at the said Point, was to turn back the new Governor, Mr. McDougall, and not allow him to enter further into the Colony. One of the men in conversation with the deponent who was naturally anxious to find out the meaning of such an assemblage with arms in their hands, told the deponent the above was their object, and further said that if the Governor persisted in attempting to come further than that point, i.e., the crossing of the River Sale, they would shoot him.

The deponent saith further, that he was informed by this party, and believes the same (inasmuch as he saw a number of horsemen passing previously), that another party mounted, supposed to consist of twenty men or more, are now in advance, somewhere about Scratching River, accompanied by a man named Riel, whose intention is to stop the Governor, and submit to him several questions, or rather demands, in the event of refusing which, he is to be warned not to proceed.

There is a further and third party between the two points mentioned, which this deponent, from information received, believes to number forty men.

Should the Governor persist in coming forward, notwithstanding repeated warnings, these parties will fall back on the reserve at the river Sale, and then final action will be taken as above mentioned, should he still further endeavor to force his way on to the settlement.

The deponent further saith that, among other houses in the vicinity where certain of the forty men at the river Sale are billeted, ten of the armed party find quarters at the house of the Curé, Rev. Père Ritchot.

Finally, that the deponent seriously believes that the said men are truly in earnest, and that without prompt action be taken by the authorities to avert the same, a serious calamity is about to ensue, in an outrage which may be of a fatal character, on the person of the Honorable gentleman now about entering the colony to assume the charge of Government.

* * *

Sworn before me at Fort Garry,
this 22nd day of October, 1869.

WILLIAM COWAN, J. P.

[E]

A. MONSIEUR W. McDUGALL.

MONSIEUR,—Le Comité National des Métis de la Rivière Rouge intime à Monsieur W. McDougall l'ordre de ne pas entrer sur le Territoire du Nord-Ouest sans une permission spéciale de ce Comité.

Par ordre du Président,

JOHN BRUCE,

LOUIS RIEL, Secrétaire.

Daté à St. Norbert, Rivière Rouge.
Ce 21e jour d'Octobre, 1869.

[F.]

WEDNESDAY, 27th October. 1869.
NOON.

Have just returned from a visit to the lower part of the settlement on the west side of Red River, having left yesterday afternoon.

Called upon Mr. * * * and Mr. * * * , and others.

From the conversations had with these different gentlemen, I am satisfied that the general disposition is in favor of receiving the incoming Government with respect, but there is no enthusiasm.

The attitude of the English-speaking portion of the colony, may, I think, be fairly stated as follows :—

They say : We feel a disposition to extend a sincere welcome to the Honorable Mr. McDougall, as the gentleman who has been selected for our future Governor.

We regret sincerely that the good name of the colony should be prejudiced by any such action as that we are told is contemplated by a portion of the French half-breeds.

We consider it a most outrageous proceeding on their part, and one that we would be glad to see, if possible, put a stop to. At the same time, should an appeal to arms be necessary, we could hardly justify ourselves in engaging in a conflict, which would be, in our opinion, certain to resolve itself into one of nationalities and religions, and of which we could hardly, at present, see the termination.

We feel this way : We feel confidence in the future administration of the Government of this country under Canadian rule ; at the same time, we have not been consulted in any way as a people, in entering into the Dominion.

The character of the new Government has been settled in Canada, without our being consulted. We are prepared to accept it respectfully, to obey the laws, and to become good subjects : but when you present to us the issue of a conflict with the French party, with whom we have hitherto lived in friendship, backed up, as they would be, by the Roman Catholic Church, which appears probable by the course at present being taken by the priests, in which conflict it is almost certain the aid of the Indians would be invoked, and perhaps obtained by that party, we feel disinclined to enter upon it, and think that the Dominion should assume the responsibility of establishing amongst us what it, and it alone, has decided upon.

At the same time, we are ready—should the Council make an appeal to the settlement, to prevent the gross outrage contemplated—by a large mounted deputation, unarmed, to meet and escort the Honorable William McDougall to Winnipeg ; and thus show to the French party, now in arms, that the English-speaking portion of the colony is entirely opposed to the present threatening movement by a portion of the French half-breeds,—we will cheerfully and promptly respond to the call.

7 P.M.

Mr. * * * has just come in, and reports that about eighty of the French party, who are opposed to the views of the insurgents, met by invitation at the camp of the disaffected to-day; but that their remonstrances and appeals to get them to disband, were entirely without avail.

Several priests were present; among others, Père Lestanc, the Father Superior.

Père Lestanc took little or no part in the proceedings one way or another; some of the others were less scrupulous, Père Ritchot declaring in favor of the stand taken, and called upon the insurgents to maintain their ground.

The appeals of this priest,* and of the leaders of the insurgent party, had the effect of even withdrawing them and there, some twenty or thereabouts of Mr. Dease's party over to their side.

Mr. Dease thereupon withdrew his party from the ground, and they accordingly went into camp a short distance nearer to Fort Garry, where they are at present.

Mr. Dease, previous to coming to me, states that he had an interview with Governor McTavish, in which he expressed the determination of his party to remain together, and if possible, to overawe the others, with which view he requested a supply of arms and ammunition.

He proposes, if these are granted to his party, to escort the Governor in.

His proposition is, for a number of his men (say fifteen) to ride down towards Pembina, and meet Mr. McDougall, and escort him straight to his residence on the Assiniboine, passing the "old crossing" over the river Sale, possession of which (as it is understood that there are a few men of the insurgents now at that point), should previously have been taken by another party of his men.

He does not fear that Mr. McDougall will be interfered with at any other point.

He thinks, that, once on the north side of the Assiniboine, at his own house, or at the Fort, five miles lower down, Mr. McDougall would not be subjected to any indignity.

I accompanied Mr. Dease to the Fort, and had an interview with Governor McTavish, at which Dr. Cowan was present, when Mr. Dease's proposition was discussed.

The Governor, who was very feeble, and is evidently feeling the responsibility and delicacy of his position, determined to consider the matter to-night, and call in the aid of some Members of the Council to-morrow morning, and decide what course was best to be pursued.

It is worthy of remark, that Mr. Dease expressed his conviction from what had fallen from the lips of the insurgent leaders, that it would not be a matter of much regret to them, "implying that they would feel it a relief rather than otherwise, owing to the evident division among the French elements," were the Governor to find his way into the settlement by another route.

Mr. Dease remarked to me that his party were entirely without provision, and he feared, if they were obliged to go home, it might be difficult to get them together again, and so prejudice the position in favor of the insurgents; and I agreed to send him a small supply to-morrow morning, for their sustenance, until the Council shall have decided on the course to be taken.

There was no determination come to by Governor McTavish as to furnishing his party with arms.]

I understood that there were three or four hundred stand of arms, the old "Brown Bess," with ammunition, at present in the Fort.

I may say further that I sent * * *, a man of influence among the French Half-Breeds, but favorable to our cause, up to the French Settlement on the "White Horse Plains," on the Assiniboine, yesterday, to use his influence to prevent the people there from coming down to help the insurgents. He returned to-day, and the result of his mission is given in the annexed paper.

J. S. DENNIS.

* * * another of the Dease party, testifies that, on this occasion, the priest raved and tore his gown, addressing the assemblage in the most frantic and excited manner.

*Memo.**Visit to the "White Horse Plains."*

TUESDAY EVENING, October 26th, 1869.

Came from the road from Mangus Buston's, and go to bring the horse from the church to the water. The nuns see him water his horse—they run to him, and ask him, "Did you come from St. Vital? They said to him, "to join the people, and do not let the Governor cross the lines, or come into the country; he will speak and say many things to please you; fill his mouth with sugar, but he will do you much harm when he gets in."

They told the people to get their arms, and take them with them. I supplied them with provisions, bags of pemican, &c. They got arms from Cowley. About 28 or 40 people.

* Priest *Cabina** spoke against * * * * letter to Buston, saying that * * * * wanted to blind the people.

Note—Knows about, this to ask him. Heard the priest and nuns declare, both, that the bishop had sent letters from Canada, that the Governor was not to be allowed to come into the Territory.

Honorable Wm. McDougall.

F. F. (Private.) MY DEAR MR. MCDUGALL,—The enclosed will bring matters up to last evening. This morning Mr. Dease has been with me to say that Governor McTavish has decided to make an appeal to the people, to obtain a large unarmed party to go down and escort you through. In which case it will no doubt be responded to generally, but this may take two or three days, as some parts of the Settlement are so distant.

In the meantime, till further fully advised to the contrary, you would only prejudice the chances of a quiet settlement of affairs by endeavoring to force your way on.

I will endeavor to keep you informed every day in some way or other, and you need only be patient, if you can.

The bearer, who is reliable, will give you an accurate account of the state of things on the road.

Most truly yours,

J. S. DENNIS.

If I find I can be of less use here than with you, I will at once go down to meet you.

October 27th, 11 A.M.

J. S. D.

(G)

PEMBINA, October 31st, 1869.

Captain D. R. Cameron, Royal Artillery.

SIR,—I have the honor to inform you that information has reached me, of the truth of which I can have no doubt, that the road to Fort Garry is barricaded, and in possession of a party of insurgents, who threaten to arrest and turn back the representatives and officials of the Canadian Government. I have determined to await at this place, communications from the local authorities at Fort Garry, who advise that any attempt to force a passage under present circumstances would embarrass their proceedings.

As you will probably be regarded as an official of the Canadian Government, I am of opinion that you will incur some personal risk, and may cause some embarrassments to the loyal and peaceably disposed in their efforts to quell the outbreak, by provoking a collision at the present moment.

I do not make any order in your case, as I have no authority to direct your movements, but I wish to relieve myself of all responsibility for the consequences of your attempt to proceed immediately to Fort Garry.

I have the honor to be, Sir,

Your most obedient servant,

W. McDougall.

OTTAWA, 19th November, 1869.

*The Honorable W. McDougall, C.B.,
Pembina.*

Received by Mr. McDougall, 6th December. SIR,—I had the honor to receive this morning your Despatch of the 31st ult., covering Colonel Dennis' Report and other papers, relating to the obstructions opposed to your progress through the country lying between Pembina and Fort Garry.

Those papers were promptly submitted to the Privy Council, and I am instructed to convey to you their entire approval of the judgment and prudence displayed by you in the trying circumstances in which you were placed.

At this distance from the scene of disturbance, any instructions that could be sent to you, would only embarrass you, and restrain your freedom of action. You will, therefore, exercise your own judgment, and decide on the instant, as circumstances change, what is best to be done.

The Government entertain the hope that the opposition presented will be withdrawn when the prejudices aroused have been allayed by frank explanations, and in the meantime they would deeply regret that blood should be shed, or that any hasty or intemperate exercise, even of lawful authority, should, in the transfer of the country, array the feelings of any large portion of the people against your administration.

As matters stand, you can claim or assert no authority in the Hudson's Bay Territory, until the Queen's Proclamation, annexing the country to Canada, reaches you through this office. It will probably be issued on the 2nd December, and will be forwarded by a safe hand as soon as received. You had better inform Governor McTavish that you are only proceeding to Fort Garry on the assumed consent of the Company, and its officers, and having stated the facts, await his answer. If he either declines to admit you, or is powerless to give you safe conduct, stay where you are till further advised.

In due time, no doubt, when all peaceful means have been exhausted, should it be necessary, the powers of the Crown will be exerted, and the authority of this Government maintained. In the meantime, let me hear from you by every mail, and inform me by what safe means we can communicate with the least possible delay.

I have the honor to be Sir,

Your most obedient servant,

JOSEPH HOWE,

Secretary of State to the Provinces.

*The Honorable the Secretary of State,
for the Provinces, Ottawa.*

PEMBINA, 4th November, 1869.

Received by the Secretary of State, on 20th Nov. 1869, the mail of to-day. MY DEAR SIR,—Having been engaged during the day in arranging for a temporary residence on the American side of the line, and in writing to the authorities at Fort Garry, I find I have only a few moments left to catch the mail of to-day. Important events have occurred since my report of the 31st ult. On the 2nd inst., body of armed half-breeds galloped up to Hudson's Bay Post, and demanded an audience with me; two of the leaders were admitted, and told me they had been sent to order me out of the North-West Territory. When I asked who sent them, they replied, "the government": to my question, what government? they said, "the government they had made." They said I must leave by nine o'clock next morning, I explained my position, but they were evidently very ignorant, and had come for one object, viz:—to compel me to leave the Territory. In the morning they appeared at the gate with arms in their hands, and loudly demanded that we should leave, as after nine o'clock they would not answer for our lives. We accordingly put our horses to our wagons, and drove across the line, accompanied by a portion of the party with arms in their hands.

We are now encamped on American Territory waiting the issue of events. As soon as I hear from the authorities at Fort Garry, what action they or the people have taken on hearing of this outrage, I shall determine my course. The weather is still fair, but winter may set in at any moment. Mr. Provencher and Captain Cameron were sent back from the barricade under escort, and are now here.

There is a strong sympathy among the people here with the insurgents. We are not free from peril, but will not run away so long as we see any purpose can be served by our presence here.

In haste,

Very respectfully yours,

W. McDougall.

HAMILTON, 18th, November, 1869.

MY DEAR MR. HOWE,—I am in receipt of your kind letter of the 16th, respecting Telegram which was sent with the conviction that matters were in a more serious state than Mr. McDougall or you supposed. Immediately after your departure, the insurrection began to develop itself. Armed men immediately took possession of the roads entering

Fort Garry. A meeting of the Council was at once called, and the wildest excitement followed. The leader of the Insurgents "Riel" was before the Council from 10 A.M. until 7 P.M., and concluded by convincing them that he was correct, and they wrong. We proposed leaving the Friday following your departure, but were detained, by order of Governor McTavish, four days, to hear the decision of the Council, that he might send by me verbal advice to Governor McDougall. The Council finding itself powerless, broke up, without taking any action, while the Insurgents were gathering fresh material hourly. Governor McTavish was unable to attend the Council, and is failing rapidly. Shall not be surprised to hear of his death by any mail. When leaving Stinking River, we found an encampment of the rebels, thirty strong. They had barricaded the roads, and were patrolling on both sides of the barricade, all armed with rifles. They seized our horses by the heads, and we had to dismount. It was very generally known they had a force out to intercept the Government supplies for Dennis and Snow, also the rifles being brought forward by McDougall. I, however, sent messengers to him, and learned when I met him, the rifles had been carefully stowed below, so they are safe.

Mr. McDougall not having been in the settlement, can only have a general idea of the true position, and I felt affairs were assuming so serious an aspect, that I thought I would at once hurry down to Ottawa, and enter fully into detail, but afterwards thought it better to telegraph, and if you thought it necessary, you would telegraph for more particulars. On my arrival in St. Paul, and when passing through St. Cloud, and other of those villages, I found a great many rough men collecting and preparing for the Prairies, just the class who would only be too ready to filibuster, and knowing that in a week they would be out of the way, I put into the paper the account of Mr. McDougall's safe arrival at Fort Garry you saw telegraphed from St. Paul's, which, I have to confess, had not one word of truth in it. Things are not healthy, and I am afraid it will cost money and blood yet.

If there is anything more you may wish to know, write to me, or if you think it necessary, I will run down.

I am, &c.,

W. E. SANFORD.

OTTAWA, 19th November, 1869.

See Letter
to Honorable
McDougall,
November 19
1869.

MY DEAR WHEELOCK,—Send this by a safe hand as quickly as you can, so that it may not be stopped or tampered with by the way.

Yours truly,

JOSEPH HOWE.

Say nothing of this, the expense will be paid.

Telegraph

November 20th, 1869.

Mr. W. E. Sanford, Hamilton.

Letter received. Thanks. Telegraph any new facts. Need not come here.

JOSEPH HOWE.

(Telegraph.)

OTTAWA, November 20th, 1869.

JOSEPH WHEELOCK, St. Paul, Minnesota.—Letter for you mailed to-day. Should Governor McDougall return to St. Paul, request him to remain there till he hears from me. Telegraph any authentic news from frontier; they will charge tolls to this office.

JOSEPH HOWE.

DACOTAH, TERRITORY, U.S., Pembina, Nov. 5th, 1869.

Received by
Secretary of
State for the
Province, 26th
November.

SIR,—I have the honor to report, for the information of His Excellency the Governor General in Council, the events that have occurred in this vicinity since my communication of the 31st October. I expected to have been able to send this report by the mail which left Pembina this morning, but in consequence of the unexpected closing of the mail last evening at six o'clock, which the Postmaster said was "contract time," I was able to write only a short note, which, for prudential reasons, I addressed unofficially to Mr. Meredith. I now proceed to give you the details of the important events which prevented me from remaining in the North-West Territory.

On the 1st day of November, about eleven o'clock, a.m., while I was talking with a Chippawa Chief, and some of his band who had met me by appointment, Colonel Dennis and an English half-breed, Mr. Hallett, arrived from Fort Garry, having left the Fort early in the morning of the previous day. They rode over the prairie some miles to the West of Red River, and were not observed by the rebel scouts. Colonel Dennis brought a despatch from Governor McTavish, of which the paper marked A. is a copy. He also handed me the papers marked B. and C., bringing down his own narrative to the day previous to his departure. As the Governor and his Council concurred with Colonel Dennis in the opinion that it would be imprudent for me to proceed to Fort Garry under present circumstances; and as no steps had been taken towards organizing a force to support the authorities, I had no alternative but to remain at the Hudson Bay Company's Post. The furniture, &c., for the Government House having arrived at Pembina from St. Cloud, the person who had undertaken to deliver it at Fort Garry called upon me to know if he was to proceed with his freight, suggesting that it might be stopped on the way, and perhaps destroyed. I told him that as he had bargained to deliver it at Fort Garry he must complete his contract. I had reason to believe that he was aware of the designs and movements of the insurgents, and was in their confidence, if not in their plot. I took pains to impress him with the belief that it was no child's play his friends had begun, and that all the consequences of rebellion against Imperial authority must follow in this case as in others. I told him I had been sent as a civil governor, and was prepared to treat all classes and parties in the most friendly and impartial manner; but if they preferred a military regime and martial law they were taking the proper course to secure it. I knew that he would report my remarks as he passed through the rebel camp, and I thought it would be politic, since they had gone so far, that they should understand the view I took of their proceedings. I knew that Mr. Provencher's mission must end either favourably or otherwise before my interlocutor could see his friends. He told me that a party of twenty mounted men would pay me a visit in a day or two. As evidence of the earnestness and patriotic spirit of the insurgents he showed me a song in French, copied partly from the Marseillaise, and which was being circulated among the half-breeds of the neighborhood. He proposed to buy some of the property in his charge, the stoves especially, in order to save it from destruction. I declined his proposal with the remark, that the rebels might as well destroy the stoves as anything else, but I would hold him responsible, in the first place for their safe delivery at Fort Garry, and I thought the farms and cattle of the half-breed settlers would ultimately be found sufficient to pay any damage they might

inflict on public or private property. I told him he might do as he pleased with his freight, as I had no directions to give him until he arrived at Fort Garry. Upon this he left the Post, convinced at all events, that he had not succeeded in frightening me into a sale of the Government property at his own price. His carts, in a few minutes, were on their way to the settlement. I have not, up to this moment, (4 o'clock, p.m.,) been able to ascertain whether they have passed the barricade unmolested or not.

The interview with the Chippawa Chief, Kewetaosh and his band, which I stated in my previous report, was fixed for this day, was interesting to us and apparently satisfactory to him. His pipe-bearer, after filling his pipe with tobacco mixed with dried willow bark, and placing a live coal upon it, rose with the pipe in his hand and waited for an observation from the Chief. He, with the dignity of his race and class, rose slowly from his seat, and pointing to a large silver medal on his breast, which had been given to his grandfather in the time of George III., said he was glad to see me as the English Governor. Pointing to the fumes of his pipe, he said there was no harm in that smoke—it meant peace and friendship between us. He then sat down and the pipe-bearer presented me the pipe, which I smoked for a little and then returned to him. It was then handed to Mr. Richards and the other members of my party, each in turn. It was next smoked by the Indians, and last of all by the Chief. This ceremony being over, the Chief drew himself up for his speech. He is a pure Indian, about fifty years of age, with a stately figure and an agreeable and intelligent countenance. He repeated his friendly greeting, and said he had waited some time to see me. He was sorry to hear of the proceedings of the half-breeds in the settlement and wished me not to go there. He had not much to say, but would ask me a question. Had I bought their (his) land from the Hudson's Bay Company? He then proceeded to lay claim to the country from Pembina to the Assiniboine, and from the high lands on the West to the Lake of the Woods. He said his ancestors had never sold their title to any part of it, they had only lent as much as a man could see under a horse's belly on both sides of the river to the Company; and he now wanted to know what I was going to do with his land. He repeated his desire to be on good terms with me, and said that neither he nor his band had anything to do with the movements or designs of the French half-breeds.

I replied to his speech through an interpreter, a French Canadian settler, who speaks a little Chippawa and about as much English. I reciprocated his friendly greeting and expressed my regret, that from the length of the journey I had travelled, and the time required for preparation for it, I had not reached Pembina as soon as was expected. I was glad to see him and his band, and hoped that we would be able to make a satisfactory agreement about any land of his we might require. I explained the nature of the arrangement with the Hudson's Bay Company, which I assured him left his rights, whatever they might be, just as they stood before. With respect to his remark, that I ought not to go to Fort Garry, if he meant it as a friendly warning, I thanked him for it, but I told him I must obey, not the wishes of others, but the requirements of duty. I was sent to govern the country in the Queen's name, and would do it unless prevented by force. I then produced a map of the territory, and asked him to point out the bounds of the lands to which he and his band laid claim. This proposal was evidently something he did not expect, and a good deal of consultation took place between him and his companions. I told them I merely wished to find out the extent of the country they claimed; that I was not prepared either to admit their claim or deny it, but before we could negotiate, I must know what it was they pretended to own; that there were other Indian bands, especially toward the Lake of the Woods, who would probably claim some part of the territory he had described as belonging to his band. It then came out that their Chiefs—"Peguwis," near Lake Winnipeg, "Fox," of Prairie Portage, and "Grosse Oreille," of Oak Point, towards Lake of the Woods, and himself, agreed last winter upon a division of the country between them, and that his claim was to be limited to the country bounded by Scratching River and the Government Road on the north, Pembina Mountain on the west, White Mouth River on the east, and the American boundary on the south. I questioned him as to the bargain with Lord Selkirk, whereupon he appealed to an old man, who said he was present on

the occasion and remembered "My Lord," as he was called, only *borrowed* the land along the Red River, as far as he could see under a horse. I asked him how long it was understood the loan should continue? Another consultation took place among the Indians, and they answered, twenty or twenty-five years. To my question, whether any written record of the agreement was prepared, they said they had never seen any. He said his band numbered about six hundred souls, and that he could not make any cession of their rights without consultation with the other Chiefs. He mentioned the month of May as the most convenient time to meet them at Fort Garry, for a conference with me. As I learned that his band, excluding half-breeds, did not exceed half the number he had stated, I told him it would be necessary when he came to Fort Garry, to bring a list of the number of families and their names, and places of residence, who acknowledged him as their Chief, excluding American Indians and half-breeds. This he agreed to. I directed the Hudson's Bay Company's agent to give them some tobacco, flour, and tea, according to custom on such occasions. We all shook hands and the conference was at an end.

I then had a private interview with Colonel Dennis and Mr. Hallett, who had taken some rest in the meantime, and endeavoured to ascertain the precise object of the insurrectionary movement, and the probability of its present success. I confess that the verbal account of the condition of things at Fort Garry, the indecision and infirmity of the Governor, the hesitation and indifference of the merchants and English half-breeds, more than confirmed the impression I had derived from the correspondence, that there would be no measures taken to arrest the progress of the rebellion or resist any Government the French half-breeds might set up. Colonel Dennis expressed the opinion that the "Canadians" in the country could be relied upon, that they were fretting under the inactivity of the authorities, and would at once rally under any vigorous leader, who appealed to them in the name of law and order, and the authority of the Crown. But unfortunately their number was small, as compared with the insurgents, and they were much scattered over the country. The local Government had not even published a warning to the discontented portion of the population, of the consequences which would be likely to follow this threatened resort to arms. No official statement of the nature of the arrangements with the Hudson's Bay Company, and of the authority under which it was made, had been published to remove the misapprehensions created in the minds of the half-breeds by designing men in the settlement. It was well known at Fort Garry, that American citizens had come into the country, ostensibly for purposes of trade, but in reality to create disaffection, and if possible, a movement for annexation to the United States. These men and their sympathizers, had been actively engaged in circulating stories, absurd as they were unfounded, to alarm the fears of the half-breeds, and excite their hostility against the Canadian Government. It was known that these stories had produced the desired effect, yet nothing appears to have been done by the Government to counteract them, beyond explanation and remonstrances verbally, and to a few individuals, some of whom it was believed, had entirely misrepresented to the ignorant half-breeds, the purport of their conversation with the Council. Neither Colonel Dennis nor Mr. Hallett could suggest anything better than a policy of inaction on my part until I heard the result of Mr. Provencher's mission.

The next day (Tuesday), about five o'clock in the afternoon, fourteen horsemen were seen approaching as from the direction of Fort Garry. It was soon evident that they were armed, and moving rapidly forward. As they approached, they slackened their pace, and dismounted at the gate of the stockade which surrounds the post, with their guns cocked, and in military order. In a few minutes, two of their number demanded an interview with me. They left their arms with their comrades at the gate, and were at once admitted. I invited them to a seat, and asked them what they wished to say to me. They replied, that they had been sent to tell me that I must leave the North-West Territory—I must go back before nine o'clock to-morrow morning. I asked them who had sent them with this message? They said, "The Committee—the Government." I asked, what Government? They said "The Government we have made." I asked, what they were instructed to do, if I declined to go back? They said, "they did not know—they

had no order." I then told them I was sent to assume the government of the country under the Queen of England, and by her authority, and I could not obey the orders of their Committee. I, at the same time, produced my commission under the Great Seal, and handed it to the captain for his perusal. He evidently could not read it, but the parchment and the seal seemed to convince him that it was what I described it to be. He handed it back, saying, that if his leaders had seen that, he thought they would not have opposed me—they did not wish to take up arms against the Queen. He added that I ought to have come on as far as the barricade, which I might have done without molestation. I told him, in reply, that I was going on as fast as I could, when I was stopped by a written order from his Committee, which I handed him to read. He read it, and remarked that he was not present when it was written, but admitted that it came from the National Committee, whose orders he obeyed. His companion having left the room, he seemed impatient to end the conversation, and rose to retire. I had asked their names, which they gave, without hesitation, as Lépine and Levallée. They were very respectful in their bearing, and seemed ashamed of the business they had in hand. I sent out to ask them if they would eat, which they said they would be glad to do, and I, accordingly, ordered some pork and bread and tea to be given to them. Hearing of their remarks to one another, that if they had known I was coming to represent the Queen as well as the Government of Canada, and that I was not sent to interfere with their religious or private rights, they would not have joined the insurgent party; and having observed the effect of the Great Seal upon the captain of the Band, I resolved to send for the whole party, and explain my position and authority to them in the same manner as I had done to the two leaders. They replied to my invitation, that they were fired, and that some of their party had gone to the village, and could not see me until the morning. About six o'clock the same evening, Mr. Provencher and Captain Cameron made their appearance at the post, escorted by six horsemen, who had conducted them as prisoners all the way from River Sale. These gentlemen had not been allowed to go beyond the barricade, or to hold any communication with the authorities at Fort Garry. Mr. Provencher's report of his mission and its result, is enclosed herewith, marked E.

About eight o'clock in the morning of Wednesday, the 3rd instant, loud talking was heard at the gateway, and on going out I found the rebel party, with their arms in their hands, drawn up in a half-circle, gesticulating fiercely, and threatening that, if we were not off by nine o'clock, they would not answer for our lives. I found that they had made a prisoner of Mr. Hallett, who went out to repeat my invitation of the evening before, and that he was then tied to a cart, and not allowed to speak to any of my party. Seeing their temper, and thinking it would not be prudent to give them an excuse for any further outrage, I ordered the horses to be harnessed, and we drove away from the Hudson's Bay Company's post towards Pembina, escorted by a portion of the party on foot. When I reached the post which had been set up to mark the 49th parallel, the captain of the band stopped, and addressing me in French, said, "You must not return beyond this line," pointing to the boundary monument. He further remarked, that he did not know me as Governor, but only as Mr. McDougall. As three or four persons had joined us on the way, but had no other connection with us, I asked if they also were interdicted from going on. He shrugged his shoulders, and said he didn't know; he would not prevent them, but perhaps they would be stopped at the River Sale. I then drove on, and my escort returned to the Hudson's Bay Company's post.

We encamped on the farm of Mr. Peter Hayden, an old Irish settler, who had been forty years in the territory, and had married the sister of the Indian Chief, Kewetaosh. He was very friendly to us, and strongly British in his feeling, though living on the American side of the boundary line. Here we have remained until to-day. The weather being cold and stormy, I have directed Colonel Dennis to hire a house for our protection, and stables for our horses, if they can be found in the neighborhood, of which I have some doubt. The village of Pembina consists of the house of the Postmaster, and another in which the Collector of Customs has his office. All the others, four or five in number, are mere huts, and offered very poor accommodation for their present occupants.

Our position is beset with difficulties. We cannot go forward without an armed force, which is not at our command. We cannot immediately return for our horses require rest and grain before we can undertake so long a journey. The snow may overtake us on the way, and rendered further progress with wagons impossible. There are no houses or supplies between this place and Georgetown, a distance of 150 miles. With the Canadians who joined me on the way, and who are now afraid to go forward, my party numbers twenty souls. Colonel Dennis is also with me, and will probably follow my fortunes, as he was ordered out of the country at the same time, and by the same authority. After surveying the situation, and deciding in my own mind upon the course which it was my duty to adopt, I held a council with Messrs. Richards and Provencher and Colonel Dennis. Captain Cameron being at some distance from us at the moment, and having acted upon his own judgment on more than one occasion against my advice, much to his own disadvantage as well as ours, I did not wait to consult him. I had previously sent Colonel Dennis to ascertain what supplies could be acquired in the neighborhood for our horses and party. He reported that the supply of tea, sugar, flour, salt and beef (fresh), which could be obtained at the Hudson's Bay Company's Post was sufficient for our wants, if the rebels did not seize them, or prevent us from getting possession of them. Only a few bushels of oats (about twenty) could be procured on either side of the line, but he heard that barley was more plentiful, although even that grain might be difficult to procure, if the farmers on the American side of the line proved to be, as we more than suspected they would, friendly to the insurgents and inimical to us.

Under this state of facts we decided :—1st, to get, if possible, the twenty bushels of oats already bargained for, as our horses were much in need of them. 2nd, to secure all the barley that we would hear of for future use. 3rd, to send down to the Hudson Bay Company's agent for all the groceries, flour, and beef we would require for three or four weeks at least. 4th, having secured a sufficient supply of provisions to enable us to reach St. Cloud, if we found it necessary to return to that point, we would there make ourselves as comfortable as possible under tents, or in houses, if they could be had, until we could hear from Fort Garry, and learn the effect of our expulsion upon the loyal portion of the people. We all agreed that it would be discouraging to our friends, and a great triumph for the rebels, if their first demonstration resulted in my return to Canada before I had assumed the reins of Government. We therefore resolved to remain at Pembina for a week or two longer, if we could get supplies. I may remark that I was shewn to-day written evidence that residents of the American village of Pembina are in constant communication with the leaders of what they call the "patriot army," at River Sale. A Mr. Stuttzman, an ex-official of the Treasury Department, who has resided here for some time, now doing business as a sort of village-lawyer, and reputed to be a man of considerable influence, met the insurgents as they rode up to the Hudson's Bay Company's Post on Tuesday, and held a short parley with them. We ascertained also that the leaders of the party went down and consulted with him and others at the village, as soon as they had delivered their message to me. This person now grants passes, addressed to the Commanding Officer of the Patriot Army, vouching for the good faith of his friends, and expressing his conviction that they are hostile to "Mr. Wm. McDougall." I have entrusted to one of my party, (who got into the confidence of Stuttzman, both being members of the same secret society, and obtained a pass from him,) two communications addressed to Governor McTavish, copies of which I enclose herewith, marked F and G. A slight disagreement with this person on the journey, which caused some talk in our party, had reached Stuttzman's ear, and made him the more ready to take this man into his confidence. I have, on the other hand, no doubt of his loyalty to me, and that if Col. Stuttzman's pass is recognized by the rebels, my letters will reach their destination.

LAROSE'S FARM, 1 Mile South of Pembina River,

November, 7th, 1869.

We were successful in obtaining our supplies, enough for two or three weeks, from the Hudson's Bay Company's Post. We got them over the lines in the night, with the aid of our Irish friend, who sent an ox-cart for them. The enemy's scouts, who were lurking about to watch our movements, were apparently deceived by this move, and allowed the cart to pass without examination. As soon as this point was gained, I ordered the tents to be struck, and the party removed to a position about a mile to the South of Pembina River, on the farm of one Larose, a Canadian, from Sault Ste. Marie. He is one-quarter Indian, but intelligent and friendly. He has consented to give us the use of his house, a new one, and will build a shanty for himself and family. He has also a stable for our horses, which, with a little improvement, can be made to answer our purpose. The house requires some alterations to accommodate the females and children of our party, even for a short time, which we have bargained to have made. Messrs. Richards, Provencher and Begg, have found temporary lodgings in the village, and Captain Cameron and his party are still under the shelter of the Irishman's cabin, which they share with a numerous family of half-breed children.

I have had a further communication from Fort Garry, of a later date than those brought by Colonel Dennis and Mr. Hallett. The mails have been stopped and opened by the rebel force, and I have no doubt that all letters to me or to any of my party have been opened and detained. I am now hourly expecting a messenger from Fort Garry, who will either pass the barricade as a friend of the rebels, or go round them as Colonel Dennis did. Rumors of all kinds reach us as may be supposed. The last is, that Fort Garry has been taken by the rebels, and Governor McTavish compelled to leave his house and the fort; that sentries are posted through the settlement, and at the house rented for me on the Assiniboine, and that there is no attempt at resistance from any quarter.

SUNDAY, 6 o'clock, P. M.

A messenger has just arrived from a point, about forty miles down the river. He brings a letter without signature, but understood to come from Dr. Schultz, and other Canadians? (see paper marked H). This paper confirms the story of the surrender of Fort Garry, and the continued inaction and helplessness of the authorities.

I replied in a short note, without signature, by the same messenger, apprising the writer of the letter, that it was my intention to remain here for the present, that I could not assume or believe that the Hudson's Bay Company's agents desired the success of the rebels, or gave them any assistance, except under compulsion; that I had opened communications with the authorities, and had suggested a Proclamation by them, explaining the change of Government, and the character in which I was sent, and warning the malcontents of the consequences of their acts—that at the proper time, I would issue a Manifesto or Proclamation myself, await the effect, and be guided by circumstances. I requested the same parties to communicate with me as often as they found opportunity, but to act rather than recriminate. I at the same time addressed a short note to the Governor, McTavish, fearing that my previous letters might have failed to reach him. (See paper marked I.) I arranged with the messenger, who is an intelligent and loyal German half-breed, to keep open a private channel of communication, if possible, with the settlement during my stay here.

From the foregoing narrative, and the papers enclosed, His Excellency will be able to appreciate the difficulties by which I am surrounded, and the grave questions which may soon present themselves for his consideration. While I hope to receive a message that the "émeute" is at an end, and that the authority of the Crown will be recognized in my person by those who are now in arms. I confess there are facts in the case which point strongly to a different result.

I may observe in conclusion, that apprehending the possibility of some such inter-

ruption as I have encountered. I arranged at St. Cloud for the transport of the arms and ammunition to Georgetown, there to await my orders. They are now in possession of the Hudson Bay Company's Agent at that port, and not likely to fall into the hands of the rebels. If I hear of any attempt on their part to get possession of them, I shall take steps to remove them if possible to Fort Abercrombie.

I have the honor to be, Sir,

Your obedient Servant,

WM. McDUGALL.

To the Honorable the Secretary of State for the Provinces,
Ottawa, Canada.

(4.)

FORT GARRY, RED RIVER,

30th October, 1869.

The Honorable William McDougall, C.B.

MY DEAR SIR,—It is with much concern I have to say that, among a certain portion of the half-breed population here, there prevails a degree of excitement at the prospect of your arrival in the country, which seems to make it necessary that in coming into the settlement, you should use great circumspection; and it is for the purpose of pointing attention to that apparent necessity that I send you this communication.

For some weeks past, rumors have been reaching me through more or less reliable channels, of dissatisfaction among the French half-breeds with the recent arrangements; but believing, as I then did, that these feelings had no very deep root, I indulged the hope that they might pass away. But in this respect, I am deeply pained to say, I have been disappointed, and that, within the last few days, the feeling of discontent has manifested itself in such a manner as to create serious apprehensions for the result. After interfering with the surveying operations of Col. Dennis, these people, in considerable numbers, have combined for the avowed purpose of stopping your entrance into the settlement, and with that view they have actually taken up permanent positions on the road by which, in the usual course of travel, you would advance.

Ever since matters began to assume a serious aspect, the conduct of these people has been, I may say, constantly engaging the earnest deliberations of the local authorities, but although every effort has been made which the Council deemed prudent or practicable for bringing these misguided people to reason, and for procuring their peaceable dispersion, yet I am sorry to say that, hitherto, all has been without effect, and that the difficulty, the serious and now somewhat alarming difficulty, still remains unsolved, as to how you are to be effectually protected from molestation in approaching the settlement.

From Col. Dennis I learn that, by different hands he has lately been sending you reports upon the state of matters here, and that in his last communication he has advised you to remain in Pembina, until you should ascertain, through reliable intelligence from this, by some means or other, the course has been cleared so as to make it prudent for you to come on. It appears to me that under the circumstances, the advice so tendered by Col. Dennis was sound and judicious, and it relieved my mind from much anxiety to hear that officer express so confident a belief that you would be inclined to act upon it; although I cannot but add that I fully share in his feeling of mortification at being so circumstanced as to be constrained to counsel such a course.

I have not myself seen Col. Dennis's communications to you on the subject of these unfortunate occurrences, but he has been kind enough to read them to some members of the council, for the purpose of enabling them to judge of the accuracy and completeness of his information; and upon their assurance, I have no hesitation in saying that the contents of the Colonel's communication to you may be relied upon as conveying in the main a correct narrative of the occurrences to which they refer, and a fair representation of the popular sentiment throughout the settlement.

The question which now presses itself upon every mind is, what is to be done to

secure your peaceable entrance into the settlement? So far, all our expedients have failed; and unless the efforts of a temporizing character which are still being earnestly used for the dispersion of the malcontents succeed, it is to be feared that your coming into the settlement, at the present moment, would not be free from considerable danger.

From Col. Dennis's despatches and this letter you will derive as full and accurate knowledge of the position of the affairs here as I believe can very well be given in writing; and having satisfied myself that you are acquainted with all the material circumstances of the case, I think that you are now in possession of the principal data for enabling you to determine the important question of your movements; and I need not say that I shall most anxiously await your decision.

But without, of course, in any way meaning to prescribe the line to be pursued, I may be permitted to add that to those who with myself have been deliberating upon the most advisable steps to be taken in circumstances of so embarrassing and so critical a nature, there have been suggested three courses for meeting the difficulty as it now stands.

The first is, that, there happily being among even the French half-breeds a considerable element of well-disposed persons, there should be carefully selected from that section a body of from twenty to thirty men, who, mounted and armed, should proceed to Pembina and escort you to your residence in the settlement by a roundabout road, which would keep you entirely clear from the roads on which the malcontents are known to have taken up their positions.

The second is, that of making a public call upon the whole loyal portion of the settlement to turn out in the cause of order, and to the number of, say 300 unarmed able-bodied men, if such a force could be mustered, proceed to Pembina and escort you into the settlement by the usual route, whether the malcontents remain upon it or not.

And the third is, that you should remain at Pembina and await the issue of conciliatory negotiations, with the view of procuring a peaceable dispersion of the malcontents.

Now, with respect to the first of these courses, it is in my opinion, open to the grave objection, that even if it were to issue in your safe arrival amongst us, it would obviously involve a virtual acknowledgment of the ascendancy of these lawless people, and would have a direct tendency to inspire them with fresh courage in the prosecution of their designs: and besides, I am strongly of opinion that, under present circumstances, your personal safety could not be sufficiently provided for by the attendance of so small a body of men as that proposed—a body large enough to provoke a collision, but probably far from strong enough to meet it.

The second is one which all along the local authorities have been pondering, but one which, as in somewhat similar emergencies on former occasions, they have hitherto shrunk from adopting, partly from a misgiving as to the extent and the spirit of the response to such a call as that proposed, and partly also, but principally, from an apprehension of precipitating a collision between different sections of the people, which might plunge not only the settlement, but the whole Territory, into all the disasters of a war of races and religions—a war, in which the legitimate object for which it had been begun would probably soon be lost sight of, and passion and prejudice alone animate the minds of those engaged in it.

To the Council and myself it appears that, under present circumstances, the third proposal is the only one that can be regarded as prudent or practicable; and it is therefore our opinion that you should remain at Pembina and await the issue of conciliatory negotiations, in the hope of procuring a peaceable dispersion of the malcontents.

I have only to add that, although this letter proceeds ostensibly from myself, it embodies the views of the Council of Assiniboine, and that, at a meeting of the Council to-day, held for the express purpose, it was unanimously adopted as the communication which I should immediately make you.

Earnestly hoping that ere long some peaceable solution of all these difficulties may be arrived at.

I remain, my dear Sir, yours faithfully,

W. McTAVISH

[B]

THURSDAY, 28th October.

The situation remains unchanged. I sent down, about 9 o'clock, provisions for Mr. Dease's party, consisting of one bag of flour, a quarter of beef, and a small quantity of tea and sugar. Called upon Dr. Cowan about 11 o'clock, and found with him Judge Black. Was informed that the Governor having written a note for Père Ritchot to come down and see him, that priest was there with him. Mr. McBeth, a member of the Council, called at Dr. Cowan's while I was there, and the conversation turned upon the necessity of advising Mr. McDougall, from the Council, or some other official source, as to the situation of affairs here, so that that gentleman would receive it before he came to Pembina. I stated that I had prepared, from day to day, a statement of facts and circumstances connected with the outbreak, which I had taken the opportunity to send forward so as to meet Mr. McDougall, I thought, in good time, and that in order to let the Council see to what extent I had put Mr. McDougall in possession of the facts; I had no objection, although I had no intention when writing of making it public, to show them the statement referred to. They expressed a desire to that effect, and I accordingly sent for the statement and read it. I was glad to find that the feeling was unanimous that the statement of facts and views which I had sent forward was, without exception, approved as truthful and reliable. Judge Black remarking that the Council could add nothing to the statement calculated to give Mr. McDougall a more accurate description of the state of affairs. 5 P.M., Judge Black has just called to say that the Governor failed, after some three hours' interview with Père Ritchot, to bring him and his party to reason. He says also, that Mr. Dease has informed him that the insurgent party have made an overture to the effect that if they, the peace party, will join them in turning Mr. McDougall out of the Territory at a subsequent time, should he refuse to accede to their present demands, they will allow him to enter in the meantime. This, however, Mr. Black mentioned that he had advised Mr. Dease could not be consented to, as it might involve precisely the same outrage as that at present contemplated. It was understood that Mr. Dease would see the refractory party again this evening, and endeavour to get them to consent to make their proposition less objectionable.

Friday, 29th October. The negotiations spoken of last evening ended in nothing. Mr. Dease reports that, based upon the statements which he had reason to believe emanated from Père Ritchot last evening, the assertion is made by that party that Governor McTavish is favourable to their designs. I am not sure from Mr. Dease's manner that I succeeded in convincing him of what I am convinced myself, that nothing is further from the fact. If Mr. Ritchot made any such assertion, he has stated it for the purpose of intentionally misleading his party and maintaining his control over them.

Sent another day's supply of provisions down for Mr. Dease's party. Was invited to meet, at the Fort at 9 o'clock this morning, some members of the Council; these were Mr. Sutherland, Mr. Fraser, Dr. Cowan, Mr. Dease, and Judge Black. After some conversation, it was arranged that Messrs. Fraser and Sutherland should visit the camp of the disaffected, and endeavour to impress them with the fact that the English speaking element in the settlement was entirely opposed to their views and their proceedings, and see what they could do to bring them to reason. I have provided Mr. Wm. Hallett and the Cree chief, Fox, with conveyance, and they have also gone up to have an interview with the insurgents for a like purpose. 3 P.M. Charles Donald, an English half-breed, resident in Mapleton Parish, down below Lower Fort, who had been instructed by Mr. Dease to notify all of the well-disposed half-breeds in his part of the settlement to be in readiness to turn out if called upon to join his party, has just arrived from below on his way up to the insurgents to deliver them a letter, of which that on page 458 is a copy.* Complaining that his horse, having been carrying him for the last two days and one night, was exhausted, he left his horse, and I lent him another. 9 P.M. Messrs. Fraser and Sutherland have called, bringing the accompanying note from Dr. Cowan.† These gentle-

* *Sic* in original.

† Not received.

men state that, on their visiting the insurgent camp, they were met by Père Ritchot, who took them into a private room in his own house, in part of which was the chapel, and declining for a long time to bring them face to face with the leaders in this movement; used every effort to persuade them that it would be impossible to get them to withdraw from the stand they had taken. The gentlemen insisted, however, and at length was shown by the priest upstairs, in the same building, into what he termed the committee room; here were sitting, in a very formal way, the committee consisting of ten members. The gentlemen announced the purpose of their visit, but were told that no business could be done in the absence of the chairman, who came in shortly after and proved to be the man formerly mentioned, named John Bruce. Messrs. Fraser and Sutherland then proceeded to put several questions as to the object and purposes of the party. Not a single reply could be obtained to any of these, and at length it became difficult for them to get a hearing at all. It seemed as if the leaders, Bruce and Riel, the latter also being in the room, were afraid to allow these gentlemen to speak for fear their arguments might lead to a defection in their camp. Mr. Wm. Hallett was also present, and commenced addressing the committee, most of the members being well known to him, in the Indian language, but they refused to allow him to go on. The voice of the priest being heard from the room below, where he had been evidently listening to the proceedings, calling out, "why do you not speak in French?" After spending the whole day there to no purpose, Messrs. Fraser and Sutherland returned. They report the strength of the party, every member of which, so far as they saw, was completely armed, at about one hundred and fifty men. Mr. Hallett and the chief have also returned, and corroborate in every way the statements made by Messrs. Fraser and Sutherland. Mr. Hallett tells me that the chief, Fox, spoke effectively in his native language to the insurgents outside; they did not leave the camp until some time after the gentlemen named. Mr. Hallett tells me that he saw signs of wavering among some of the subordinate leaders of the refractory party, and thinks there is good reason to believe that the feeling will increase, with all the influences that are being brought to bear in its favor by the other half-breeds, and that it will lead to the enterprise being abandoned. Mr. Hallett informs me also that the insurgent party had sent out to get in the chief, "Grosse Oreille," and his people to join their side, and the chief with ten of his men came in accordingly. On learning, however, the character of the proceedings, the chief declined to identify himself with it at all, and he and his men withdrew from that party and were at a house near there, where he (Hallett) and the chief, "Fox," had an interview with him last night. These men sent a written paper to me by Hallett, conveying sentiments with regard to this movement (see memorandum attached in French).* I have every reason to believe that all the Indians cognizant of the designs of the insurgents, are entirely opposed to them. Whether in the future, should the affair take a more serious turn, the priests will be able to take them over remains to be seen. Hallett says, and his statement is corroborated by Messrs. Fraser and Sutherland, that the Priest Ritchot remarked that Mr. McDougall might perhaps come in by some other route, and indicated by his language that in such case they would not follow him as to their present intentions.

Saturday, 30th October, at Fort at 9 A.M., met Dr. Cowan and the Recorder. The Père Lestanc, the Red River being difficult to cross on account of the ice forming, had remained all night with the Governor, and had just left with the promise to the latter that all the efforts and influence that his position could bring to bear, would be applied to putting a stop to the disturbance.—I was informed that all the members of the Council that could be got together by 11 o'clock, were being sent for to attend a special meeting called for that hour.—The chiefs, "Grosse Oreille" and the "Fox" being both in Town, I made a point of seeing them and presenting them each with a new blanket, some provisions, and some other trifling articles.

5 P.M., saw Dr. Cowan and the Recorder at the Fort. The result of the meeting of Council was the drawing up of a letter to Mr. McDougall, which was read to me, in

* Not furnished.

which he was informed of the position of affairs and different courses of action suggested for his consideration. That letter goes forward to-night, and, for fear of miscarriage, a duplicate will follow by the mail on Monday. Père Lestanc, in accordance with the promise which he had made this morning, came over to the Fort this evening to the Governor, and found it necessary to express his regrets, as I understand, that all efforts he had been able to bring to bear had been of no avail.

The party under Père Ritchot as yet shew not the slightest inclination to give way, but on the contrary, by their language and the fact of their having stopped some of the carts with goods and detained them unnecessarily are creating annoyance in the minds of those who have been disposed to stand aloof, which annoyance may yet take shape and tend to increase the difficulties.

J. S. DENNIS.

FORT GARRY, October 27th, 1869.

[C.]

Address to Col. Dennis of British residents in the Town of Winnipeg, offering their services to proceed to Pembina and escort into the Red River Settlement Lieut Gov. McDougall. Rec. 27th Oct. '69.

To Colonel Dennis.

We, the undersigned British Subjects, members of a meeting held at the Garret House, Town of Winnipeg, this evening, in accordance with a resolution passed to that effect, beg to inform you that we are ready at your call to proceed to Pembina to escort Governor McDougall into this Settlement

22 Signatures.

PEMBINA, November 3rd, 1869.

[D.]*

[E.]

The Hon. Wm. McDougall, C.B., &c., Pembina.

SIR,—I have the honor to report, that according to your instructions of the 30th ult., I left the Fort of Pembina, with the intention of going as far as possible in the direction of Fort Garry, and there to meet the leaders of the so-called half-breed party. After I had proceeded a few miles from Pembina, I noticed that all my movements were closely watched by scouts, constantly communicating from one point to another. These scouts were on horseback. At about 5 o'clock p.m., one of those mounted scouts began to follow my wagon. He refused to give his name, but said it was his intention to accompany me as far as Sale River, where the barricade was established. Not being able to go as far as that point that evening, I put up during the night at a house near the road. Every precaution was taken by the proprietor of the house, who appeared to be connected with the insurgent movement, to prevent my escape during the night. They were especially afraid of my going to Fort Garry, as one of their first objects was to prevent every communication between the authorities there and yourself.

In the morning I went to the place called Sale River, where I found a fence across the road, and a guard of about thirty or forty footmen. I immediately got out of my wagon, and asked for the chief officer in command. The answer was, that I would be conducted to him at the house he occupied. It was about four or five minutes walk beyond the fence alluded to. I told my driver to wait for me, but they told him to follow with the wagon. I was accompanied by a guard of ten or fifteen men, all armed with guns, rifles and pistols of various kinds. I was asked to assist at the church service just beginning to which I assented. I talked with several men who I had reason to believe were leaders of the insurgents or in some way connected with them. I was surprised that they did not know what had been done, either in the Canadian or Imperial Parliaments, relating to the North West-Territory. They only

knew that Canada had paid to the Hudson's Bay Company £300,000, for their rights in that country.

I explained to them that the Imperial Parliament had authorized the transfer of the North-West Territories to Canada, and that the Canadian Parliament and the Hudson's Bay Company had agreed upon the terms of transfer. I insisted that the Government, when established by the issuing of the proclamation to that effect, would represent the Crown of England and the Government of Canada, but that Canada only being substituted to the rights of the Crown and the Company, could not and would not interfere with the religious or private rights of citizens. I added also that many members of the New Council would be taken from amongst the population of this country, so as to represent as faithfully as possible all the various interests of the people, and that the policy of the Canadian Government could be ascertained by their general dealings with other Provinces, and by the speeches of ministers on this very question. The people of Canada would only be too glad to be relieved of a portion of their responsibility, by granting to those people free political institutions and self government as soon as practicable.

They immediately seemed to see the matter in quite another light, but they uniformly answered that it was too late, and that the insurrectionary movement had taken such proportions as to prevent any peaceful settlement at present. I was told in the meantime that a new Government was already organized, that a new constitution had been drafted, that elections had taken place, and that they were in negotiation with the English and Protestant half-breeds, to arrange all matters relating to languages, nationality or religion. The same committee, I was told, had also to decide what they would do in relation to my mission.

The general complaint of those men, as far as I could ascertain, was, that they had not been consulted on the new political changes about to take place. They said they tolerated the Government of the Company from the mere fact of its existence, and because in reality the charges were so light that they had no reason to ask for a change, though for many years they had agitated the question of electing their representatives in the Council of Assiniboine, and now they were resolved to take advantage of the recent changes to realize that desire. They said, moreover, that they had been greatly abused by a few people, looked upon as representing the views of the Canadian Government, and that they had been led to fear that great danger would arise to them from the establishment of the new contemplated Government. Under those circumstances they decided to prevent at once any possibility of establishing that new form of Government, by not allowing the newly appointed Governor to come into the country.

About four (4) o'clock p.m., I was introduced to the President of the so-called special committee of the half-breeds, who began by asking me in what capacity I was there. I explained what was your mission and my own. When he told me that as the newly appointed chief of the half-breeds he could not acknowledge the validity of any proceedings of the Canadian Government towards them, nor our appointment. Nevertheless, if the Canadian Government was willing to do it, they were ready to open negotiations with them, or with any person vested with full powers, in view of settling the terms of their coming into the Dominion of Canada.

I was told, moreover, that they would only receive such persons as representatives of the Canadian Government as they approved of for the purpose of negotiation, and that certain persons would be peremptorily objected to. Immediately after that interview, which lasted about twenty minutes, I was told I must leave at once for the Fort at Pembina. I heard afterwards that the crowd had been calling for me for two hours, and that they were very anxious to see me away. I left with a guard of thirteen armed men on horseback. Seven of them left next morning, and six came along with me as far as Fort Pembina, where I arrived the second day of November, at six o'clock p.m.

I have the honor to be, Sir,

Your most obedient Servant,

J. A. N. PROVENCHER.

[F.]

PEMBINA, 2nd November, 1869.

Governor McTavish, &c., Fort Garry.

MY DEAR SIR,—I have the honor to acknowledge the receipt, by the hands of Col. Dennis, of your letter of the 30th October, announcing the assemblage of a body of armed men upon the public road near Fort Garry, for the avowed purpose of preventing my entrance into the settlement. Col. Dennis had already apprised me of the movements and designs of these people, and, as you state that his communications to me had been shown to, and approved as to the statements contained, by the members of your council, I have no doubt that I am now in possession of sufficient information to enable me to understand the origin and nature of the outbreak which your Government has been unable to prevent, and which obstructs, for the present, my further progress into the country.

I have acted upon the suggestion of Col. Dennis (repeated and confirmed by you), that I should delay a few days at Pembina, in the hope that the measures you have taken may result in the withdrawal of the armed parties from their present position. As you are aware, the transfer of the Territory and the powers of government entrusted to you is to take effect on a day to be named in Her Majesty's Royal Proclamation, until that day arrives (which I am informed will be about the 1st day of December next), you are the legal ruler of the country, and responsible for the preservation of the public peace. My commission authorizes and commands me to assume and exercise the powers of government from and after that day. I am instructed to proceed in the meantime to the Territory and report on certain subjects, and make preparations for the new state of things.

In these circumstances you will see that the legal authority to resist any lawless exhibition of force which may occur previous to the actual transfer of the powers of government, is in other hands than mine. You have not, it appears, felt justified in calling upon the loyal and well-disposed inhabitants of the country to aid you in the suppression of the outbreak of which you have notified me. I must, therefore, conclude that your better knowledge of the disposition of the people and of the means at your disposal to enforce your authority, convinces you that such a call would prove ineffectual; but I cannot help thinking that a proclamation from your Government, explaining the provisions of the late Imperial Act respecting the Territory, and the authority under which the new Government will exercise its powers, at the same time warning the malcontents of the serious nature of the crime they meditated, and the grave consequences to all concerned, that must result from its commission, would have been well-timed, and perhaps sufficient to prevent the designing men at the head of this movement from accomplishing their purposes. I understand from Col. Dennis that no proclamation or warning has as yet been published at Fort Garry, under official sanction.

I am unwilling, at this distance from the scene of action, and in the circumstances by which I am surrounded, to make any other suggestion. Perhaps the measures you have taken may prove successful.

I sincerely hope they may, and remain,

My dear Sir,

Very faithfully, &c., &c., &c.,

W. M. McDUGALL.

[G.]

PEMBINA, 4th November, 1869.

Governor McTavish, &c., Fort Garry.

MY DEAR SIR,—Since my letter of the 2nd instant was written, and before I found an opportunity to send it forward, events have occurred which alter somewhat the situation of affairs. In the afternoon of that day, a body of horsemen (armed), to the number of fourteen, galloped up to the Hudson's Bay Company's post at which I was

quartered, and demanded an interview with me. Two of their number, apparently recognized as leaders, who gave their names, at my request, as Lépine and Lavallée, stated that they had been sent to tell me to go back—that I must not remain in the post later than nine o'clock the next day. I asked them who sent them, and by what authority. They said their leaders sent them, and their authority was the *Government*. I asked, what Government? They replied, "The Government we have made." I told them I could not obey the orders of their Government, as I was sent by the authority of the Queen, to administer the Government in her name, at the same time exhibiting my commission under the Great Seal, and explaining its terms. The captain of the band looked at the seal and parchment, and made an effort to read the document, but soon handed it back with the remark, that if I had come on and shewn the Queen's Commission to his leaders, he thought they would not have opposed me—that they did not wish to oppose the Queen's authority. He added, that I could have done so without any risk. I added, that I was going on as fast as I could, when I was notified by his so-called leaders not to proceed further, shewing him at the same time a letter from the "National Committee," by order of John Bruce, President, and Louis Riel, Secretary, which was put in my hands at Pembina, immediately on my arrival. He seemed a little nonplussed by this, but merely said he was not present when the letter was written. I asked him what he was ordered to do in the event of my refusal to quit the Territory. He said he had no orders, and his companion having left the room a few minutes before, took his leave somewhat abruptly.

Noticing the effect of the exhibition of my Commission, and the remark that his party did not wish to oppose the authority of the Crown, I determined to invite the whole party (by this time increased to twenty by the arrival of those who escorted Mr. Provencher and Captain Cameron) to a friendly conference, in order to make known to them the truth as to my position and their own. But they excused themselves to the messenger, by saying that the party was scattered and tired, and would see me in the morning. As it drew near eight o'clock in the morning, they, seeing no preparations for our departure, surrounded the gateway, and vociferously demanded that we should leave before nine o'clock. The leader stated that his orders were positive, and he would not be answerable for our lives, if we remained. They had, in the meantime, made a prisoner of Mr. Hallett, who went out to speak to them preparatory to the proposed conference, and seeing that they were not disposed to hold any parley, and might possibly commit some further outrage, I ordered my horses to be got ready, and without waiting for breakfast, proceeded across the line towards Pembina, escorted by a portion of the party, with arms in their hands. On reaching the post which marks the international boundary, they stopped, and warned me not to return beyond that point, remarking that they did not know me as Governor, but only as Mr. McDougall.

Col. Dennis was told that he must accompany me, which he accordingly did, and remains with me. Mr. Hallett, who for some time had been tied to a cart, and was forbidden to speak with any of my people, was sent off towards Fort Garry, under armed escort.

I am now encamped a short distance from the boundary line, on the farm of Mr. Hayden, and intend to remain in the neighbourhood till I learn what action your Government and the loyal people of the Territory may have taken on receiving intelligence of these events. I need only say that if the people now in the Territory tamely submit to the Government these half-breeds have, or pretend they have established, I have no force at my command, and at present no authority, to resist it or them. The operations, military or otherwise, which must ensue, you can guess without any suggestions from me. I have reported the facts as they have reached me to the proper authorities.

I may add, for your information, that I have good reason to believe that there are persons on the American side of the line actively engaged in fomenting these disturbances, and that there are, also, persons of some influence in the settlement in correspondence with them. Their avowed object is to bring about annexation of the Territory, or some part of it to the United States. I cannot learn that the French half-

breeds have contemplated this as the result of their movement, but it is well to know all the influences and motives at work.

I trust that you will take measures to keep me advised of what is going on beyond the barricade, and whether, in your opinion, any useful purpose will be served by my remaining here for any length of time.

I have many details for verbal communication, which you will, no doubt, receive from reliable quarters, not being sure that that this will reach you unread by others.

I have the honor to be

Very respectfully yours, &c.,

WM. McDougall.

[H.]

To the Honorable William McDougall, C.B., Pembina.

We, as friends, would advise you by the bearer, who is a reliable man, as to the position of affairs here. The insurgents have taken possession of Fort Garry, and established sentries at its gates. No opposition offered by the officers of the Company, although informed that such events would take place twelve hours before. The town is also occupied by the rebels; so far no disturbance has occurred. Considerable wavering among the half-breeds of Riel's party, on account of Mr. Provencher not being allowed to address them in public, and many would be glad to go quietly to their homes. The rebels call a general meeting about Monday next, and will then demand an expression of the whole settlement, which we will take care to have present, and have no doubt that a large majority will be in your favor, and advise you strongly to await the result at Pembina.

The Hudson's Bay Company are evidently with the rebels, and their present rôle is to prevent your having any official intercourse with them. It is said that the rebels will support the Government of the Hudson's Bay Company as it now exists. All the subordinates in the party say that, if you have a Commission from Her Majesty to enter here as Governor, they will lay down their arms. Riel and the other leaders allow them to know nothing. If the Proclamation can be issued here, and the Hudson's Bay Company Government officially called on to act, they (the Hudson's Bay Company) would be forced to suppress the insurrection, and they can easily do it.

The actual number of the disaffected do not exceed 250 men, all told, and the slightest opposition would reduce that number to the original 40, including the priests and their head.

The supporters of the rebels in town begin to manifest considerable anxiety. Our opinion is that the Proclamation should be forwarded by the bearer, and we will see it placarded here. Send duplicate copies to Portage la Prairie by a trusty man to ***

On no account leave Pembina till you have established official communication with the Hudson's Bay Company. Any such sent by the bearer will be duly handed to them.

We are friends of the Canadian Government.

5th November, Winnipeg.

[I.]

PEMBINA, November 7th, 1869.

Governor McTavish, &c.

MY DEAR SIR,—I avail myself of this opportunity to inform you that I have been compelled, by an armed party of 20 men, to leave the Hudson's Bay Company's Post here, and recross the line. I am now in American territory, and shall remain here for the present. I wrote you two letters, both in one envelope, detailing the proceedings and

position of things here, and suggesting a Proclamation from your Government, explaining the nature of the change in the Government, and warning the malcontents of the consequences of their acts. I was disappointed to hear from those who met me that they had not been informed by any one in authority that the change of Government was an Imperial act, and had the sanction of the Queen. I also reminded you and your Council, that until the actual Transfer and Proclamation, you are the legal Rulers, and responsible for the preservation of the public peace. I am surprised to learn, from a communication brought by the bearer of this, that a few rebels have been allowed to take your Fort, unopposed, even by public protest. Of course, I am not in the best position to judge or advise in such a crisis; but in the hope that, by *some* means, the people will find out what it is they are doing, and will shrink from the consequences of war and bloodshed, and confiscation, which are sure to follow. I shall remain here until I hear officially of the transfer of authority, and shall then be guided by circumstances as to what I shall say and do.

Hoping to hear full details of what has occurred, and what you advise to be done there as well as here.

I remain,
Very respectfully yours,
WM. McDOUGALL.

PEMBINA VILLAGE, U.S.,
11th November, 1869.

The Honorable the Minister of Customs, Ottawa.

SIR,—I have the honor to report that I reached Pembina on the 30th ult., *en route* for Fort Garry, in company with Governor McDougall and party.

You are, doubtless, aware of the circumstances which prevented us from proceeding onward; and how we were driven from the Hudson's Bay Company's Post, back again across the boundary line into the United States, by an armed party of twenty half-breeds.

The Governor will remain here for some time yet, to await results. Of course, I have no alternative but remain with him, and will be guided by his movements and advice.

Expenses have been so far very heavy. Everything at war prices. By the time I can hear from your Department in answer to this, my funds will be exhausted. Please send remittances to be accounted for.

I have the honor to be, Sir,
Your most obedient Servant,
ALEXANDER BEGG,
Collector.

OFFICE OF THE SECRETARY OF STATE FOR THE PROVINCES,
Ottawa, November 29th, 1869.

The Hon. William McDougall, C.B., Pembina.

Received by Mr. McDougall, 16th December. SIR,—I had the honor to receive on Friday, your despatches of the 5th and 7th November, the former dated from Pembina, and the latter from Larose's Farm. Eight enclosures, including your correspondence with Governor McTavish, and the reports made to you by Colonel Dennis and Mr. Provencher, also came safe to hand.

These papers were at once laid before His Excellency the Governor General and Council, and were anxiously considered by the Privy Council. The crisis was grave as it was unexpected, and might, if dealt with rashly and unwisely, lead to a civil if not a national war, the end of which no man could foresee.

It was the first duty of the Government to acquaint Her Majesty's Ministers with the facts reported, and a cable message was sent at once by the Governor General to the Secretary of State for the Colonies, and copies of all the papers have been forwarded by the mail for England, which left Ottawa this morning.

The insurrection you describe is not merely an expression of dislike to the Government of the Dominion, but an open violation of Imperial Legislation and defiance to the authority of the Crown. All the negotiations for the transfer of this country had proceeded with the sanction of Her Majesty's Government, and the purchase money had been raised under an Imperial Guarantee. It was assumed, on both sides, that the Queen's right of Sovereignty was indisputable, and that Her power to protect Her subjects, even in that distant part of Her Dominions, would be asserted with firmness and decision. It therefore appeared to the Privy Council unwise to complicate matters by any hasty action, until the policy of the Queen's Government was known.

The Governor General is still in telegraphic communication with the Secretary of State, and I may be able, before closing this despatch, to convey to you, with some degree of clearness and accuracy, the views of Her Majesty's Government.

In the meantime I have it in command to express to you the anxious desire of the Governor General in Council, that all collision with the insurgents may be avoided, and that no violation of the neutrality laws of the United States shall give a pretext for the interference of their Government.

This will be handed to you by a special messenger, who, as he speaks French fluently and is a gentleman of some experience, may be of some service.

You will for the present remain at Pembina, cheered by the conviction which animates us here, that Her Majesty's Government will duly estimate the gravity of the facts reported, and take such steps as will, while carefully providing for the good government of the North-West, maintain the authority and vindicate the honor of the Crown.

I have the honor to be, Sir,

Your most obedient Servant,

JOSEPH HOWE.

P.S.—The Messenger cannot leave for a day or two. The Duplicate will be sent by him.

LAROSE'S FARM, PEMBINA, 9th November, 1869.

*The Honorable the Secretary of State for the Provinces,
Ottawa, Canada.*

SIR,—I have the honor to report that, in accordance with the 13th paragraph of my instructions, I have taken measures for the extension of the Telegraph system "from the Territory to Pembina, and for its connection at that place with the system of the American Telegraph Company or Companies" by making "a provisional arrangement for that purpose with the North-Western Telegraph Company," whose lines now extend as far West as St. Cloud in Minnesota.

Some time before leaving Ottawa, I had an interview with Mr. Wood, one of the Directors of the North-Western Telegraph Company, and enquired of him as to the position of his Company, and the probability of its lines being soon extended to Red River. He promised to confer with his co-directors and let me know the intentions of the Company, and the conditions, if any, under which they would extend their system to Pembina or Fort Garry. I mentioned to Mr. Wood that the Government, under their agreement with the Hudson's Bay Company, would acquire a large quantity of Telegraph wire and insulators, which I was informed had been sent to and was then at Fort Garry. The

enclosed letter marked "A" is the result of that conversation, and having been forwarded to me from the Department of Public Works, after my appointment to my present office, was made the basis of the arrangement which I concluded with the Company while *en route* to this place. I communicated at Chicago with the President of the North-Western Telegraph Company, and after discussing the subject with him, under different aspects, I finally wrote the letter marked "B," accepting some of the conditions of the proposal made by the Company, and demanding a modification of others. I read the draft of this letter to the President, as I was about to leave Chicago, and to meet some of his objections, added the memorandum marked "BB.," as he was not ready to close finally the arrangement without further consultation with his colleagues; and as I wished to make some further enquiries, I agreed to write him from St. Paul, and close the matter one way or the other. The letter "B," with the memorandum "BB.," was enclosed to Mr. Simmons, (Prest. N. W. I. C.) accompanied by the private note, marked "C," from St. Paul, and its receipt was acknowledged, and the agreement closed by the telegram "E," which I received at St. Cloud. The letter "E," from Mr. Simmons, overtook me at Pembina, where I have been delayed by circumstances which have been explained in my previous reports.

It will be observed that under the agreement which I have concluded, subject to the approval of His Excellency in Council, no money is stipulated to be paid by the Canadian Government to the Company for the construction of the line. It will be observed, also, that for a distance of nearly 300 miles, to wit, from Breckenridge to Fort Garry, there are no towns or villages on American Territory, and no business prospects, therefore, to induce the Company to extend its lines beyond Breckenridge, where the Western Railway system will, for the present, terminate. The profits on the business, which under the most favourable view is likely to be supplied by the British settlement on Red River, would not warrant any Company in constructing and maintaining 300 miles of telegraph line. The basis on which the President of the Company wished to conclude the agreement was the contribution of *one-half* the cost of a line from St. Cloud to Fort Garry by each of the parties. His proposition (per letter A,) would, according to the Company's estimate of cost, have divided it about in that proportion. But I represented to him that the Company would in all probability extend their line to Breckenridge at their own cost, very soon after the completion of the railway, and that the problem to be solved by us was the completion of the line between Breckenridge and Fort Garry. To meet the difficulty which seemed to be insuperable, without the organization of a new Company and the raising of a capital of at least \$50,000, I proposed to find the wire for the whole line, but for the portion south of Breckenridge to charge the Company for it, the cost price to us, and take our pay in telegraphing. As we have a larger quantity of wire at Fort Garry, according to information which has reached me, than will be required for the fulfilment of the bargain, I thought it good policy to sell 200 miles of it in the way proposed. It turns into money, or money's worth, what would otherwise remain useless on our hands, and subject to deterioration. Attention is directed to the important stipulation for a rebate of 75 per cent. on public documents and despatches exceeding 60 words. It occurred to me that occasionally it may happen that great public advantage will result from the immediate transmission of an *ordinance in hæc verba*, for confirmation by His Excellency. In the event of military operations, or other proceedings which demand promptitude, a formal and full communication by telegraph may be of great importance. In such cases the expense will be small compared with the benefit.

Upon the whole, I am strongly of opinion that the arrangement is a most favorable one for the Government of Canada, and that the Company will execute their part of it energetically and fairly. I hope, therefore, the agreement may be confirmed without delay.

I have the honor, &c.,

WM. McDougall.

("A.")

NORTH-WESTERN TELEGRAPH COMPANY,

KENOSHA, October 1st, 1869.

*Honorable Wm. McDougall, Commissioner of Public Works,
Ottawa.*

DEAR SIR,—Through our Mr. Wood, I am informed that you wish our Company to make you a proposition to build a line of telegraph from Fort Garry or Pembina, to connect with our lines in Minnesota. Understanding that you have a large quantity of telegraph material, at or near Fort Garry, we make our proposition in view of that fact.

We will build a good, substantial, one-wire line, connecting Fort Garry with our lines, during the season of 1870. When built we will maintain said line for one year (and thereafter if it shall pay) at our own expense. If we are unable to make the said line pay the expense of operating and maintenance, we reserve the right to abandon the same, or make such disposition of it, as to us may seem best, giving you the option of purchasing the same at cost. We will also agree to give to the Government of Canada, on its official business, a liberal rebate, of at least twenty-five per cent, from regular tariff rates, over all our lines.

On your part you are to secure to us the right of property, and the right to do business over that portion of the line between Pembina and Fort Garry, free and without tax.

2nd. You are to deliver to us, free of cost, at points on the banks of the Red River on the North, between Fort Garry and a point called Breckenbridge, in the State of Minnesota, during the early part of the season of navigation of 1870, five hundred miles of galvanized telegraph wire, with insulators and pins sufficient to put up the same.

If our proposition be accepted we shall need an early answer in order that we may get out cedar poles, which we think can be done on the Mississippi River, and delivered at St. Paul's, thence by rail to the Red River, and there put into rafts and distributed as required. This proposition would have been made at an earlier day, had our Company been in condition to do so. We know nothing of the country, or the supply of material for poles, and to get the information has taken time. And we are now entirely in the dark as to the probabilities of business support, but on this point we have determined to take the risk.

Hoping to receive an early reply,

I am very respectfully,

Your obedient Servant,

Z. G. SIMMONS,

President North-Western Telegraph Company.

("B.")

CHICAGO, October 11th, 1869.

*Z. G. Simmons, Esq., President of N. W. Telegraph Co.,
Kenosha, Ill.*

DEAR SIR,—Your letter of the 1st instant, making a proposal to build a line of telegraph from Fort Garry on Red River, to a point in Minnesota, which will connect with your present lines, and addressed to me as Minister of Public Works for the Dominion of Canada has been forwarded to me since I left Ottawa.

Having been authorized by the Canadian Government to conclude a provisional agreement with your Company, I have now the honor to submit for your acceptance the following modifications of, and additions to, your proposal.

1st. Your proposition that we should supply you with five hundred miles of wire is inadmissible. But I undertake to supply you with a sufficient length of wire and insulators to make the line from Fort Garry to Breckenbridge on Red River, and deliver

it at three points,—1st. Fort Garry ; 2nd. Pembina ; 3rd. Georgetown, in such quantities respectively as you shall designate.

2nd. The additional wire up to a length of 500 miles, which may be necessary to complete the connection with existing lines will be supplied you upon condition that you purchase the same at cost price, and pay for it in telegraphing for the Government of the Dominion and North-West Territories. One-half of all Bills rendered for such service by your Company, to be payable by way of credit on the above purchase, until the wire so purchased is paid for.

3rd. By "regular tariff rates" I understand rates which at the time are not proportionately higher than those in force on your lines in Minnesota for messages received and sent in the ordinary course from points in that State.

4th. In addition to a rebate or reduction of twenty-five per cent. on Government or official messages, of say less than fifty words, you will be expected to allow a rebate of seventy-five per cent. on official reports and documents exceeding fifty words, which may be telegraphed at night like newspaper reports or despatches.

5th. It is understood that this rebate in both cases is to apply to all connecting lines between yours and the points in Canada to and from which messages may be sent, and that your Company is to make the necessary arrangement for the purpose.

With these modifications I accept your proposal, and will immediately report the agreement to the Government of the Dominion for its confirmation.

I have, &c.,

WM. McDUGALL,
Lieutenant-Governor North-West Territories.

"BB." [*Memo.*]

It is understood that if the American Government exacts Customs duty upon the wire extending from the boundary of 49 to Breckenbridge (to be supplied under the agreement) the amount of such duty will be credited on the purchase of wire for the line south of Breckenbridge, but the duty (if any) on the last mentioned wire will be payable by the Company.

WM. McDUGALL.

(C.)

ST. PAUL, MINNESOTA, October 13th, 1869.

Z. G. Simmons, President N.-W. T. Co.

MY DEAR SIR,—I enclose a copy of the letter I read to you at Chicago, which I have made the original, and have endorsed upon it a *memo* about duty. I hope we shall not have any to pay, but if the authorities at Washington insist upon it, I propose to credit it to you on the purchased wire. This will probably meet your views.

As a considerable time will elapse before the line is in operation, and as I may wish to send official telegrams forward from St. Cloud, I should be glad if you would allow a rebate upon all such of 25 per cent., as far as Sarnia or Detroit. This would induce business and I think promote your interests. We have an arrangement of this kind with the Montreal Company, and it is therefore unnecessary to stipulate with them, but merely to notify them of the agreement with you, if you assent to it.

Please let me hear from you at Fort Garry by return of post. I will speak to your operator or agent at St. Cloud, and arrange with him conditional on your assent.

I have enquired of one of my agents from Fort Garry, whom I met here, as to the probability of finding timber for poles near Red River. He says there is abundance of tamarack, but fears the cedar is too large. I will write from Fort Garry on this point.

Hoping to hear that you have given orders for getting out the poles at this end of the line,

I am, &c.,

WM. McDUGALL.

(E.)

NORTH-WESTERN TELEGRAPH COMPANY,

KENOSHA, October 27th, 1869.

Hon. Wm. McDougall, Governor North-West Territories.

DEAR SIR,—Your communication under date of October 11th, reached me on the 15th instant, and was immediately replied to by a telegram to St. Cloud, Minnesota, as follows, viz:—

(F.)

“ Hon. WM. McDOUGALL, St. Cloud, Minnesota.

“ Letter received. Wire to Breckenbridge must be delivered free of charge at points named. The balance, if we purchase, to be at cost, duty added. Your modification of our rebate proposition is accepted as to our Company, and we will make it apply to all connecting lines, if possible. The twenty-five per cent. rebate may commence at once.

“ Z. G. SIMMONS,

“ President North-West Telegraph Company.”

Not knowing positively that the telegram was received by you, I have sent you a copy of it has above. I have assumed that it would be satisfactory, and immediately ordered the purchase of poles, and have now to report the contracting of all that may be necessary to complete the line to Pembina. For the balance of the distance we will depend on getting the timber nearer. I trust we shall reach you at Fort Garry by telegraph in the fall of 1870, and, if the Railroad should be completed as early as contemplated, it will be early in the fall.

On all communications you wish to transmit over our wires we will rebate twenty-five per cent., commencing from the first of this month.

I am, very respectfully, &c.,

Z. G. SIMMONS,

President North-West Telegraph Company.

(1036.)

LAROSE'S FARM, PEMBINA, Nov. 13th, 1869.

*The Honorable the Secretary of State for the Provinces,
Ottawa, Canada.*

Received by
Secretary of
State for the
Provinces, 4th
Dec. 1869.

SIR,—I have the honor to state for the information, of His Excellency, that I am still without any further communication from the Hudson's Bay Company Authorities at Fort Garry. I have received through private channels notice that my letters of the 2nd and 4th inst., to Governor McTavish were placed in his hands on Monday morning last, and that a meeting of Council was called for that day. But though a week (nearly) has elapsed and private persons have found means to send letters to me and to the other members of my party, written at Fort Garry as late as Thursday (the 11th) the Government have either had nothing to communicate, or found themselves unequal to the task of reaching me. I learn also that they have issued no Proclamation or warning to the rebels, and those who believing the stories now current that the Hudson's Bay Company is opposed to the Government of Canada, may be inclined to join their ranks. I cannot account for this extraordinary reticence and hasty surrender of authority by the legal rulers of the country upon any theory but that of the weakness and imbecility of the Governor, and the complicity of some members of his council with the insurrection. I have evidence that one of his councillors, at whose house some of the first meetings of the malcontents were held, is in

correspondence with the American plotters at Pembina, and trying to find out through them what my intentions and movements are. This treason within the Council will also account for the stopping of supplies which were ordered by the Hudson Bay Company's agent here, for our use as well as his own, and which the rebels could have known nothing about unless some of the Hudson's Bay Company's employes had disclosed their destination. The rebels had not previously interfered with the Company's carts or trade operations.

I enclose a printed paper ("A") issued by the rebels at Fort Garry on the 6th instant. It was printed at the office of the "Nor' Wester" by the rebels, who seized the office for the purpose, the proprietor and his employes refusing to have anything to do with it. The type was set by a Yankee in their ranks, and the proof corrected, as I am informed, by Mr. Ross, late of the "Globe" office, Toronto. This "call" was enclosed in a letter under cover to the Post Master at Pembina, which he delivered after some hesitation, and stating that he would not in future deliver letters to me which might come addressed under cover to him. The Post Office here is very loosely conducted, and is entirely at the service of the Insurgents and their sympathizers. Many letters appear to have been opened, and the general opinion is that this accident occurs at Pembina. It might not be amiss if Mr. Thornton requested the U.S. Post Master General to instruct his subordinate here to show more care and courtesy in the conduct of his office than he has hitherto done.

My information from the settlement, verbal and written, leads me to believe that this "call" of the French half-breeds will not be responded to by the English-speaking part of the population, except a few traitors who have been in the plot from the beginning and who may take this opportunity to declare themselves.

SUNDAY 14th.

The letter ("B"), which reached me to-day, is without signature, but from the handwriting, I know it to be from Mr. Snow, superintendent of the Government Road. It merely confirms information which has reached me by various means for the last two or three days. The recommendation that I should issue a Proclamation at once, is not made for the first time, but I have uniformly replied that until the transfer of the Territory has taken place, and I am notified of the fact I shall not assume any of the responsibilities of Government. Messrs. Richards and Provencher concur with me in this policy.

Papers ("C") and ("D") are extracts from letters received during the week. The one marked ("C") is from Mr. Mair, who was at St. Paul when the outbreak occurred, but was allowed to pass the barricade, after some delay, on his return to Fort Garry; and extract ("D") is from a letter written by a young Englishman who was on his way to Fort Garry to see the country with a view to settlement—he travelled a part of the way with Mr. Begg, and was allowed to pass the barricade in charge of one of the Hudson Bay Company's wagons.

I enclose also a communication ("E") just received from the "Friends of Canada," through the same channel as the one marked ("H") in my report of the 5th instant. It apprises me, as will be seen, of a state of things in the rebel ranks, which, if true, gives hope of a more easy solution than a few days ago seemed possible.

I directed Colonel Dennis to answer this letter by the same messenger, to the effect that I was still here, and intended to remain—advising that any action by the loyal inhabitants should be taken with deliberation and as much unanimity as possible, and promising that they should hear from me officially very shortly. They were asked to report promptly the result of the "Call" on the 16th instant. A notice posted at the foot of one of the printed "Calls," fixing a place of meeting in the parish of Kildonan is in the handwriting of one of Governor McTavish's councillors. This paper is now in my possession.

The last mail from Canada brought me no official letters. I expected to hear, by this time, that the "transfer" had been agreed to, and the Imperial Order in Council passed. If I do not receive notice of this "Order" in a few days, I shall be much embarrassed in my plans, and the leaders of the insurrection will be emboldened and strengthened.

They understand perfectly that I have no legal authority to act, or to command obedience, till the Queen's Proclamation is issued.

The weather is still mild for this latitude. The earth is not frozen on the prairie to a greater depth than 4 inches. The snow barely covers the ground, and yesterday it rained for two or three hours.

I have, &c.,

WM. McDUGALL.

("A.")

"PUBLIC NOTICE TO THE INHABITANTS OF RUPERT'S LAND.

"The President and Representatives of the French-speaking population of Rupert's Land in Council (the invaders of our rights being now expelled), already aware of your sympathy, do extend the hand of friendship to you our friendly inhabitants, and in doing so, invite you to send twelve representatives from the following places, viz:—

"St. John's, 1; St. Margaret's, 1; Headingly, 1; St. James, 1; St. Mary's, 1; Kildonan, 1; St. Paul's, 1; St. Andrew's, 1; St. Clement's, 1; St. Peter's, 1; town of Winnipeg, 2;—in order to form one body with the above Council, consisting of twelve members, to consider the present political state of this country, and to adopt such measures as may be deemed best for the future welfare of the same.

"A meeting of the above Council will be held in the Court House at Fort Garry, on Tuesday, the 16th day of November, at which the invited representatives will attend.

"Winnipeg, November 6th, 1869.

"By order of the President,

"LOUIS RIEL, Secretary."

("B.")

FORT GARRY, November 9th.

"Council in deliberation to-day on yours. Received all right. Decision not known. Saddle will fall on right horse. "Call" made on the different parishes by manifesto of Riel, who seized "Nor' Wester" Office, and by force used the press. English and Scotch parishes will not respond.

"Issue Proclamation, and then you may come fearlessly down. Hudson's Bay Company evidently shaking.

"By no means leave Pembina."

("C.")

"WINNIPEG, November 8th, 1869.

* * * "The company, beyond all question, are deeply concerned in the matter. Half-breeds themselves declare that they have received assistance. Insurgents in quasi possession of Fort Garry, receive their supplies there. Yours received all right. Council in deliberation to-day. On no account leave. The English have not risen, because they have not been called upon by the authorities, otherwise they would have risen. Issue your Proclamation and it will be responded to by 500 men.

"Mr. Snow was told by Mr. Riel, to-day, that the road would be stopped. Last night they took possession of "Nor' Wester" office, and printed off a "Call," of which a copy is enclosed. The types were set up by a Yankee, whom they brought with them, and the proof was revised by Mr. Ross. All the Yankees here are openly concerned in it, including certain merchants. Will write at length to-day.

“ MONDAY EVENING,

“ There is a rumour that Fenian aid has been invoked, through the agency of Donaldson probably. The company are at a *non plus* regarding your determination to remain at Pembina. A meeting of Council held this afternoon, which the Archdeacon informed us this evening, resulted, he understood, in nothing.

“ The Pointe au Chêne half-breeds are opposed to the stoppage of the road, which is a great benefit to them, but have made their boast that they will only allow it to be built, so long as matters go on to suit them. Mr. Snow thinks it would have a good effect, to stop the works for a time, to bring want as a pressure upon them. They are all off the works, you may say, and it would be folly to hire one half of them to feed the other half.

“ If the company shut down upon the insurgents, which they can do at any moment, they cannot subsist for any length of time upon their own means. I think with many others that your best course is to remain at Pembina until further developments.”

(“D.”)

FORT GARRY, November 11th.

MY DEAR BEGG,—I write you these few lines, hearing that you are still on the borders of this pleasant land. I got in all right, thanks to * * and am rather pleased with the place. The Government now established is a Republic, with, of course, French half-breeds for its officers. The English half-breeds are perfectly loyal, and will continue so if there is any chance of the Government coming in. I believe that as soon as the Proclamation is received, that they will rise and “lick” the French. Of course we shall all “go in,” that is the Canadians and English now in the settlement. The French have the Fort guarded by 140 men, and have taken possession of the artillery and other arms stored there. They are making the Hudson Bay Company *find* them without pay, which serves them right, as when they had cash they did not mind letting them into the fort, which, with the help of the loyal, they might easily have held; but it is evident that between you and me that they at first were well pleased at the way things were working; and even since I was here, when the half-breeds heard that Mr. McDougall left for Ottawa, they gave up the Fort, but returned next day and got it again. My firm opinion is, that the affair will not be settled until forces are brought from Canada. No blood has yet been shed, but it is impossible to say the day that it may be. All property is respected at present but the Hudson’s Bay Company’s, which is used *pro bono publico*. Of course we are all doing nothing. Send me a line of what you are doing, and what is being done to bring this miserable affair to a conclusion.

Believe me, &c.

(“E.”)

TOWN OF WINNIPEG, Friday, 12th November, 1869.

Colonel Dennis,

DEAR SIR,—The communication to “friends of the Canadian Government, Town of Winnipeg,” and to Governor McTavish, under cover to Mr. Grant, arrived this morning, and were at once delivered by Mr. Grant. The mail of Tuesday contained letters for His Excellency, and for yourself, under cover to Charles Cavilier and Colonel Stutzman respectively, but we believe they have been taken out, as the mail bag was brought back to the post office and there examined. In future all mail matter is to be examined both ways. River Sale is now guarded by half a dozen, Fort Garry being head quarter, and particular pains are taken to see that no communication reaches the Governor, who is still said (?) to be very sick. Reports of yesterday speak of a split between Riel and Bruce, and a determination on the part of the former to oust the latter. Apart from the mission influence, Bruce has the largest personal following, and the result will of course be good.

Indications show things to be shaky in their camp, more especially since they have heard that the English half-breeds have taken all the ammunition from the magazines at Lower Fort and secreted it. This information led to a demand, day before yesterday, from Riel for the keys of the bastions at Fort Garry, where the guns are, and they have since been guarded at night. The shot and shell, however, belonging to them were at the Lower Fort.

Indians to the number of fifty, had a grand meeting in this neighborhood day before yesterday. "Pegwis," (Prince) presiding—highly indignant with the half-breeds—result, a letter from them to the Governor, entrusted to Mr. Grant, to forward their interests in this matter, being so directly antagonistic to the claims of the half-breeds, that, coupled with the fact that Indians as a rule are on the side of the provisions and pay, there is not the slightest cause to apprehend danger from them, but rather powerful support at any moment, having the sanction of Government and the English half-breed heading.

We will have a strong protest in to the authorities here at once against their inaction and embodying the suggestions made in the letter. We believe that time—a short time—backed by anything official from Governor McDougall, will bring about a solution of the difficulty, and if something comes in the way, foreshadowed in the letter, we will guarantee the result.

In most of the parishes no answer will be made to Riel's Proclamation, or if acted on at all, will be simply to send a letter protesting against their past and present action. They are trying to get an election of B. and McK., from the town, but will, I think, be able to frustrate that if the Americans do not turn out too strong.

This method of communication may be trusted, and is being paid for in full here. Mr. S. is at Oak Point, and stops all contracts to Pointe au Chêne half-breeds. The effect will be to turn their influence against those who have rendered it necessary for the Government to withhold its hitherto liberally spent money.

We want guidance at once; force if necessary is available, but we believe that patience and proper authority will force present Government to action. Town people are beginning to tire of feeding and encouraging their *guard*, and the *guard* in turn resent the falling off of attention. One of the captains told us he was forced into the affair, and wished our good offices to clear him when the time of examination into the affair came.

The cause is quietly and surely advancing with the English element, and gaining ground even with the French; and we feel sure that all will be well.

[No. 1042.]

EXTRACTS of a letter addressed to the Secretary of State for the Provinces, by a Gentleman resident at St. Paul, Minnesota, dated November 26th, 1869.

I sent your letter by mail to Mr. McDougall, under cover to a trusty friend at Pembina, with instructions to deliver it in person to that weather-bound gentleman.

I am in frequent receipt of letters by mail or private hands, three or four times a week from Pembina. Mails to that point are safe. Beyond it all mails both ways are ransacked and the contents examined, and nothing is allowed to pass without the counter-sign of some insurgent inspector. The events occurring at Red River naturally excite a good deal of interest here, and though there is of course a general desire that the affair may result in the annexation of the country to the United States, the main anxiety here is that bloodshed may be averted, or anything like war, for our people are very apprehensive that such a conflict would draw the Indians of both sides into it, and involve our own border in the horrors of an Indian war. I have not of course the slightest idea what your Government are going to do about it, but to us here it seems the height of imprudence to attempt coercion.

From what I can learn there is at present very little, if any, annexation sentiment in the country, but coercion would be likely to force that alternative. There is a little dash of the Fenian in the leadership. A young Irish priest, named O'Donohue, attached to Bishop Taché's establishment, being said to supply the brains of the movement.

DEPARTMENT OF SECRETARY OF STATE FOR THE PROVINCES.

Ottawa, December 7th, 1869.

To the Honorable Wm. McDougall, C.B.

SIR,—I had the honor to address to you Despatches on the 19th and 29th November, which, in view of the insecurity of the mails, were enclosed to a friend at St. Paul, to be sent forward, if possible, by private hand. For fear that they may have miscarried, duplicates are annexed to this.

Your Despatch of the 13th ult., with its enclosures, from ("A") to ("E,") reached me on the 3rd inst., and was immediately laid before the Council. Copies will be sent to the Colonial Secretary this week.

I have now the honor to inform you that the Very Rev. Mr. Thibault, accompanied by Charles de Salaberry, Esq., proceeds to-morrow, *via* St. Paul and Pembina to Fort Garry, for the purpose of assisting in putting down the unlawful assemblage of people on the Red River, and obtaining access for the Canadian Authorities into the North-West.

Mr. Thibault has had great experience in that country, having been for 37 years a priest there, and having only left it last year.

Mr. de Salaberry has also had considerable experience in dealing with the French half-breeds.

After consulting with you, they will take such action with these people as they think most calculated to carry out our objects, and it may, perhaps, be politic that they should have as little open communication with you as possible.

It is, of course, advisable not to arouse the suspicions of the Insurgents, who would be very likely to view with disfavor any persons coming directly as agents from you, and acting under your instructions; you will, however, be good enough to strengthen their hands as much as possible.

With them we send you a Proclamation issued by the Governor General by the direct command of Her Majesty. This should be widely disseminated, in such a manner and at such a time as you think most expedient. It has also been thought well to print copies of your Letter of Instructions, which will, of itself, show how unfounded is the charge that the North-West is to be governed without the interposition of aid of the residents, but by Canadians solely.

Messrs. Thibault and de Salaberry will be followed by Donald A. Smith, Esq., the Hudson's Bay Agent at Montreal, who now occupies the position formerly held by Mr. Hopkins. In his capacity as an officer of the Hudson's Bay Company, he will obtain ready access to the country and to Governor McTavish; and it is hoped that he will be able to strengthen that gentleman in his attempts to restore law and order at Fort Garry.

In order to give his representations due weight and importance, Mr. Smith has been asked to act as a Commissioner holding confidential relations with the Canadian Government. In that capacity, having once reached Fort Garry, he will be able to speak authoritatively as to the beneficent intentions of the Government.

We hope that calmer counsels will soon prevail, and that these misguided people will disperse. So soon as they do so, you will, I presume, proceed to Fort Garry and carry out your instructions.

It will be well for you to arrange for sending messages to St. Cloud, so that we may know by telegraph that order has been restored. On receiving this intimation, His Excellency will communicate the fact, by cable message, to the Colonial Office, and the Proclamation will be at once issued. It has been hitherto delayed, so that the authority

of the Hudson's Bay Company might continue unimpaired, until it was replaced by the Canadian Government, as represented by you.

I have the honor also to send you an Order in Council, passed this day, on the subject of Customs duties.

You will now be in a position, in your communications with the residents of the North-West, to assure them:—

1. That all their civil and religious liberties and privileges will be sacredly respected.
2. That all their properties, rights, and equities of every kind, as enjoyed under the Government of the Hudson's Bay Company, will be continued them.
3. That in granting titles to land, now occupied by the settlers, the most liberal policy will be pursued.
4. That the present tariff of Customs duties will be continued for two years, from the 1st January next, except in the case of spirituous liquors, as specified in the Order in Council above alluded to.
5. That in forming your Council, the Governor General will see that not only the Hudson's Bay Company, but the other classes of the residents, are fully and fairly represented.

6. That your Council will have the power of establishing municipal self-government at once and in such manner as they think most beneficial to the Country.

7. That the Country will be governed, as in the past, by British law, and according to the spirit of British justice.

8. That the present Government is to be considered as merely provisional and temporary, and that the Government of Canada will be prepared to submit a measure to Parliament, granting a liberal constitution so soon as you, as Governor, and your Council have had an opportunity of reporting fully on the wants and requirements of the Territory.

You had, of course, instructions on all the above-mentioned points, excepting as regards the tariff, before you left Ottawa, but it has been thought well that I should repeat them to you in this authoritative form.

Trusting that ere long you may be in a position to carry these liberal propositions practically into the administration of the affairs of the North-West,

I have, &c.,

JOSEPH HOWE.

DEPARTMENT OF SECRETARY OF STATE FOR THE PROVINCES.

OTTAWA, Dec. 8th, 1869.

To the Honorable Wm. McDougall, C.B.

SIR,—Enclosed you will find the original Proclamation referred to in my letter of yesterday's date, in English and French.

It may be as well that you should have the original Proclamation in your hands.

I have, &c.,

JOSEPH HOWE.

PROCLAMATION.



V.

R.

By His Excellency the Right Honorable Sir JOHN YOUNG, Baronet, a Member of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor General of Canada.

To all and every the Loyal Subjects of Her Majesty the Queen, and to all to whom these Presents shall come,

GREETING :

THE QUEEN has charged me, as Her representative, to inform you that certain misguided persons in Her Settlements on the Red River, have banded themselves together to oppose by force the entry into Her North-Western Territories of the officer selected to administer, in Her Name, the Government, when the Territories are united to the Dominion of Canada, under the authority of the late Act of the Parliament of the United Kingdom; and that those parties have also forcibly, and with violence, prevented others of Her loyal subjects from ingress into the country.

Her Majesty feels assured that she may rely upon the loyalty of her subjects in the North-West, and believes those men, who have thus illegally joined together, have done so from some misrepresentation.

The Queen is convinced that in sanctioning the Union of the North-West Territories with Canada, she is promoting the best interest of the residents, and at the same time strengthening and consolidating her North American possessions as part of the British Empire. You may judge then of the sorrow and displeasure with which the Queen views the unreasonable and lawless proceedings which have occurred.

Her Majesty commands me to state to you, that she will always be ready through me as her representative, to redress all well founded grievances, and that she has instructed me to hear and consider any complaints that may be made, or desires that may be expressed to me as Governor General. At the same time she has charged me to exercise all the powers and authority with which she has entrusted me in the support of order, and the suppression of unlawful disturbances.

By Her Majesty's authority I do therefore assure you, that on the union with Canada all your civil and religious rights and privileges will be respected, your properties secured to you, and that your Country will be governed, as in the past, under British laws, and in the spirit of British justice.

I do, further, under her authority, entreat and command those of you who are still assembled and banded together in defiance of law, peaceably to disperse and return to your homes, under the penalties of the law in case of disobedience.

And I do lastly inform you, that in case of your immediate and peaceable obedience and dispersion, I shall order that no legal proceeding be taken against any parties implicated in these unfortunate breaches of the law.

Given under my Hand and Seal at Arms at Ottawa, this Sixth day of December, in the year of our Lord, One Thousand Eight Hundred and Sixty-nine, and in the Thirty-third year of Her Majesty's Reign.

[SEAL.]

By Command.

JOHN YOUNG.

H. L. Langevin,
Secretary of State.

COPY of the Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 7th December, 1869.

The Honorable the Secretary of State for the Provinces, &c.

On a memorandum dated 3rd December, 1869, from the Honorable the Minister of Finance, submitting that it is expedient to come to an immediate decision as to the final policy to be adopted on Rupert's Land, in the event of that Territory being added to the Dominion of Canada.

That it would, in his opinion, be inexpedient to make any material changes in the Customs duties in Rupert's Land, until the means of access to the Territory shall have been greatly improved.

He therefore suggests that the present tariff should remain in force for at least two years from the 1st January next.

That it may, however, be necessary to establish duties on spirits, and possibly some other articles which are at present exempt.

That, if the above suggestion be concurred in, he would further recommend that an announcement of the intention of the Government be made to the people resident in the Territory, who may possibly feel some alarm on the subject of increased duties.

The Committee concur in the report of the Finance Minister, and submit the same for your Excellency's approval.

Certified.

WM. H. LEE,

Clerk P.C.

OFFICE OF THE SECRETARY OF STATE FOR THE PROVINCES,

December 4th, 1869.

*The Very Rev. Grand Vicar, Mr. Thibault,
Ottawa.*

SIR,—Referring to the conversation held with a Committee of the Privy Council yesterday, and to your kind consent to undertake the delicate task of representing, in conjunction with Colonel de Salaberry, the views and policy of this Government to the people of the Hudson's Bay Territory, I am commanded by His Excellency the Governor General to convey to you, in the form of instructions for your guidance, the grounds of hope entertained here that your mission of peace and conciliation will be entirely successful.

You will not fail to direct the attention of the mixed society inhabiting the cultivated borders of the Red River and Assiniboine to the fact, which comes within your daily knowledge and observation and is patent to all the world, that in the four Provinces of this Dominion, men of all origins, creeds and complexions, stand upon one broad footing of perfect equality in the eye of the Government and the law, and that no administration could confront the enlightened public sentiment of this country which attempted to act in the North-West upon principles more restricted and less liberal than those which are firmly established here.

So far as you may have intercourse with the Indian chiefs and people, you will be good enough to remind them that while bloody and costly Indian wars have raged, often for long periods, in different sections of the United States, there has been no war with the Indians in any of the Provinces of British America since the conquest. For more than a century the Micmacs of Nova Scotia have lived in peace, while the rights of the Millicetes of New Brunswick have been respected. Everywhere within the Canadas, the progress of settlement, while it furnished new employments to the Indians, was rendered practicable by treaties and arrangements mutually satisfactory, that have formed the secure basis of the sympathy and co-operation which have distinguished the Canadians and Indians, not only since the Treaty of Paris, but from the earliest exploration of the country.

It may fairly be assumed that the just and judicious treatment of the Indian Tribes forms the brightest page in the history of British America. Canadians cannot afford to sully it by any ungenerous treatment of the Indians in the North-West.

That the disturbances which have taken place, at and around Winnipeg and Fort Garry, have grown out of vague apprehensions of danger, incident to the transition state of things which the action of the Imperial Government and Parliament rendered

inevitable, there is no reason to doubt ; but it is quite apparent that, underlying what is natural and pardonable in this movement, there have been agencies at work which loyal subjects cannot countenance, and that artful attempts have been made to mislead the people by the most flagrant and absurd misrepresentations. Had the Queen's Government, or the Government of the Dominion, imitated the rash and reckless conduct of some of those who have taken part in this disturbance, there would, ere this, have been bloodshed and civil war in Rupert's Land, with the prospect of the flame spreading along the frontier, as the fire spreads over the prairie. Fortunately, calmer councils have prevailed both in England and at Ottawa. The Proclamation of the Queen's Representative, with copies of which you will be furnished in French and English, will convey to her people the solemn words of their Sovereign, who, possessed of ample power to enforce her authority, yet confides in their loyalty and affectionate attachment to her throne.

The instructions issued to Mr. McDougall on the twenty-eighth of September, long before there was any reason to apprehend serious opposition on the Red River, will show how utterly groundless were the suspicions and apprehensions of unfair treatment which have been widely circulated in the North-West, and to which, unfortunately, some of the Canadian newspapers, for party purposes, at times gave the mischievous color of their authority.

You will perceive that at no time was the absurd idea entertained of ignoring the municipal and political rights of the people of the North-West. That the only two persons that Mr. McDougall was formally instructed to call to his aid were Governor McTavish and Judge Black, who were known to be universally respected, and that any subsequent selections were to be first reported here, with the grounds of his belief that they stood equally high in the confidence and affections of the people.

All the Provinces of the British Empire which now enjoy Representative Institutions and Responsible Government have passed through a probationary period, till the growth of population, and some political training, prepared them for self-government.

In the United States, the Territories are ruled from Washington till the time arrives when they can prove their fitness to be included in the family of States, and, in the Halls of Congress, challenge the full measure of power and free development which American Citizenship includes.

It is fair to assume that some such training as human society requires in all free countries may be useful, if not indispensable, at Red River ; but of this you may be assured, that the Governor General and his Council will gladly welcome the period when the Queen can confer, with their entire approbation, the largest measure of self-government on her subjects in that region, compatible with the preservation of British interests on this Continent, and the integrity of the Empire.

I think it unnecessary to make more than a passing reference to the acts of folly and indiscretion, attributed to persons who have assumed to represent the Dominion, and to speak in its name, but who have acted on their own responsibility, and without the knowledge or the sanction of this Government.

In undertaking, at this inclement season of the year, so long a journey in the public service, you display, venerable sir, a spirit of patriotism, which I am commanded to assure you is fully appreciated by the Queen's Representative and by the Privy Council.

I have the honor to be,

Your most obedient Servant,

JOSEPH HOWE,

Secretary of State.

HUDSON'S BAY COMPANY OFFICE,

MONTREAL, 24th November, 1869.

*The Honorable the Secretary of State for Canada,
Ottawa.*

SIR,—I have to-day received from the Hudson's Bay House, London, an extract of a

letter from Governor McTavish, dated Fort Garry, 12th October, and have now the honor of transmitting it to you. In doing so, I am directed by the Governor and Committee to state that the Company are anxious to afford all the assistance in their power in inducing the Red River people to allow the surveys to be proceeded with, and to use their influence in any other manner with the view of assisting the authorities at Red River to make their arrangements for the government of the Country.

And, in view of the more serious aspect which affairs at Red River have recently assumed, I beg further, on behalf of the Company, to offer the assurance that their Governor, Factors, and Officers generally will use their influence and best efforts to restore and maintain order throughout the Territory.

I have, &c.,

DONALD A. SMITH.

EXTRACT of a letter from Governor McTavish to W. G. Smith, Esq., Secretary, dated Fort Garry, Red River, 12th October, 1869.

I am sorry to say that Mr. Snow, the Superintendent on the Canadian road to the Lake of the Woods, has had a serious disturbance with the people employed on the road, the most of whom are, however, strangers in the Settlement. The men complain bitterly of their treatment, but are, no doubt, in the wrong, as they used considerable violence in dragging Mr. Snow to a creek, into which they threatened to throw him if he did not pay them some few days' wages which they claimed, but which Mr. Snow considered not to be due them. The sum in question he eventually paid them under protest. Mr. Snow laid a charge of robbery against the men, but the magistrates did not consider that the facts justified such a charge, and committed the men for trial at the November Quarterly Court for assault.

I am also sorry to inform you that some of the people here have stopped one of Colonel Dennis's surveying parties and as usual, of course, the Colonel came to us for redress. The men, who have thus interfered, say they know the survey could proceed without any injury to anyone: but stopping it is always a beginning, and they are desirous to let the Canadian Government know that it is not wanted by them; that they consider if the Canadians wish to come here, the terms on which they were to enter should have been arranged with the local Government here, as it is acknowledged by the people in the country. Dr. Cowan is at present doing his utmost to persuade the malcontents to withdraw their resistance to the survey as the easiest mode of getting over the difficulty. I regret to say that I have been so ill for some time as to be unable to go about, and am quite unequal to the slightest exertion.

The Honorable Joseph Howe is at present here on a visit, but means to leave again in a few days. The Honorable Mr. McDougall, it is said, will be here sometime during the current month.

OFFICE OF SECRETARY OF STATE FOR CANADA,
OTTAWA, 26th November, 1869.

Donald A. Smith, Esq.,
Agent Hudson's Bay Company, Montreal.

SIR,—I have the honor to acknowledge your letter of the 24th instant and enclosure, and I am directed at the same time to express the acknowledgment of the Dominion Government, for the assurance therein contained, that the Governor, Factors, and Officers generally of the Hudson's Bay Company, will use their influence and best efforts to restore and maintain order throughout the North-West Territory.

I have, &c.,

E. PARENT,

Under Secretary.

OFFICE OF THE SECRETARY OF STATE FOR THE PROVINCES.

OTTAWA, December 10th, 1869.

*Donald A. Smith, Esq.,
Montreal.*

SIR,—I have the honor to inform you that His Excellency the Governor General has been pleased to appoint you Special Commissioner, to enquire into and report upon the causes and extent of the armed obstruction offered at the Red River, in the North-West Territories, to the peaceful ingress of the Hon. Wm. McDougall, the gentleman selected to be the Lieutenant Governor of that Country, on its union with Canada.

Also, to enquire into and report upon the causes of the discontent and dissatisfaction at the proposed change that now exists there.

Also, to explain to the inhabitants the principles on which the Government of Canada intends to govern the country, and to remove any misapprehensions that may exist on the subject.

And also to take such steps, in concert with Mr. McDougall and Governor McTavish, as may seem most proper for effecting the peaceable transfer of the country and the government from the Hudson's Bay authorities to the Government of the Dominion. You will consider this communication as your letter of appointment as Government Commissioner.

With this letter you will receive :—

A copy of the letter of instructions given to Mr. McDougall on leaving Ottawa, dated 28th September last ;

Copy of a further letter of instructions to Mr. McDougall, dated 7th instant ;

Copy of the Proclamation issued by His Excellency the Governor General, addressed to the inhabitants of the North-West Territories by the express desire of Her Majesty.

These will enable you to speak authoritatively on the subject of your mission.

You will proceed with all despatch to Pembina, and arrange with Mr. McDougall as to your future course of action ; and then go on to Fort Garry and take such steps as after such consultation may seem most expedient. You will, of course, consult Governor McTavish, and endeavour to arrange one system of concerted action in the pacification of the country, with Mr. McDougall, the Hudson's Bay authorities and yourself.

As the information received by the Government here is necessarily imperfect, and as the circumstances at the Red River are continually changing, it is not considered expedient to hamper you with more specific instructions. You will, therefore, act according to the best of your judgment in concert with Mr. McDougall, and you will keep me fully informed by every mail of the progress of events.

In addition to the more immediate object of your mission, you are requested to report on the best mode of dealing with the Indian Tribes in the country, and generally to make such suggestions as may occur to you as to the requirements of the country for the future.

I have, &c.,

JOSEPH HOWE,
Secretary.

OFFICE OF THE SECRETARY OF STATE FOR THE PROVINCES,

10th December, 1869.

*The Honorable W. McDougall, C.B.,
Pembina, United States.*

SIR,—This will be handed to you by Donald A. Smith, Esq., who goes to Pembina, on his way to Fort Garry, at the special request of this Government.

I have the honor to enclose a copy of a letter of instructions which has been addressed to Mr. Smith, and have it in command to desire that you will consult and

co-operate with that gentleman, in order, that if possible, some peaceful solution may be found of the difficulties which obstruct your entrance to the new Territory.

I have, &c.,

JOSEPH HOWE,

Secretary.

O.S.S.P., 25th January, 1870.

Donald A. Smith, Esq., Fort Garry.

SIR,—Referring to my letter of the 10th ultimo, informing you that His Excellency the Governor General had been pleased to appoint you a Special Commissioner for certain purposes connected with the North-West Territories, I have now the honor, in accordance with the verbal communication made to you at Ottawa, to enclose a Commission under the Great Seal, bearing date the 17th ultimo, appointing you a Special Commissioner for the purposes stated in my letter above referred to, and more fully set forth in the Commission itself.

I have, &c.,

JOSEPH HOWE,

Secretary.

CANADA.

VICTORIA, BY THE GRACE OF GOD, &c.

To Donald A. Smith, of the City of Montreal, in the Province of Quebec, and Dominion of Canada, Esquire, and to all others to whom the same may in any wise concern,

GREETING :

WHEREAS, by an Act of the Parliament of Canada, passed in the thirty-second and thirty-third years of Our Reign, intituled, "An Act for the temporary Government of Rupert's Land and the North-West Territory, when united to Canada," it is recited that it is probable that we may be pleased to admit Rupert's Land and the North-West Territory into the Union of the Dominion of Canada, before the then next Session of the Canadian Parliament, and that it is expedient to prepare for the transfer of the said Territories from the Local Authorities to the Government of Canada, at the time appointed by us for the Civil Government of such Territories, until more permanent arrangements can be made by the Government and Legislature of Canada, and it is by the said Act in effect enacted that our Governor may authorize and empower such officer as he may appoint as Lieutenant Governor of the North-West Territories, and who shall administer the Government as by the said Act contemplated.

And, whereas, in the preparation for the transfer of the said Territories, Our Governor of Canada was pleased to send the Honorable Wm. McDougall, the gentleman selected to be the Lieutenant Governor as aforesaid, on its union with Canada, in advance and in anticipation of the union, and his entry into the said Territories was obstructed and prevented by certain armed parties who have declared their discontent and dissatisfaction at the proposed union, and their intention to resist the same by force.

And, whereas, it is expedient that inquiry should be had into the causes and extent of such obstruction, opposition, and discontent, as aforesaid.

Now know ye, that having confidence in your honesty, fidelity, and integrity, we do, by these presents, nominate, constitute, and appoint you, the said Donald A. Smith, to be our Special Commissioner, to enquire into the causes, nature, and extent of the obstruc-

tion offered at the Red River, in the North-West Territories, to the peaceable ingress of the Honorable William McDougall, and other parties, authorized by our Governor General of Canada to proceed into the same; and also to enquire into the causes and discontent and dissatisfaction alleged to exist in respect to the proposed union of the said North-West Territories with the Dominion of Canada; and further to explain to the inhabitants of the said Country, the principles on which the Government of Canada intends to administer the Government of the Country, according to such instructions as may be given to you by Our Governor in Council in this behalf; and to take steps to remove any misapprehensions which may exist in respect to the mode of Government of the same, and to report to Our Governor General the result of such enquiries; and on the best mode of quieting and removing such discontent and dissatisfaction; and also to report on the most proper and fitting mode for effecting the speedy transfer of the Country and Government from the authority of the Hudson's Bay Company to the Government of Canada, with the general assent of the inhabitants.

And further, to consider and report on the most advisable mode of dealing with the Indian Tribes in the North-West Territories.

To have and to hold the said office of Commissioner, for the purposes aforesaid unto you the said Donald A. Smith, during pleasure.

In testimony whereof, &c.

(Great Seal.)

LAROSE'S FARM, PEMBINA, U. S.
20th Nov., 1869.

The Honorable Joseph Howe,
Secretary of State, &c.,
Ottawa, Canada.

Received by
Secretary of
State for the
Provinces, 7th
Dec., 1869.

SIR,—I have the honor to enclose, for the information of His Excellency, the reply of Governor McTavish to my communications of the 2nd and 4th instant, which only reached me last night. (Copy "A.")

Also, copy of correspondence which has passed between certain "Loyalists" in the town of Winnipeg and Col. Dennis, who is still with me, and writes under my direction. (Copy "B.")

Also a printed copy of "a protest" or "appeal" of these Loyalists to Governor McTavish, and of the "Proclamation" which at last he was induced to issue. (Paper "C.")

I have not yet made any reply to the lengthy and somewhat extraordinary communication which the representative of the Hudson's Bay Company at Fort Garry have thought themselves called upon to address to me, nor have I made any arrangement with a view to the "movement" which they have recommended in its concluding paragraph. As the main object of my correspondence with them has been accomplished, to wit, the issue of a *Proclamation* against the insurgents, I shall await, for a few days, the effect of this proceeding before determining upon the course of action which I ought to adopt myself or recommend to others. I am sure His Excellency will acquit me of indifference to the just claims of Canada, and the reputation of its Government, or to the duties of the position I have the honor to hold as its representative, if I abstain, in the presence of the grave events now transpiring from all controversy with Governor McTavish, or any other employee of the Hudson's Bay Company, as to the propriety of the political arrangements with respect to the North-West Territory, which the Imperial Government has authorized and sanctioned, and the Government of Canada undertaken to carry out. With respect to Governor McTavish, I may observe that the report is current that he is still seriously ill, and that Mr. Black is the writer of the communications which have reached me over the signature of the Governor. How far the personal views and private feelings of Mr. Black—who lately informed Col. Dennis that he was about to quit the territory—may

have influenced the policy of the local authorities, and found expression in their official correspondence, may hereafter appear; but I shall not assume that either the policy adopted by these gentlemen, or the opinions entertained by them of the acts of Her Majesty's Government in England as well as in Canada, has received, or is likely to receive the sanction of the Hudson's Bay Company.

Except the supply of a few articles of food and clothing, for which the prices charged are on the average higher than those of the American traders in the neighbourhood, and the two letters from Governor McTavish, of which copies have been forwarded, I have received no assistance, or suggestion, or communication of any kind from the Company's Agents in the Territory since my arrival at this place. I have been obliged to organize an independent private means of communication with the Settlement in order to ascertain the movements of the rebels, as well as of the loyalists, and I may add, of the Government itself. Even the protest or Proclamation issued by the Governor, has not yet been forwarded to me by him, or any of his agents, although for the last five days it has been in the hands of the public at Fort Garry. But for the private channel of communication referred to, of the existence of which the Company's Officers have not been made aware, I would not have been able to forward this document by the present mail.

I have felt it my duty to mention these circumstances, to enable His Excellency to understand the difficulty that meets me in attempting to organize, in connection with the authorities, any resistance to the conspiracy which has already made such head in the Settlement. The confirmed belief of every person I have seen, or whose testimony has reached me (whether in the confidence of the rebels, or friendly to Canada), is, that the Hudson's Bay Company's employees, with scarcely an exception, are either actively or tacitly encouraging the insurrection. It was the prevalence of this belief that determined me to force the authorities into a public declaration of some kind that would dispel this illusion—if such it should prove to be—or compel them to shew their hand as abettors of the insurrection. The "appeal" of the loyal inhabitants (see paper "C"), who had previously opened correspondence with me, was the last screw applied, and seems to have accomplished the purpose, notwithstanding the "peculiar circumstances," so strongly insisted upon in the enclosed letter, to show that the issue of such a Proclamation "might affect injuriously the future as well as the present Government."

I feel also bound to state, with reference to the "serious occurrence" detailed in the 10th and 11th paragraphs of Governor McTavish's letter, that I have the positive assurance of Major Wallace, who has just returned from Fort Garry, as well as the statements of the "Friends of Canada," that the Company's Officers in charge of Fort Garry, were told of the intention of the Rebels to take the Fort, the day before it occurred, and that the Chief Constable, Mulligan, who is an old soldier, offered to raise a force, partly composed of "pensioners," with which he declared he could hold the Fort against all the Rebels who would be likely to attack it; but he was told by Dr. Cowan, the officer in charge, that his services were not wanted.

The communication from Winnipeg, of the 17th inst., (marked B.), is from a well informed correspondent, who has access to the Council Room of the malcontents, and is in confidential relations with certain members of the Convention opposed to the aims of the French half-breeds. I thought it prudent to strengthen the hands of the loyal portion of the community by enabling them to deny, on the authority of Col. Dennis, known to be with me and in my confidence, the story about my Council, which is still industriously circulated in the Settlement. Canadian newspapers are quoted to prove that *all* the members of the new Government have been chosen from Canada, and Mr. Howe's remarks, while at Fort Garry, are repeated from mouth to mouth, and construed into an approval of their present attitude of "resistance to tyranny," and "defence of their rights." The best way, as it appeared to me, to contradict these false and pernicious reports, was to authorize the statement contained in the "reply" of Col. Dennis. I have thus far avoided direct communication with unofficial persons, but the extraordinary policy adopted by the local authorities, and the difficulty and delay which I have experienced in my attempts to communicate with them, compel me to seek the aid of loyal men wherever I

can find them. It will not surprise the Government to hear that I have had to incur considerable expense that was unforeseen when I left Ottawa, and that private persons will not risk their lives and property in the service of a Government unable to assert its existence, either *de jure* or *de facto*, without immediate and adequate remuneration, and a very unequivocal promise of indemnity. I have, hitherto, exercised great caution on this point; but I can foresee that affairs may soon take such a turn, as to render a bolder and more costly policy indispensable for the protection of life and property, as well as for the establishment and maintenance of authority.

Messrs. Richards and Provencher are still in the neighbourhood, and see me daily. As soon as the result of the meeting of so-called "Representatives" is known, we shall take counsel together and determine upon the course which prudence and duty may then point out.

I have, &c.,

WM. McDougall.

(A.)

FORT GARRY, RED RIVER,

November 9th, 1869.

*The Honorable W. McDougall, C. B.,
Pembina.*

MY DEAR SIR,—Yesterday, about ten A.M., I had the honor to receive your two letters, dated respectively the 2nd and 4th instant; and deeming it advisable that, in answering these important communications, I should be advised by the Council of Assiniboine, I at once called a meeting of that body for to-day, and, with their concurrence, have now to forward you this reply.

In the first of your letters you mention that, in conformity with the suggestion of Col. Dennis, and the opinion of the Council, you have decided upon remaining a few days at Pembina, in hope of the withdrawal of the disaffected parties from their positions; and we cannot but think that, in the circumstances, your decision in that respect must be considered wise. But it has not been without feelings to which we should find it difficult to give adequate expression, that we have heard of your having been disturbed at the Company's Post, while you were there waiting the course of events, and of your having been compelled to retire beyond the International line.

It appears you are under the belief that a Proclamation from this Government, explaining the late Imperial Act regarding the Territory, and warning the people of the consequences of steps tending to impede any action that might be taken under its provisions, would have a salutary effect in checking the present unlawful movement on the part of the French population. It is difficult, if not impossible, to say, with any degree of certainty, how far that measure might have produced such a result; but, if due consideration be given to the peculiar circumstances in which the local authorities here stood, there will perhaps appear to be but little ground for surprise at a measure of that kind not having been adopted.

The Act in question referred to the *prospective* transfer of the Territory; but up to this moment we have no official intimation from England, or the Dominion of Canada, of the fact of the transfer, or of its conditions, or of the date at which they were to take practical effect upon the Government of this Country. In such a state of matters, we think it is evident that any such act on the part of the Red River authorities as that to which you point, would necessarily have been marked by a great degree of vagueness and uncertainty; it was felt that it might affect injuriously the future, as well as the present Government; and we therefore deemed it advisable to await the receipt of official intelligence of the actual transfer of the Country, and of all the details which it concerned us to know.

But having every reason to believe, from semi-official sources of information, that the transfer of the Territory would soon take place, I have not failed to take every proper opportunity of putting the matter before the public in that light; and, although we have not seen the expediency of issuing any such Proclamation as that suggested, yet we have been incessant in our efforts to impress upon the leaders of these disaffected people a just sense of

the illegality and danger of the course upon which they had entered, and to dissuade them from the further prosecution of their unlawful purposes. Measures, it is true, of a positively coercive nature have not been resorted to, for the simple reason that we have had no reliable force to insure their safety and success; and we are strongly impressed with the belief that there is great, if not overwhelming weight in the reasons given in my former letter for the authorities hesitating to adopt the perilous step of deliberately calling upon one portion of so peculiar a community as this to confront the other in an attitude of determined hostility.

With regard to that part of your letter in which you make such express reference to my position as the present legal ruler of the Country, and to my responsibility for the preservation of the public peace, permit me to say it is because I so deeply feel that responsibility, that I have hitherto been restrained from sanctioning a course so likely, I may almost say, so certain, to engender a strife which, for years to come, might prove fatal to the peace and prosperity of the whole country, and make all government impossible. It is unquestionable that the preservation of the public peace is the paramount duty of every Government; but while in ordinary circumstances it might be reasonable enough to cast upon us the exclusive responsibility of preserving the public peace, it may, perhaps, at the same time, admit of doubt whether some degree of responsibility did not also rest upon others in a case of so exceptional a character as this,—a case in which not merely a whole country is transferred, but also, in a certain sense, a whole people, or, where at least the political condition of the people undergoes such a great change; and it may moreover be a question whether, on the part of the Dominion, the preliminary arrangements for introducing that change have proceeded upon such a just and accurate appreciation of the condition of the country, and the peculiar feelings and habits of its people, as, on such an occasion, was desirable, if not absolutely essential; and whether the complication by which we are now surrounded, may not, to a great extent, be owing to that circumstance. But, at a time like this, when it is felt that all our energies ought to be directed to the possible removal of the obstacles that oppose the peaceable inauguration of your Government, it would be out of place here to go into the discussion of such points as relate to the responsibility of those concerned in the introduction of the new order of things; and I shall therefore proceed to deal with matters of a more practical as well as more pressing nature.

What the ultimate object of the malcontents may be, it is difficult to ascertain, but if they are aiming at establishing a Government of their own, as the leaders whom you met on the 2nd inst, rather prematurely said they had already done, I doubt very much whether the rest of the Settlement are at all likely to submit to such a destination; but whether they may think it best tactily to ignore such a usurpation of power, while it consisted merely in a name, or actively resist it, or take part in the movement in the hope of moderating and directing it, will, I apprehend, greatly depend upon circumstances.

It seems by no means improbable that on both sides of the line there may be persons who are looking with a degree of sympathy upon this movement of the French population; their motives, it is not difficult to imagine, but it seems to be nothing more but infatuation for the leaders of these disturbances to encourage the idea of annexation to the States, for it is highly improbable that, whatever might be the influence of such a change upon the community, its effect upon the French population generally, could hardly fail to prove unfavorable to them.

Excepting in one respect—but that I am sorry to say, a serious if not in a formidable sense—little change, so far as we can learn, has, since my last, come over the arrangements or the spirit of these people. The prevention of your entrance into the Settlement was the object they first proposed to themselves, and upon that object they appear to be as fully bent as ever, being still, as I am informed, collected at several points, in numerous armed bands, in readiness, as we may presume, to obstruct your approach to the Settlement, should that be attempted; and they are, of course, aware that so long as you remain in the neighbourhood, such an attempt is always possible.

The occurrence to which I have alluded in the preceding paragraph as being serious, is this, that on the afternoon of Tuesday, the 2nd inst., a number of these daring people, suddenly, and without the least intimation of their intention to make such a move, took possession of the Gates of Fort Garry, where they placed themselves inside and outside the Gates, to the number in all of about one hundred and twenty, and where, night and day, they have constantly kept a pretty strong armed guard. On being asked what they meant by

such a movement upon the Fort, they said their object was to protect it. Protect it from what? they were asked. Their answer was—from danger. Against what danger, they were asked? To this question, they replied that they could not now specify the danger, but that they would do so hereafter, and obstinately took up the positions they have since kept in spite all our protests and remonstrances, at such a bold and high-handed proceeding.

On coming into the Fort, they earnestly disclaimed all intention of injuring either person or property within it, and it must be allowed that in that respect they have kept their word; but it is an inconvenience and a danger next to intolerable, to have a body of armed men, even with professions of peace towards ourselves, forcibly billeted upon an establishment such as this. Their intentions in coming to the Fort they have never definitely expressed, nor have they yet specified the danger from which their presence was meant to protect the place. We are, therefore, left in some measure to conjectures, and by these we are strongly led to believe that you were expected to come to the Fort, and that by thus having previous possession of the gates, they felt that they would be sure of keeping you out.

It is needless to ask why their presence was submitted to, for I presume you already know enough of the circumstances fully to understand that it was only borne as being apparently, with respect to immediate results, the less formidable of two very serious evils.

Towards the end of your last letter, you desire my opinion as to whether any useful purpose is likely to be served by your remaining for any length of time at Pembina, and feeling the importance that may be attached to any expression from me on that point, I have taken care to test my own ideas very closely by the opinions of the Council.

In compliance with your wishes, let me say, as the substance of our opinion on this point, that we perceive there is as little chance as ever of these people receding from opposition to your coming into the Settlement; that the attempt might be productive of the most disastrous consequences, and that while you remain at Pembina, the effect, so far as the Settlement is concerned, is likely to be the perpetuation, and possibly even the aggravation of this state of disturbance and danger. You can, therefore, yourself judge whether any good purpose would be likely to be answered by your remaining at Pembina, and perhaps your own view of the matter will be such as to prepare you for my adding, as I assure, I do with a feeling of inexpressible regret, that to the Council and myself it appears that your early return to Canada is not only essential for the peace of the country, but also advisable in the interest of the establishment in the future of the Canadian Government.

It is no doubt possible that a little more time may change the minds of the men, and public meetings are notified which may somewhat alter the present state of affairs. Your immediate departure ought not therefore, perhaps, to be at once determined upon. It might be advisable, a few days longer, to wait the course of events, or at any rate until I can again communicate with you; but at present, I confess, I see but little reason to expect the occurrence of anything that is likely materially to change the opinion I have expressed with regard to your movements.

I remain, &c.,

W. McTAVISH.

(B.)

WINNIPEG, Wednesday Evening,
11 P.M., 17th Nov., 1869.

Council met at 12 yesterday. English delegates all staunch except the two from the town of Winnipeg. The English parishes considering such a meeting, as proposed by the French, illegal, sent representatives with written instructions, and these were to explain first, that they disapproved of all the acts committed, and, secondly, that they would not join in forming an independent Government. The French delegation consisted of the council of 12 before formed, and their president and secretary. Riel caused a salute of a number of field pieces to be fired, and the meeting took place in the Court House, which was at the time and since, guarded. Yesterday was consumed in the expression of the views of the English delegates, and it was expected that to-day the French were to show their hand. Late in the afternoon of

yesterday, the MSS of Governor McTavish's Proclamation was handed into the assembly, and much discussion as to the propriety of doing so preceded its reading. The English delegation, with the exception of the two from the town, worked well together, and wished to make special use of this document, but its want of general publication and translation into French prevented. An interview with three of the principal English delegates just before this writing, informs us that they, this morning, demanded of the French delegates *their policy*, but they refused to give it. Riel argued that the Hudson's Bay Company's Government was a very weak one, and that a better one was necessary. This was met by the counter argument of the consequent necessity of a strong Government, and shown by reference to the different published papers that the Canadian one was the only one possible. Riel evidently pointed to a Republic, but would not say so directly. Priest O'Donohue at one time became very much excited, and quoted the wrongs of Ireland, and stated that the British Government was now shaking to its foundation, &c. They affect to despise the Proclamation of Governor McTavish, herewith enclosed. We have no faith in the sincerity of that Proclamation, but believe that the pressure brought to bear upon them here by the loyal party, was such that they could no longer resist, and their own conviction of the utter helplessness and impossibility of further resistance, compelled them to issue it as much for their own safety as for the continuance of their authority, if any portion remains. Delegates thanked Governor in writing for the Proclamation. General Court of Assiniboine is to be held to-morrow as usual, and, in consequence, the meeting of delegates and French put off till Monday, when English insist on knowing the French policy. English delegates, except those from town, very determined, and will have meetings of their people in the interim. A report reached here yesterday of 2,000 troops being on the way, and is believed by the French, hence the quietude of to-day in comparison with yesterday. Riel alluded indirectly to it, and said all routes were alike impossible. The three principal delegates we have just conversed with, say "that *they think* that as it is believed that the Governor has it in his power to increase the number of Councillors to 15, and that only six are said yet to be appointed, the concession of the remainder to the people will be what the claims may be whittled down to." Result of Monday's meeting of Council will be duly reported. We think that the insurgents will back down. Probably, a deputation to you will be decided upon at next meeting; any concession made will do good. Can we inspire delegates in regard to what is possible? Reply by bearer.

To which the following reply was sent.

PEMBINA, 19th Nov., 1869.

"The information given in yours of Wednesday is very satisfactory. Monday's proceedings will be looked for with much anxiety. The efforts of the Loyalists to maintain order and the authority of the Crown, in a difficult crisis, will not be forgotten or go unrewarded. The Proclamation of Governor McTavish seems judicious, and ought to impress all but the leaders of the conspiracy, who must know the nature of the crime they have committed, and cannot be expected to listen to his admonitions. Labor to detach the ignorant, and so far, the innocent dupes of these men from their treasonable association. It is thought here that if the majority, now deliberating, decides for a Republic or other illegal form of Government, the loyal inhabitants should withdraw from all association and discussion with the insurgents, and be prepared to rally in support of law and order, and the rights of the British Crown in this part of the Dominion, the moment a call is made by competent authority.

Most of the stories told to deceive and excite the half-breeds and others against the Government which the highest authority in the Empire has ordered to be established, and will support with all its force, are known to be false by many persons now in the Territory, especially by those who are still its legal rulers. One statement that seems to be believed by many, and may have tended to abate the loyal zeal of some otherwise well disposed persons, is, that "*all the members of the New Council* are to be sent from Canada." This may be contradicted at once. The only persons mentioned in the Governor's instructions, to whom he is directed to offer seats in his Council, are residents, and have long been residents within the Territory.

Three gentlemen only, have come from Canada with the expectation of appointment in or under the Government, but the Governor's hands are so far untied, except as above stated, in the matter of his Council.

This is not an official announcement, or for use in any public way, but to enable you to correct the false statements which are current, and to assure the loyal and well disposed.

The Governor remains here for the present.

J. S. D.

THE CRISIS.—LOYALTY TRIUMPHANT.—THE GOVERNOR'S PROCLAMATION.

On the 12th instant the following address was presented to Governor McTavish, signed by a large number of our most respectable inhabitants, and, on the 17th, a reply was issued, which will be found below.

TOWN OF WINNIPEG,
November 12th, 1869

To William McTavish, Esq.,
Governor Hudson's Bay Company, Fort Garry.

We, the undersigned residents of the Town of Winnipeg, and loyal subjects of Her Majesty the Queen of Great Britain and Ireland,

Beholding, with great alarm, the unsettled state of feeling existing in this Territory, and the threatening position assumed by a portion of its French speaking population towards the Crown, in the person of Her Majesty's representative, the future Governor of this Territory; and, believing, as we do, that this disaffection or dissatisfaction is the result of various slanderous interpretations having been from time to time disseminated among the people by persons unknown:

We do, therefore, now demand that you, as the representative of Her Majesty in this Territory, do proclaim among the people, either by convening a public meeting for that purpose, or posting in conspicuous places throughout the Country, a full and correct exposition of the nature of the transfer of this Territory to the Dominion of Canada.

We also request that you will explain, so far as lies in your power, the policy likely to be adopted by the Canadian authorities relative to the governing of the Territory.

Also, that you deny the numerous libellous slanders which are in circulation regarding the purposes for which the Territory was acquired. That you warn them of the danger they are incurring to themselves by persistence in their present violent course, thereby imperilling the future welfare of the Country; and that you do entreat them to lay down their arms, and return peaceably to their homes.

Here is the Proclamation drawn from Governor McTavish on the present state of affairs:—

Whereas, I, William McTavish, Governor of Assiniboine, have been informed that a meeting is to be held to-day of persons from the different districts of the Settlement, for the ostensible purpose of taking into consideration the present political condition of the Colony, and for suggesting such measures as may appear to be best adapted for meeting the difficulties and dangers connected with the existing state of public affairs.

And, whereas, I deem it advisable, at this juncture, to place before that meeting, as well as before the whole body of the people, what it appears to be necessary for me to declare in the interest of public order, and of the safety and welfare of the Settlement.

Therefore, I notify all whom it concerns that, during the last few weeks, large bodies of armed men have taken positions on the public high-road to Pembina, and, contrary to the remonstrances and protests of the public authorities, have committed the following unlawful acts:—

First.—They have forcibly obstructed the movements of various persons travelling

on the public highway in peaceable prosecution of their lawful business, and have thus violated that personal liberty which is the undoubted right of all Her Majesty's subjects.

Secondly.—They have unlawfully seized and detained, on the road at La Rivière Sale, in the parish of St. Norbert, goods and merchandize, of various descriptions, and of very considerable value, belonging as well to persons coming into the Colony as to persons already settled here and carrying on their business in the Settlement, thereby causing great loss and inconvenience not only to the owners of these goods, but, as has formally been complained of, also to the carriers of the same, and possibly involving the whole Colony in a ruinous responsibility.

Thirdly.—They have unlawfully interfered with the public mails, both outgoing and incoming, and by that tampering with the established means of communication between the Settlement and the outside world, have shaken public confidence in the security of the mails, and given a shock to the trade and commerce of the Colony, of which the mischievous effects cannot now be fully estimated.

Fourthly.—Not only without permission, but in the face of repeated remonstrances on the part of the Hudson Bay's Company's officer in immediate charge of Fort Garry, they have, in numbers varying from about sixty to one hundred and twenty, billeted themselves on that establishment, under the plea of protecting it from a danger which they alleged was known by themselves to be imminent, but of which they have never yet disclosed the particular nature. They have placed armed guards at the gates of an establishment, which every stick and stone of it is private property; in spite of the most distinct protestations against such a disregard of the rights of property, they have taken possession of rooms within the Fort; and, although they have there as yet committed no direct act of violence to person or property beyond what has been enumerated, yet, by their presence in such numbers, with arms for no legitimate purpose that can be assigned, they have created a state of excitement and alarm within and around the Fort which seriously interferes with the regular business of the establishment.

Fifthly.—A body of armed men have entered the Hudson Bay's Company's Post at Pembina, where certain gentlemen from Canada, with their families, were peaceably living; and, under threats of violence, have compelled them to quit the establishment at a season of the year when the rigors of winter were at hand, and forced them to retire within American Territory.

And, in the last place, they have avowed it as their intention, in all those unlawful proceedings, to resist arrangements for the transfer of the government of this Country, which have been made under the sanction of the Imperial Parliament, and of virtually setting at defiance the royal authority, instead of adopting those lawful and constitutional means which, under the enlightened rule of Her Most Gracious Majesty our Queen, are sufficient for the ultimate attainment of every object that rests upon reason and justice; the persons who have been engaged in committing those unlawful deeds, have resorted to acts which directly tend to involve themselves in consequences of the gravest nature, and to bring upon the Colony and the Country at large, the evils of anarchy and the horrors of war.

Therefore, in the interests of law and order, in behalf of all the securities you have for life and property, and, in a word, for the sake of the present and future welfare of the Settlement and its inhabitants, I again earnestly and emphatically protest against each and all of these unlawful acts.

I charge those engaged in them, before they are irretrievably and hopelessly involved immediately to disperse themselves and peaceably to depart to their habitations, or to their lawful business, under the pains and penalties of law; and whatever in other respects may be the conclusions of those who meet to deliberate upon the present critical and distracted state of public affairs, I adjure you as citizens, having the interests of your country and your kindred at heart, to ratify and proclaim, with all the might of your united voices, this public notice and protest, and so avert from the Country a succession of evils, of which those who see the beginning may never see the end.

You are dealing with a crisis out of which may come incalculable good or

immeasurable evil, and with all the weight of my official authority, and all the influence of my individual position, let me finally charge you to adopt only such means as are lawful and constitutional, rational and safe.

Given under my hand and seal, at Fort Garry, this 16th day of November, 1869.

W. McTAVISH,
Governor of Assiniboine.

OTTAWA, December 7th, 1869.

1611.

*The Hon. W. McDougall, C.B.,
Pembina.*

SIR.—I had the honor to receive this morning, your Despatch of the 20th November, covering enclosures from the Hudson's Bay Company. These papers have been laid before the Privy Council, and will be forwarded, by His Excellency the Governor General, to England.

I have, &c.,

JOSEPH HOWE,
Secretary of State for the Provinces.

OFFICE OF SECRETARY OF STATE FOR THE PROVINCES,

OTTAWA, 10th December, 1869.

*The Honorable Wm. McDougall, C.B.,
Pembina.*

SIR,—I am commanded to call your attention to the exposed situation in which the arms, purchased for Government service at the Red River, have been placed. Georgetown, where it is understood here they are stored, could so easily be surrounded and forced by any roving band of half-breeds or Indians, or by persons quite as unscrupulous coming in from the United States, that they can hardly be considered secure.

If matters are to remain for any length of time on their present footing, they would perhaps be safer at St. Cloud or St. Paul.

I have, &c.,

JOSEPH HOWE,
Secretary of State for the Provinces.

OTTAWA, 11th December, 1869.

*The Honorable W. McDougall, C.B.,
Pembina.*

SIR,—I notice in the reports of several persons, made to you and forwarded to this office, references to expressions said to have been used by me in conversations with inhabitants of the Hudson's Bay Territory, and I think it proper that you should be authorized to contradict all such statements, so far as the inference can be drawn from them, that any thing said by me at Winnipeg, or anywhere else, gave countenance or sanction to breaches of the law and order or to resistance to the peaceable establishment of the authority of the Dominion in the Territory, under the sanction of Imperial Legislation.

During my visit to the Red River I never saw Riel, Bruce, Father Ritehot, or any persons said to be the leaders of the insurrectionary movement, but I conversed freely with all classes and orders of people, from Governor McTavish downwards, and to them all held the same language—That the same constitution as the other Provinces possessed would ultimately be conferred upon the country; that in the provisional arrangements to be made, the feeling and interests of the resident population would be considered—that leading men enjoying their confidence, would be at once taken into the Government, and that the young men, without

distinction of blood, would be drawn into the public service as they were fitted by education to fill places of trust and emolument;

I have, &c.,
JOSEPH HOWE,
Secretary of State for the Provinces.

PEMBINA, U.S., 25th November, 1869.

Hon. Joseph Howe, Secretary of State
for the Provinces, &c.

Received by the Secretary of State for the Provinces, 11th Dec., 1869. SIR,—I have the honor to forward a confidential Report by Major J. Wallace of Whitby, Ontario, who was sent from this place on the 4th November on a special mission to Fort Garry, and who returned on the 22nd instant. He is the person mentioned in my report of the 5th instant, as being in the confidence of some of the Conspirators here, so far as to obtain a "Pass" from them. Major Wallace was employed by Colonel Dennis in his surveying operations last summer. He is a shrewd Scotchman, has been many years a resident of Canada, and though a little hot-tempered, may be regarded as a trustworthy reporter of what he saw and heard.

I received through an employee of the Hudson's Bay Company, sent by Governor McTavish, information that the rebels had resolved to send an expedition (of horsemen) to Georgetown to burn the Hudson's Bay Storehouse there, in order to destroy the arms and ammunition which I had stored at that place. This was to be done *at once*, if the results of the "Convention" was in favour of the insurrection. As there was no time to lose, I took immediate steps to have them removed to Fort Abercrombie, some 40 miles distant. I wrote to General Hunt (*Copy A*), requesting him to allow them to be stored in the Fort, which I have no doubt he will readily comply with. I caused it to be announced, or rather stated as a fact by our party, in their conversation with the conspirators at Pembina, that the arms, &c., had been removed to Fort Abercrombie. This will be reported at head-quarters, and will probably put a stop to the "raid." But in any event, the arms, &c., will be at Fort Abercrombie before the raiders can overtake them.

I have received a private note from Governor McTavish, informing me of his having issued a Proclamation, more, he observes, in deference to my opinion, than from any expectation of a favourable result, and at the same time he expresses his satisfaction that I have remained here. He enclosed to me letters he had received for me from Sir Curtis Lampson and the Secretary of the Hudson's Bay Company, and expressed his desire to be of service. I infer that he had received instructions from the Company, and notice of the date of transfer. I am still without any official notice of the Imperial Order in Council, and must act, if at all, upon the information contained in the private letters from Sir Curtis Lampson, which announces the date of transfer agreed to by the Imperial Government to be 1st December next.

There is a rumor among the rebel sympathizers here this afternoon, that the French half-breeds have demanded the "Public Money" from the Treasurer at Fort Garry, and that he had refused, and was thereupon made prisoner.—That English and Scotch half-breeds and the Canadians were arming, and that a *row* was expected. The "Convention," the same rumor informs us, has been adjourned for some days. I expected a private message from the settlement, of the result of Monday's and Tuesday's deliberations, in time for this post, but it has not yet reached me.

I have the honor to be, Sir,
Your obedient servant,
W. M. McDougall.

Notes by J. W. between 4th and 22nd November, 1869.

To the Honorable Wm. McDougall, C.B.,
Pembina.

I left Fort Pembina for Fort Garry on 4th November, 1869, with a despatch for

Governor McTavish. I was furnished with a letter of "safe conduct" from an American gentleman of this place. Arriving at the barricade, River Sale, I was conducted by armed men to the Catholic Church, which I understood to be headquarters of the insurgents. In an upper room I found President Bruce, Secretary Louis Riel, Mr. O'Loan, Mr. McKinney, Jr., and five half-breeds whom I did not know. On presenting my "pass" to Riel, he read it in French to Father Ritchot and said, "It is all right, but although sorry to trouble me, must request me to show any documents I might have in my possession." None were in view. Several questions were then asked and promptly answered as to the position and design of Governor McDougall and his party. I then passed to Fort Garry, where I found means to have the despatch placed in the hands of Governor McTavish. On the strength of it, the Council of Assiniboine was called for Tuesday the 8th. Mr. Bannatyne is a member of that Council, and was present at that meeting. He told me that when Mr. McDougall's letter was read, McTavish (although sick) raged furiously, and asked what McDougall meant—that up to that moment no official information had reached them of any change having been made in the ownership of Rupert's Land, and that he would let Mr. McDougall know that no such dictation as that indicated by the letter would for a moment be tolerated.

Mr. Mulligan, a pensioner, and a police constable in Winnipeg, told me that he had warned the Hudson's Bay Company, on several occasions, that the half-breeds were to rise. This he did through Judge Black and Dr. Cowan, and suggested that the pensioners be called out to guard the fort, but that they declined doing anything in the matter. Mulligan also informed me, that on the 8th inst., after the fort had been in possession of the insurgents for several days, that he heard from one of the rebels whom he could rely upon, that the arsenal was to be broken open and the arms taken possession of in a day or two, and informed Dr. Cowan, who replied, "What can we do?" Mulligan answered, "Call out the pensioners, and others willing to join them, and let them take possession of the fort." The Judge who was present said, "A Council will be called, and an answer given to you at 3 o'clock to-morrow." Next day Mulligan was told that his services were not required, and that evening the arms were taken possession of.

I had several conversations with Mr. McKinney, senr. At first he was somewhat shy—stated that as yet he had nothing to do with the insurgents, but that he might have;—that the United States was the natural outlet for the Settlement, and the people wanted nothing else as he believed; and that they would never submit to the injustice about to be forced upon them by the Canadian Government in appointing a Council from Canada, &c.,—virtually ignoring the people of Red River—that if Governor McDougall had come alone he would have got in and would have been heard, and if his views did not suit they would have told him to go. Again, on another occasion, he corroborated what Bannatyne said about the want of official notice, &c.,—that the people would not submit to taxes—that they wanted control of their own affairs, and that he approved of the course the half-breeds had taken in keeping the Governor out—and that they had about 700 men under arms.—Our other conversations were something similar until I went in on the Saturday morning before I left, and had about an hour with him. He was reading the Imperial Act ceding the North-West Territory. He opened out frankly, and stated that a blank he saw in the Act meant neither more nor less than that after a certain time, Canadians could fill it up as they wished—that he was a delegate of Fort Garry, but that very little would be done by the Convention, unless to draw the two parties closer together—that he would like to see the country at peace, so that trade might go on as usual, but that he had no hopes as long as the Governor and suite remained at Pembina. What the people now wanted, he said, was complete control over their own affairs, and that as soon as the Delegates had closed their work, he believed that orders would be given to have the census of the people taken.—Elections to be held and a Parliament established, that the Canadian Government must respect. Why? he asked, should we be any worse dealt with than British Columbia, Newfoundland, or Prince Edward Island? Mr. Howe, he said, told us plainly that we were entitled to the same rights, and that by perseverance we would get them. He further remarked that, "if we fail in our efforts to arrange with Canada, another

element would be called in, and the men at the head of this movement just know how to get them, and that is the Fenians."

I conversed with Hugh Donaldson, of Fort Garry, who was very violent, and stated with an oath, that a Canadian Governor should never rule the Settlement, and threw out hints what they could do in spring. Mr. O'Loan, Mr. George Evelyn, hotel-keeper, and several others expressed views similar to Mr. McKinney. I talked with many others on that side (I mean the French half-breeds), and they nearly all spoke to the same purport. A great part of the foregoing was drawn out by questions carefully put by myself.

Mr. * * * says, that the English and Scotch half-breeds are with the Canadian Government, but does not think that they would take up arms, until they have an army to fall back upon, and some security from the Government that they would be paid for the destruction of their property by fire or otherwise,—that he has the promise of 300 Sioux Indians at any time they are required, but the people generally do not think well of letting the Indians loose until other means are exhausted.

Mr. Taylor, a wealthy merchant, 12 miles up Assiniboine River, presented me with the *Globe* newspaper, and said that paper condemns what you say. I must confess that paper has done infinite harm to Canadian interests in the Settlement.

Colonel Robinson is in favor of Government (Canadian) but more so, I think in favor of the United States. He is an American.

* * * whose brother * * * goes fully with Insurgents, is greatly attached to Canadian Government, and has very great influence amongst Indians—would be a most useful man in any treaty with them—He has put * * * from the house he lived in. He said he was a half-breed, and gloried in the name and race, and would never give up the rights he had in the lands. He wanted to see the Governor and hear what he had to say. He was sure the Canadian Government would never take their rights away.

Mr. William Tait was thought to be favorable to Canada, but from what he said in Hudson's Bay Company's Office to myself and Mr. Grant, we were of opinion that he was changing, as a great many are in danger of doing, who visit the Company's Office, and hear the sentiments of John McTavish and Mr. Hargrave. Mr. Tait said, "you may talk, but in that convention we sit opposite to those who have been born and brought up among us, ate with us, slept with us, hunted with us, traded with us, and are of our own flesh and blood—gentlemen, said he, I for one cannot fight them. I will not imbue my hands in their blood."

James Ross, another delegate, charged me with speaking against the Governor. He is believed by most people to be staunch in favor of Canadians. He thinks some arrangement may yet be come to by Convention, by which the Governor can safely be brought in. His views do not coincide with a great majority of Council.

Mr. Lorrman, another delegate, thinks the present Convention will appease the French half-breeds somewhat. We have met them, he says, treated them kindly, and by continuing to do so, may win them over, but it will take time.

Mr. *** thinks no good will come out of the Convention—that nothing but troops, and that immediately, will be of any use, and that if the Canadian Government will send troops by middle of January, the English and Scotch will no doubt organize. If troops are not sent, I, for one, he said, will at any time sign a memorial to the United States Government, asking their permission to annex ourselves to them. Mr. *** is of opinion that the Indians (Chippawa) will act with the Canadians, but that some steps should be taken at once to have a treaty with them. Trade, he says, is gone, and everything unsatisfactory under the present state of things.

Mr. *** a wealthy half-breed, and strongly oposed to the Priests, says, that soldiers should be sent in immediately to save the Country—that the English and Scotch half-breeds cannot stand this reign of terror much longer, but from want of a leader, they are very unwilling to take any steps against their opponents the French half-breeds, and that 500 or 1,000 men now would bring the Governor in, and when once into the Settlement,

our people, he says, would rally round him, but until the Proclamation was issued there would be nothing done. He had no faith in the working of Conventions—as long as McKinney, O'Loan, Riel, and the Priests Ritchot and O'Donohue were among them, and so long as Bannatyne gave them encouragement, as he now does. The latter has more influence amongst the French half-breeds than any one, or perhaps any dozen men in Fort Garry.

Dr. Schultz says he does not approve of speaking anything of troops coming in, until all the Canadians have notice, so that they can leave the Settlement. He thinks also that the Convention may result in sending delegates to see the Governor at Pembina; is clearly of opinion that had proper measures been taken by the Hudson's Bay Company on the first sign of the outbreak, of which they had due notice, no insurrectionary movement would have taken place. He says the Chippawa and Sioux Indians are with the Government, willing to assist in suppressing the revolt at any time—that if the people there knew they were to be protected by the Canadian Government, there would be no want of leaders amongst the English and Scotch half-breeds, that he thinks on the first sign of troops coming in, the Canadians will be murdered.

Mr. Snow coincides in every particular with Dr. Schultz—was very active and willing to assist me in carrying out the few little matters I had to attend to at Fort Garry, could not have got on well without him.

* * * says, if Governor would give him authority, he would organize the English and Scotch half-breeds at once—that they could take Fort any day, and keep it too—is not afraid of the report of troops being sent—would rather like to hear of it—is very much afraid of delay, as he is satisfied a number of Fenians are being raised to come into the settlement in the spring—could not give me any reliable authority, but insisted it was a fact.

Mr. * * * wanted to see troops in at once, and the whole thing would be crushed—The French were a noisy, brawling crowd, and would not stand fire—that 1,000 men would be a sufficient number to settle the dispute, and in aftertimes push back hostile Indians, if any should turn up—that too much delay would or might cause a deal of bloodshed, and probably the loss of the whole county.

Mr. Bannatyne is a gentleman with whom, with the exception of Mr. McKinney, I have had more conversation than any other in the settlement. He is clearly in favor of the measures taken by French half-breeds, although he told me one day “that he would rather have paid £50 than have had that rising take place!” On every occasion he had some excuse for the half breeds, and a word of sympathy at times for Governor McDougall and his family, but that the sooner he left Pembina the better it would be for himself and the settlement, and he hoped I would advise Colonel Dennis to leave, which I promised to do, I insisted on him going down with me to see the Governor, and take Riel, or McKinney, or O'Loan with him, but he would not consent. By-the-bye, McKinney told me that no delegates would be sent from the Convention to the Governor, for a particular reason that he was not at liberty to tell me at present. I could give many other conversations with other parties, but they were all of the same substance, and now, as you desire, I will give you my opinion of the whole as concisely as possible.

The movement from the first has been of a Republican-Fenian kind. I am fully convinced that no offer that could be made by the Canadian Government would be accepted by the French half-breeds and their friends the Americans, and that unless they are forced into it by this Convention and the threatenings of the English half-breeds and whites, or perhaps, troops, they will not accept a Governor from the Dominion on any terms.

Further, I believe the English and Scotch will take no steps to bring the Governor into the settlement, but that if once there they will protect him. This has been expressed to me by many of them. I endeavored on every occasion to impress on parties, where I could do so with safety, that the present Government or Council was only a provisional one—that as soon as a franchise was decided upon a responsible Government would be formed as understood in Canada, that I understood the Governor had it in his power to appoint 5 of

the Council at Red River. Bannatyne and others enquired, "how this was not known before! The former said, "I would give anything rather than this fine country should fall into the hands of Americans."

I further think, from conversing with the friends and foes of the Hudson's Bay Company, that they could, in the most easy manner, have stopped the whole affair by issuing their Proclamation—calling upon all to obey the laws; that any rising of the kind spoken of would be visited by the severest penalty the law could inflict, and that the whole available civil force would be called out to sustain law and order. They did not do this, nor issue any Proclamation, until in a manner forced into it by the memorial of the inhabitants of Fort Garry who were loyal. On this Company's head lies a full measure of blame.

The Indians, from what I can learn from * * * * and others, are with the Canadian Government, but there is no trusting them without a treaty. At present I think some of them are endeavoring to get subsidies from both parties. "Chief, Henry Prince," I know, has been taking from both.

In conclusion, I would say, if this Convention does not do something towards a settlement in a few days, the cheapest and safest course, and the one likely to prevent the destruction of life and property, is for the Canadian Government to send a sufficient force to take the Governor in—by "at once" I mean, to have them at Pembina by the middle or end of January, for there is great danger of Fenian hordes early in the spring.

NOVEMBER 22nd, 1869.

PEMBINA, U. S., Nov. 22nd, 1869.

To General Hunt, or the Officer commanding
at Fort Abercrombie.

SIR,—I have the honor to inform you that certain French half-breeds of the Red River Settlement have assembled with arms and in sufficient force to overawe for the time, the authorities at Fort Garry. They have also erected a barricade to prevent me from proceeding to that place to assume the Government on the transfer of authority from the Hudson's Bay Company to the Dominion of Canada. A small band of men met me at the Hudson's Bay Company's post near Pembina, and ordered me to return beyond the boundary line. As I had no force to resist them I was obliged to obey the order and am now at Pembina in American Territory.

I have just had information from Fort Garry that these outlaws have decided to send a party of men to Georgetown in Minnesota, for the purpose of burning the Hudson's Bay Company's Storehouse at that place. The avowed object of this "raid" is to destroy certain property of the Government of Canada now stored there, consisting of arms and ammunition, and also clothing and goods belonging to me and members of my party.

I have the honor to request that you will take such means as may be in your power to prevent this unlawful destruction of property. I have directed the removal of the arms and other property to Fort Abercrombie in the hope that you will allow storage in the Fort until this *émeute* is suppressed,

Any expense which may be incurred in the removal, protection, or storage of this property I shall be ready to make good as soon as I am advised of the amount.

I have the honor to be,

Sir, your obedient servant,

WM. MCDUGALL.

DEPARTMENT OF THE SECRETARY OF STATE FOR THE PROVINCES,
OTTAWA, December 15th, 1869.

To the Hon. Wm. McDougall, C.B., Pembina.

No. 1074. 25th
of November.
22nd of No-
vember

SIR,—I have the honor to acknowledge the receipt, on the 11th inst. of your letter of the 25th ultimo, covering a confidential Report made to you by Major J. Wallace, of the result of the special mission to Fort Garry,

on which you had employed him, together with a copy of your letter, addressed to General Hunt, the United States officer commanding at Fort Abercrombie, with reference to the removal to that place of the arms and ammunition which you had stored at Georgetown.

I have, &c.,

JOSEPH HOWE,
Secretary of State for the Provinces.

LAROSE'S FARM, PEMBINA, U.S., 29th November, 1869.

The Honorable Joseph Howe, Secretary of State, &c.,
Ottawa.

Received by SIR,—I have the honor to report, that I am still at Pembina in the
Secretary of Territory of the United States (Messrs. Richards, Provencher, and Begg
State for the Provinces, 15th being with me), and unable, in consequence of the continued occupation
December, 1869. of the road by armed men, to proceed to Fort Garry.

I have further to report that I have not received any instructions for my guidance on and after the day of the transfer of the Territory to Canada, nor any notice of the Order in Council, which has no doubt been passed to effect it.

In these circumstances, I am compelled to act upon the general powers and directions of my Commission, and of the Acts of Parliament, Canadian and Imperial, which seem to bear upon the case.

I have accordingly prepared a Proclamation to be issued on the first day of December, reciting so much of the several Acts of Parliament as seemed necessary to disclose the requisite authority, and stating by way of recital the fact of surrender by the Hudson's Bay Company, acceptance by Her Majesty, and Transfer to Canada, from and after the 1st December, A.D., 1869. These facts I gather from the newspapers, from a private letter to me of the Deputy Governor of the Company, and my own knowledge before I left Ottawa, that the 1st of December had been agreed upon as the date of the transfers.

In the present state of affairs in the settlement it is of the utmost importance to announce the transfer of authority in the most authentic and solemn manner possible, in order to give confidence and the protection of legality to the acts of the loyal and well disposed, and to put the mal-contents and their American advisers and sympathizers publicly and technically in the wrong. Several messages have been sent, urging me to assume authority and to authorize action *at once* against the French half-breeds, but as my previous reports will show, I decided to keep strictly within my commission, and referred those persons to the local authority for advice and direction. On the 24th inst., however, Riel and his party took possession, without resistance, of the public offices in the Fort, seized the public records and papers, and made prisoners of the Treasurer and Officers in charge of the public funds. I have not heard whether they have removed Governor McTavish from his official residence, but he is evidently *hors de combat* personally and officially. I have had no communication from him since the 19th inst., directly or indirectly, although in his last note he promised to communicate further immediately. As I have found no serious difficulty in sending and receiving from the settlement communications of a private character, I infer that the rebels have imprisoned the Governor so closely that nothing is allowed to reach him or proceed from him of which they disapprove.

On the evening of the same day, Riel made a demonstration upon the Government provisions under the charge of Mr. Snow, pretending that he only wanted to make an inventory of them. Some Canadians employed on the survey, being in the neighbourhood and indignant at this move of the rebels, as well as apprehensive that the possession of these provisions by them would greatly strengthen their position, determined to remove them by force, if necessary, to the Lower Fort of the Hudson's Bay Company; but, on con-

sideration, they felt that to bring on a collision at that moment, and on such a question, might be impolitic, and as the local authorities could not or would not act, they despatched Mr. Newcombe, a young Canadian, to me the same night, with the letter marked A. He got safely through, having run about half the way on foot, making the whole distance of 67 miles in 20 hours. He was ready to return on foot or on horseback after an hour's rest, if I had deemed it necessary. His energy, courage, and zeal, and his account of the feelings of the loyal portion of the inhabitants, inspired us all with the hope that a reaction had set in, and that as soon as the incubus of a moribund and inactive Government was removed, a call might safely be made upon the loyal and well-disposed to rally in defence of law and order. But in view of the peculiar relations existing between the French half-breeds and the rest of the native population, I thought it very undesirable to allow a "fight" to take place about Government property, until some collision had occurred which would excite the feelings of the English and Scotch half-breeds and exasperate them against the insurgents. The interruption to business, reducing thereby the price of grain and enhancing the price of merchandize; the arrest of men like Hallett, of local influence and extensive family connection; the taking of provisions without pay from the settlers, and occupying their houses without their consent; and a chance of a *fray* springing out of some of these circumstances seems to justify delay in organizing opposition to Riel's designs upon the Government pork and flour, which, if seized by him, would not strike the half-breed settlers as a very heinous offence, or one which they ought to risk their lives to prevent or punish. Moreover, the Hudson's Bay Company officers were still the nominal rulers of the settlement, and as their Sheriff (McKenny) was notoriously in the interests of the rebels, advising, aiding, and abetting them, it appeared to me better that none of my agents or avowed supporters should provoke or be parties to a collision before the 1st of December, and run the risk of finding the Sheriff and other authorities on the side of the rebels, or, what would amount to the same thing, issuing warrants against Canadians.

Accordingly I detained Mr. Newcombe for future service, and despatched by a loyal French half-breed the answer B, and by the same hand the letter C, to Governor McTavish. My plan was to hold the authorities to their duties and responsibilities as long as possible, and to delay, without wholly prohibiting the resistance of the employees and friends of the new Government. How far this plan has succeeded I am not yet aware, but I suspect that Riel will have seized the provisions before my directions reached Fort Garry, or, at all events, before the action recommended by me has been taken. I do not regard the possession of these Government Stores by Riel and his party as of very much consequence. They cannot eat them up at once, and if the measures I have taken to organize an armed force to seize Riel and his colleagues, and disperse the rank and file of his followers, should prove successful, the provisions will soon be again in our possession.

The last two mails brought me only newspapers and two or three small private letters. I am much afraid that *official* letters are detained at some point between St. Paul and this place purposely, and perhaps read and destroyed. As the postmaster here openly avows his sympathy with the half-breeds and permits one Stuttsman, referred to in a former Report, to distribute and handle the postal matter in his office. I have no great faith that my letters to Ottawa have been forwarded, if at all, without being first read. I shall therefore abstain from all details as to the operations contemplated after the 1st December. Their discovery and publication here would be sure to defeat them.

I have received a friendly letter from the Indian chief, "Pegwis," who lives at Winnipeg, in which he strongly condemns the conduct of the French half-breeds. He reminds me that they come from my own country, and are "very bad men." He wishes to see me, to shake hands and bargain about his land. He has offered his services to the Canadians in the Settlement to put down Riel and his party, evidently foreseeing that if they got the mastery, the Indian title to the land in Assiniboine will not be treated with much respect or realize much profit.

I have returned a verbal answer to his letter, expressing the most friendly feelings towards him and his people, and my desire to see them at Fort Garry as soon as possible.

I thought it better to put nothing in writing, and indeed to say nothing that could be construed into an invitation to the Indians to arm or attack any class of the inhabitants, not even those now under arms and in a state of insurrection. It is very satisfactory to find that the Indians in all directions, and under different chiefs, are well disposed, and unwilling to give any aid to the French half-breeds. I have taken pains, through the agency of loyal persons having influence with them, to arouse the apprehensions of the Indians in reference to the annexation features of the half-breed movement, and its effect upon them and their land claims. They have been quick to perceive that the outbreak bodes no good to them, and they cannot therefore be seduced into any kind of sympathy with it. This *fact* is already producing a marked effect upon the plans and operations of the Insurgents.

A letter appeared in a newspaper published in Yankton, Dakota, purporting to have been written and delivered to me by two Indian chiefs, making peremptory demands for a settlement with them before entering the Territory. This letter was concocted by American schemers at Pembina, and read to the Indians who were waiting to see me. At first they consented to it, but the next day went to the village, asked to see it, and tore it up. The veracious correspondent of the Yankton newspaper, allowed it nevertheless to appear as a *bond fide* communication to me.

In the same newspaper, a communication under date 23rd September, detailing the plans, grievances and demands of the half-breeds, with such particularity as to show that the plot has its chief counsellor, if not its originator, in this Village. One of these conspirators the man Stuttzman, lately visited Fort Garry, and is known to be consulting and aiding the Insurgents at that place.

As far as I can learn, the priests have withdrawn latterly from active co-operation and begin to shake their heads, and speak doubtfully of the consequences likely to result from the outbreak.

Until I have received more specific instructions for my guidance after assuming the Government, and learn the view which His Excellency and Council are likely to take of the events detailed in my Reports, I do not feel myself in a position to make any special recommendation as to the measures which ought to be adopted by the Government of Canada. I have taken, and must continue to take, a large discretion and responsibility in regard to measures which must be initiated and executed within the Territory. I have hesitated to call for troops or volunteers from Canada in mid-winter. The difficulties in the way are enormous, and the chance of disaster with the present means of transportation is almost reduced to a certainty. But preparations should undoubtedly be made for a large emigration in the early spring, of such settlers as were offered last fall by Colonel Barivis, of the Township of Halifax, and by another gentleman in the County of Bruce. Settlers of this class will be a valuable, almost a necessary addition to the population of the Territory, and any expense which their transportation hither may involve ought to be readily furnished.

I have, &c.,

WM. McDOWALL.

(A.)

WINNIPEG, Wednesday, 24th November, 1869.

DEAR COLONEL,—We require definite instructions how to act under the following circumstances:—To-day, about 4 p.m., we got information that the Government stores, in Dr. Schultz's, were being seized. Captain Boulton, Mr. Codd, and self, proceeded immediately to ascertain the truth of the matter. We found *Riel* and an armed guard coming out of the back store with Dr. Schultz. I went up and asked what particular business was going on. The Doctor said, "Mr. Riel is taking an *inventory* of the stores." I replied, looking at Riel, "They are the *Queen's property*." He turned about and stamped, exclaiming angrily, "*The devil's property*," moving away at the same time. On enquiring about the matter, the Doctor told us that his carts had been stopped at the Fort, and

he went down to see about them. Saw Riel, who said that it was "merely a matter of form," but he wished to know "if the duties had been paid," and "there were no arms in the cases." The Doctor answered, "No, there were no arms." Riel, however, accompanied the Doctor to his store, for the purpose of examining them. On entering the store, Riel said, "Are these all your goods?" Doctor replied, "No, Government property," Riel then said, "By-the-bye, that reminds me I may as well take an inventory of them in case any parties should remove any portion, and it would be laid to us." In the meantime, an armed guard of four men had come up (as Dr. S. says, "a sly mode of getting access to the store.") Riel put two of them in charge, and went off intending to return. While he was away, the Doctor hired the guard, for sixpence apiece, to assist in carrying the cases into the house. They left their arms in the store, and accordingly went to work for the Doctor. While they were so employed, the Doctor sent Smith, who removed the arms and locked up the store. Riel returned some couple of hours afterwards, and found his guard "shouldering cases." He demanded entrance to the store, after soundly rating his men. The Doctor refused, and told them he would have to use force:—*this he repeated*. Finally, the key was obtained by them from Smith. The Doctor then put his back to the door, and refused entrance unless Riel promised, upon his honor, not to remove anything,—which Riel did. The Doctor further says that, at this moment (that is after they had entered the store), Hallett showed his nose round the corner, when Riel, all at once, came to the conclusion that it was rather late to take the inventory, and left an armed guard on the door. It was at this time, while they were coming out of the Doctor's store, that we arrived on the scene.

Now, there are Canadians here willing to protect the property of Canada, and remove the stores to the Stone Fort for safe keeping. We propose the following plan:—We (the Canadians) to proceed in a party of twenty or thirty with hired sleighs, to be procured in the Scotch Settlement, and go to Schultz's store about noon and remove them (the stores) down to the Stone Fort, and leave (armed of course), in charge. If we meet opposition, we will defend the stores and remove them against all comers. This will have the effect, perhaps, of precipitating matters. On the other hand, if they remove these provisions, which no doubt is their intention, you will at once see that they have gained a very important advantage over the loyal inhabitants by the possession of these stores. Hallett says, that he, *individually*, will stand by us and assist. We await the advice and instructions of the Governor to act. This will also give us an excuse to occupy the Stone Fort, where a large amount of ammunition is stored.

Your most obedient Servant,

D. A. GRANT.

P.S.—It is understood that, if we act in this matter, we act upon our own responsibility. Not wishing to compromise authority, we only desire to have advice.

(B.)

PEMBINA, 25th November, 1869.

D. A. Grant, Esq., Fort Garry.

MY DEAR SIR,—I trust this will reach you safely and in good time. The Governor has determined to retain the bearer of your letter for reasons which will be apparent soon. I should have been with you again long before now, but that the Governor required me to remain here for a purpose of which you will soon also be aware. With regard to the provisions and public property which you say are in danger of being seized by a band of lawless men, and removed from the custody of those who have been intrusted with them, I am instructed to convey Mr. McDougall's orders, as follows:—

- 1st. Apply to the local authorities for a sufficient police or other force to prevent it.
- 2nd. If this is refused, or if no such force can be had, apply to Governor McTavish, or the officer in charge of the Stone Fort, for permission to store the property there for

safe keeping, and ask him to give you authority to guard and defend it by the voluntary aid of the law-abiding inhabitants.

3rd. If this permission to store in the Fort is granted, remove the provisions, &c., there, and hire a sufficient number of persons to remove and defend it against all illegal attempts at appropriation,

4th. But in the event of a seizure, or attempt at seizure, by a considerable force of armed men, either before or during the removal above suggested and authorised, you are advised not to risk a collision which may cause bloodshed, unless the local authorities shall have sanctioned the organization of an armed force for the purpose of protecting the property.

Mr. McDougall has written to Governor McTavish on the subject, and asked his interference on your written demand.

Believe me, dear Mr. Grant, truly yours,

J. S. DENNIS.

(C.)

PEMBINA, November 24th, 1869.

Wm. McTavish, Esq.,
Governor, &c., Hudson's Bay Company.

MY DEAR SIR,—The agents of the Dominion Government, in charge of the provisions and other public property of the Government, now at Winnipeg, have represented to me that an armed party of lawless persons have attempted to seize and appropriate it. They have asked for instructions from me, and have suggested that this property be removed, under escort if necessary, to the Stone Fort for safe keeping.

I have instructed Colonel Dennis to communicate the following as my directions (see letter to Mr. Grant, 1st, 2nd, 3rd, and 4th).

May I request that you will give Mr. Grant and Mr. Snow, and any other persons who may have in lawful custody any of this property, such assistance as you can command to protect it from molestation by the lawless persons referred to. If in your judgment the proposal to remove it to the Stone Fort, and to protect it there in the way proposed by the persons who will apply to you, is feasible and under the circumstances advisable, I should feel obliged if you would give them the desired authority.

I leave the matter for the present entirely in your hands.

I have the honor, &c.,

WM. McDOUGALL.

(Telegram.)

TORONTO, 15th December, 1869.

Hon. Sir J. A. Macdonald.

St. Paul, Minn. 15th.—Private letter just received from Pembina, gives the following information :—

The Rebels have placed Governor McTavish under close guard, on account of his recent Proclamation, advising them to lay down their arms and submit to the Government. In meantime they continue to issue rations with a regularity which is making serious inroads upon the Hudson Bay goods at Fort Garry and outposts.

Captain Cameron, of Governor McDougall's party, attempted to go into Fort Garry, but was confronted at the gate by a sentinel, who, with the assistance of a sergeant, forced him back upon American soil, and upon pain of being shot, was forbidden to re-enter the lines.

H. P. DWIGHT.

DEPARTMENT OF SECRETARY OF STATE FOR THE PROVINCES.

OTTAWA, 17th December, 1869.

The Honorable Wm. McDougall, C.B., Pembina.

Received by
the Honorable
Wm. McDou-
gall, 25th De-
cember.

SIR,—Your despatch of the 29th November reached this office on the 15th instant, and created some apprehension, that you were about to issue a Proclamation, announcing the formal transfer of the Territory, which has not yet taken place, and to organize or countenance movements, which, however well intended, would have been without the sanction of law.

The receipt of the papers, A. B. C., which did not come to hand till the following day, relieved this anxiety, and I have now to convey to you the satisfaction with which the numbered paragraphs in the paper marked "B" were read by the Governor General and Council.

The despatches sent to you on the 19th and 29th November, and 7th, 8th, 10th, and 11th of December, will, before this reaches you, have explained the views taken by this Government of the situation of affairs in the North-West, and the nature of the correspondence with the Imperial Government which has not yet closed. No notice has yet been received here of the issue of the Queen's Proclamation annexing the country to Canada, or of the payment of the purchase money. By this day's mail an elaborate Minute of Council goes to England.

You will, until further advised, abstain from all movements in excess of your authority, and do nothing by which the Governor and officers of the Hudson's Bay Company may be relieved of the responsibility which now rests upon them.

Should any telegraphic notice of the issue of the Queen's Proclamation reach you, I am commanded to desire that you will refrain from any action thereupon until you receive a copy of the Proclamation through this office.

I have, &c.,

JOSEPH HOWE,

Secretary of State for the Provinces.

LAROSE'S FARM, PEMBINA, U. S.

December 2nd, 1869.

The Honorable Joseph Howe, Secretary of State, &c., Ottawa.

Received by
the Secretary
of State for the
Provinces 18th
Decr. 1869.

SIR,—By the last mail, under date 29th November, I reported that I was still at this place, and that I had neither received official instruction for my guidance after assuming the Government of the North-West Territories nor any notice of the passing of the Order of Her Majesty in Council for the transfer of the North-West Territory to the Dominion. I also detailed at some length, the events which had occurred during my previous report, and indicated some of the measures I had prepared and proposed to adopt, on and after the 1st December. I also enclosed, in a separate letter, copies of correspondence respecting the Government Stores at Fort Garry, and the steps I recommended to be taken for their protection. I hope these letters have reached Ottawa safely, and assuming they have, I proceed to detail, briefly what has since occurred.

Fearing, from information I received, that my messenger with copies of the Proclamation announcing the first of December, as the date of transfer of authority from the Hudson's Bay Company to the Dominion had been intercepted, I entrusted additional copies in English and French to Colonel Dennis, who, with a trusty guide, started on the night of the 29th ultimo (the coldest night we have yet experienced), for Fort Garry. I also commissioned him to act as my "Lieutenant," and as a "Conservator of the Peace," in arraying the loyal inhabitants in defence of law and order. I gave him large powers and as he is fully aware of my views and plans, and the nature of the authority under which

he is to act, and is, moreover, acquainted with the leading men of the Settlement,—stands well in their estimation, and knows the country. I have every confidence that he will execute his orders with promptitude, discretion, and success. I do not deem it prudent to forward by this mail a copy of my Commission to him, as there is some danger that it might go in a wrong direction.

It will be seen from the paper "A" herewith, that the English and Scotch settlers and half-breeds, have at last discovered that they must choose between Riel and his American allies and advisers, and the authority of Her Majesty and the Canadian Government. Meetings have been held, with more or less secrecy in all the parishes, except those exclusively French, and a "Committee of Public Safety" organized. The movement has been much aided by the Canadians connected with the road and survey, the only persons of intelligence and apparent authority to whom the poor but well disposed settlers could look for advice. Mr. James Ross, a Scotch half-breed, recently from Canada, and mentioned in a previous report, as apparently in the confidence of the malcontents, has been exceedingly active in refuting the false stories that certain influential traders and other traitors have been busy in circulating. Captain Boulton, who was present at the meeting of the representatives of three parishes when the enclosed letter to me was agreed upon, has also shown zeal and discretion, as well as courage in his efforts to arouse the loyal people of the Settlement. Colonel Dennis was charged with my answer to these people, in the shape of a Commission, which on and after the first December, he could make known to them. The Proclamation itself, so anxiously looked for by the friends of Canada, will, I trust, settle all doubts in the minds of the well-disposed, and dispel the false, preposterous, but nevertheless dangerous rumours, sent out from day to day by the conspirators. One point of considerable importance in the minds of the English and Scotch settlers—hinted at in the enclosed paper, but more explicitly stated in other messages which have reached me—is the view which will be taken by Government of the claims of Loyalists serving against the Rebels for any losses to person and property which may result. I have not ventured to make a specific answer to this question, as any rule on the subject would be liable to abuse, but I have told Colonel Dennis to assure those who agree to serve under his order, that the Government will treat them in the same way, and with the same liberality as in Canada, or in other parts of the empire. I have, moreover, authorized him to allow the same rates of pay, &c., as are allowed under the Canada Militia Act, to Volunteers called out in aid of the civil power.

Yesterday evening, after finding that the road was clear, I took with me Messrs. Richards and Provencher and four others of my party, and proceeded to the Hudson's Bay Company's Post near Pembina, and in order to execute on British soil, and so far in a public manner, the Proclamation and other documents which are to take effect within the Territory. I have resolved to do no official act on American soil, and have made arrangements to occupy the Hudson Bay Company's Post, and if necessary repel by force the attack of any such party as the one that drove us from it on the 3rd of November. It is surrounded by a high fence, and with a little improvement may be defended against a considerable force, by a few resolute men with breech-loading rifles. Fortunately we have with us a few such rifles and a small supply of ammunition. We number about a dozen, and are all good shots. I shall not openly take this position and attitude unless I hear from Colonel Dennis that he has a force in the field and is thus given Riel and his party something to do at Fort Garry. In the meantime we go to and from the "Post" well armed and prepared against surprise. The American officials and ex-officials here are a little less jubilant and swaggering in their tone since they have found that the English, Scotch, and Indians have refused to join Riel, and that resistance is being organized. I enclose a slip, cut from a St. Paul's newspaper, which shews the feelings and designs of these people. They assumed in their correspondence the air of lookers-on merely, but they are in truth the chief counsellors and directors of the movement. Stuttzman is still at Fort Garry, but will probably move south very speedily when the loyal settlers with Colonel Dennis at their head come upon the scene.

I have heard from Fort Garry, of the safe arrival of the letters conveying my instructions in regard to the Government provisions. Riel had made two or three attempts to remove them, and had pointed two of the guns of the Fort on Dr. Schultz's warehouse, in which a portion of them are stored, in anticipation of resistance, but the firm attitude of the Canadians and others in the vicinity seems to have induced Riel to postpone his threatened seizure. I hope no collision has taken place over these stores, as such an event might prejudice the movement progressing so favorably in the English and Scotch Parishes.

I enclose (paper "B") copy of a second Proclamation which I deemed it my duty to issue. I hope I am right in using the name of Her Majesty as prominently as I have done. The leaders of this movement have studiously represented that they were only resisting the aggressions of Canada and not the authority of the Crown. It is necessary to meet them on this point explicitly and promptly.

Anxiously awaiting some official directions and information from you,

I have the honor to be, Sir,

Your obedient servant,

WM. McDougall.

("A.")

To the Honorable Mr. McDougall.

SIR,—We, influential members of the English speaking population and loyal subjects of the British Crown, have heard that you are appointed Governor of this Territory, but we have had no certain or official information that such is the case, in fact we don't know officially that any change has taken place in the constitution of this country. Under these circumstances, there is no certainty of movement or any chance of co-operation. We will be glad to be informed, officially, what is the position of affairs; what are the intentions of the Canadian Government, and what support will be given by Government.

Circumstances are such that names cannot be given; at least it is not advisable, but

* * * * * will testify to the genuineness of this communication.

Nov. 27th.

To the Honorable Mr. McDougall.

SIR,—I am requested to certify and sign this to the effect that it is a communication from the representatives of three parishes in this settlement.

("B.")

[L.S.]

THE NORTH-WEST TERRITORIES.

By His Excellency, the Honorable William McDougall, a Member of Her Majesty's Privy Council for Canada, and Companion of the Most Honorable Order of the Bath, Lieutenant Governor of the North-West Territories, &c., &c., &c.

To all whom these Presents shall come—GREETING:—

A PROCLAMATION !!!

WHEREAS, Her Majesty THE QUEEN, by Letters Patent, under the Great Seal of the Dominion of Canada, bearing date the *twenty-ninth* day of *September*, in the year of Our Lord one thousand eight hundred and *sixty-nine*, in the thirty-third year of Her Majesty's Reign, has been graciously pleased to *constitute* and *appoint me*, on, from and after the day to be named by *Her Majesty*, for the admission of Rupert's Land and the North-Western Territory into the Union or Dominion of Canada, to be *LIEUTENANT GOVERNOR* in and over *The North-West Territories*, during Her Majesty's pleasure, and did thereby authorize and empower and require and command me, on, from and after the day aforesaid,

to do and execute all things in due manner that shall belong to my said command and the trust reposed in me, according to the several powers and instructions granted or appointed me by that, Her Majesty's Commission, and of the Act of Parliament passed in the thirty-second year of Her Majesty's Reign, intituled, "An Act for the Temporary Government of Rupert's Land and the North-Western Territory when united with Canada," and the instructions given me with such Commission, or by such further instructions as may hereafter be given me in respect of the North-West Territories and the Government thereof, by *Her Majesty's Governor General* in Council, under his sign manual, or through one of *Her Majesty's Privy Council of Canada*, and according to such laws as are now, and shall hereafter be in force in the said *North-West Territories*.

And Whereas, Her Majesty has declared and named the *first day of December* instant, as the day for the admission of *Rupert's Land* and the *North-Western Territory* into the *Union and Dominion of Canada*; *And Whereas*, by virtue of and in pursuance of "The *British North America Act, 1867*"; "The *Rupert's Land Act, 1868*," the said "Act for the Temporary Government of *Rupert's Land* and the *North-Western Territory*, when united with *Canada*," and the said *Declaration and Order of Her Majesty*, *Rupert's Land* and the *North-Western Territory* have been admitted into *Union* with, and have become and are now part of the *Dominion of Canada*, and are henceforth to be styled and known as "*The North-West Territories*."

Now Know Ye, that I have thought fit to issue this *Proclamation*, to make known *Her Majesty's said appointment* to all officers, magistrates, subjects of *Her Majesty*, and others within the said "*The North-West Territories*";—and I do hereby require and command that all and singular, the public officers and functionaries, holding office in *Rupert's Land*, and the *North-Western Territory*, at the time of their admission into the *Union* as aforesaid, excepting the public officer or functionary at the head of the *Administration of affairs*, do continue in the execution of their several and respective offices, duties, places and employments, until otherwise ordered by me, under the authority of the said last mentioned Act; and I do hereby further require and command that all *Her Majesty's* loving subjects, and all others whom it may concern, do take notice and govern themselves accordingly.

Given under my hand and Seal-at-arms, at *Red River*, in the said *Territories*, this *Second day of December*, in the year of Our Lord, One thousand eight hundred and *sixty-nine*, and in the *Thirty-third year of Her Majesty's Reign*.

WM. McDougall.

By Command.

J. A. N. PROVENCHER,
Secretary.

(I have asked Mr. Provencher to sign as Secretary, his formal appointment depending upon the course of events, and the requirements of the Act.)

WM. McDougall.

Extracts from St. Paul "Daily Press," November 21st, referred to in Mr. McDougall's letter of 2nd December.

(1)

(*Letter from Fort Garry.*)

WINNIPEG, November 6th, 1869.

Stirring events are in progress here. This settlement is resolved to be independent of the Canadian Dominion, and the Revolution has begun. The French settlers took the initiative; but are in full accord, in this respect, with the rest of the settlers. On October 20th and 21st, about two hundred armed men were sworn in to liberate, as their expression is, the country. At present there are six hundred men in arms and sworn in, which number will not be increased till next spring, when they will muster in about three

thousand troops. On November 2nd a detachment occupied Fort Garry, which they now hold. Their discipline is exemplary, and is not surpassed or equalled by any troops I ever saw. To judge from present appearances, the whole Settlement will soon wheel into line to keep the Canadians out. I think they may be successful. The country is very easily defended, except against troops coming through Minnesota and Dakota. But it is not believed possible that our Government will allow Canadian troops to pass over that route. The consequences would be fearful. The French half-breed, seven thousand in number, that is, one half of the population of the settlement, would desert their home-steads, join the Indians on the plains, and carry on a war that would annihilate this settlement. Any attempt at coercion would occasion a wide-spread destruction of life and property; and such an act of hostility to the half-nomadic population of this region on the part of our Government as would be implied in passing a Canadian army over American soil to make war on this people, would draw down their vengeance, and all the horrors of an Indian and half-breed war upon the frontier settlements of Minnesota and Dakota. It is, therefore, of grave consequence to the safety of the American border, that our Government should not league itself with the Canadian Government in the attempt to subjugate this people. Let no such concession be made to Canada, and all will be right. At the next Session of the Canadian Parliament, the opposition is likely to be in the majority, and will probably repeal the act purchasing this Territory. At any rate, they will vote neither men nor money to carry on a war or conquest against its inhabitants. Events of vast importance depend on the policy of the United States Government in this matter. These events will disclose themselves in the near future. It is not my business to predict, but to record, and I leave them to your best conjectures.

PEMMICA.

(2)

(Letter from Pembina.)

PEMBINA, November 8th, 1869.

On Tuesday, the 2nd instant, the Red River troops took quite possession of Fort Garry and the Government House. Winnipeg is under martial law. No soldier is permitted to take a drop of spirits. The most stringent discipline is observed. If a citizen or outsider is found drunk or disorderly he is promptly arrested and confined until sober and quiet.

Never before has there been such complete order, and never before has there been such perfect security to person and property in the Red River settlements, as at the present time. The expelled Canadian officials are still encamped near Pembina. They are building, and seem determined to go into winter quarters here. The Hon. J. A. N. Provencher, Member of the Council, and Territorial Secretary, is disposed to go home in disgust; but His Excellency Governor McDougall will not consent thereto. The Governor has called upon the Canadian Government for troops, &c., and, inasmuch as it is impossible to import them *via* any other route, permission to pass them through United States territory will be requested.

But it is to be hoped that our government will not disgrace itself, and bring civil war upon the Red River people by granting such an unreasonable request.

The people being united, no civil war can exist until coercion be attempted; and, if our Government very wisely declines said request, coercion is out of the question, and, so long as civil war does not exist, the rights of person and property will be respected.

The American residents remain non-committal; but, should it unfortunately come to blows, they, to a man, will be found in the front ranks of the citizen troops.

Captain Cameron, one of the Governor's law-makers, a half-witted unfortunate, proposes to head 400 Canadians (when they arrive) and penetrate the territory as far as Lake Winnipeg! Should those 400 soldiers be as brainless as the proposed "head," the penetration would not be great.

The following are the names and official character of the expelled officials :

His Excellency Wm. McDougall, Governor.

A. N. Richards, Attorney-General and Member of the Council.

Capt. Cameron, Member of Council and *Penetrator*.

Alexander Begg, Collector of Customs.

Col. Dennis, Surveyor General.

Dr Jackes, Councilman and Pill Driver.

Frank McDougall, John Connor, J. F. Snow, and others, subordinates.

I am sorry to inform you that Governor McTavish is very ill, and not expected to recover.

SPECTATOR.

(3)

(Further from Pembina.)

PEMBINA, NOV. 6th, 1869.

As your readers may not get tired of hearing news about the insurrection of the Red River Settlement, B. N. A., I will inform them that it is now in full vigor. We received information this morning, by the mail-carrier, that the Insurrectionary forces took possession of Fort Garry, without any resistance, last Tuesday, the 2nd inst., and are now completing the organization of their provisional Government, to supercede the Government *de facto* of the Hudson's Bay Company.

I stated, in my last correspondence, that Mr. McDougall and suite were to leave Pembina on that day, for the Dominion of Canada, but I would inform you now that his horses, needing rest, he concluded to take his quarters in our peaceable locality, until the troubles at Garry have subsided, or his quadrupeds get able to carry his future Excellency further on. The prevailing opinion, however, is that he will have to winter, not in the land of pemmican, but breathe the air of freedom, liberty and independence, our good country has been endowed with, till next spring.

The other day His Excellency, *to be*, was at Frank Rose's, one mile above this point, examining claims lying on the west side of the Red River of the North, making, in the meantime, many inquiries about our Government surveys, leaving our citizens to infer that he is going to take a homestead in our blessed territory of liberty.

It might be well to observe also that, so far, the Insurrectionists have behaved in an exemplary manner. Life, property, decorum, moral discipline, sobriety, and everything desirable, have been strictly observed. When Mr. McDougall and suite were driven out of their country, boys attached to his party, exchanged words rather harsh, but the guard took them coolly, and replied very politely. The Insurrectionary forces number now between five and six hundred.

PEMBINA.

(Telegram.)

ST. PAUL, MINNESOTA,

17th December, 1869.

Hon. Joseph Howe.

Secretary of State.

I have just received news that Colonel Dennis, Surveyor General, has succeeded in raising and arming some two hundred (200) Swampy Indians, and a number of their English half-breed relations—that they have garrisoned the Stone Fort—that McDougall has organized another force of the hostile Sioux of Portage la Prairie, under the lead of Canadians, and that as soon as these forces form a junction, they will march on the Insurgent's force at and near Fort Garry. General Riel has called in his reserve of French

half breeds, who were temporarily absent. Over three hundred (300) men reported at head-quarters within a few hours from issuing the call, and a collision was hourly expected at the date of my advice.

J. A. WHELLOCK.

(Telegram.)

TORONTO, 18th December, 1869.

To Sir John Macdonald,

Letter dated Pembina, December 6th. says: The Red River mail, just in, brings the most exciting news, Governor McDougall has succeeded in raising a body of Indians who are marching to the Stone Fort under Colonel Dennis, and it's feared (?) collision has already taken place. The writer says, mail is just closing, and no time to write further particulars. A letter, same date, from Governor McDougall, says, on December the first the Government of the Queen was announced through its Canadian representatives. On same day a force of loyal men occupied Stone Fort, and the loyal white and half-breeds began rapidly to rally and organize. The insurgents were beginning to disperse, and had withdrawn their forces from the printing office and other places in the Winnipeg. Riel, the chief of insurgents, still remained in possession of Fort Garry with four hundred of his followers. Another letter says: mail just in from Garry, brings news that Colonel Dennis has a force of 300 men, consisting of Swampy Indians and their half-breeds relations, that they have garrisoned the Stone Fort, and are expected to form junction with Canadians and Sioux of Portage la Prairie, and march against insurgents at Fort Garry. Riel had called in his reserves who were temporarily absent, and three hundred (300) men reported at his head-quarters in few hours after issuing the call. A collision was soon looked for. The reports current that McTavish had been taken by insurgents from his sick bed, and together with his subordinates, confined in prison, and that Insurgents had helped themselves to property of Hudson's Bay Company, was not generally believed. The *St. Paul's Press* of this morning, editorial, on Red River trouble, says: "Governor McDougall has assumed a fearful responsibility in thus subjecting the Settlement to the terrible risk involved in Indian war. It is but just to say that, as our correspondents at Pembina evinces a natural sympathy for the Insurgents, and obtains their information doubtless from Insurgent's side, it is possible they may be to some extent misled. We publish, of course, only such information as we get, and must necessarily base our remarks on the state of affairs as presented to us. There are grounds for belief that McDougall is entering into Indian trouble without consultation with Canadian Government, as it is stated in Ottawa despatch of yesterday, that Dominion Government may not complete purchase of North-West till Spring."

H. P. DWIGHT.

PEMBINA, 6th December, 1869.

The Honorable Joseph Howe, Secretary of State, &c.,
Ottawa.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 19th November, transmitted under cover from St. Paul to the Deputy Collector of this Port.

It is very satisfactory to me to find that the Privy Council entirely approves of my conduct under the trying circumstances in which I was placed, on my entrance into the North-West Territories. The events and the difficulties with which I have had to deal since the date of the letter to which your despatch is a reply, have been very fully detailed in the reports I have had the honor to forward to you, and I hope my conduct may, in all these difficult circumstances, be found to have

equally deserved the approbation of His Excellency in Council. The large discretion and "freedom of action," which almost of necessity have been allowed to me, I have endeavoured to exercise to the best of my ability in the interests of the Canadian Government, and for the maintenance of the authority of the Crown in this part of the Dominion.

It is not easy, amid the confusion and discomforts of camp life, and the building of winter quarters on the Prairie in November, to make a clear and adequate statement of all the facts and circumstances which have, from day to day, formed the basis of judgment, or supplied the motives for action. I trust, however, that the papers, letters and reports I have forwarded, with my own observations, have enabled the Privy Council to understand the difficulties of the situation, if not in every case to pronounce as to the best means available for overcoming them.

I enclose herewith (marked "2 A.") Colonel Dennis's first report, from his Head Quarters, at the Stone Fort, 15 miles below Fort Garry. A reference to one of Mr. Dawson's maps will show his position, and its relation to the other places mentioned in his report. In my despatch of the 2nd inst., I stated the purpose for which he was sent, and in general terms, the powers I had given him. It appears he found that the English and Scotch half-breeds, and the Indians of the mission, as well as a considerable number of the French half-breeds were ripe for a movement in support of order and authority. From a confidential report, by a person who had access to Riel's Council, I learn that the news of this movement at the Stone Fort, and the reading of my Proclamation (which was opportunely produced and read in their meeting on Wednesday) had a most tranquillizing effect. Riel said "this puts a different face on the matter," and, as my informant says, "expressed much loyalty." He appealed to the English delegates (some of whom still remained in his convention to watch its proceedings) to "help them peaceably to get their rights." The English demanded a statement in writing of "what these rights were." The French said they must have an hour to consider. At the expiration of the hour they presented a paper, of which a copy is enclosed, marked "2 B." The English refused to be parties to this demand, alleging that the Proclamation showed they had no right to make it—that they must accept the new Government, and trust that all they could justly ask would be granted. Riel was indignant at their refusal to join in a deputation to me, with his *ultimatum*, and declared he would bear it himself. Nothing, however, was decided up to Thursday at noon. Riel's armed guards were withdrawn from the town after the posting of the Proclamation, and also from the store house containing the Government provisions. Fort Garry was still held by a force of 30 or 40 men.

I enclose (paper "2 C.") a letter of a private character, from Mr. Mair, which mentions some further particulars; it also confirms some of the statements I have detailed on the authority of their correspondents.

I feel very confident that this prompt display of vigour, and the determination to assist, and maintain by force, if need be, the authority of the new Government, from the day and hour of its expected birth, will inspire all the inhabitants of the Territory with respect for your representative, and compel the traitors and conspirators to cry "God save the Queen," or beat a hasty retreat. The "Prime Conspirator" Stuttzman, as I anticipated in my last despatch, did not wait for Col. Dennis to get his hands upon him, but made his appearance here the day after the Proclamation was issued, very subdued and crestfallen.

I notice the remark in your despatch that I can "claim or assert no authority in the Hudson's Bay Territory, until the Queen's Proclamation reaches me through this (your) office." If I had so read my Commission and the Acts of Parliament, the Rebel Government would have been formally inaugurated during the interregnum which must have occurred between the 1st December (which the Rebels as well as the Hudson's Bay Company's agents knew and believed to be the date of the transfer), and the time when your messenger could reach me. He, probably, would have met me at St. Cloud or St. Paul, if I had lived to get so far, with no disposition or power to return without an army at my back. You can judge from the tone of the American newspapers, and the action of the Legislature of Minnesota at its last Session, (extract "2 D") to say nothing of the Fenians, who have their emissaries here and at Fort Garry, what facilities would be given

for the transportation of a Canadian force in such an event as that stated. My conviction is, that we would have had to fight at a much later date, and at a great disadvantage, a very different enemy from that which now melts away before a Proclamation, and a "Conservator of the Peace."

I shall await the arrival of your messenger, before taking the oaths of office, or performing any but necessary acts for the protection of life and property. I must trust that the same necessity will be my justification, if I have committed an error, in assuming that the transfer of the Territory to the Dominion, did actually take place on the 1st December, and that my Commission, came into force at the same time.

I have, &c.,

WM. McDOUGALL.

("2 A.")

STONE FORT, LOWER SETTLEMENT,

December 2nd, 5 P.M.

Honorable William McDougall, C. B., Lieut-Governor, Pembina.

MY DEAR MR. McDOUGALL,—I arrived at William Hallett's on the Assiniboine at 5 a.m. yesterday morning, after a more than usually disagreeable trip. I immediately sent up for * * * and * * * , who came down shortly after. I gathered, from their conversation, that there was little doubt that public sentiment would now sustain a movement to put down by force of arms the refractory French. At the same time, it was clear that, personally, they deprecated a movement in that direction, fearing that people like themselves, of large property, would suffer much injury, should hostilities ensue. * * I found, of opinion, that the public would now respond to a call.

I read my Commission, as also the Proclamation, one of the English copies of which I gave to Mr. * * to be produced at the meeting with the Insurgents, and then came to the village.

On my way up, I should have mentioned, I spent a couple of hours with Mr. * * , and was pleased to find that his views of the situation, as regards the feelings of his people, had undergone considerable changes, so much so that he had been busying himself, for the last few days, in visiting among his people, and making a list of those who were willing to take up arms against Riel's party. These, he told me, amounted to ninety-six. I arranged with him that, should I find the same feeling to exist among the Scotch and English, I would let him know when he was to organize his men, and hold himself in readiness for orders.

I found an uneasy and excited state of feeling in the village. Dr. Schultz felt that himself, and family, and property, so he told me, were in imminent danger, and advised me not to be seen about the village, and to get out of it as soon as possible, or I would assuredly be made a prisoner. After seeing Mr. * * and other Canadians, and showing them my Commission, I left for the purpose of satisfying myself further as to public opinion in the Settlement.

By this time it was 6 o'clock P.M., and I came on, introduced myself to Mr. Flett, the master of this Fort, showed him my Commission, and took possession. He was very kind, and showed every desire to further the object in view; placed one large building entirely at my disposal, and undertook at once to see to the lighting and heating of it.

By eight o'clock there were some 70 young men assembled in a large room in an upper part of this building, and one of the gentlemen gave them an hour's drill.

I read the Queen's Proclamation to them, which was enthusiastically received. A guard for the Fort volunteered for the night from those present, which was increased by a reinforcement from Chief Prince's band of some 70 men to 120 men. I have sent the Indians home, all but 50, who, with the chief, I have retained for the present, to serve as a permanent guard to the Fort. I proposed to avail myself of their services in that way,

rather than by allowing the Indian element to be mixed up in any actual fighting just at present.

There was an excellent feeling exhibited by these poor men. They cheered, and fired off their guns enthusiastically, on being called upon to cheer the Queen, and a distribution of provisions and tobacco sent them away happy.

The chief relieves his guard without the imposing ceremony observable among regular soldiers; but I doubt not, nevertheless, it will take a very active enemy to get into the Fort, without the knowledge of the red-skinned sentries.

This place is capable of easy defence against anything but artillery, and it must have been nothing but fear of arousing the English half-breeds that prevented its being seized and occupied by the Insurgents.

I have taken pains to make known to-day, through the Settlement, my presence here; and that my intention is to raise a force from among the people with which to enforce a restoration of public order, and I expect a response of from one to two hundred people this evening, when I shall commence to enrol and organize.

I find Major Boulton of great service, and have called in Mr. Hart's party, with a view to using himself and other members of his party, who are all cadets, in drilling and otherwise assisting.

I have ordered 20 fat cattle, which will be ready for use by Monday next, and will have no difficulty in procuring other necessary supplies.

I have sent Mr. Webb, who is surveying up the Assiniboine, who is a volunteer officer of very considerable experience, full instructions to proceed to the Portage without delay, and there to organize four companies of 50 men each, equip and provision them, and then report to me, drilling them, in the meantime, industriously. The other gentlemen in his party, including Mr. Newcomb, are all cadets of the Military Schools, and I have, therefore, directed him to take them up to assist him in drilling and organizing the companies. I shall, fortunately, have a Military School man to command each of the companies in the whole force. The other and subordinate officers, I will let the men select from among themselves.

The companies will be thrown into one battalion, of which I shall take the immediate command, with Major Boulton as second.

I hope, and believe, your delivery from the humiliating situation you are now in, is a mere matter of a very short time. You had, therefore, better get things in readiness to move in where you may be advised.

I sent Judge Black a request last evening that he would call upon me, and he has accordingly been here a good part of the day. I wished to consult him as to the expediency of my proclaiming Martial Law in the Territory, so as to enable me to seize upon Stuttsman, who still remains at Winnipeg, no doubt aiding and abetting the Rioters. The idea of such a thing seemed to frighten him, and he begged of me to delay it for a day or two, as he thought there was a strong hope of the Council, still, I suppose, in Session (as we have not heard the result) taking steps to dissolve the whole thing. I agreed to the suggestion; but so soon as I may have a force to back me up, without I am satisfied on consulting Mr. Ross that it would be undesirable, I shall take that course.

Should we succeed in getting hold of the prime conspirator named, I shall put him in a strong room in this place, under the charge of my friend Pima, the Indian Chief, and his warriors, until he may be delivered by some due, but we shall hope, tedious course of Law.

I should like to have ascertained the result of the Council referred to, before closing this letter, but it is now six P.M. of the 2nd, and I am loth to detain the messenger longer, as I know your anxiety to hear from me.

Believe me, dear Sir,

Sincerely yours,

J. S. DENNIS.

P.S.—I have written Mr. **** by this messenger, to notify his men, and then come to me for orders; have also reported my arrival and intentions to Governor McTavish, and sent him a copy of my Commission.

J. S. D.

(2 "B.")

WINNIPEG, December 2, 1869.

The Hon. Mr. McDougall,

SIR,—Having received a letter from Colonel Dennis, from the Stone Fort, where he arrived last night, instructing me to forward a report of the proceedings of Riel's Council, I enclose the Resolutions passed by the French delegates, without any concurrence from the English-speaking portion of the Council.

**** came up this afternoon for volunteers, and collected all the Canadians, to the number of about 22. Riel got wind of the movement, and has guards on the road to Pembina, believing it to be an arrangement to bring yourself in. I am in hopes they will reach the Stone Fort in safety.

Mr. Caldwell states that Riel's Council were deserting him, and that Twenty-four hours would settle the thing, if no blood was spilled to-night.

The Rebels seized both of the printing offices, and the Proclamation had to be written.

I have the honor to be, in great haste,

Your obedient Servant,

D. S. MUSKINS.

(2 "C.")—Wanting.

Copy of Resolutions referred to in the preceding.

1. The right to elect our own Legislature.
2. The Legislature to have the power to pass all laws local to the Territory over the veto of the Executive, by a two-third vote.
3. No act of the Dominion Parliament (local to the Territory) to be binding upon the people, until sanctioned by their representatives.
4. All sheriffs, magistrates, and school trustees, to be elected by the people.
5. A free homestead, and freehold law.
6. A portion of the public lands to be appropriated to the benefit of schools, the building of roads, and parish buildings.
7. A guarantee to connect Winnipeg by Rail with the nearest line of Railroad; the land grant for such road or roads to be subject to the Legislature of the Territory.
8. For a given number of years, all public expenses of the Territory, Civil, Military and Municipal, to be paid out of the Dominion Treasury.
9. The Military to be composed of the people now existing in the Territory.
10. That the French and English languages be common in the Legislature and Courts, and all public documents, and Acts of Legislature, be printed in both languages.
11. That the Judge of the Supreme Court speak French and English.
12. Treaties to be concluded and ratified between the Government and the several Tribes of Indians of the Territory, calculated to ensure peace on the Frontier.
13. That these rights be granted to us by Mr. McDougall before he be admitted into the Country. If he have not the power himself to grant them, he must get an Act of Parliament passed, expressly securing us those rights, and until such Act be obtained, stay outside the boundary line of the Territory.

A PROPOSITION TO MR. McDUGALL.

ST. PAUL "DAILY PIONEER," NOV. 21ST.

[2. D.]

The distinguished Canadian gentleman, now sojourning at Pembina, will probably have leisure in his winter quarters to consider the best means of establishing his authority at Selkirk, upon sure foundations. And it must now be apparent to a politician of his astuteness, that it would have been wiser, simultaneously with the negotiation between the Hudson's Bay Company and the Earl of Granville, to have consulted in some form the wishes and feelings of the party most interested—namely, the people who have occupied the Red River country for the last fifty years. Such a *plebiscite* would have had only one result: the declaration would have been almost unanimous for the Canadian connection; and, in that case, MR. McDUGALL would have gone forward with all the sanction and *prestige* of the popular voice.

The Legislature of Minnesota were not wanting with a word of excellent advice on this point. We find, by reference to the General Laws of the Tenth Session, under date of March 8, 1868, that the following Resolutions were adopted and communicated to the Government at Washington:

Resolved, By the Legislature of the State of Minnesota, * * * That we regret to be informed of a purpose to transfer the Territories between Minnesota and Alaska to the Dominion of Canada, by an order in Council at London, without a vote of the people of Selkirk and the settlers upon the sources of the Saskatchewan River, who largely consist of emigrants from the United States, and we would respectfully urge that the President and Congress of the United States shall represent to the Government of Great Britain that such action shall be an unwarrantable interference with the principle of self government, and cannot be regarded with indifference by the people of the United States.

"That the Legislature of Minnesota would rejoice to be assured that the cession of North-West British America to the United States, accompanied by the construction of a Northern Pacific Railroad, are regarded by Great Britain and Canada as satisfactory provisions of a treaty, which shall remove all grounds of controversy between the respective countries."

These friendly suggestions failed to change the Anglo-Canadian policy, and it now remains for the Ottawa Ministry to determine whether it is not still expedient to authorize some formal expression by the inhabitants of Selkirk. Perhaps, also, the Canadians might find in the proposition of a cession of the North-West Territory to the United States, a potent agency to secure access to American Markets, on terms even more satisfactory than by the abrogated treaty of June, 1854. At present, even if MR. McDUGALL makes his way to Fort Garry, this North-West acquisition, with its half-breed and Indian incumbrances, will be a burden and a snare to Canada; but if its transfer to the United States, will assist to a commercial union with the United States, will it not be better, not only for Canada, but even for the Honorable WILLIAM McDUGALL himself, whom we hereby nominate as the first United States Senator from Selkirk.

(Telegram.)

ST. PAUL, MINNESOTA, December 17th, 1869.

To Sir John A. Macdonald.

Report credited here, Governor McTavish under arrest; situation grave, if not critical; sympathy here wholly with insurgents not at all probable. Can take in my written documents from Ottawa; to meet this would strengthen my hands considerably, and not clash with McDougall's Commission; if appointed to Privy Council, say eight

(8) days hence. This I ask not on personal grounds, but as giving assurance to malcontents that promises made on the part of Government would be performed in good faith. Be assured will not compromise Government; will be in advance of Thibault and De Salaberry; answer immediately telegram to Kittson; assent or dissent. Operator, mark on the envelope. Private and confidential.

DONALD A. SMITH.

OTTAWA, December 17th, 1869.

PRIVATE.

To N. W. Kittson, St. Paul, Minnesota.

Smith can state his appointment as one of the Council of Territory, and inform McDougall to that effect.

JOHN A. MACDONALD.

(Telegram.)

TORONTO, 20th December, 1869.

To Sir John A. Macdonald.

I have just received the following message from St. Paul, just as received, and am informed, at same time, that the news is from Insurgent sources, which it is quite evident is the case.

H. P. DWIGHT.

ST. PAUL, MINNESOTA, 20th December.

"News just received that a company of mounted Insurgents arrived at the Hudson's Bay Company's Fort, near Pembina on the night of the 9th instant, and took possession on the 10th. The greater part of McDougall's agents and emissaries, including Schultz, Bowep, and Hallet, have been captured. Colonel Dennis is skulking about until he can reach American Territory, McDougall is absolutely without even a faction save some fifty Swamp Indians, the Balance having deserted. Another correspondent says: Efforts of Colonel Dennis to organise a counter revolution have failed. The whole population is a unit. Schultz, Bowen, Major Wallace, and fifty others, are prisoners; no blood shed. The French under Riel are in undisputed possession of the whole country. There are sixty Swamp Indians yet in the Lower Fort who are not intrefered with because considered harmless. It is said McDougall is preparing to come back. Another says, James McKay and family have fled to St. Joseph, on the seventh (7th) instant, when the prisoners were taken, more than 600 insurgents were occupying Fort Garry. The prisoners were all taken at Dr. Schultz's and armed for a fight. Colonel Dennis has fled.

(Telegraph.)

TORONTO, December 20th, 1869.

To Sir John A. Macdonald.

I have just received the following from St. Paul. Red River mails arrive at Pembina from Fort Garry by British mail Carrier from Pembina to Abercrombie, twice a week by messenger, and from Abercrombie to St. Cloud, twice a week by stage, and thence by railroad, arriving here every Wednesday and Saturday. Returning, it sometimes happens mails fail to connect at Pembina, throwing them over three days. Mail leaves St. Paul for Abercrombie every

Monday and Wednesday and Friday morning, thence North. I have had an interview with * * * * * concerning the trouble. He has no faith in reports that McDougall is raising an Indian force, or that he is attempting to enter the country by force. He says the mass of the intelligent Red River inhabitants feel that Canadian Government has ignored them to great extent, and that the recent actions of those representing Canada here, tended to strengthen the feeling, and that this is the reason there is so little enthusiasm or strength manifested by party who favor McDougall. He thinks reasonable concessions on the part of Canada Government would quiet the Rebels, and, he believes if Governor McDougall were given an opportunity to explain his mission and state his case, the opposition to him would cease and bloodshed be prevented; but at present the insurgents, who are chiefly buffalo hunters in the summer, and out of employment during greater part of winter, are not in right mood to listen to Governor McDougall or hold interview with him. He believes great mass of letters published here are from friends of insurrection, and due allowance should be therefore made. General Hancock, I understand, will send no troops to Pembina unless he receives positive information that hostilities have broken out, and that the American settlers on frontier are in danger of being troubled by Indians. It is generally believed here that the mails at Pembina are tampered with, and suspicion that the Postmaster at that place sympathizes with, and favors the insurgents.

H. P. DWIGHT

(Telegraph.)

TORONTO, 21st December, 1869.

To Sir John A. Macdonald.

When news of difficulty first reached us, I sent a telegram to Governor McDougall, Pembina, viâ St. Paul, suggesting that he should mail to St. Paul or St. Cloud, to be telegraphed me, any information which might be of public interest. I have just received the following; signed, W. M. D.

PEMBINA, December 9th, viâ St. Cloud, Minn.

The Governor and party are still here; Colonel Dennis is at Stone Fort, below Fort Garry, it is said he has seven hundred (700) men and fifty (50) Indians. Riel said to have two or three hundred (200 or 300) men, French, in Fort Garry; no actual collision yet. Governor does not believe will be any fighting. English and Scotch Canadians and Indians are all loyal, and will fight if necessary to put down Riel. Americans here frightened at prospects of Indian war. Story that Sioux are on the war path. The same persons who advised half-breeds to keep out Governor, now urge him to stop Indian war, and threaten him if he don't. He has had interview with those persons, and told them he had not authorised Indians, but those who kindled the fire must help to put it out. Charged them with intercepting his messages and thus preventing people knowing his wishes. Weather, fine, snow falling to day about eight inches deep.

H. P. DWIGHT.

(Telegraph.)

TORONTO, December 21st, 1869.

To Sir John A. Macdonald.

Further reports through insurgent sources from Pembina say, that Schultz, Bown, Mair, and Ross were arrested, that Dennis was getting out of the way with his force, and that insurgents were to watch McDougall's movements from the Fort, opposite Pembina.

H. P. DWIGHT.

TORONTO, December 23rd, 1869.

To Sir John A. Macdonald.

There is a letter published this morning in the *Buffalo Express*, signed John Bannister, U.S.A., Fort Abercrombie, December fourteenth, in which the writer says: "I am expecting orders every day to proceed to Pembina, with a detachment of soldiers to protect Government property at that place, and to look after Governor McDougall. It having been reported here that he has been enlisting troops on American soil for the purpose of forcing his way to Fort Garry, which is to be the head quarters of his Government. If he can get there."

H. P. DWIGHT.

(Telegraph.)

SIMCOE, December 20th, 1869.

To Sir John A. Macdonald.

Beware, Sioux hereditary enemy of the Chippewas, Crees, Red River settlers, and the Assiniboine. McDougall entering that country under Sioux auspices, places the Government against those they would conciliate. Complication arising of a disastrous nature, and such as I was afraid would occur, levying unauthorised war ought to be put a stop to at once, if success attends Mr. McDougall, in the first instance, the hostile feeling will remain.

JAMES ERMATINGER.

OTTAWA, December 27th, 1869.

James Ermatinger, Esq., Simcoe.

MY DEAR SIR,—Nobody here has any idea of employing the Sioux in the Red River country.

Yours truly,

JOSEPH HOWE.

(Telegraph.)

TORONTO, January 14th, 1870

To Sir John A. Macdonald.

Georgetown, Minnesota, 7th, St. Cloud, 13th, Dr. Tupper, Captain Cameron and Mrs. Cameron returned here last p.m. Father Thibault and De Salaberry were to have an audience with the Council to explain matters. Dr. Tupper was two (2) days in Fort Garry. 800 half-breeds had joined Riel's standard. Rumored that large number Sioux on way to Fort Garry. All Canadian parties still imprisoned, and no sign of their being released.

H. P. DWIGHT

DEPARTMENT OF SECRETARY OF STATE FOR THE PROVINCES,

OTTAWA, 24th December, 1869.

To the Hon. Wm. McDougall, C.B.

Pembina.

SIR,—Your despatch, dated Pembina, 2nd December, and its enclosures A and B, reached this office on the 18th instant, and were promptly laid before the Governor General in Council.

As it would appear from these documents that you have used the Queen's name without her authority—attributed to Her Majesty acts which she has not yet performed—

and organized an armed force within the Territory of the Hudson's Bay Company, without warrant or instructions, I am commanded to assure you that the grave occurrences which you report have occasioned here great anxiety.

The exertion of military force against the misguided people now in arms, even if under the sanction of law, was not to be hastily risked, considering the fearful consequences which might ensue, were the Indians, many of them but recently in contact with the white inhabitants of the neighbouring States, drawn into the conflict. But as the organization and use of such a force by you was, under the circumstances, entirely illegal, the Governor General and Council cannot disguise from you the weight of responsibility you have incurred.

Acting on the belief that the country would be quietly transferred, with the general assent of the inhabitants, all the preparatory arrangements were made, as you were aware, in anticipation that, on or about the 1st December, the Territory would be surrendered by the Company to the Queen, and that thereupon, Her Majesty would issue Her Proclamation, *fixing a day for the Union* of the country with Canada.

The Proclamation, when officially communicated to you, would enable you, under the Commission and authority given in anticipation of that event, to enter legally, *upon the appointed day*, on the discharge of your official duties as Governor of the North West.

In the Commission issued on the 28th September, you were empowered to enter upon the duties of Government, only "on, from, and after the day to be named" in the Queen's Proclamation; and in the instructions handed to you with the Commission, you are directed to proceed to Fort Garry, and "be ready to assume the Government of the Territories on their actual transfer to Canada."

That you clearly understood this limitation of authority was hoped from your letter from Pembina, of the 7th November, addressed to Governor McTavish, and communicated to this Department, in which you say "I shall remain here until I hear officially of the transfer of authority, and shall then be guided by circumstances as to what I shall say and do," and because, in your letter of the 14th November, addressed to this Department, you thus refer to some injudicious proposal made by your friends: "the recommendation that I should issue a Proclamation, is not made for the first time, but I have uniformly replied that until the transfer of the Territory has taken place, and I am notified of the fact, I shall not assume any of the responsibilities of Government."

The peaceful surrender of the country was assumed throughout the negotiations, and this Government never claimed or pretended to exercise any authority within North West, until invested with the Sovereignty by the terms of the Queen's Proclamation.

The transfer of the Territories would, no doubt, have been proclaimed on or about the 1st December, had not your report of the 31st October, and the documents which accompanied it, changed the whole position of affairs, and thrown upon this Government grave responsibilities of a very novel character. In those papers you represented that serious obstruction had been opposed to your entrance into the country, that a large number of persons were opposed to the establishment of the authority of the Dominion, that a Provisional Government had been formed, and the roads barricaded and guarded. That some of the Catholic Clergy were openly abetting these movements, and that the officers of the Hudson's Bay Company, if not aiding the revolutionists, were unable to control them.

Your despatch was received here on the 19th November, and on the 26th those of the 5th and 17th came to hand, from which it appeared that the insurrectionary movement had still continued without check, and that the Hudson's Bay Officers were powerless, and that you had been driven out of the country.

The facts disclosed in these despatches entirely changed the basis upon which the negotiations, in perfect good faith on the part of the Dominion, had, up to that time, been conducted with the Hudson's Bay Company, and with the Imperial Government.

If, with the facts before them, the Canadian Government accepted the responsibility of governing, or rather, assuming the Government of a country that could only be recovered by conquest, at a vast distance from the base of operations, and which, for many

months, could only be approached through the United States, they could hardly justify an act of such precipitancy to Parliament and the country; while it is equally clear that if you were invested with the legal title to govern without being able to get into Rupert's Land, or exercise any authority, the revolutionary Government would be strengthened by your weakness, and would, in fact, (the Proclamation having superseded Governor McTavish) be the only Government in the Territory until put down by force of arms.

It was a matter of necessity then, rather than choice, to delay the issue of the Queen's Proclamation, and it was assumed here that the necessity would be as apparent to you as it was to the Privy Council.

To postpone the surrender by the Company until it was able to transfer, not only its own rights, but the Territory itself, to Her Majesty; to stay the issue of the Queen's Proclamation, and to leave with the Hudson's Bay Company and the Imperial Government the obligation of enforcing order, and asserting the rights of the Sovereign, was the first duty of this Government; and the Governor General and Council had hoped that this would be as obvious to you as to them.

They had another duty, and to that they addressed themselves without delay. It was to disabuse the minds of the people of Rupert's Land of the erroneous impressions under which, there was too much reason to fear, that they had acted, and to restore tranquillity by peaceful means. The measures taken with this view were explained to you in my dispatches of the 19th and 29th November, and of the 7th, 8th, 10th, 11th, and 17th December. In none of these despatches will there be found any warrant or authority for the proceedings reported in your despatch of the 2nd December. It is to be regretted that they had not reached you sooner; but the sanguine hope is entertained here that, if no collisions have taken place, or blood been shed till you have read those despatches, and conferred with the gentlemen who have been sent to Red River, matters may yet wear a more cheerful aspect, and the Government of the Territory be assumed with some guarantee for order, and with all the formalities of law. Whether this hope is realised or not, your duty is plain; and I am commanded by his Excellency to instruct you to remain at Pembina until you can get peaceable access to Fort Garry, with the assent, and under the protection of the Hudson's Bay Company authorities; that you are to take every means of removing the misapprehensions that exist in the minds of the residents, by explanations and otherwise; and that you are to exercise no acts of authority on behalf, or in the name, of the Government of Canada, until officially informed that the Queen's Proclamation has issued, and until you shall have assumed the Government, and taken the oaths of office, on or after the day fixed in it for the union of the countries.

As the course of action proposed by you in your despatch of the 2nd December was to be carried out before an answer could possibly reach you, I have delayed replying for some days, in order to learn, if possible, the result of your policy; but the receipt of your despatch of the 6th instant, which reached me on the 23rd with its enclosures, 2A, 2B, and 2C; and the course taken by Col. Dennis, as described in those papers, make it necessary, without further delay, to send this despatch by a special messenger.

I wish I could inform you, that this report had entirely relieved the Governor General and Council from the anxiety already expressed. It is true that no blood had been shed up to the 6th, and you had not carried out your intention of occupying the Stockade near Pembina with an armed party, but the proceedings of Colonel Dennis, as reported by himself, are so reckless and extraordinary, that there can be no relief from solicitude here while an officer so imprudent is acting under your authority.

Had the inhabitants of Rupert's Land, on the breaking out of the disturbances, risen and put an end to them, or had Governor McTavish organized a force to occupy his Forts, and maintain his authority, all would have been well, and Riel and his people would have been responsible for any bloodshed or property destroyed. But Colonel Dennis, with no legal authority, proceeds to seize the Fort, then in possession, not of the insurgents, but of the Hudson's Bay Company, and to garrison it with a mixed force of Whites and Indians, and proposes to give battle to the insurgents, should a junction be formed with some forces which he has ordered to be drilled on the Assiniboine. He appears never to have thought that

the moment war commenced, all the white inhabitants would be at the mercy of the Indians, by whom they are largely outnumbered, and, divided as they would be, might be easily overpowered.

It is impossible to read the Colonel's account of his attempt to persuade Judge Black to aid him in proclaiming martial law, without strong feelings of regret, that you should have been represented, in the settlements, by a person with so little discretion. It is no wonder that Judge Black was "frightened" at the proposal, as he must have known that Colonel Dennis would have to answer, at the bar of justice, for every life lost by such an assumption of authority, and that the illegal seizure of an American citizen, would at once provoke interference in the quarrel, and lead to very serious complications.

I have, &c.,

JOSEPH HOWE.

PEMBINA, December 8th, 1869.

*The Hon. Joseph Howe, Secretary of State,
Ottawa.*

Received by the Secretary of State for the Provinces, 25th December. SIR,—I have the honor to inform you that no message or messenger from Fort Garry or from Colonel Dennis, has reached me since my despatch on the 6th inst. A rumor is current here, based on a statement of the mail carrier who only travels half the distance to Fort Garry), that there were 600 men under Colonel Dennis at the Stone Fort, and 300 under Riel at Fort Garry. As some of us received letters by the last mail from the north, I infer that the road, or some part of it, was, up to Sunday at least, under the control of Riel. I did not expect that Colonel Dennis would move from the Lower Fort until the people at the "Portage" had joined him, which could not well have been accomplished before Monday or Tuesday. I am not therefore surprised to find the road still obstructed between this place and Fort Garry.

On Monday last, Mr. Richards, who lodged with a Mr. Rolette, Deputy U.S. Marshal, at Pembina, reported to me that the officials and residents of the village were very much excited, in consequence of a rumour that the Indians were being armed by the Loyalists, and that the aid of the Sioux had been sought by some of the Canadians at Fort Garry. Knowing that the Indians had refused to join Riel's party, and that the Sioux would like an excuse for attacking them, and knowing also that we were aware of the complicity of some of them in the outbreak, it was natural that they should be alarmed by such a rumour. I had previously heard of their attempts to organize a force for the purpose of attacking us in our "winter quarters," ostensibly for the purpose of "driving us out of the country," but really, I have no doubt, with a murderous intent. I had private information of the designs of two or three desperadoes and outlaws, who have found it convenient to reside in the neighbourhood, and who are concerned in the present movement. They had become aware of Colonel Dennis's occupation of the Stone Fort, and of the determination of the English and Scotch half-breeds to resist Riel's party, and they feared for their own safety. They pretended to believe that I had given orders to employ the Indians, and they threatened immediate reprisals unless I revoked the supposed order. Mr. Richards was much alarmed by these threats, and suggested the immediate return to Fort Abercrombie, of the females and children. While this was humane, I felt it was not politic, and at the moment not a practical suggestion. We had not yet constructed a sufficient number of sleighs for the journey, although they were in process of construction. I therefore determined to go down to the village, and have a conference with the officials, who, I knew, would soon make known the result to those more deeply implicated in the conspiracy. I took Messrs. Richards, Provencher and my son with me, and drove to the Custom House. Mr. Nelson, the Deputy Collector, is a very intelligent and respectable person, and, I have reason to believe, has kept himself aloof from Stuttzman and his co-conspirators. I found some of these in his office evidently much alarmed, and by no means in a friendly mood towards me. I at once explained the object of my visit, and requested that the Postmaster and other official persons in the neighbourhood should be assembled. This was soon done, and I frankly explained their situation and my own as I

understood it. The enclosed letter ("3 A"), which I afterwards addressed to Mr. Nelson, sufficiently details what took place at this interview.

I found on enquiry, the next day, that Mr. Nelson and one or two of his neighbours were reassured by the statements and explanations I had given them, and expressed themselves pleased with my candour and firmness. Stuttsman and Rolette, however, were still talking of taking vengeance. Messrs. Richards, Provencher and Begg having removed to my house, we established a military *régime*, and prepared to resist an attack from any quarter. We kept watch by day and by night, and had all our arms ready for action. Not having heard from Colonel Dennis since the date of his report, forwarded with my last despatch, I deferred my proposed removal from American Territory, but kept up daily communication with the Hudson Bay Company's Post.

I enclose (paper "3 B") a translated copy of a letter received two or three days since by Mr Provencher, from, as he supposes, the Roman Catholic priest at Scratching River. It is without signature, and is evidently intended to frighten us away. But we feel that our departure for Canada at the present juncture, much to be approved on personal grounds, would be fatal to the retention of the North West as a part of the Dominion, and with that view of the case, we have determined at all hazards, to remain a little longer, in the hope of a peaceful solution of the present difficulty.

The friendly disposition of the Indians of this Territory to us, and their antipathy to the Americans, is the great anchor by which we shall be enabled to hold it. While they are with us, and properly handled, no enemy from the south can ever venture into these great plains. This fact is fully comprehended by the military authorities at Washington, as well as by the Fenians in New York. Great efforts were made by the leaders of the present conspiracy to secure an alliance with the Indians, especially with the bands in the neighbourhood of Red River, before taking the field. Their first step was to persuade them to make demands upon me of such a character that compliancé would be impossible, and *thus* create a *casus belli* between the New Government and the Indians at the very outset. With this view they kept Chief Ke-wi-ta-osh, and a part of his band in and about Pembina for some weeks—much longer than they had bargained for—to meet me at the boundary line, and to present these demands. I have already in my report of the 29th November referred to the publication of the Yankton Dakotian of the letter prepared for the Indians by American plotters here, but repudiated by the Indians as soon as they understood its purport. I observe that this letter has appeared in several Canadian Newspapers, and no doubt has attracted the attention of the Privy Council.

The next step was a summons to the chiefs of the large bands to meet Riel and his confederates at Rivière SALE for consultation and treaty, with a view to an armed alliance against us. The chiefs, "Fox" and "GROS OREILLE" obeyed the summons, but though tempted by very large *promises*, they wisely and promptly refused to join or aid the half-breed movement, but intimated to our friends that they would be ready to obey a summons from the authorities.

In these circumstances it was felt to be a wise, as well as a loyal and humane policy to threaten the insurgents and their annexation leaders with an Indian as well as a civil war, if they persisted in their rebellious designs. The alarm, real or pretended, of the neutral and respectable people—few though they are—in this settlement, as well as the exasperations and murderous threats of the conspirators themselves, show the power of the engine that they believe has been worked. I believe they have called for troops from the nearest American Post (Fort Abercrombie) to protect them from the dreaded-Sioux. I may had that small bands of the Sioux have lately been seen, only three or four days' journey from here. Two Chippewa Indians, and a half-bred boy, who had gone towards Pembina Mountain, on a hunting expedition, were met by six Sioux, who, pretending friendship, suddenly rushed upon the carts of the Chippewas, seized their arms, and fired upon them. One of the Indians fell dead, the boy ran, apparently wounded, while the other escaped unhurt, and running for his life towards this place, came to the Hudson Bay Company's Post nearly exhausted with hunger and cold. They belonged to the Kewitaosh's band, and, I hear, that according to Indian custom, a

war party has started out to recover the carts and the wounded boy, and to avenge the death of one of their warriors. These attacks and reprisals by hunting parties of the two tribes are not uncommon; but the present case shows a degree of boldness on the part of the Sioux, and a propensity to travel north instead of west, which are not pleasant to the imagination of our frontier neighbours. I could not refrain from telling them at our meeting, on Monday evening, when the desperate character of the Sioux was portrayed to me, and I was urged to give immediate orders to the loyal settlers not to accept the help of Indians—that the possible consequences of an Indian war ought to have been thought of by some people in the neighbourhood of Pembina a few weeks ago. The remark was delivered in a serious tone, and with the proper emphasis, and was received in solemn silence. The shot took effect, and seeing they could not frighten me into issuing orders dictated by them, they expressed themselves satisfied with my declaration, as reported in my letter to Mr. Nelson.

I waited for two days and nights after this interview, anxiously expecting a second report from Colonel Dennis, which I hoped would inform me of the dispersion of Riel and his party, or of a joint deputation to me, and an armistice in the mean time. But as none came, and as the story of the employment of the Indians might, though untrue, except as to Prince's band, grow into truth, by its own circulation, I thought it well to address a letter ("3 C.") to Colonel Dennis on the subject, and entrusted it to the mail, under cover of Mr. Nelson's envelope. I instructed the messenger to allow Mr. Nelson to read it before he sealed the letter, in order to convince him of my desire to avoid, as long as possible, an appeal to the Indians.

I received a note from General Hunt, who commands at Fort Abercrombie, informing me that he could not find storage for my goods in the fort, but he was informed that Mr. McCauley, a merchant there, would store them and apply to him for protection, if (which he did not think likely), any one attempted to molest them. I have also heard from the person sent to remove the arms, &c., from Georgetown, of their safe arrival at Fort Abercrombie.

THURSDAY, 9th.

I have just heard as I was closing this dispatch, that two messengers from the Settlement have been intercepted near this, and their papers taken from them, by Stuttaman and Company, or half-breeds employed by them; I am taking measures to make this operation unavailing for the future.

I have, &c.,

WM. McDOUGALL.

(3 A.)

HUDSON BAY COMPANY'S POST, PEMBINA,

8th December, 1869.

*N. E. Nelson, Esq., Deputy Collector of Customs,
Pembina.*

DEAR SIR,—I think it my duty to you as well as to myself, to put in writing, though not formally or officially, the principal point of our conversation on Monday evening last. Serious events and complications may possibly arise out of the disturbances which unfortunately still prevail at the Red River Settlement.

Exaggerated, and I fear, in some cases, wilfully false statements as to the extent, origin, aim and tendency of these disturbances, have been spread far and wide through the American Press, on the alleged authority of persons living in this vicinity. I have some apprehension that the interview of last Monday evening, and the statements made and views expressed on both sides may be misrepresented through the same channels, and therefore, I take the precaution, while the matter is fresh in our minds, to set down the material points of our conversation.

Mr. Richards having reported to me that you had expressed great apprehensions

that an Indian war and consequent danger to the lives and property of American citizens in this Territory would grow out of the efforts of the Magistrates and loyal people of Red River Settlement to disperse the armed half-breeds under Riel, and that you seem to think I might by some exercise of authority prevent or lessen the danger of these consequences, I thought it only due to you as the principal officer of the American Government at this Post, to confer immediately with you. Living for the moment under the protection of American law, I could not be indifferent to the wishes of one of its most efficient, honorable, and obliging administrators.

I proceeded to your office about 5 o'clock p.m. (of the 6th inst.), and explaining why I had come, requested the presence of the other officials of the place. Mr. Cavalier, the Postmaster, J. Rolette, one of your officers; J. Rolette, his father, who I understand is or acts as Deputy Marshall; Mr. Harrison, Justice of the Peace; Mr. Lemay, Ex-Collector, and three or four other residents of the village were present. Mr. Richards, Mr. Provencher and my son were present with me.

After you had finished writing a letter, on which you were engaged when I entered your office, I directed my remarks to you, and stated that Mr. Richards having reported to me your apprehensions, as already mentioned, I wished to explain the *legal* position of affairs in the North-West Territories. I stated that on the 1st December, the powers of Government passed from the Hudson's Bay Company and its officers, to the representative of Her Majesty the Queen, appointed by the Governor General of the Dominion. That was the result of various Acts of Parliament and the proceedings lawfully had under them,—that I had been commissioned and empowered to represent the Crown as Lieutenant Governor, but while on my way to Fort Garry, before the transfer had taken place, I was met and ordered away from the Territory by a body of armed men, acting without, and as I subsequently learned, in defiance of authority; that I had remained on American soil, under protection of American law up to the present time; that the Proclamations announcing the change in the Government and notifying public officers, &c., of the fact were executed at the Hudson's Bay Post, on British soil, and that I had not done and did not intend to do any official Act except when in my own jurisdiction. That the movements of the loyal people of the Territory against the rioters under Riel were in a great degree spontaneous and under the direction of local authorities "Conservators of the Peace" exercising only civil power. I stated that, in every civilized community the Magistrate and Peace Officer, has power to raise the *posse comitatus* or whatever force he needs, to put down mobs and riots, acting in breach of the public peace, and that so far as I knew, or had sanctioned, this was the only "war" now going on. That I had not authorized the employment of Indians, and except in the last resort, did not intend to do so; that I had received messages from several chiefs, expressing disapproval of the conduct of the French half-breeds under Riel, and offering their services in the cause of law and order; that I had sent verbal and brief replies, thanking them for their good will, evading the offer of service, and putting off the questions they wished to consult me about until my arrival at Fort Garry; and that to be frank and explicit, having seen what I had in the press, and having heard of various expressions and actions by persons who I knew were listening to me, I must give it as my deliberate judgment, that those *white* persons on both sides of the line, who had advised, countenanced, and aided the lawless outbreaks of the French half-breeds and had rejoiced at their success in keeping out of the Territory, the representative of authority and law and the only power which the Indians would be likely to obey or respect, will be held responsible before God and man for any destruction of life or property that may result.

You stated that you had given no countenance to the half-breed movement—had expressed no opinion one way or the other, but had performed the duties of your office with strict impartiality—that you deprecated the putting of arms in the hands of Indians or raising them in any civil contest, and were much concerned when you heard that they were being employed by the authorities in the settlement, and you questioned whether, if I had authorised it, I had not violated the laws of neutrality. That you were glad to hear me say I had not done so, and hoped I would exert my authority to prevent it.

I at once acknowledged your fair and honorable conduct, and my belief that you had neither said nor done anything to provoke or encourage the lawless proceedings of the half-breeds, but I said, I feared there were others, on the American side of the line, of whom the same thing could not be said. That as to using my authority to restore order and restrain the dangerous elements of the country, that was the very thing I was trying to do, but as I had no sufficient force at my command to overcome the armed men who had barricaded the road, I was unable to use my authority in the most effective way, and the local magistrates and officers were therefore left to their own judgment as to the use of means, and it would be very unreasonable to hold me responsible for their acts until I had an opportunity of controlling or preventing them.

Mr. *Cavelier*, Postmaster, asked me if I did not know that Dr. Schultz had sent one "Sherman" with goods of a certain kind, to the Sioux in the vicinity of Turtle Mountain, and that the purpose was to use them against Riel's party. I said I had not heard of any such thing; and, moreover, did not believe it. I thought Dr. Schultz too sensible a man—believed he had too much at stake to incur any risk so dangerous. Mr. *Cavelier* said, he *knew* the statement was true, and in reference to my remark as to Dr. Schultz's position, said he was a reckless and selfish man, whose doctrine was that "you could trust no one as a friend, except so far as interest moved him," &c., &c.—that "Sherman was an outlaw, dared not come into American Territory, and would be hanged if he did. That the Sioux referred to were not yet reconciled to the Government, and would not hesitate to murder American citizens, if they were encouraged by such a man as Sherman to do so," &c., &c.

Mr. Lemay remarked with much emphasis, that if the Indians took part in the war, as he called it, my life would not be safe for five minutes. Mr. Harrison added, that in such an event, I and my party would find ourselves in the *hottest* place we had ever been in, &c. Mr. Lemay wanted an explicit answer to his question, whether in *any* case I would countenance or authorize the use of Indians. I declined to make any statement of what I would or would not do, when I assumed the functions of my office, but that I *had not* authorized and did not wish to employ even half breeds in warlike operations. That I was a good deal startled by the statement of Mr. *Cavelier*, in regard to the Sioux at Turtle Mountain, and I enquired whether they lived in American or British Territory. Mr. *Cavelier* said, they were sometimes on one side and sometimes on the other side, but were known to be hostile to Americans. After some further general remarks I concluded my interview by observing that in view of the dangerous position we were all in, I thought the best thing we could do was to restore order and authority at Red River Settlement as soon as possible, and I believed the persons were then in the room or immediate neighborhood who could do it, and that at all events, that was my duty and mission, and to the best of my power and ability I intended to execute. To Mr. Lemay's and Mr. Harrison's remarks,—some will call it a threat—that if Indians, whom I have never seen, and am in no way responsible for, should go to war, my life would not last five minutes, I replied that such an observation or possibility would not affect my *action* or course in the least. I had accepted an important office, knowing well its perils, but I meant to do my duty regardless of all personal considerations. I was but one man, and after me would come another, and perhaps one better skilled in the operations of war. I had come to cultivate the arts of peace, to establish telegraph lines, build roads and encourage emigration, and organize a civilized community. But those who thought it would serve their purpose better to stir up disorder and riot among the French half-breeds, next to the Indian the most dangerous element in the country, must not imagine that they can transfer to me the responsibility of a conflagration which they have fanned if they have not kindled.

The above is the substance of what was said in your office in the presence of the principal inhabitants of the village, and which I desire to remain of record in your hands.

Since my conversation with you, I have heard some statements, which I deem it proper to mention in connection with the foregoing. I am told that a person to whom I

entrusted copies of a Proclamation, continuing and confirming the authority of all Peace and other officers, was arrested on British Territory by two American citizens living in this vicinity, and that these papers were taken from him without law or authority, and in violation of their duty as persons under a temporary allegiance to the Sovereign of the country in which they were travelling. If this outrage has been committed, as reported to me, by those in whose behalf I am asked to exercise my authority over the Indians, I ask you, sir, how am I to get my orders obeyed if they are not allowed to reach those to whom they are addressed? I can assure you that the persons who have sought to confer with me from the settlement, official as well as unofficial, have experienced little difficulty and felt no serious apprehension of obstruction or danger till they approached the American border, and their fears were, not that they would be interrupted on their peaceful and lawful visits by Indians' or half-breeds, but by *white* men, one of whom at least, is an official under your direction.

It is in evidence before me, that the person alluded to has been endeavouring to incite the half-breeds and others hereabouts, "to drive me and my party out of the country." I can hardly suppose that these are done, and threats made, by the son of a Deputy Marshall, and an employé of the Customs Department of the United States, without the knowledge and approval of some one higher in authority. Do not suppose for a moment that I imagine *you* have countenanced or will countenance the acts, or threats of your subordinate, but it is well you should ask now what has been communicated to me respecting him.

I send you the enclosed letter addressed to Colonel Dennis in the hope that you may find some means of forwarding it safely. Perhaps you can address it under cover to some one at Fort Garry who will be able to place it in his hands. You will see by the contents, which I have left for your (private) perusal, that *my* wishes and orders are against the employment of Indians in the present crisis. I shall send a duplicate of the order by the first opportunity, but as my letters have been so often tampered with, I cannot trust the regular post. A letter addressed by you, and to an unsuspected correspondent might reach its destination more speedily and safely.

In conclusion, let me add that in the event of a "raid" upon this settlement by the Sioux Indians, you and any other American citizens placing yourselves under my protection may rely upon it, that all the influence and authority of my office, and all the means of defence at my command, will be put forth in your behalf. If that office and authority are as potent with the Indians on the British side of the line as some of the gentlemen present at our interview admitted them to be, the threatened danger will be averted.

Believe me, &c.,
Wm. McDougall.

(3 B)

When Mr. McDougall arrived here a month ago there were some five hundred men under arms; if he had then left, the difficulties could have been settled quite easily; now the whole population is on a war footing and a serious character of opposition is getting deeper and deeper in the minds, as long as Mr. McDougall is giving the Insurgents more trouble. Every attempt at coercion made by Canada, or even by England, will result in the loss of all advantages that you could draw from this country. The half-breeds will take again the road of the prairie, and from there they will prevent any improvement than can be attempted or tried—telegraphs, railroads, settlements—war can be made against them, but the armies will never meet them. There will be thousands who will be elsewhere and nowhere. If the people were left quiet they would soon be ready to listen to propositions that could be made to them by the Canadian Government. But the longer Mr. McDougall will attempt to come in by measures of violence the more difficult it will be. For himself, if he comes into the Territory, he will be shot immediately. His principal friends and supporters here are on the eve of being massacred.

(3 C.)

NEAR PEMBINA, December 8th, 1869.

To Lieut-Col. J. S. Dennis, Red River Settlement.

MY DEAR COLONEL,—I commit to the post, under cover to a third party, this letter, which I trust you will receive and act upon without delay. It has been represented to me that the authorities who are endeavouring to quell the outbreak of the French half-breeds have contemplated the employment of Indians for that purpose, and that a band of Sioux on the Assiniboine are drilling with a view to military or warlike service of some kind. I desire and direct you to prevent, so far as you can, any project of this kind. If Indians are sent upon the war path by any person acting with authority, it may be found very difficult for the same, or even a higher authority, to recall them or to restrain them within the limits allowed to forces acting in aid of the civil power. It is said also that goods "of a certain kind," by which I understand ammunition and arms have been sent from the settlement to the Sioux near Turtle Mountain, with an invitation to them to aid in the suppression of the half-breed disturbance. I can hardly believe this story, but I hope you will enquire into it and take immediate steps to counteract any movement of the kind. The American residents here are very much disgusted at the prospect of a visit from the Sioux, and it would indeed be deplorable if they should be drawn into a contest that might give them a pretext to re-enact the scenes of 1862.

With regard to the Indians of the Mission, under the chief, "Prince," a few of whom I understand, are employed to guard the Stone Fort, I will be glad to hear that their services in that capacity are dispensed with. They may be intelligent and subject to control, but the fact of their employment will soon reach the ears, and possibly excite the war-spirit of more distant bands, who may not be so easily restrained.

Extreme necessity in a time of riot and anarchy, will justify extreme measures; but I hope the loyal inhabitants who have risen in defence of law and order, will be able to accomplish their object without the active aid of their Indian allies.

I trust to your discretion in the meantime; but hope soon to be nearer the scene of action, and in a position to judge and command.

I am, &c.,

WM. McDougall.

PEMBINA, Monday, 13th December, 1869.

*To the Hon. Joseph Howe, Secretary of State, &c.,
Ottawa, Canada.*

Received by the
Secretary of State
for the Provinces,
30th December.

SIR,—I have the honor to acquaint you that I have received no communication from you since your despatch of the 19th ultimo. Two letters, marked "private," from Sir John A. Macdonald, under date of the 23rd November, came to hand safely on the evening of the 11th inst. I have received newspapers from Ottawa and Montreal, of 27th and 29th respectively; and from more western cities of a date one or two days later. If the mails are not delayed on the way, they will arrive here from Ottawa in about fourteen days.

I regret to state that the insurgents under Riel have developed more strength and determination of purpose in their rebellious movement than the reports from Fort Garry of every kind had led me to believe they possessed. They have been able with the help of their allies on the American side of the line, to intercept and prevent all communications from Col. Dennis to me since his report of the 2nd inst. I have, therefore, had to trust to the statement of the *enemy*; and such flying rumours as we could gather from friendly half-breeds for the occurrences and movements at Fort Garry and the Stone Fort since the 2nd inst. From these various sources of information

I learn that on the 5th or 6th instant, a number of persons (the report says 40 or 50) were assembled in the house of Dr. Schultz as a guard, or as a portion of the *posse comitatus*, about to join the force under Colonel Dennis, when they were suddenly surprised by a party of Riel's men, and made prisoners. It does not appear that any resistance was made by the Schultz party, whether from the suddenness of the attack, or their unwillingness to be first to shed blood, I cannot learn. It is said they were armed, and had in the house 400 rounds of ammunition. The prisoners were marched to the Fort, and detained there, but have been allowed to supply themselves with provisions from the village. The number of the insurgents now under Riel's orders is said to be 400 or 500—as large a body as his friends have at any time claimed for him. If this story should be confirmed, it would indicate great confidence in Riel and his plans, by the bulk of the French, and the continued support of the *clergy*, and the American and other traders in the settlement who are known to have advised and assisted him in the earlier stages of the movement. The same report tell us that this sudden display of force by Riel has discouraged the Canadians and their friends, and that the English and Scotch half-breeds have refused, in any number, to join the party of “law and order.” This representation of the state of affairs receives some confirmation from the fact that Riel was able to send a force of 20 men to the Hudson's Bay Post here, who, since Friday last, have held it, and prevented any of our party from going there. The Americans in our vicinity, concerned in the movement, are less excited since the arrival of this force, and talk of our being obliged to remove, in a few days, towards Canada. Hearing that Mr. James McKay, a wealthy and influential resident on the Assiniboine, and one of those whom Colonel Dennis was to consult before taking any decisive measures, had reached the house of Mr. Dease, about 26 miles up the Pembina River, on the American side of the line, I sent my son, on the 11th instant, with a verbal message to him, and in the hope that he would be able to give me reliable information of the operations of Colonel Dennis, since I have heard from him, and also whether the story of the arrest at the house of Dr. Schultz was true. The road to the place where Mr. McKay was staying, runs, in some places on British Territory, and the people here (except Mr. Nelson), being all openly leagued with the insurgents, and keeping guard at night at the bridge over the Pembina River, to prevent any messenger from reaching me, I was apprehensive that my son would be intercepted, and, therefore, directed him to bring no letters or written communication, unless Mr. McKay assented. He succeeded in finding Mr. McKay, and getting his version of affairs in the settlement down to the 5th instant. I enclose his report to me (“4 A.”).

On reference to Colonel Dennis's report, forwarded with my despatch of the 6th instant (“2 A.”) it will be seen that he saw Mr. McKay before taking possession of the Stone Fort, and found him of opinion that the time had come for some kind of opposition to the French, but afraid that people “of large property,” like himself, would suffer injury. I am disposed to think he ran away as much on account of the danger to his person as to his property. But his case illustrates the position and feeling of many others who have no sympathy with the French half-breeds, and no objection to the new Government. They will accept the latter if some one else will do the fighting, and pay all the money necessary to establish it.

Major Wallace, who is staying with Peter Hayden, not far from the Hudson Bay Post, reported to me, last night, that Riel was expected to arrive there during the night. I thought, in view of all the facts as they now present themselves, and especially the fact that the communication has been effectually cut off with Colonel Dennis, that I would be justified in opening communication with Riel, if he appeared in this neighbourhood. I accordingly wrote the letter enclosed (4 B), and sent it to the captain of the party in possession of the Hudson Bay Post. It reached him this morning; but, up to the present time (5 p.m.), I have not heard of Riel's arrival, nor whether they have sent the letter forward to him.

Dr. Jackes, who belongs to our party, was sent for, in great haste, this morning by

Mr. Rolette, Deputy U. S. Marshall, and one of our most bitter opponents here, for his professional aid. Rolette's wife was dying (in child-birth). The Indian midwife had given her up, and her relatives, some of whom had been threatening our lives, were now applying to us to save the life of Mrs. Rolette. The Doctor hurried to her bedside, and by the exercise of his skill, overcame the difficulty, and probably has saved her life. They all professed to be full of gratitude, and when the danger was over, showed him a proclamation, issued by Riel since the 1st December, in which he announces that the French have established a government of their own, and intend to resist, by force, if necessary, the attempt of any other powers to impose one upon them. It denies the right of the Hudson Bay Company to transfer them to Canada, &c., &c. The Doctor could not obtain a copy, as Rolette had only one, and would not part with it.

I beg again to express my opinion that the suggestion I had the honor to make in my despatch of 29th November, and more fully in previous letters to Sir John A. Macdonald, is the only practicable plan for establishing the authority of the Dominion Government in this territory.

I have, &c.,

WM. McDOUGALL.

(4. A.)

PEMBINA, December 13th, 1869.

MEMO.—Left Pembina on the morning of 11th December for St. Joe, 26 miles distant for the residence of * * a half-breed, born in Oregon, and a man of considerable wealth and influence amongst the half-breeds at St. Joe. He informed me that Mr. Gingras, of St. Joe, had on the evening of the 10th inst, tried to get the half-breeds there to join the Red River insurgent party. He (Gingras) had agreed to raise a party of 130 half-breeds and with a portion of them to drive Governor McDougall away from his house at Pembina. * * * treated the proposal with contempt, and tried to persuade Gingras not to attempt such a movement. These half-breeds at St. Joe are principally connected with those at Red River Settlement, and many of them were inclined to fall in with Mr. Gingras's plan. Mr. Dease believed that if there was any bloodshed at Red River Settlement, the Governor and his whole party would be in imminent danger and run the risk of losing their lives, Mr. Dease sympathized much with the Governor and his party and declared his willingness to assist in any way in his power, I ascertained from him that Mr. McKay from Red River Settlement was at Mr. Charles Grant's, about 7 miles distant from Mr. Dease's, I drove there to see him, and found he had brought his family and had left the settlement with the intention of remaining amongst his relatives at St. Joe, during the present troubles. He informed me that fifty Canadians who were guarding Government provisions at the residence of Dr. Schultz, at Fort Garry, were taken prisoners, that Dr. Schultz and wife, Dr. Brown, Mr. Mair and Mr. Hallet, were amongst them. Mr. Hallet was taken prisoner while endeavouring to procure some medicine for his wife. Mr. McKay also informed me that Colonel Dennis, on his arrival from Pembina, first called on him, and that he (McKay) advised him strongly not to incite the one portion of the population to take up arms against the other, and that one hundred of the principal French half-breeds had signed a document agreeing to allow the Governor to come in. He also stated that if hostilities were commenced and blood spilt, the lives of the Governor and his party would almost certainly be sacrificed. He said that other men of property and wealth in the Settlement, held the same views, and expressed the same opinions similar to his own. Mr. McKay intended to have called on the Governor at Pembina, but was overtaken on his way by a party of insurgents going to take possession of the Hudson's Bay Company's Post at Pembina, and was forced to change his course and cross the prairie, to St. Joe. He was under the

impression that Col. Dennis had gone to Portage La Prairie, and that Stone Fort was still held by the Indians and others under Colonel Dennis.

WM. B. McDougall.

(PRIVATE)

("4 B,"

PEMBINA, December 13th, 1869.

Louis Riel, Esq.

SIR,—I hear from the Hudson Bay Post that you are expected to arrive there from Fort Garry to-night. I send this note to inform you that I am anxious to have a conversation with you, before answering despatches which I have recently received from the Dominion Government.

I have not yet had any communication from you or from any one else, on behalf of the French half-breeds who have prevented me from proceeding to Fort Garry, stating their complaints or wishes in reference to the New Government. As the representative of the Sovereign to whom you and they owe, and as I am told, do not wish to deny allegiance, it is proper that some such communication should reach me. It will be a great misfortune to us all, I think, if I am obliged to return to Canada, and hand over the powers of Government here to a military ruler.

This will be the inevitable result unless we find some solution of the present difficulty very soon.

I have full powers from the Government, as well as the strongest desire personally to meet all just claims of every class and section of the people. Why should you not come to me and discuss the matter?

I beg you to believe that what occurred will not affect my mind against you or those for whom you may be authorised to speak.

The interview proposed must be without the knowledge or privity of certain American citizens here who pretend to be *en rapport* with you.

I trust to your honour on this point.

Very faithfully yours,

WILLIAM McDUGALL.

PEMBINA, 16th December, 1869.

To the Honorable Joseph Howe, Secretary of State, &c.,
Ottawa.

Received by
the Secretary
of State for the
Province, 1st
January, 1870.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 29th November. Events have occurred since that despatch was written, which when the account of them reaches you, will justify I think, the decision I have arrived at, to return as far as St. Paul and communicate with you from that point.

The state of affairs at, and near Fort Garry, which was described in my last despatch (13 December,) on the information of persons not much to be depended upon, is now substantially confirmed by the arrival, last night, and report of Colonel Dennis. He left the Stone Fort on Saturday morning at 2 o'clock having ordered the payment and discharge at noon, of that day, of the persons who had volunteered to hold and defend it.

I enclose two short reports ("5 A," and "5 B,") which were, with other papers, safely brought to me by two of chief "Prince's" messengers two nights ago. I was on the look out for the Colonel himself, sooner than he promised, because I was satisfied his attempt to arrange a deputation to me from the leaders of the Riel party would fail. I detained the Indians as recommended, secreting them from observation as much as possible, and have found them of very great service. As I intend to start on my return journey to-morrow, I shall defer until I arrive at Fort Abercrombie, the communication of further details, which might if known here, interfere with our future operations.

I enclose a letter ("5 C.") from one who knows well the character and habits of the half-breeds of both origins. He has acted as guide to several expeditions into the interior, and was my guide from St. Cloud to this place.

As soon as I had decided to quit this neighborhood, I thought it prudent, in view of future possible questions and responsibilities, to write the enclosed letter to Mr. McTavish ("5 D"), which I have committed to the custody of my faithful Indians, who will find the means to put it in proper hands.

We are still closely watched, and prevented from obtaining supplies from the Hudson Bay Company's Post. I have heard nothing in answer to my private letter to Mr. Riel, and have no reason to believe that he will soon come near me.

I enclose ("5 E"), a copy of the Declaration of Independence, which was adopted on the 24th November, and printed on the 8th instant. Also, a "List of Rights," ("5 F"), which was distributed two or three days before the "Declaration," and produced a cooling effect upon many of those who had professed, a day or two before, a willingness to put down the Riel party by force of arms. As soon as it had served its purpose, the "Declaration" was issued, and the English found themselves caught in a trap. In the meantime, parties had been sent to all the important points, and the arms of the English-speaking settlers were taken from them.

None of the messengers mentioned in your dispatch have yet arrived.

I have, &c.,

WM. McDOUGALL.

P.S. Please find enclosed (5 G) copy of notice issued by Colonel Dennis, at Stone Fort.

WM. M. D.

[5 A.]

STONE FORT, RED RIVER SETTLEMENT,

N. W. T., December 9th, 1869.

The Honorable Wm. McDougall, C.B., Lieutenant Governor, &c., &c., &c.

SIR,—I beg to report my proceedings, under the commission which I had the honor to receive from you on the 1st instant, and would refer you to the accompanying record thereof, in which full details are given.

It is a matter of sincere regret to me, to be obliged to express the opinion deliberately given, that as a body, the English-speaking portion of the Red River Settlement proper, in their present frame of mind, cannot be counted on in any measures of an aggressive character which may be necessary to put down the French party, now in arms against the Government.

I shall remain here a few days longer to be at hand, should there be any prospect of arranging with the French to send a delegation to you, of which, however, I have little expectation, and on finding that no further object is to be gained by my remaining, will return to Pembina.

I have, &c.,

J. S. DENNIS.

(5 B.)

9th December, 1869.

Honorable Wm. McDougall, C.B., Lieutenant Governor.

MY DEAR MR. McDOUGALL,—I expect to learn this evening, yet finally, whether there is any chance of the rebel party showing any disposition to send you a delegation.

If satisfied that there is none—that they have gone in fully for their new Government as an independent people—then I shall at once discharge the guard from this Fort and leave for Pembina. This will be taken by chief "Prince's" messenger,

and he had better remain with his friends the Indians below Fort Pembina for a few days till I get down, so that any letters or instructions may be carried back here, for the guidance of the Canadians in the settlement.

I shall be with you in a week, even supposing I delay to have an interview with the Rebel Council, as I should leave immediately after. Let this messenger wait, therefore, for a week at Pembina. You may rely upon it, these people are fully in possession for the winter, and say themselves, that with the promises they have of Fenian and filibuster's support, they will be able to hold the country.

I should not be surprised, but they may get many people here to join them too. I think they would do anything, many of them, rather than offend the French now (as they say) they see "list of rights" that the French ask nothing very unreasonable.

There is nothing for it but to submit on our part till the spring.

Believe me, &c.,

J. S. DENNIS.

("5 C.")

RED RIVER, December 8th, 1869.

His Excellency, Honorable Wm. McDougall, Pembina.

Your Excellency will no doubt learn from other sources the state and feelings of the English-speaking population of this settlement just now. I should have written before this time, but I postponed the matter, as I at one time was made to believe that I should see you personally, but as matters stand at present I am extremely sorry to inform your Excellency that I fear my prospects are hopeless. Since the past two days the people, I fear, have made a dead stop in taking any steps whatever. What their objects are I can't say at present. I tried my best to get a force formidable enough to assist in carrying out Colonel Dennis's orders, but I fear the whole scheme will be a failure. Even among our English-speaking population we have to contend with worse characters than the French half-breeds, which I am sorry to inform you, but nevertheless too true. The Scotch settlement won't join us or any other parish of the Protestant population, so that it would be the height of folly for us to take any aggressive steps, for we would be overpowered by numbers. We have in these two parishes all the disadvantages both in numbers and arms. I think it is on no other foundation the people stand for standing back, is want of arms—as a matter of course the half-breeds have taken possession of all our arms. However, if the people were willing they could muster arms enough to put down the half-breeds, but they won't do it. The fact of the matter is they are cowards one and all of them. Although they are my countrymen, I must speak the truth about them.

Colonel Dennis is writing you, and Your Excellency will learn from him the present political state of affairs. I was sorry to hear of the accident to your son, but I hope he is better, and not suffering now.

Will your Excellency allow me to remain, yours,

* * * * *

[5 D.]

PEMBINA, 16th December, 1869.

William McTavish, Esq., Fort Garry.

DEAR SIR,—I consequence of the continued occupation of Fort Garry by the insurgents, under Mr. Louis Riel, and the submission of the local authorities to his orders, and having no force at my command to re-establish the supremacy of the law in that neighborhood, I have determined to return as far as St. Paul, and await there the order of Her Majesty's Imperial and Canadian Governments.

I have not had the honor to receive from you any message or communication since your private note of the 19th of November. The roads at this point have been so effectually watched, and guarded by the insurgents, that I have not ventured to send to

you any official or other communication, that could, if it fell into their hands, betray the situation or give information or encouragement to them. I send this by the Indians whom I have found loyal and faithful, where so many others have proved the reverse; I have little doubt it will reach you safely.

I am advised by the Secretary of State for the Provinces, that His Excellency the Governor General has communicated to Lord Granville my Despatches up to the 9th November, and has also telegraphed the more recent events, including, I presume, the occupation of Fort Garry by the half breeds under Riel. I observe, by a paragraph in the *Montreal Gazette*, that the Dominion Government have telegraphed their agent in London, to withhold payment to the Hudson's Bay Company of the purchase money agreed to be paid to them for the transfer of their rights in Rupert's Land. I have no official confirmation of this statement, but will not be surprised if it should prove true.

Under these circumstances, it becomes important to consider carefully the legal position of all parties in the present crisis. I venture to submit my view of the case as it stands in the North-West Territories.

If, in consequence of the action of the Dominion Government, the surrender and transfer of the Country did not take place on the first day of December, as previously agreed upon, then you are the Chief Executive Officer as before, and responsible for the preservation of the Peace and the enforcement of the Law.

If, on the other hand, the Transfer *did* take place on the first day of December, then I take it, my Commission came into force, and the notice, in the form of a Proclamation, issued by my authority on that day, correctly recited the facts, and disclosed the legal status of the respective parties. I learn, from Col. Dennis, that a notice or Proclamation, issued by me on the second day of December, confirming and continuing all public officers in their duties and functions, excepting (in the words of the Canadian Act) "the Public Officer or Functionary at the Head of the Administration of Affairs" was duly printed and published in the Settlement, although it was reported here that the messenger who carried it forward was arrested, and his papers taken from him, by Riel's party. You will observe, by reference to the 5th Section of the Rupert's Land Act, that until otherwise enacted by the Parliament of Canada, "all the Powers, Authorities, and Jurisdiction of the several Courts of Justice, now established in Rupert's Land, and the several Officers thereof, and of all Magistrates and Justices," are continued in full force, and by the 6th Section of "the Canadian Act, for the Temporary Government of Rupert's Land," &c., "all Public Officers and Functionaries holding office in Rupert's Land and the North-West Territory," (with the exception already mentioned) "shall continue to be Public Officers and Functionaries of the North-West Territories, with the same duties and powers as before," until otherwise ordered by the Lieutenant Governor.

My Proclamation of the 2nd instant, intended to notify all these officers that I had not "otherwise ordered, and that, by force of both Acts, they still held, and were bound to exercise their "powers, jurisdiction," and "duties," as before. Whether the transfer has been delayed or not, I think it is clear that the present "magistrates" and authorities are still legally in office, and bound, as far as they can, to perform the duties of their respective offices, as before. In your case, the continuance of your powers and jurisdiction as governor, depends upon the transfer. If, as I am inclined to think has happened, the Company surrendered, and Her Majesty transferred on the 1st day of December, notwithstanding the events occurring on this side of the Atlantic, the gentleman who acted as Deputy Governor, or would have assumed that office, under the laws of Assiniboine, prior to December 1st, will, in my absence, and without special deputation by me, be and become the chief executive officer of the Territories.

I have thought it my duty to explain to you, as I understand it, the legal position of affairs within the Territory at the present time. I do not know whether Judge Black will concur with me, but I trust you will show him this letter, and be guided, as I have no doubt you will, very much by his view.

I notice that Riel, in his printed papers, speaks for a very large part of the earth's surface, as well as for all the people who now inhabit it. You will, no doubt, agree with

me, that he rules only the "territory" within the range of his guns, and such "people" as take service in his ranks, or willingly submit to his orders.

I am, &c.,

WILLIAM McDUGALL.

(5 E.)

DECLARATION OF THE PEOPLE OF RUPERT'S LAND AND THE NORTH-WEST.

Whereas, it is admitted by all men, as a fundamental principle, that the public authority commands the obedience and respect of its subjects. It is also admitted, that a people, when it has no Government, is free to adopt one form of Government, in preference to another, to give or to refuse allegiance to that which is proposed. In accordance with the above first principle, the people of this country had obeyed and respected the authority to which the circumstances surrounded its infancy compelled it to be subject.

A company of adventurers known as the "Hudson Bay Company," and invested with certain powers, granted by His Majesty (Charles II), established itself in Rupert's Land, and in the North-West Territory, for trading purposes only. This company, consisting of many persons, required a certain constitution. But as there was a question of commerce only, their constitution was framed in reference thereto. Yet, since there was at that time no Government to see to the interests of a people already existing in the country, it became necessary for judicial affairs to have recourse to the officers of the Hudson Bay Company. This inaugurated that species of government which, slightly modified by subsequent circumstances, ruled this country up to a recent date.

Whereas, that Government, thus accepted, was far from answering to the wants of the people, and became more and more so, as the population increased in numbers, and as the country was developed, and commerce extended, until the present day, when it commands a place amongst the colonies; and this people, ever actuated by the above-mentioned principles, had generously supported the aforesaid Government, and gave to it a faithful allegiance, when, contrary to the law of nations, in March, 1869, that said Government surrendered and transferred to Canada all the rights which it had, or pretended to have, in this Territory, by transactions with which the people were considered unworthy to be made acquainted.

And, whereas, it is also generally admitted that a people is at liberty to establish any form of government it may consider suited to its wants, as soon as the power to which it was subject abandons it, or attempts to subjugate it, without its consent to a foreign power; and maintain, that no right can be transferred to such foreign power. Now, therefore, first, we, the representatives of the people, in Council assembled in Upper Fort Garry, on the 24th day of November, 1869, after having invoked the God of Nations, relying on these fundamental moral principles, solemnly declare, in the name of our constituents, and in our own names, before God and man, that, from the day on which the Government we had always respected abandoned us, by transferring to a strange power the sacred authority confided to it, the people of Rupert's Land and the North-West became free and exempt from all allegiance to the said Government. Second. That we refuse to recognize the authority of Canada, which pretends to have a right to coerce us, and impose upon us a despotic form of government still more contrary to our rights and interests as British subjects, than was that Government to which we had subjected ourselves, through necessity, up to a recent date. Thirdly. That, by sending an expedition on the 1st of November, ult., charged to drive back Mr. William McDougall and his companions, coming in the name of Canada, to rule us with the rod of despotism, without previous notification to that effect, we have acted conformably to that sacred right which commands every citizen to offer energetic opposition to prevent this country from being enslaved. Fourth. That we continue, and shall continue, to oppose, with all our strength, the establishing of the Canadian authority in our country, under the announced form; and, in case of persistence on the part of the Canadian Government to enforce its obnoxious

policy upon us by force of arms, we protest beforehand against such an unjust and unlawful course ; and we declare the said Canadian Government responsible, before God and men, for the innumerable evils which may be caused by so unwarrantable a course. Be it known, therefore, to the world in general, and to the Canadian Government in particular, that, as we have always heretofore successfully defended our country in frequent wars with the neighbouring tribes of Indians, who are now on friendly relations with us, we are firmly resolved in future, not less than in the past, to repel all invasions from whatsoever quarter they may come ; and, furthermore, we do declare and proclaim, in the name of the people of Rupert's Land and the North-West, that we have, on the said 24th day of November, 1869, above mentioned, established a Provisional Government, and hold it to be the only and lawful authority now in existence in Rupert's Land and the North-West which claims the obedience and respect of the people ; that, meanwhile, we hold ourselves in readiness to enter in such negotiations with the Canadian Government as may be favourable for the good government and prosperity of this people. In support of this declaration, relying on the protection of Divine Providence, we mutually pledge ourselves, on oath, our lives, our fortunes, and our sacred honor, to each other.

Issued at Fort Garry, this Eighth day of December, in the year of our Lord One thousand eight hundred and sixty-nine.

JOHN BRUCE, Pres.
LOUIS RIEL, Sec.

(5 F.)

LIST OF RIGHTS.

1. That the people have the right to elect their own Legislature.
2. That the Legislature have the power to pass all laws local to the Territory over the veto of the Executive by a two-thirds vote.
3. That no Act of the Dominion Parliament (local to the Territory) be binding on the people until sanctioned by the Legislature of the Territory.
4. That all Sheriffs, Magistrates, Constables, School Commissioners, &c., be elected by the people.
5. A free homestead and pre-emption land law.
6. That a portion of the public lands be appropriated to the benefit of schools, the building of bridges, roads, and public buildings.
7. That it be guaranteed to connect Winnipeg by rail with the nearest line of railroad, within a term of five years ; the land grant to be subject to the Local Legislature.
8. That, for the term of four years, all military, civil, and municipal expenses be paid out of the Dominion funds.
9. That the military be composed of the inhabitants now existing in the Territory.
10. That the English and French languages be common in the Legislature and Courts, and that all public documents and Acts of the Legislature be published in both languages.
11. That the Judge of the Supreme Court speak the English and French languages.
12. That treaties be concluded and ratified between the Dominion Government and the several tribes of Indians in the Territory, to ensure peace on the frontier.
13. That we have a fair and full representation in the Canadian Parliament.
14. That all privileges, customs, and usages existing at the time of the transfer, be respected.

All the above articles have been severally discussed and adopted by the French and English Representatives without a dissenting voice, as the conditions upon which the people of Rupert's Land enter into confederation.

The French Representatives then proposed, in order to secure the above rights, that a Delegation be appointed and sent to Pembina to see Mr. McDougall, and ask him if he could guarantee these rights by virtue of his commission ; and, if he could do so, that

then the French people would join to a man to escort Mr. McDougall into his Government seat. But, on the contrary, if Mr. McDougall could not guarantee such rights, that the Delegates request him to remain where he is, or return, till the rights be guaranteed by Act of the Canadian Parliament.

The English Representatives refused to appoint delegates to go to Pembina to consult with Mr. McDougall, stating they had no authority to do so from their constituents, upon which the Council was dissolved.

The meeting at which the above resolutions were adopted, was held at Fort Garry, on Wednesday, December 1st, 1869.

WINNIPEG, December 9th, 1869.



LOWER FORT GARRY, RED RIVER SETTLEMENT,
December 9th, 1869.

TO ALL WHOM IT MAY CONCERN.

“By certain printed papers, of late date, put in circulation by the French party, communication with the Lieutenant Governor is indicated with a view to laying before him their alleged rights on the part of those now in arms. I think that course very desirable, and that it would lead to good results. Under the belief that the party in arms are sincere in their desire for peace, and feeling that to abandon, for the present, the call on the loyal to arms, would, in view of such communication, relieve the situation of much embarrassment, and so contribute to bring about peace, and save the country from what will otherwise end in ruin and desolation; I now call on and order the loyal party in the North-West Territories to cease further action under the appeal to arms made by me, and I call on the French party to satisfy the people of their sincerity in wishing for a peaceful ending of all these troubles, by sending a deputation to the Lieut.-Governor, at Pembina, without unnecessary delay. Given under my hand, at the Lower Fort Garry, this 9th day of December 1869.”

J. S. DENNIS,

Lieutenant and Conservator of the Peace,

In and for the North West Territories.

ST. PAUL, January 1st, 1870.

The Hon. Joseph Howe, Secretary of State, &c., Ottawa.

SIR,—I have the honor to acknowledge the receipt, while on my way to this place, from Pembina, of your despatches of the following dates and numbers respectively:—

1st. (No. 1602), of December 2nd, enclosing a copy of memorandum of the Auditor-General, approved by the Treasury Board, on the subject of Financial arrangements respecting the North-West Territories.

2nd. (No. 1611), of the 7th December, acknowledging receipt of mine of the 20th November.

3rd. (No. 1608), of the 7th December, enclosing duplicates of your despatches of the 19th and 20th November, announcing the mission of Father Thibault and Colonel de

Salaberry, and that they were bearers of a Proclamation by His Excellency Sir John Young; enclosing Orders in Council on the subject of Customs' Duties, and authorising me to make certain assurances to the people of the North-West.

4th. (No. 1612), of the 8th December, enclosing the original Proclamation referred to in Despatch of 7th December.

5th. (No. 1618), of the 10th December, calling my attention to the exposed position of Government arms, and supposed, by you, to be stored at Georgetown.

6th. (No. 1617), of the 10th December, announcing the appointment of Donald A. Smith, Esq., as Government Commissioner, and enclosing a copy of his instructions.

7th. (No. 1620), of the 11th December, authorising me to contradict certain statements alleged to have been made by you while at Fort Garry.

8th. (No. 1635), of 15th December, acknowledging mine of the 25th November, covering a confidential report to me by Major J. Wallace, and a copy of my letter to General Hunt, with respect to the removal, to Fort Abercrombie, of the arms, &c., stored at Georgetown.

I have, &c.,

W. McDougall.

DEPARTMENT OF THE SECRETARY OF STATE FOR THE PROVINCES.

24th January, 1870.

The Hon. William McDougall, C. B.

SIR,—In your Official Report from Pembina, under date the 29th November last (No. 1089), you mention your having "prepared a Proclamation, to be issued on the first day of December," in reference to the transfer of the North-West Territories to Canada. In a subsequent letter (No. 1108), dated the 2nd December last, you report having given copies of this Proclamation in English and French to Colonel Dennis, to take with him to Fort Garry. It is also stated in the last mentioned letter, that you had commissioned Colonel Dennis to act as your "lieutenant," and as a "Conservator of the Public Peace," but that you deemed it prudent not to forward, at that moment, a Copy of the Commission.

As, up to the present moment, I have not received a copy of either the Proclamation or the Commission above referred to, may I request that you will have the goodness to furnish me with copies of both of those documents, with a view to their being added to your other communications in relation to the North-West Territories.

I have, &c., &c.,

JOSEPH HOWE.

OTTAWA, 29th January, 1870.

Hon. J. Howe, Secretary of State for the Provinces, &c.

SIR,—I have the honor to acknowledge the receipt, while at Toronto, of your letter of the 24th instant, informing me that you had not, up to that date, received copies of two documents—a Proclamation and a Commission—referred to in my Official Reports from Pembina, of the 29th November, and of the 2nd December last, and requesting me to furnish you with copies of these documents.

Until I received your letter, I was under the impression that you had received printed copies of both the papers referred to, and, as they had appeared in Canadian as well as American newspapers, before I left Pembina, it did not occur to me that written copies would be deemed necessary.

I have now the honour, in accordance with your request, to enclose a copy of the Proclamation (A 9), and also a copy of the Commission to Colonel Dennis (B 9).

I have the honour to be, Sir,

Your obedient servant,

Wm. McDougall.

[A. 9]

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

WILLIAM McDOUGALL.

To all whom it may concern,—GREETING :

[L. S.]

PROCLAMATION.

Whereas, by "The British North America Act, 1867," it was (amongst other things) enacted, that it should be lawful for Her Majesty, by and with the advice of Her Majesty's Most Honorable Privy Council, on Address from the Houses of the Parliament of Canada, to admit Rupert's Land and the North-Western Territory, or either of them, into the Union or Dominion of Canada, on such terms and conditions as are in the Address expressed, and as Her Majesty thinks fit to approve.

And, whereas, for the purpose of carrying into effect, the said provisions of "The British North America Act, 1867," "The Rupert's Land Act, 1868," enacted and declared, that it should be competent for "the Governor and Company of Adventurers of England trading into Hudson's Bay," to surrender to Her Majesty, and for Her Majesty, by any instrument under Her sign manual, and signet, to accept a surrender of all, or any of the lands, territories, powers, and authorities, whatsoever, granted, or purported to be granted, by certain Letters Patent of His Late Majesty King Charles the Second, to the said Governor and Company within *Rupert's Land*, upon such terms and conditions as should be agreed upon, by and between Her Majesty, and the said Governor and Company.

And, whereas, by "The Rupert's Land Act 1868, it is further enacted, that from the date of the admission of *Rupert's Land* into the Dominion of Canada, as aforesaid, it shall be lawful for the Parliament of Canada to make, ordain, and establish, within the said land and territory so admitted, as aforesaid, all such laws, institutions and ordinances, and to constitute such courts and officers as may be necessary for the peace, order, and good government of Her Majesty's subjects, and others therein ;

And, whereas, it is further provided by the said Act, that until otherwise enacted by the said Parliament of Canada, all the powers, authorities, and jurisdiction, of the several courts of justice, now established in *Rupert's Land*, and of the several officers thereof, and of all magistrates and justices, now acting within the said limits, shall continue in full force and effect therein ;

And, whereas, the said Governor and Company have surrendered to Her Majesty, and Her Majesty has accepted a surrender of all the lands, territories, rights, privileges, liberties, franchises, powers and authorities granted, or purported to be granted, by the said Letters Patent, upon certain terms and conditions agreed upon by and between Her Majesty, and the said Governor and Company ;

And, whereas, Her Majesty, by and with the advice of Her Majesty's most Honorable Privy Council, and on an Address from both the Houses of the Parliament of Canada, in pursuance of the one hundred and forty-sixth section of "The British North America Act, 1869," hath declared that *Rupert's Land* and the North-Western Territory, shall, from the *first day* of December, in the year of Our Lord one thousand eight hundred and sixty-nine, be admitted into, and become part of the Dominion of Canada, upon the terms and conditions expressed in the said Address, of which Her Majesty has approved, and *Rupert's Land*, and the said *North-Western Territory*, are admitted into the Union, and have become part of the *Dominion of Canada* accordingly ;

And, whereas, the Parliament of Canada, by an Act intituled ; "An Act for the Temporary Government of *Rupert's Land* and the *North-Western Territory*, when united with Canada," enacted that it should be lawful for the Governor, by any order, or orders, to be by him, from time to time, made with the advice of the Privy Council (and

subject to such conditions and restrictions as to him should seem meet), to authorize and empower such officer as he may, from time to time, appoint, as Lieutenant-Governor of the North-West Territories, to make provision for the administration of justice therein, and generally to make, ordain, and establish all such laws, and institutions and ordinances as may be necessary for the peace, order and good government of Her Majesty's subjects, and others therein.

Now know Ye, that we have seen fit, by Our Royal Letters Patent, bearing date the twenty-nine day of September, in the year of our Lord one thousand eight hundred and sixty-nine, to appoint the Honorable William McDougall, of the City of Ottawa, in the Province of Ontario, in Our Dominion of Canada, and Member of Privy Council for Canada, and Companion of Our Most Honorable Order of the Bath, on, from, and after the day to be named by *Us*, for the admission of Rupert's Land and the North Western Territory, aforesaid, into the Union or Dominion of Canada, to wit; or from and after the first day of December, in the year of Our Lord one thousand eight hundred and sixty-nine, to be, during our pleasure, the *Lieutenant Governor* of the North-West-Territories;

And we did thereby authorize, and empower, and require and command him, in due manner, to *Do* and *Execute*, in all things that shall belong to his said command, and the *Trust* we have reposed in him, according to the several provisions and instructions granted, or appointed him, by virtue of our said Commission, and the Act of the Parliament of Canada herein before recited, and according to such instructions as have been, or may, from time to time, be given to him, and to such Laws as are or shall be enforced within the North-West Territories.

Of all which our Loving Subjects of Our Territories, and all others, whom these Presents may concern, are hereby required to take notice, and govern themselves accordingly.

In Testimony Whereof, we have caused these, Our Letters, to be made Patent, and the Great Seal of Our North-West Territories to be hereunto affixed: Witness Our Trusty and Well Beloved, The Honorable William McDougall, Member of Our Privy Council for Canada, and Companion of Our Most Honorable Order of the Bath, Lieutenant Governor of Our North-West Territories, &c., &c., At the Red River, in our aforesaid North-West Territories, this first day of December, in the year of Our Lord one thousand eight hundred and sixty-nine, and in the thirty-third year of Her Reign.

By command.

J. A. N. PROVENCHER,
Secretary.

[" B 9. "]

THE NORTH-WEST TERRITORIES.

[L. S.]

By His Excellency the Honorable William McDougall, a Member of Her Majesty's Privy Council for Canada, and Companion of the Most Honorable Order of the Bath, Lieutenant-Governor of the North-West Territories.

To JOHN STOUGHTON DENNIS, Esq., Lieutenant-Colonel Military Staff, Canada,

GREETING:

Whereas, large bodies of armed men have unlawfully assembled on the high road, between Fort Garry and Pembina, in the Colony or District of Assiniboine, and have, with force and arms, arrested, and held as prisoners, numerous private and official persons, and preventing them from proceeding on their lawful journey and business, and have

committed other acts of lawless violence, in contempt and defiance of the magistrates and local authorities ;

And whereas, William McTavish, Esq., Governor of Assiniboine, did on the sixteenth day of November last, publish and make known to these armed men, and all others, whom it might concern, that the lawless acts aforesaid, and which were particularly set forth in his Proclamation, were, "contrary to the remonstrances and protests of the public authorities," and did therein himself protest against each and all, of the said unlawful acts and intents, and charged and commanded the said armed persons to immediately disperse themselves, and peaceably to depart to their habitations or lawful business under the pains and penalties of the law ;

And, whereas, since the issue of the said protest or Proclamation, certain of the armed men aforesaid, have taken possession of the public records and papers at Fort Garry, and have seized and held as prisoners, the public officers or persons having charge of the same, and, as I am creditably informed, still keep unlawful possession of the said records and public property, and with force and arms continue to obstruct public officers, and others, in the performance of their lawful duty and business, to the great terror, loss, and injury of Her Majesty's peaceful subjects, and in contempt of, Her Royal authority ;

And, whereas, Her Majesty, by Letters Patent, under the Great Seal of the Dominion of Canada, bearing date the twenty-ninth day of September, in the year of our Lord one thousand eight hundred and sixty-nine, has been graciously pleased to appoint me to be, from and after the first day of December instant, Lieutenant Governor of the North-West Territories, and did authorize and command me to do and execute all things in due manner that should belong to my said command.

Know You, that reposing trust and confidence in your courage, loyalty, fidelity, discretion, and ability, and under, and in virtue of the authority in me vested, I have nominated and appointed, and, by these presents, do nominate and appoint you, the said John Stoughton Dennis, to be my Lieutenant and a Conservator of the Peace in and for the North-West Territories, and do hereby authorize and empower you as such to raise, organize, arm, equip and provision, a sufficient force within the said Territories, and with the said force, to attack, arrest, disarm, or disperse the said armed men so unlawfully assembled and disturbing the public peace ; and for that purpose, and with the force aforesaid, to assault, fire upon, pull down, or break into any fort, house, stronghold, or other place in which the said armed men may be found ; and I hereby authorize you, as such Lieutenant and Conservator of the Peace, to hire, purchase, impress, and take all necessary clothing, arms, ammunition, and supplies, and all cattle, horses, wagons, sleighs, or other vehicles, which may be required for the use of the force to be raised as aforesaid ; and I further authorize you to appoint as many officers and deputies under you, and to give them such orders and instructions, from time to time, as may be found necessary for the due performance of the services herein required of you, reporting to me the said appointments, and orders as you shall find opportunity, for confirmation or otherwise ; and I hereby give you full power and authority to call upon all magistrates and peace-officers to aid and assist you, and to order all or any of the inhabitants of the North-West Territories, in the name of Her Majesty the Queen, to support and assist you in protecting the lives and properties of Her Majesty's loyal subjects, and in preserving the public peace, and for that purpose, to seize, disperse, or overcome by force, the said armed men, and all others, who may be found aiding or abetting them in their unlawful acts.

And the said persons so called upon in Her Majesty's name, are hereby ordered and enjoined, at their peril, to obey your orders and directions in that behalf ; and this shall be sufficient warrant for what you or they do in the premises, so long as this Commission remains in force.

Given under my hand and seal at arms, at Red River, in the said Territories, this the first day of December, in the year of our Lord one thousand eight hundred and sixty-nine, and in the thirty-third year of Her Reign.

By Command.

WILLIAM McDougall.

J. A. N. PROVENCHER, Secretary.

DEPARTMENT OF SECRETARY OF STATE FOR THE PROVINCES
OTTAWA, February 8th, 1870.

*The Honorable Wm. McDougall, Esq., C.B.,
Ottawa.*

SIR,—I have the honor to acknowledge the receipt of your letters, under date 14th, 20th, and 29th ult., the first covering a copy of a letter addressed by you to Mr. Joseph Monkman, relative to the Indian Bands in the vicinity of the Lake of the Woods; the second covering report from Colonel Dennis and other papers; and the third covering copies of the Proclamation and Commission referred to in my letter of the 24th ult.

I have, &c.,
JOSEPH HOWE.

OTTAWA, January 20th, 1870.

The Honorable the Secretary of State for the Provinces, &c., &c., &c.

SIR,—I have the honor to transmit, herewith, the report of Colonel Dennis (A. 8), detailing his proceedings in the Red River Settlement, from the 1st to the 10th December, under instructions from me, which I supposed I had authority, under my commission, to issue. The copies of the papers referred to in this report did not reach me until yesterday, in consequence of the illness of Colonel Dennis, from an injury he received on his journey from Pembina.

I have also received, and herewith enclose (B. 8), Colonel Dennis's final report, detailing the arrangements he made for the storing and disposing of the supplies, &c., collected at Stone Fort, and his visit to the Sioux, who were said to be making preparations for war on their own account.

I have the honor to be, Sir,
Your obedient servant,
WM. MCDUGALL.

[A. 8.]

*Record of Proceedings under Commission from Lieutenant-Governor McDougall, dated
1st December, 1869.*

WEDNESDAY, December 1st.

Arrived at Mr. William Hallett's on the Assiniboine, at 5 o'clock a.m. Sent messengers for Mr. James McKay, and Mr. Robert Tait, with whom and Mr. Hallett, discussed the present situation of affairs in the Settlement. Read them the Proclamation of 1st December, and my Commission, explained to them that my orders from Mr. McDougall were to ascertain the state of feeling, at the present time, among the loyal people, and should it be found such as to warrant the belief, that an appeal, with the view of organising a force to put down the malcontents, would be responded to in such a manner as to leave little or no doubt of a favorable issue. I was to make such an appeal, organise a force and put down the outbreak; on the other hand, should there be any doubt in mind as to the result, I was not to make any call, but return to Pembina, and report accordingly.

Learned that the English-speaking delegates, were to attend a meeting of the French Council, called for to-day, to make known the result of a reference to the several parishes of the French proposition to form a Provincial Government. It was said this result would show a majority of some hundreds over the party. Mr. Tait said he intended being present at the meeting, and I gave him a copy of the Proclamation, with the understanding that he would have it read on the occasion.

Mr. Hallett was decided in his opinion, that the English speaking people would now eagerly turn out to put down the *émigrants*. The other two gentlemen agreed with him,

that the people were not disposed to tolerate any longer the rule of that party, but feared the result of any appeal to arms would be certain ruin to men of property, whose crops, stock, &c., the French would be sure to destroy. They admitted at the same time, that there would be no other course open if the French insisted upon establishing their Provisional Government.

The interview at Mr. Hallett's over, Mr. Tait drove me down to the town of Winnipeg.

I found Dr. Schultz, and the rest of the loyal party in the village, in a condition of much anxiety in regard to the immediate future. The French party had a day or two previously pointed two six-pounder guns on Dr. Schultz's house, and the men stood with port-fires lit, ready to fire into his premises, in consequence of the Doctor's refusal to hand over to Riel's possession the provisions in his charge, belonging to the Canadian Government. Riel, however, thought better of it, and finding the Doctor was not to be intimidated, withdrew the guns.

Public feeling was in a very excited state. Both the printing offices had been seized and were in possession of Riel's party. Mr. Grant, however, of my office, aided by a number of other Canadian gentlemen, made a lot of manuscript copies, (of what) which were distributed during the afternoon and evening, some being despatched to Prairie Portage, and others posted up in the town of Winnipeg.

Called on the Bishop, Archdeacon McLean, Mr. James Ross, Rev. Mr. Black, Judge Black, and others in the Lower Settlement. Mr. Rose, and the Rev. Mr. Black, of Killdonan, were not in when I called, nor did I see Judge Black, who was up at Fort Garry. I learned that Major Boulton of Mr. Hart's surveying staff, has been in communication with these gentlemen; that men had been enrolled and had commenced to drill at several places in the settlement.

Both these gentlemen had previously given proof of a strong desire to assist in bringing in and establishing the Government, their opinion agreeing with those previously expressed, and furthermore, having had the assurance from Mr. William Dease, who represented the loyal French, at whose house I spent a couple of hours last evening, on my way to Fort Garry, that over ninety men of that party could be relied on to fight alongside of the loyal English and Scotch for the establishment of order. I concluded it to be a duty under my commission to make the call, satisfied that there was every prospect that it would be generally responded to. I may say here that in answer to my question, M. Dease informed me that he did not think the reliable men in Riel's party would exceed three hundred in number.

Under the conviction that the Insurgents would seize upon the Stone Fort, so soon as my arrival in the settlement and the nature of my orders became known, I proceeded on to that point, arriving about six o'clock P. M. A guard was raised for the night through the exertion of the clergymen last named, together with a few other loyal people, who sent messengers through this part of the settlement. The locality, considering the short notice, turned out very well, the parish of St. Peter's particularly, in which the people consist for the most part of civilized and Christianized Indians, under the Revs. Archdeacon Cowley, and Mr. Cochrane, and who acknowledge Henry Prince as their Chief, were prompt in responding. By the morning there were about 120 men in the Fort, a majority of whom came from below. A number of young men, some forty in all, had been in the habit for several days back of assembling for drill, in one of the Company's Stores here, the drill instructor being Mr. Wm. Durie, a military school cadet, also of Mr. Hart's surveying party, who had been working in this part of the settlement. These men also had remained in the Fort for the night. I read the Proclamation, having assembled those in the Fort for the purpose, which was well received, and also explained the object of the present call upon them, and desired that they should make the same known as widely as possible.

THURSDAY, 2nd December.

I find that many of the men are deficient of arms, and those who have arms have

only the trading gun. Have sent requisitions to whatever points I have reason to believe arms are to be obtained, but anticipated that before sufficient can be had, will have to send from house to house through the settlement.

Despatched a messenger to Mr. Hart and party to cease surveying operations, and join me to assist in organizing. Reported my arrival and occupation of the Stone Fort to Governor McTavish, mentioning the object of such occupation, and enclosing him also a copy of my commission. Communication with the officer named is with much difficulty effected, as no letters are permitted, if known, to pass in or out of Fort Garry.

Sent for Major Boulton, who has been very active lately, assisting the people to organize, and gave him definite instruction as to enrolment. With his aid, together with that of M. Inkster for St. John's, Mr. Gardiner for St. Andrew, Mr. Bunn for Mapleton and St. Peter, divided the parishes into company districts, fixing the central points in each for meeting to drill.

Some twenty-one Canadians reported themselves in a body from the town of Winnipeg this evening, and enrolled their names. They tell me the Canadians in the town number about thirty, and are all anxious to serve. I have, therefore, instructed Dr. Lynch, a military school cadet, to enrol a company in Winnipeg, to be made up of Canadians and other men in the vicinity. As the Canadians are all, more or less, acquainted with drill, I directed Dr. Lynch simply to organize, and then let the men remain quietly in their usual lodgings until further orders. Their presence there in that way, having fully instructed them to avoid being any cause of offence to the French, it seemed to me could be no cause of irritation, and the knowledge that they were there, might tend to prevent any outrage on person or property of loyal people in the town. The enrolment here I placed under Mr. William Dwire, and charged Mr. A. N. Muckle, military school cadet, with that duty in the upper part of St. Andrews, and the north end of St. Paul's. Kildonan and the south end of St. Paul's I entrusted to Mr. Cowland, an English volunteer officer.

Judge Black was with me for several hours during the day.

Sent Captain Webb, a Canadian volunteer officer and M. S. C., who was surveying up the Assiniboine, full instruction to cease surveying, and with the staff of his party, who are all cadets, proceed to Prairie Portage, and organize a force of four companies there. When organized, equipped, and provisioned, to advise me, express, and await orders, drilling industriously in the meantime.

Assembled Chief "Prince's" men in the Fort to-day. The Proclamation was read and explained to the men in Indian; it was also read in the English, many of the men having a fair understanding of that language, after which I explained, as interpreted by * * *, the manner in which the country had become connected with Canada, and the object of the incoming government. They all seemed loyally disposed, cheering heartily for the Queen, and those of them who had guns, firing them off with evident enthusiasm.

Knowing the views of the Lieutenant Governor to be opposed to the employment, at the present time, of the Indians in putting down the insurgents, and such being my own feelings also, while at the same time it would not be politic to dampen the lawning loyalty of these men by refusing their services entirely, I made the Chief select fifty of his best men to come into the Fort as a guard. I have explained to him that neither he nor his men will be called upon to fight, excepting in case the Fort is attacked, and as he is an intelligent man, I made him acquainted with the reasons. He expressed himself as perfectly satisfied, and left me with his pride evidently gratified by being entrusted with the service. The rest of his men I paid and sent home, having thanked them in the name of the Government for their promptness in turning out.

Wrote to the Lieutenant Governor, (see letter to him of this date.) Mr. Dease and Dr. Schultz were with me during the evening. Mr. Dease still sanguine as to the stand which will be taken by the loyal French.

The printing presses in the Town remaining in the armed custody of the French, sent

Mr. Laurie, a practical-printer, up to Winnipeg for a small hand press and type lent by Dr. Schultz.

FRIDAY, December 3rd.

Made inspection of the Fort, investigating contents of magazines, &c., ordered removal of some large Hudson Bay boats which had been laid up for winter, close to the outside of the Fort walls. Directed bastions to be cleared out, made working drawings of a sled for mounting a brass six pounder gun, found in a corner of one of the stores. Gave orders for this sled to be built by Mr. Avel, the Company's engineer at Lower Fort.

The return of men enrolled in the several Parishes, giving a satisfactory assurance that the requisite force would be raised. I gave orders for the delivery of beef and other supplies to be stored in the Fort.

Mr. Hart, P. L. S., an excellent man of business, was appointed quartermaster and entered at once upon his duties, The hand printing press having arrived this morning, Mr. Laurie set up and printed the Proclamation, a number of which were at once distributed through the Settlement.

There would appear to have been a good deal of excitement in the Town of Winnipeg last night, judging from a note received from Dr. Shultz, in which he states that his premises were entered about midnight by Riel with twenty-four men, but having delayed a few hours at Mr. John Tait's on his way up, he thus escaped being made prisoner. He states also that search was made throughout the Town for Dr. Bown, but Bown had escaped, and was in hiding, where, no one appeared to know.

About the middle of the day Dr. Bown arrived in company with Mr. Stuart Mulkins, of my office, in a room over which he (Bown) had been concealed during last night, and had escaped detection, although the premises had been searched by Riel and his party.

Wrote Dr. Schultz, that the Canadians in Winnipeg were to keep perfectly quiet, and remain in their lodgings, and not to invite, either by word or by deed, any attack from the French, to bear even insult without resenting it—not to fire upon any of the Insurgents without being first fired upon. I represented to him that a collision, at present, would, in consequence of our not being fully prepared, possibly result disadvantageously.

Wrote Governor McTavish, asking orders to receive such arms as were at the following Posts of the Company, viz:—1st. Port Alexander; 2nd. White Horse Plains; 3rd. Prairie Portage; 4th. Oak Point, Manitoubah. In the evening received his reply, marked "B."

Received the numerous calls from people in the settlement, expressing a strong desire to co-operate in putting down the French now in Fort Garry.

Learning that Mr. Boyd, of Boyd and Inkster, had a large supply of powder, a lot of arms, stock of blankets, and a considerable quantity of beef, sent an order for them, and they arrived during the day. The guns were at once distributed among the men who were deficient in arms. I also made it known that where ever there were any spare arms, I wished them sent to the Fort for the use of the Government.

SATURDAY, December 4th.

Received a note from Dr. Schultz this morning, in which he states that a number of the enrolled Canadians and others collected at his house, last evening; it is presumed, on his request, anticipating a possible attack on his property, and the Government provisions in his charge; that, in the course of the night, bodies of men of the French party repeatedly made their appearance around the outside of his house and premises, evidently inviting attack from the party inside. That they repeatedly adjourned for liquor to O'Lone's Saloon; that they were there harangued by Riel, — finally that the came to the front of his house, went through various manœuvres, detaching parties to the rear, &c., and then went off to the Fort, leaving the Dr. and his party, between one and two o'clock A. M., unmolested.

From the occurrences of last night it is evident to me, that a very critical condition of affairs exists at Winnipeg. A single shot which may be fired by either party would precipitate possible deplorable results. As yet, the force I am organizing is not, nor will it be probably in a condition to justify a collision for ten or twelve days. I shall, therefore, give orders to the Canadians to withdraw from Winnipeg, and with that view have written to order—a copy of which is marked "A 1." Wrote also instructions to Major Boulton on this subject, marked "A 2." Wrote also Dr. Schultz to same effect (see copy marked "A 3.")

Towards evening, Mr. James McKay, and Mr. Nolin, a French half-breed, arrived, bringing a copy of the French List of Rights—the first I had seen—and stating that their object was, as individuals, anxious to see peace restored, to ascertain how far I could put them in a position to assure the French party that these rights would be granted by Mr. McDougall.

I explained to them that I could give no assurance whatever,—that I could only say that some of those "Rights," as they were called, I had reason to believe it was the Governor's intention to have embodied in his policy, but that others of them could not, in my opinion, be allowed.

Mr. McKay begged that the order to arm, on the part of the rest of the Settlement, should be delayed further, as his belief still was that matters could be settled amicably, and represented, in strong language, the outrages that would ensue, owing to the savage and revengeful instincts of these men, in case of hostilities. He expressed the opinion that if blood were shed in the Settlement, Mr. McDougall, and his family, at Pembina, would be murdered, and, further, that even, at the present time, my own life was in danger from assassination, and cautioned me from what had come to his knowledge, to be very careful in my movements outside the Fort.

With regard to the prospect of a peaceful settlement, he said he was convinced that even now, if the French party could be satisfied that Mr. McDougall actually held a parchment commission under the Great Seal, and that he had been duly sworn into office as Lieutenant Governor, they would no longer oppose his entrance.

I then gave Mr. McKay the memorandum marked "A 4," and he and Mr. Nolin left the Fort, sanguine that my proposition might lead to the disbanding of the French.

Mr. Alexander McKenzie, of Mapleton Parish, a Scotch half-breed, who had formerly been for some years the master of a Post in the Hudson Bay service, was introduced to me to-day, and expressed his willingness to enrol a company in the parish, and I gave him the requisite authority.

Received note from Major Boulton, marked "E;" also another from Dr. Schultz, marked "F."

SUNDAY, December 5th.

Sent up orders for enrolment of a company in St. James, also one in Headingly, that for the latter being enclosed to Rev. J. Carrie (see Mr. Carrie's note previously received, marked "G." Enclosed, with Mr. Carrie's letter to me, was an address of welcome from inhabitants of High Bluff, Assiniboine, to Lieutenant Governor, marked "G H.")

Mr. Joseph Marion, French half-breed, of the loyal party, and who had been sent to Prairie Portage with Mr. Farmer, to post the Proclamation, on the first, arrived during the day. Sent him up to Mr. Dease's, directing the latter to have his men armed, and await orders.

Received a second letter from Major Boulton, marked "I." This officer, and Mr. Snow, called in the evening. Mr. Snow very desirous to have Canadians allowed to remain in Winnipeg, to guard Government Provisions, &c. Told him whoever stayed there after the orders I had given, assumed the responsibility, that as representing the Government, I did not desire a guard on the provisions at the risk of its causing a collision at the present time.

MONDAY, December 6th.

It having been represented that the response would be more complete if I would make a call, and accompany it with evidence, that all could see as to my authority, I put the same in type yesterday, on the C. M. S. press coming to hand, and to-day it was printed and distributed (see copy marked "K 1.")

Received letter from Major Boulton, as to state of affairs in Winnipeg, marked "K." At once wrote and sent off peremptory orders, reiterating those of the 4th inst., for the Canadians to leave the town (see copy marked "K 2.")

Wrote Mr. James Ross, in reply to his note (copy marked "K 4.") Reply marked "K 3."

Understanding that Mr. Grant, of Sturgeon Creek, had a small howitzer, wrote him, sending a messenger for it.

Judge Black was with me for an hour or two to-day. Mr. Sutherland, a Member of the Council of the colony, and an Officer of the Kildonan Company, with Mr. McBeth, called also. Mr. Sutherland seemed strongly of opinion that, if I would meet the French Council, it might result in their sending a delegation to the Lieutenant Governor. I expressed my willingness to do so, and he left with the understanding that he was to see the French Leaders to-morrow morning, and, if possible, arrange for a meeting.

TUESDAY, December 7th.

Last evening, about eight o'clock, a Mr. Alexander Black and his wife called upon me.

Mrs. Black had been up to town to consult Dr. Schultz professionally, and had had much difficulty, so she informed me, in getting into the village, and still more in getting access to the Doctor, in consequence of close investment of the place, and particularly of the house of the latter, by the French party.

She brought a verbal message from Dr. Schultz to me, as he told her he was afraid to trust a letter, to the effect that some forty Canadians were in a state of siege in his house. That they could not go out either to get food, wood or water, and begged for help. This, it is clear, would not have occurred had, my previous orders, repeatedly given, for the Canadians to leave the town, been obeyed. My force in the Settlement was not as yet organized; and not having heard, so far, from Capt. Webb, I felt that the crisis was one involving very grave consequences.

Thinking, however, on the moral effect of the object I had in view, should the Canadians be captured, it seemed a duty to relieve them, if possible; and believing, as Mrs. Black said, the French in the town were not more than fifty in number; and that on the appearance of a considerable body of men, coming up from the direction of the Lower Fort, the French guard would fall back on Fort Garry, and so leave time for the besieged party to come out and return with us; and that the relief could be effected in this way, without necessarily having a collision, I determined on that course.

About forty men of the company, the head-quarters of which are at Stone Fort, were drilling at the time, and expressed their readiness to go, and I then got a sleigh and drove up the Settlement, to gather, if possible, sixty additional volunteers from among the enrolled men, believing that I should have little or no difficulty in getting that number in St. Andrews. I found, however, that the requisite force would not be forthcoming. Indeed, there appeared to me to be an entire absence of the ardour which existed previously. Some of the leading men in St. Andrews, who are filling the position of officers in the two companies in this parish, viz:—Mr. D. Gunn, Mr. Joseph Macdonald, Mr. Thomas Sinclair,—met me at the Rev. Mr. Gardener's. and it became evident that the project for the relief of the Canadians must fall to the ground.

I expressed a conviction that some agency was at work which had produced a change in the feelings of the people, and the gentlemen present, agreeing with me, remarked that it might probably be accounted for by the distribution through the parishes, during yesterday, of the French "List of Rights." It was stated, that, up to the time of dissemination of this document, no one but themselves knew what the demands of the malcontents were;

and now that they had been published, some of them proving reasonable in their character, and the whole accompanied by expressions of a willingness to send a deputation to Pembina, to treat with the Lieutenant Governor, it might easily be conceived that the effect on the rest of the people would be to make them less jealous of French domination, and more hopeful of seeing peace brought about by other means than by a resort to arms.

Returned to the Fort at 2 a.m., finding a messenger had arrived during my absence, bringing from the Lieutenant Governor a Proclamation directing the former officials of the Colony to continue to discharge their several duties as previous to the first instant. As the messenger returned at once, I wrote to the Lieutenant Governor hurriedly in return, giving an account of the changed situation, and the evident effect of the French "List of Rights," a copy of which, as also a copy of note received from Mr. James Ross, I enclosed with letter.

Sent off with at 3 a.m., a verbal message, to be conveyed, if possible, to the besieged party, telling them of my inability to relieve them, and that if obliged to surrender, they must only get the best terms they could.

Desiring to investigate further the evident change in the feeling of the people in regard to aggressive measures, I drove up to the Rev. Mr. Black's and convened a meeting there of leading men in the Scotch Settlement. There were present, Judge Black, Rev. Mr. Black, Mr. James Ross, Mr. Bernard Ross, Chief Factor Hudson's Bay Company, Mr. Sutherland, Member of Council, Messrs. John and William Fraser, also members of Council, and Mr. Polson.

I speedily became satisfied that the only condition on which the Scotch people would now arm and drill, would be to act strictly on the defensive; indeed, I was informed that a public meeting, held in the vicinity, had just broken up, at which delegates were appointed to visit me at the Stone Fort, without delay, to request that aggressive measures might for the present be abandoned. This attitude on their part, just at the present time, strengthened the conclusion I had come to, as to the change in sentiment of the people of the Lower Parishes.

A strong desire was expressed by those present, that I should agree, if the rebels were willing, to meet their council, and see if communication could be opened up with the Lieutenant Governor, in hopes that it might bring about peace. I explained that Mr. Sutherland was authorized by me last evening to see the leaders of the French party, and arrange for such meeting this morning. Mr. Sutherland said there was so much excitement among them, all in reference to the seizing of Dr. Schultz's house, that he had found it impossible to get an interview with Riel. It was settled then that Mr. Sutherland should arrange such a meeting, if possible, to-morrow morning, and, in any case let me know what has been done in that direction.

Taken altogether, it appears to me probable that the resort to arms to put down the French party, at the present time must be given up. I shall not, however, discontinue the drill going on in the several parishes, believing that such will not be without good moral effect on probable negotiations.

While at the meeting at Mr. Black's, the town was represented as being in a state of great excitement, and before I left, news came that the Canadian party had been obliged to surrender, and were taken to Fort Garry as prisoners.

As regards this unfortunate affair, there was no force with which the party could have been relieved, and the French party being in overpowering numbers, there was no alternative but to surrender: indeed, it was an act of folly there remaining there to be made prisoners of, as I have reason to believe they could have made their escape a few hours previously, without danger or difficulty (see Major Boulton's report on this subject, marked "L").

My constant anxiety, since issuing the first orders on Saturday last, for them to leave the town, has been to get them away quietly, feeling that at any hour, through their indiscretion, the entire object of the Government might have been frustrated.

A young gentleman, Mr. Mulkins, belonging to one of the surveying parties, and whom I sent up to Fort Garry, during the forenoon, to convey a message in connection

with the besieged Canadians, I learned also had been taken prisoner, and confined with Dr. Schultz's party.

While at Mr. Black's, Mr. Caldwell arrived from the town, bringing a copy in French of what may be styled a "Declaration of Independence," and bearing, unmistakably, the mark of American manufacture. Mr. Caldwell said he had been forced to print it, that the French were not satisfied to keep his press from him, but in addition, forced him to work for them, by threats from armed men, who were placed in possession.

WEDNESDAY, December 8th.

Received a letter from Bishop McCrae this morning (see Copy marked "N". This letter evidently corroborated the fact of the change of sentiment among the people. This is further strengthened by the remarks of people who called upon me: these, however, I observe, are few in number compared with those of last week. In the course of the day received another letter from the Bishop marked "O," in which his Lordship is joined by Archdeacon McLean, in begging that no aggressive measures may be taken.

It is unnecessary to say that measures of this character are out of the question, as people evidently will not sustain them at present.

Printed and distributed the Lieutenant Governnor's Proclamation, confirming the former officials in office.

Have heard nothing as yet from Mr. Sutherland, regarding prospect of a meeting with the French Council.

THURSDAY, December 9th.

Having become convinced that it is useless longer to entertain any expectation of being enabled to get a reliable force with which to put down the party in arms, decided to abandon the call upon the English speaking people, and take advantage of the disposition of the French, as expressed by them, to send delegates to Lieutenant Governor, and so withdraw from a situation which the change in sentiment during the last few days has rendered a false one. I, therefore, this morning issued a notification marked "P," sending a manuscript copy, early in the day, to Mr. Bannatyne, at Winnipeg, with a note (see copy marked "K 5,") asking him to lay it before the French Council.

Shall retain chief "Prince" and his fifty men to guard the Fort for a few days, until events further develop themselves.

In course of day received copy of French Declaration of Independence, marked "R."* Received this evening Joseph Marion's letter containing message from Mr. Dease, marked "S," by it, the French party, it will be seen, have also determined to act only on the defensive.

Gave orders to cease drill and stop the receipt of any further supplies.

Gave Major Boulton orders to go to Prairie Portage and stop the drilling there; also to convene a council of the Indians in that neighborhood, particularly the Sioux, who, I have been informed, are disposed to anticipate a call from the Government by making war on the French party, and tell them to be quiet.

No communication has, as yet, reached me from Captain Webb, and the only conclusion I can arrive at is, that his message has been intercepted.

FRIDAY, December 10th.

Two of the chief warriors of Henry "Prince's" Band, were introduced by him to-day. There were the usual protestations of loyalty to the Queen, and readiness to fight her enemies. These men live up on the Red River, in the disaffected districts, and say that their families are in fear of the French half-breeds.

To do the Indians justice, they will, I believe, be found loyal to the Government, throughout the territory.

Messrs. Arkland and Elwood arrived from Winnipeg to-day. They report the French continuing to arrest Canadians wherever they find them, and that even they, themselves, although having taken no part, feel that they may be arrested any moment. They bring no

* Not in the original.

news regarding the imprisoned Canadians, but report that the French have commenced the search for, and taking possession of arms in private houses, asserting their intention to go through the settlement for that purpose.

Reported to the Lieutenant Governor, sending this Record up to the present time, and stating my intention to join him, at Pembina at an early day, and trusted the papers to two of Henry Prince's Indians, selected by him for that purpose.

J. S. DENNIS,

Lieutenant and Conservator of the Peace
in and for the N.-W. Territories.

COPIES of Papers referred to in the foregoing Record of Proceedings.

[“B”]

FORT GARRY, December 4th, 1869.

Colonel Dennis, &c., &c., Lower Fort Garry.

STR,—I have the honor to acknowledge the receipt of your letter of the 3rd inst., making enquiries as to the number of guns which might be had from the Hudson Bay Company's Posts near the Settlement. In reply, I beg to say that, at present, I cannot give any very definite information, as the stock, at no time very large at any of those Posts, will, at present, entirely depend on what the wants of the Indians have been in the Autumn; but there may be still on hand at those Posts, as follows:—At Fort Alexander, possibly 10 guns; at White Horse Plains, from 10 to 15; at Point du Chêne from 4 to 6. At Portage la Prairie must be very few.

From here I could supply a very large number, if I could get them out which for more than a week past I have been watching an opportunity to do. Had it not been for the excitement about the pork there would have been in all probability sixty guns in one of the out-houses here, which is without the wall, besides a good supply sent to Oak Point, but which, owing to the appearance of the people here, Dr. Cowan caused to be countermanded when the sledges were loading. I enclose four orders for the delivery of all arms to your messengers, having authority from you to give receipt for them.

I have the honor, &c.,

WM MCTAVISH.

[A 1.]

STONE FORT, December 4th, 1869.

Memorandum of Orders for the Enrolled Canadians in the Town of Winnipeg.

These men are not in a position where they can be supported by any force, of which I am at present aware, should they be attacked by the Rioters under Riel, which seems to me likely to occur.

I am convinced the object of the latter is now to provoke them beyond endurance, and so precipitate a collision, in which he would try to show that the Canadians were the aggressors, with the hope, that, in such case, he might obtain the aid of the rest of the French party.

I have, therefore, to request that the Canadians will withdraw from the Village, and come down to the Scotch Settlement, where I will meet them, and establish them in defensible quarters, in which they will serve as an outpost, and under circumstances where they can be readily reinforced, if necessary.

They had better come down this evening, and report to me, or to Major Boulton, at the Rev. Mr. Black's.

J. S. DENNIS,

Lieut.-Colone

[A 2.]

LOWER FORT, 4th December, 1869.

Memorandum for Major Boulton.

I have instructed Canadians to withdraw from town, and propose to put them, say, in the Scotch Church, if the Rev. Mr. Black is willing. They will remain there with as many additional men as you may think necessary, obtained in the neighborhood. They will serve as an outpost and rendezvous for the loyal, in case of any demonstration being made by Riel's party on the Lower Settlement. This post will be under your immediate command. I have sent forward a supply, consisting of 50 blankets, 20 guns, 2 quarters beef, 4 bags flour, 1 cooking stove, furniture and pipes, 10 lbs. tea, 1 bag bullets, 2,000 caps.

Anything further required you can probably procure there. If not, let me know. Organise the men as you think best. Report to me every day, if possible. Should Mr. Black not be willing, and you can find any other easily defensible house there, take it instead of the Church. Let your sentries be particular to note movements along the highroads, and send forward notices of any such at once. I have received, from parties now with me, who left Fort Garry late this afternoon, information that such a move in this direction is contemplated.

J. S. DENNIS.

P.S.—Write me fully and candidly the present feeling in the Scotch Settlement, to-morrow. Hire any transport necessary.

J. S. D.

[A 3.]

STONE FORT, 4 December, 1869.

Dr. Schultz, Winnipeg.

MY DEAR DR. SCHULTZ,—From the occurrences of last night, the anxiety of Riel is evident to have the Canadians draw the first blood, which latter would be anything but desirable just now. I have come to the conclusion that they must be withdrawn, and have therefore ordered it by bearer.

I shall go up and meet them at the Scotch Church, and establish them there as an outpost, under Major Boulton. I see no other course for you to pursue, but to send Mrs. Schultz to a friend's house, as you propose, shut up your premises, and let the property take its chance. As to the Government provisions, should the guard be still over them, I shall not, as representing to Government, require them to remain there any longer. They had better, therefore, lock up the place and leave. I would be glad to have them come down with the others, and enrol in the force at the outpost; but will leave that to themselves.

Were my force organised I would not allow Canadians to be used as you have been there; but I am not at all in a position to act, and regret to say things move but slowly here. You speak of enthusiasm—I have not seen it yet with anybody but "Priuce's" men.

In haste, truly yours,

J. S. DENNIS.

[A 4.]

STONE FORT, LOWER SETTLEMENT, 4th December, 1869.

MEMORANDUM.—Mr. James McKay tells me the French party say they are willing to obey the Queen's commands, but assert that the Hon. Wm. McDougall, is not duly appointed and sworn into office as Her Majesty's Representative, and that he thinks, if they could be satisfied of this, they would offer no further opposition to that hon. gentleman entering the settlement.

If there is any doubt upon this point humiliating to the Queen's Representative to be called on to show his commission, Mr. McDougall, I think, would be disposed

to consent to even this, rather than be the cause of bloodshed among the people, I would, therefore, make the following proposition:—

I will go to Pembina, and obtain the Commission, and place the same in the hands of Governor McTavish, together with the certificate of the Crown Law Adviser, at present with the Lieutenant Governor, that the latter has been duly sworn into office. Upon this the French party at once to disband, and offer no further opposition to Mr. McDougall entering the Settlement.

Upon the leaders of the French party signing an agreement to the above effect, I will give orders to cease any further steps towards arming by the English speaking people in the Territory.

J. S. DENNIS,

Lieutenant and Conservator of the Peace.

[E.]

WINNIPEG, 4th December, 1869.

Lieutenant Colonel Dennis.

SIR.—I have the honor to inform you that I have received your communication containing *memo* to the Canadians. Dr. Lynch, Mr. Snow, Dr. Schultz, and myself, have consulted together, and have come to the conclusion, that, under the circumstances (that we have 70 men and 65 good arms on the premises), we have a strong position, and could resist successfully a strong attack. It is now nine o'clock, the men are all posted, and the rebels know it. There are no men moving about, and no indications of any attack, and a retreat would, or might, inspire the rebels with more confidence than they appear at present to possess.

Your *memo* to the Canadians says: "they had better come down this evening," which, apparently, leaves us the opportunity of using our own judgment under existing circumstances. I wrote to you this afternoon. Mr. Prud'homme's house is a large one, and empty, and could be occupied and filled with provisions and stores. I will go down to-morrow, and see you, and receive your further orders. I have written a letter to Mr Pinkham at St. James's, to call a meeting, that I might enrol volunteers and drill them.

I have, &c.,

C. W. BOULTON.

[F.]

TOWN OF WINNIPEG, Saturday night.

DEAR COLONEL DENNIS,—Events have a good deal changed since the writing of this morning. The firm stand seems to have had its effect, and to day nothing of moment occurred. This afternoon President Bruce visited me (no guard) at 4 p.m. Said he had come to explain to me, and to ask explanation; reminded me of the "bon accord" in times past, and of the services I had rendered him in times of sickness, and he asked me where was the sticking point in their resolutions? On my mentioning the insulting nature of the last one, he said that they had not so meant it, and that I must have an incorrect copy—spoke slightly of Riel—said they could not go to see the Governor at Pembina, but would like to see you. I told him that I thought you would see him alone, as he proposed without Riel, but thought that Riel would spoil everything—assented to this, and said that after he returned from Stinking River to-morrow, he would see me, and arrange a meeting. I give this for what it is worth—other indications point to its probability.

With thanks for your kind wishes as to Mrs. Schultz.

I remain, &c.,

•JOHN SCHULTZ.

P.S. Captain Boulton writes the news of most of the Canadians here, and I think the altered circumstances will probably induce you to countermand or modify order.

HEADINGLY, December 3, 1869.

Colonel Dennis.

DEAR SIR,—As Mr. Farmer, who brought the Proclamation here, intimated to me that you wished me to give some information concerning the loyalty of this parish, I have the honor to inform you, that nearly all the people are loyal to the Queen, and wish to become a part of the Dominion of Canada. I have spoken to a number of persons lately about the matter, and all have expressed their willingness to enlist as volunteers, to bring in and establish the Hon. Wm. McDougall as Governor in these Territories, and also to assist in preserving British Law and order amongst us. A paper to that effect is now being signed at Mr. John Taylor's house. I am sure if you were only to come among us, or if any one were to come with proper authority to call out volunteers, I do not think any one in the parish would refuse to go, except a few individuals who are of no account anywhere, and who would do well to vanish into "thin air" as soon as possible. I enclose a copy of resolutions, passed at a public meeting held at Mr. Tait's house, November, 29, *i.e.*, before the Proclamation was issued. You will see from them that the parish proved loyal then; it is much more so now, *since the Proclamation has been issued.*

I may remark, that in reference to the first resolution, it is apparently defective. To express the wish of the meeting, the latter part of it would read thus: "until the entry of the Canadian Government, and then we will support and strengthen the said Canadian Government."

With best wishes for the success of your undertaking,

I remain, yours, &c.,

JAMES CARRIE,

Incumbent Headingly Parish.

"GOD SAVE THE QUEEN."

["G. H."]

To the Honorable William McDougall, C.B., Lieutenant Governor of the British North-West Territory in America.

We, the undersigned inhabitants of High Bluff, desire to express to your Excellency, as Her Majesty's Representative, our sentiments of *loyalty* to Her Majesty the Queen of Great Britain and Ireland, and also our ardent desire that your Excellency may speedily arrive safe among us;—deeply regretting that untoward circumstances have so long deprived us of Your Excellency's presence.

Signed by 61.

(I.)

WINNIPEG, December 4th, 1869.

To Colonel Dennis.

SIR,—I have the honor to inform you I proceeded to Kildonan School House. Owing to a break down on the road, I was detained an hour. I found the School House full, and proceeded at once to explain the object of my coming. I read your Commission and Service Roll Heading. After concluding the speaking, some of the older men questioned me as to the legality of it. I argued the point, and failed quite to satisfy them, though the majority were against the legal quibble, but I judged it best to satisfy parties, and agreed to postpone the meeting to 10 o'clock this morning, to allow said parties to get Judge Black's opinion (I told them the only legal authorities, the Governor, Mr. Richard's and Judge Black were satisfied of the legality.)

I met them again this morning at 10 o'clock, though not so numerous. Judge Black had given his opinion—these men were perfectly satisfied, and came forward and headed the Roll. I took down sixty names then and there, formed a company, appointed officers and 4 sergeants; 1 officer and 2 sergeants to the Districts in which their squad or subdivision reside. The people were numerous, and are to assemble on Monday at 1 o'clock, when I expect over 100 men to be there, and I will have two company's officered and formed, and ready to turn out at a call from their Lieutenants and Ensigns. I have come up here to assist Dr. Schultz and the party; I shall put the men here in a thorough state of organization, and find out the amount of ammunition and arms. We are going to assemble here, and keep guard all night, and resist attack; but I shall not allow any one to provoke it. Will you send up ammunition, &c., as we ought to have it handy near here. I think we ought to have provisions, &c., stored for necessity, It will hold a great number, and when the Portage people come down it will be required.

The people here are very anxious, and everywhere wish the organization to be completed as soon as possible, for the French gain strength by time. There was quite a demonstration last night. Mr. * * * place was also placed at our disposal for stores or men.

If you send me any orders to carry out, I will do so without delay. We shall have about 70 to-night, to defend this place, I think. Owing to my break down last night, and hurry, I had not time to leave your letter for Judge Black, but sent it this morning. Everything is cheering for number. Guns are wanted. If the spare arms from the Fort were sent to Mr. Prud'homme's house, or elsewhere, they would be handy, and many men want them. I will take steps to have them securely stored when they arrive.

I have, &c.,

C. W. BOULTON, Major.

(K.)

December 6th, 1869.

Lieut.-Col. Dennis.

SIR,—I have the honor to inform you, I arrived here last night, about eleven o'clock, and was met by a messenger, telling me to be careful how I went into town. I accordingly left my horse and cutter at * * * and went on foot, got around by the river, and entered Dr. Schultz's house about twelve o'clock. The town was full of Frenchmen, and they kept parading about, and placed sentries all around the Doctor's, and kept us on the alert all night. There were about seventy or seventy-five in the Doctor's house. The greatest number of French who left the Fort and entered the town was ninety-six. They were counted as they passed up. They kept coming and going all night. I assembled the officers of the company, with Dr. Schultz and Mr. Snow, and told them your orders, and pointed out the reasons why they should not remain on the premises any longer, so they agreed to leave. I left directions as to there mode of procedure, and gave strict orders not to be later than two or three o'clock at the outside, in leaving. I then left with Hallett to go to St. James Parish meeting at nine o'clock, and came across the Prairie to Kildonan and drilled about 100 men, and had the provisions, blankets, &c., put into * * * as the most convenient place to put them in, to await your further orders. I then went back to town about four o'clock, but could not enter to see what was delaying them, and heard that Dr. Schultz's house was closely invested, at least that men were all around it. I met * * * going in, and asked him to let me know what was going on. I went over to his house, and he tells me he did not get in either; at least he thought it imprudent to enter. I feel a little apprehensive about them. I do not know why they have not come out. If they were to leave, I do not think the French would fire the first shot, but they begin to look very ugly, and Bishop McCrea tells me there cannot be less than 600 armed men in connection with the Fort. It is thought that some attempt at a peaceful solution should be made by a discussion of their rights as printed. Riel has showed such strength of force that, as an enemy, he is not to be despised. I am only

giving now to you opinions that I hear in conversation. The people about here express their willingness to take a stand, but apparently a panic is easily created. There will be two companies nearly in this Parish. St. Paul's had forty-three names subscribed, Hallett's Parish only gave sixteen names, all good ones.

The meeting was small, Mr. * * * says that the Parish is a good deal in the hands of Bannatyne and Mr. McKenny, which accounts for it. I was intending to go into town to-night to see if I could reach Dr. Schultz's house, or hear anything of them, but as * * * has gone in, I have thought better to remain here, as I am an object of suspicion, and would be detained as prisoner.

I have strictly enjoined, repeatedly, all the Canadians to suffer insult rather than provoke attack, or fire a shot, and I think they all see the necessity of it, and will be very careful. I heard they do not number over twenty-five or thirty to-night, as several left. I suppose when it became known, it was decided to evacuate, though I told Dr. Lynch not to let it be known till the preparations were made. I enclose a letter from the Bishop. The French apparently wish to avoid clashing with the English and Scotch, and if a bold stand is made through the organization, it may bring about a peaceful solution. They say the French cannot continue in force, as their families will be left, or are left, in a very destitute state. I will be about in the morning to find out the state of affairs. If the Canadians do leave, the Town as well as the Fort will be entirely in the hands of the French. I have given you an account of everything I think of worthy of note.

I have the honor,

C. W. BOULTON.

[K 1.]

Recites commission from Lieutenant Governor McDougall to Colonel Dennis. "By virtue of the above commission from the Lieutenant Governor, I now hereby call on, and order, all loyal men of the North-West Territories, to assist me, by every means in their power, to carry out the same, and thereby restore public peace and order, and uphold the supremacy of the Queen in this part of Her Majesty's Dominions.

J. S. DENNIS,
Lieutenant, &c.

Given under my hand, at the Stone Fort, Lower Settlement, this 6th day of December, in the year of our Lord, 1869.

[K 2.]

STONE FORT, 2-30 P.M., 6th December, 1869.

MEMO.

To the Enrolled Canadians at Winnipeg.

I am told the Rebels are paraded in force in the town of Winnipeg, and are acting in a manner calculated to provoke a collision with the loyal party.

I cannot be a party to precipitating such an event just at the present time, and must, therefore, reiterate my orders of the 4th instant, to the enrolled Canadians, to leave the Town and establish themselves at Kildonan School-House, where there is a supply of provisions, and where they will have assistance at hand if attacked.

Major Boulton, or in his absence, Dr. Lynch, must see to this being done. Of course, if the attempt to come down would bring on a fight, they may remain where they are, but not encouraging hostilities. Let them come down under cover of the evening.

J. S. DENNIS,
Lieutenant-Colonel.

[K 3.]

STONE FORT, 6th December, 1869.

James Ross, Esq., Winnipeg.

MY DEAR SIR,—I have this moment received your note. I think it my duty, under my Commission, *not to relax preparations* to put down, by force of arms if necessary, the present outrageous condition of things in the Settlement. At the same time, I will be glad to see the gentlemen of whom you speak. I will not act on the aggressive so long as there is, to my mind, a satisfactory reason for further delay. It would be the greatest possible relief to me to see peace restored without resorting to force; but there has been so much temporizing, that it would almost seem to me, the insurgent party are now actually drawing moral strength from that very source.

Believe me, &c.,

J. S. DENNIS.

[K 4.]

6th December, 1869.

Colonel Dennis, &c., &c.

DEAR SIR,—As an opportunity offers, I drop you this line to express my strong conviction that you should not make any aggressive movement at present.

Pray do nothing aggressively. I am still hopeful of peace. A civil war is altogether too dear a price to pay for any thing wanted on either side. Many others think so too.

Yours truly, &c.,

JAMES ROSS.

P.S.—You may have a deputation from the English-speaking people to-day, or to-morrow, urging that you should make no aggressive movements. I say you *may*; I cannot tell this till afternoon. In haste.

J. R.

[" K. 5."]

A. E. B. Bannatyne, Esq., Winnipeg.

DEAR MR. BANNATYNE,—I hope the enclosed will satisfy the French party of my desire not to see the country made desolate upon a question which, I am confident, admits of a peaceful solution. Be good enough to make it known to the parties in arms, if I can contribute in way to bring about a settlement, I shall be glad to do so.

The paper will be printed and distributed to-day.

Believe me, &c.

J. S. DENNIS.

[" L."]

LOWER FORT GARRY, December 9th, 1869.

SIR,—I have the honor to state for your information my knowledge of the occurrences of the past few days. According to instructions, I proceeded on Friday, the 3rd, to the Scotch Settlement, for the purpose of organizing Companies in the Parish. The following day I received a letter, asking me to come up to Dr. Schultz's, that a number of men had assembled there the previous evening to defend the place, as an attack was feared from the French. I arrived there in the evening, after my other duties had been performed, and found they had been reinforced, and numbered about sixty men, Canadians and others. The cause assigned to me for the assembling, was, that the French had been drinking in the Saloons, and in that state might make an attack. I took down the names of all the men, and divided them into sub-divisions and sections. They choose their officers, and non-commissioned officers, and I distributed them about the houses, so that they may be held in command. Between

nine and ten, your orders came for the men to withdraw. As it was late, and the town was quiet, and there where a number of ladies and women in the house, I thought better to remain where we were. The memorandum was not communicated to all the men, as they were distributed and sleeping in three houses. The town was quiet all night, and the following morning I went down with Mr. Snow to see you, leaving every thing quiet.

As it was Sunday, I told those men who had no houses to go to, to remain quiet till I returned. I did not return that night till twelve o'clock, owing to my horse breaking down. I got into Dr. Schultz's and found that the French had increased in numbers, and the position was assuming an aspect of hostility, and one detrimental to the interests of the cause you were engaged in; and that night ninety-six French left the Fort and entered the town and paraded about. I gave all the men orders on no account to provoke attack. The night past away without any demonstration on the part of the French. On the following morning I assembled the officers of the company, and some others, and communicated your orders, and pointed out the futility of remaining there. That they were acting on their own responsibility, and contrary to your orders. I took the opinion of each one and they all agreed to leave. I accordingly requested Dr. Schultz to take immediate steps to remove his family and the other ladies, and told the officers to let the men either go singly with their arms throughout the day, or if not with their arms, to wait till all was ready, and march out in a body, which I was satisfied could be done with ease, as the French wanted them to leave the premises and nothing more. I told the officers not to give the orders to the men till all was ready, lest it might get out, and a demonstration be made by the French, and as there were a number of females on the premises, they had to be looked after first. I told him to leave as soon as possible, but on no account to be latter than three o'clock. I then left him with Mr. Hallett, to attend a meeting at St. James Parish, and afterwards to drill some companies at Kildonan Parish. I took possession of Mr Prud'homme's house for the reception of the men, and made a few arrangements. I then made an attempt to get into town again about four o'clock, but could not. I then wrote a letter to you, informing you of the state of affairs, and that I felt a little apprehensive about them, but not much, as I was satisfied if they would retire, they might do so, knowing the French would not fire the first shot. When the position was first assumed, it was only to protect the premises and Government property from a comparatively few French, but on Sunday night they appear to have increased greatly. Several men left* on Monday, but were not allowed to return. Of subsequent events you are already in possession. I do not know why they do not leave, after my orders of the morning.

I have, &c.,

C. W. BOULTON.

["N."]

BISHOP'S COURT, December 6th, 1869.

Colonel Dennis.

DEAR COLONEL DENNIS,—I grieve to say that the state of things is assuming daily a graver aspect. I am greatly disappointed at the manifestations of loyalty, and a determination to support the Government of Mr. McDougall, on the part of the English population. Instead of a breaking down of the force of the insurgents, I feel certain, from my observations at Fort Garry-to day, and from information from Mr. McTavish and others I can fully rely on, that over 600 men are now in arms, and they are well armed. I see no reason to depend on want of courage or determination on the part of these men. In addition to this strong exhibition of force, there is a belief, apparently on good authority, of a determination to avenge loss of life, if they are attacked by house to house massacring, or at any rate by individual assassination.

I feel, therefore, that success in an attack with such forces as you can bring together, with nothing of the common action the Insurgents have, is very problematical, and that the warfare is likely to be such, that a victory will only be less fatal to the Settlement, and the interest of the Canadian Government than a defeat.

You must not suppose that this comes from one who is timorous; though I never said it

* Supposed from Dr. Schultz's house.

before, I went to the first meeting of the Council of Assiniboine, prepared to recommend a forcible putting down of the insurrection, and when you came in, I hoped that the exhibition of force would be sufficient; but the force of the insurgents has only grown with opposition, and is now, I believe, quite a match for all that can be brought together against them. I would earnestly advise, therefore, the giving up of any idea of attacking the French position at Fort Garry at present, and also any idea of seizing by stealth on any rebel. Put away such counsel for a time, at least. I feel that the result to be anticipated would be very disastrous. I see everything to be gained by delay, at any rate there would be some opportunity, perhaps, of bringing about some direct communication between Governor McDougall and the disaffected people. I think you should, on every account, I bring that about; further, it would be well not to act, till you ascertain clearly the mind of the Canadian Ministry and people on the way of settling this affair; and I think something is due to the people from Governor McDougall. I, for one, am at this moment perfectly ignorant of any detail of the character or policy of his Government. Personally, I do not care for this—I am not only fervently loyal to the Queen, but I have unquestioning confidence in the management of Canada. I know all will be right, still there is not less a great want—a very conciliatory attitude is what is wanted from Governor McDougall, and a plain setting forth of how the Government is to be conducted, meeting, as far as possible, any of the wishes expressed by the disaffected persons, and, perhaps, referring others to Canada, but promising a generous consideration of the whole grievances.

This may not be altogether palatable, but the crisis is a grave one for Canada, and much wisdom is needed. I would not so write, did I not feel certain that if the present numbers of insurgents keep up, an attack is not feasible, and did I not also feel that some attempt should be made by those having authority and knowledge to enter into explanations with them before making any attack.

The late Government of Assiniboine could not do this, for it had no information—all that could be done, was to counsel loyal obedience; but at this time something more is called for than that.

With kindest regards,

I am, &c.,

R. RUPERT'S LAND.

["O."]

BISHOP'S COURT, December 7th, 1869.

DEAR COLONEL DENNIS,—There is a report that you think of coming up at once with the force you have. I do not suppose that this is the case; but I am sure any effort at present is hopeless. They now hold about 60 prisoners, and they are more than 600 in number, and elated. You must be quiet; probably the lives of the prisoners may depend on this—the truth is, I am afraid nothing can be done by you—only evil is now to be apprehended from action.

I am, very sincerely, &c.,

R. RUPERT'S LAND.

DEAR COLONEL DENNIS,—I most fully concur in all the Bishop says.

J. MCLEAN, Archdeacon.

["P."]

LOWER FORT GARRY, R. R. SETTLEMENT.
December 9th, 1869.

To All Whom it may Concern.

By certain printed papers of late put in circulation by the French party, communication with the Lieutenant Governor is indicated, with a view to laying before him alleged rights on the part of those now in arms.

I think that course very desirable, and that it would lead to good results.

Under the belief that the French party are sincere in their desire for peace, and feeling that to abandon for the present the call on the loyal to arm, would, in view of such communications, relieve the situation from much embarrassment, and so contribute to bring about peace, and save the country what will otherwise end in universal ruin and devastation. I now call on and order the loyal party in the North-West Territory, to cease from further action under the appeal to arms made by me; and I call on the French party to satisfy the people of their sincerity in wishing for a peaceful ending of all these troubles, by sending a deputation to the Lieutenant Governor at Pembina, without unnecessary delay.

Given under my hand, at the Lower Fort Garry, this 9th day of December, 1869.

J. L. DENNIS,

Lieutenant and Conservator of the Peace
In and for the North-West Territories.

["S."]

TO COLONEL DENNIS.—I was at Dease's. I made my commission, and Mr. Dease took the letter, and told me he could not do it, because it was too late, that he could not move without some one behind him to watch what he was after. He would not give any letter. He was afraid that I might be arrested. He told me to tell you that he did not know what to do at this present time. The only thing they decided in their meeting was, that they should keep themselves together, so that the French should not be able to force them, unless by war with their party; and more, that his party did not like to go against the French to fight, but they would never fight against the Government. That is all he told me. He said that he had no news at all.

ST. BONIFACE, December 8th, 1869.

Copy.

SERVICE ROLL signed by Red River force, at Stone Fort, Red River Settlement,
N. W. Territories, December 1st, 1869.

Whereas, large bodies of armed men, unlawfully banded together, have, during the last few weeks, committed sundry acts of violence, against the public peace and the protest of the existing authorities.

We, whose names are subscribed hereto, have agreed, and do hereby agree, to enroll ourselves, and to serve under the orders of Lieutenant Colonel Dennis, and the officer or officers he may appoint, while employed in arresting, and putting down, by force of arms, if necessary, the armed parties so unlawfully assembled, and acting as aforesaid; and we do agree to furnish such arms and ammunition as we possess, to be used in the said service.

NAME.	PARISH.	WITNESS TO SIGNATURE.

["B. 8."]

PEMBINA, December 17th, 1869.

Honorable William McDougall, C.B., Lieutenant Governor, &c., &c.

SIR,—I have the honor to report my arrival at this place, on the evening of the 15th instant, having come from Prairie Portage, across the Plains.

Having received, on the evening of the 10th instant, a message from Mr. Sutherland, to say that there was no prospect of getting the French leaders to agree to a meeting, I decided to leave the following day to report to you in person, in accordance with my instructions, and completed the necessary arrangements, engaging a guide, &c., &c.

In informing Mr. Hart as to my intentions, I directed him to pay off Chief "Prince" and his band, the day of my leaving, and vacate the Fort. With regard to the supplies which had been obtained, the provisions, Mr. Hart was given to understand, would be taken and credited in account by the Hudson Bay Company.

All blankets issued were to be collected and stored. The arms and ammunition which had been distributed, where the parties were reliable men, to be allowed to remain in possession, individual receipts being given therefore, as being held subject to Government order. The powder and bullets which had been called in, I directed Mr. Hart to say to the parties from whom obtained, that they were at their service again, not being required by the Government. That if thought safer at the Magazine at the Fort, they could remain there till expedient to be removed.

I directed Mr. Hart to return to the survey upon which he had been previously engaged, advising him not to go beyond the limits of the English portion of the Settlement. At the same time, I fear he may have been interrupted and possibly arrested by the French party.

During the night, a report reached me that a body of Sioux, said to be 500, were on their way to the Settlement, and had gone as far as Poplar Point, bent upon commencing war "upon their own hook."

Believing that matters in the Red River Settlement were sufficiently complicated, without adding in a raid from the Sioux, and fearing that, should the Report have had good foundation, Major Boulton, who left at 4 A.M., on the 10th instant, might not meet the "War Party," as he was to go straight through to the Portage by the "Grosse Isle," I decided to investigate the matter, and, if the Report proved true, to use my best endeavours to turn the Indians back, and thus prevent a calamity, in which, probably, French and English might be involved. I, therefore, left the Fort at 2 A.M., changed horses at the Town of Winnipeg, and drove through, without meeting interruption of any kind, to Poplar Point, arriving at Mr. George Taylor's about 1 P.M.

At Mr. Taylor's, I met Capt. Webb and Mr. Newcombe, actively engaged in connection with the Company, which had its head-quarters at this point.

Captain Webb handed me his Report (see copy herewith, dated 11th December), which he had prepared, and was intended to send off to-day.

I found about 100 lodges of Sioux encamped here, and between here and Prairie Portage. And at the time of my arrival, Major Boulton, who reached this point the evening previous, and had at once acted upon the orders given him, was holding a council with them, at which, "Little Fox," Head Chief of the Cree Nation, was also present.

The report which has reached the Settlement as to the Sioux was entirely without foundation. They asserted themselves as on the Government side, but said they had had no intention of "making war," without being first asked to do so by the Governor.

"Little Fox," who visited me at Mr. Taylor's, after the council, is a man of considerable mind, and may be fully relied on as loyal. He is much respected by both Whites and Indians, and, independent of the control he has over his own people, has a great deal of influence with the Sioux and other tribes of the plains.

Major Boulton, at my request, distributed some presents to the Chiefs, dividing amongst them, also a small supply of provisions.

Wishing to call on the leading people at High Bluff and the Portage, to explain the reason why the movement was to be given up, I continued my journey, and called during the afternoon on some of the principal men at the first-named place, who took part in the address to the Lieutenant-Governor, and who have latterly identified themselves with the volunteer movement.

Mr. Hamilton, M.S.C., under Captain Webb, was zealously drilling the company here, and reported very favourably of the men.

Arrived at the Portage at 6 p.m.

In view of abandoning the call, it is so fortunate that Captain Webb had so far accumulated no surplus supplies. The beef and flour, not more than a barrel or two which was presented to the "Fox" and "Sioux." I gave Captain Webb instructions, similar to those of Mr. Hart, as to blankets, guns, and ammunition.

It was evident that the abandonment of the movement did not meet with much favor in that Settlement; the number of men enrolled, however, were only ninety-nine, and alone would have been insufficient to effect anything of consequence.

The force, altogether organized, and more or less drilled, under my Commission, stands very nearly as follows:—

No.	Head Quarters.	Officers.	Men.	Approximate Days' Drill.
1	Stone Fort.....	3	71	4½
2	St. Andrews.....	3	50	3
3	St. Paul's	3	35	1
4	Kildonan.....	3	74	3½
5	Winnipeg (supposed)...	3	40	No returns either of strength or drill.
6	Poplar Point.....	3	31	4
7	High Bluff.....	3	32	4
8	Portage La Prairie.....	3	36	4
"Chief Prince" and men.....		1	50	10
		—	—	—
		25	419	Average 4 days.

Gave Captain Webb instructions, similar to those of Mr. Hart, as to continuing the survey through the present winter. His operations, however, will necessarily be limited to that part of the Settlement from Poplar Point to Prairie Portage.

Finding that a guide could be obtained to take me direct from the Portage to Pembina, I made the necessary arrangements, and left the following morning at 7 a.m.

The trip across the plains occupied more time than expected, the ponies being in many places impeded by crust on the snow. The third day also was stormy, and it was not till the evening of the fourth day that I arrived at my destination.

I have the honor to be, Sir,

Your most obedient servant,

J. S. DENNIS,

Lieutenant-Colonel, &c., &c.

OTTAWA, 19th February, 1870.

The Honorable the Secretary of State for the Provinces, Ottawa.

SIR,—I have the honor to transmit you herewith, the copy of a letter addressed to the Honorable the Minister of Public Works, as to the occupation of a certain portion of my time, while in the North-West Territory, during the past season.

As my connection with late events in that country has, I am led to believe, been misunderstood by many people, I would respectfully ask that the letter referred to may accompany the other papers on this subject, should the latter be sent down to the House of Commons.

I have the honor to be, Sir,

Your obedient servant,

J. S. DENNIS, P.L.S.

OTTAWA, 12th February, 1870.

The Honorable the Minister of Public Works, Ottawa.

SIR,—I have the honor to report to you, as to the occupation of my time in the Red River Territory, during that portion of the past season when not personally present superintending the surveys in progress under my instructions of the 10th July last.

With the exception of conferring with Mr. Hart and Mr. Webb, the surveyors in charge of parties in the field, in the beginning of December, when sent into the Settlement by Mr. McDougall, as to the progress of the work, and giving them instructions for the future, the above period embraces all the time subsequent to the 29th of October.

During this time, my services have been, at his request, given to the Hon. William McDougall, to aid by different means, as suggested by himself, to obtain his admission to the Territory, of which he was sent to administer the government. It may be asked:—

1. Why, when I was sent to the Territory, to take charge of and superintend the surveys, I left my work to go to meet Mr. McDougall at all? And,
2. Why I did not return, having seen that gentleman, and go on with my surveying operations?

I answer as follows:—

I acted entirely from a sense of duty, as the only officer or representative in any way of the Canadian Government at the time in the Settlement, to prevent, if possible, a threatened outrage on the person of the gentleman sent to the Territory with a Commission as Lieutenant Governor, which sense of duty was enhanced by the fact that, as Minister of Public Works, the same gentleman had, up to that time, given me all my orders; and from him also, as told me by himself, I was to receive all future orders in the event (which, when I left Canada in July, had been spoken of) of his being appointed Lieutenant Governor.

In order to shew the ground for assuming that duty required me to take the above course, I beg to submit the following:—

The outbreak of a portion of the population in the Settlement, having for its ostensible object, the preventing, at all hazards, the honorable gentleman named from entering the Territory, occurred on the 21st October, and was of a character to call forth the liveliest apprehensions as to the personal safety of that gentleman, should he continue his journey north of the boundary line.

The Council of Assiniboine, with members of which I was in daily conference, held several meetings in the emergency, and advised that Mr. McDougall should, if possible, be communicated with, and requested to stop at Pembina, until informed that it would be safe for him to continue his journey to Fort Garry; and, on the meeting of Council, on the 29th October, it was resolved to send Mr. McDougall a despatch to that effect.

I had myself written Mr. McDougall, fully as to the state of affairs, including the affidavit of Mr. Walter S. Hyman, shewing that his (Mr. McDougall's) life might be endangered by his coming on, till advised that the opposition was withdrawn; but, by this time, the party in arms had seized the mails, and subjected all travellers to such a rigid examination that it was very uncertain whether my letters had reached their destination.

It was a time of much excitement. It was evident to me that the Hudson's Bay Company were powerless to deal with the outbreak.

Time was pressing; as Mr. McDougall was expected to reach Pembina at about that date. I was a stranger then, and, under the peculiar circumstances, knew not whom I could safely trust, and I therefore charged myself with the duty of delivering Governor McTavish's despatch, and of advising Mr. McDougall personally as to the impending danger, and further to inform him as to the views and feelings (with which I had made myself acquainted), of the English-speaking people in the Settlement.

The despatch referred to was put into my hands at 10.30 p.m., on the 29th October. On the following morning, at 3 o'clock, I left Fort Garry, and passing the camp of the

malcontents by a detour, rode through to Pembina, meeting Mr. McDougall at the Hudson's Bay Company's Fort there, the morning of the 1st November.

I delivered the despatch, and informed him fully of the situation of affairs, and intended returning again to my office. The horses, my guide, Mr. William Hallett, and myself, had ridden through were, however, so exhausted that it was necessary to allow them two or three days to recruit, and while remaining at the Hudson's Bay Post at Pembina, with that view, an armed party arrived on the 2nd November, despatched from the main body at the River Sale, and ordered me out of the Territory, with Mr. McDougall and party.

My guide, Mr. Hallett, was seized, bound to a cart, and driven off a distance towards Fort Garry.

After a few days I expressed the desire to Mr. McDougall to return to Winnipeg, feeling confident I could get in, in some way; and that, only in my office, and not interfering in any way with the refractory party, I might, probably, be allowed to go on with my duties without being molested.

The honorable gentleman named, however, expressed the wish that I should remain with him, stating that as I knew the character and temper of political parties in the Settlement, he desired to make use of me, and further that he was advised his commission would take effect on the 1st of the ensuing month, and when that time came round, should the malcontents still be in arms, he might require me to aid him in some measure by which his authority would be established.

Under the peculiar harassing circumstances in which Mr. McDougall was placed, I felt it incumbent on me, from every point of view, to comply with his request, and I remained with him till the evening of the 29th November.

During this time I arranged, and kept up through loyal French half-breeds a regular and frequent, though necessarily secret, communication with my office, by which Mr. McDougall was kept advised of events as they transpired in the Settlement, and further, was actively engaged the whole time in endeavouring to contribute to the comfort of that gentleman, his family, and party.

As the month drew to a close, I was informed by him that he had determined to send me through to the Settlement, with a Proclamation to be promulgated there on the 1st December, announcing the transfer of the Territory, and the taking effect of his commission as Lieutenant-Governor; and further, the advices from there at this time going to show that the English-speaking portion of the people had become so fearful as to the ultimate designs of the French party, that they would readily obey any call made upon them with authority to put down the outbreak; he also expressed the intention of giving me full magisterial powers to be used for that object, should I find the temper of the people as above indicated. Mr. McDougall stated his intention, as he said, to give legal effect to the document, to go to the Hudson Bay Post, or some point in British Territory, on the morning of the 1st December, and execute the originals in the presence of Messrs. Provencher and Richards.

Accordingly, in order to arrive at Fort Garry on the 1st December, I left Pembina at 10.30 p.m., on the 29th November; travelled all that night, all the next day, and all the following night, the greater part of the time through the coldest storm experienced by me during the winter, and arrived in the Settlement at 5 a.m. on the day expected.

I made the Proclamation public, and after consulting a number of the prominent residents, finding the people in favor of forcible measures, I took action under the commission issued to me by Mr. McDougall.

As my proceedings in this matter are fully detailed in the report thereon, now in the hands of the Government, it is unnecessary for me to repeat them here; it is sufficient to say that, finding it inexpedient after all to attempt aggressive measures, I returned to Pembina, in accordance with Mr. McDougall's instructions to that effect, arriving there on the 15th of the month. I would only say that during these 15 days (and I may say nights also), I was occupied in a zealous and faithful discharge of what I conceived to be the highest duty I could render to the Government,—that of endeavouring from day to

day, by such means as at the time seemed most likely to effect it, to bring about peace and order in the Colony.

I acted in good faith throughout, not being aware, till I met Colonel De Salaberry on the 23rd December, on the plains, while on my way to Canada, that the Proclamation and Commission had been issued by Mr. McDougall, under a misapprehension of the facts (the transfer of the Territory not having taken place on the 1st December, as supposed), and were worth no more than waste paper.

I may be permitted to say here, that, although I had previously felt mortified and disappointed at not having been able to bring about peace, by means of any kind, on hearing the statement of Colonel De Salaberry, that feeling changed at once to one of heartfelt thankfulness that my proceedings had not been the cause (even to the extent of a drop) of bloodshed among the people.

Mr. McDougall decided to return to Canada, and wished me to return with him, as he said, he thought the information I had acquired in the Settlement might be made available by the Government here; I came away also without hesitation.

We left Pembina on the 18th December. Having met with an accident at Abercrombie, I was detained a few days on the way, arriving finally at Toronto on the 13th instant.

Since my return I have been occupied (that is to say, when able to work, as I was laid up for a fortnight at home from the accident) during the whole time, in preparing the accounts, reports, &c., for the Department.

Trusting that the foregoing statement and explanation may be satisfactory,

I have the honor to be, Sir,

Your obedient servant,

J. S. DENNIS.

DEPARTMENT OF SECRETARY OF STATE FOR THE PROVINCES,
OTTAWA, 16th February, 1870.

The Very Reverend the Bishop of St. Boniface.

MY LORD,—I am commanded by His Excellency the Governor General, to acknowledge and thank you for the promptitude with which you placed your services at the disposal of this Government, and undertook a winter voyage and journey, that you might, by your presence and influence, aid in the repression of the unlooked for disturbances which had broken out in the North-West.

I have the honor to enclose for your information:—

1. A copy of the instructions given to the Honorable Wm. McDougall on the 28th September last;
2. A copy of a further letter of instructions addressed to Mr. McDougall on the 7th November;
3. Copy of a letter of instructions to the Very Reverend Vicar General Thibault on the 4th December;
4. Copy of a Proclamation issued by His Excellency the Governor General, addressed to the inhabitants of the North-West Territories, by the express desire of the Queen;
5. Copy of a letter addressed to the Secretary of State, by Donald A. Smith, Esq., of Montreal, on the 24th November;
6. Copy of a letter of instructions addressed by me to Mr. Smith, on 10th December last;
7. A semi-official letter, addressed by the Minister of Justice, on the 3rd January, 1870, to Mr. Smith; also,
8. Copy of the Commission issued to Mr. Smith, on the 17th of January, 1870.

Copies of the Proclamation issued by Mr. McDougall, at or near Pembina, and of the Commission issued to Colonel Dennis, having been printed in the Canadian papers, and widely circulated at the Red River, are, it is assumed, quite within your reach, and are not furnished; but it is important that you should know that the proceedings by which the lives and properties of the people of Rupert's Land were jeopardized for a time, were at once disavowed and condemned by the Government of this Dominion, as you will readily discover in the Despatch addressed by me to Mr. McDougall, on the 24th of December, a copy of which is enclosed.

Your Lordship will perceive, in these papers, the policy which it was and is the desire of the Canadian Government to establish in the North-West. The people of Canada have no interest in the erection of institutions in Rupert's Land which public opinion condemns; nor would they wish to see a fine race of people trained to discontent and insubordination, by the pressure of an unwise system of Government, to which British subjects are unaccustomed or averse. They look hopefully forward to the period when institutions, moulded upon those which the other Provinces enjoy, may be established, and, in the meantime, would deeply regret if the civil and religious liberties of the whole population were not adequately protected by such temporary arrangements as it may be prudent at present to make.

A Convention has been called, and is now sitting at Fort Garry, to collect the views of the people, as to the powers which they may consider it wise for Parliament to confer, and the Local Legislature to assume. When the proceedings of that conference have been received by the Privy Council, you may expect to hear from me again; and, in the meantime, should they be communicated to you on the way, His Excellency will be glad to be favored with any observation that you may have leisure to make.

You are aware that the Very Reverend the Vicar-General Thibault and Messrs. Donald A. Smith and Charles de Salaberry are already in Rupert's Land, charged with a Commission from Government. Enclosed are letters to those gentlemen, of which you will oblige me by taking charge; and I am commanded to express the desire of His Excellency that you will co-operate with them in their well-directed efforts to secure a peaceful solution of the difficulties in the North-West Territories which have caused His Excellency much anxiety, but which, by your joint endeavours, it is hoped may be speedily removed.

I have, &c.,

JOSEPH HOWE.

ADDENDA

TO THE

CORRESPONDENCE AND OTHER PAPERS

CONNECTED WITH RECENT OCCURRENCES IN THE

NORTH WEST TERRITORIES.

The Secretary of State to the Governor General.

(Copy.—CANADA.—No. 7.)

DOWNING STREET, 8th January 1870.

No. 134, Nov. 25th, 1869. SIR,—I have the honor to acknowledge the receipt of your
 „ 147, Dec. 9th, „ despatches noted in the margin, relating to the recent disturbances
 „ 148, „ 11th, „ in the Red River Settlement. In the despatch No. 156 you
 „ 156, „ 17th, „ enclose Copy of the Minute of the Privy Council of Canada,
 „ 164, „ 23rd, „ conveying their views on the present position of the Canadian
 Hudson Bay Company, Government in regard to the transfer of the Hudson Bay
 Dec. 28th, 1869. Company's Territories to Canada. I transmit, for your information,
 Colonial Office, Jan. 8th, 1870. a copy of a letter on this subject, which has been received from the Hudson Bay Company,
 together with a copy of the answer which I have caused to be returned to it.

I observe, with great satisfaction, the anxiety manifested by the Canadian Government to avoid any collision with the Insurgents in the Red River Settlement, and to exhaust all means of explanation and reconciliation before having recourse to force. I entirely agree with your Ministers that bloodshed might lead to the most deplorable consequences, and should not be risked except under the pressure of the most urgent necessity. The illness of Mr. McTavish is much to be lamented, but I have perfect confidence in the Hudson Bay Company, and have no reason to doubt that their Officers in the Territory are animated by an equally friendly spirit with the Company. A statement has appeared in a newspaper report to the effect that Mr. McDougall was enlisting Sioux Indians with the view of employing them against the Insurgents. I do not doubt that this intention was erroneously imputed to Mr. McDougall. If any apprehension on the subject had existed in my mind, it would have been removed by the Minute of the Privy Council.

I have, &c.,

(Signed,)

GRANVILLE.

Governor General,

The Rt. Hon. Sir John Young, Bart., G.C.B., G.C.M.G., &c., &c., &c.

Sir Stafford Northcote to Sir F. Rogers.

(Copy.)

HUDSON'S BAY HOUSE,

LONDON, December 28, 1869.

SIR—I am desired by the Committee of the Hudson's Bay Company, to transmit to you for the information of Earl Granville, copies of the several communications named in the accompanying lists, some of which have been already privately forwarded to his Lordship.

The Committee regret extremely the unfortunate occurrences described by Mr. McTavish. They are most anxious to co-operate with Her Majesty's Government in any measures which Earl Granville may think it expedient to adopt with a view to the restoration of order, and the settlement of the Territory. They sincerely trust that these objects may be attained without the employment of force, and above all without a collision between the different sections of the population of the Red River Settlement, feeling assured that the effects of any such collision would be very disastrous to the prosperity of the Country. At the same time they desire me to express to Earl Granville their conviction that it is most undesirable to leave matters in their present undefined position. The Company's authority which, (as Lord Granville is aware,) has long been exercised under a sense of difficulty, has been greatly weakened by the steps which have been taken for the transfer of the Country to the Dominion of Canada.

A transfer which according to the arrangements publicly and officially announced, ought to have been formerly completed on the 1st instant. On the other hand, the authority of the Dominion has not yet been established; and the announcement that the Dominion Government intend to withhold the purchase money, and therefore of course to abstain from accepting the responsibility of Government until the present troubles are at an end, must naturally deprive their action of any force.

The Committee cannot recognize in the circumstances which have occurred any reason for the Dominion Government delaying the performance of the engagements into which they have entered, under the sanction of Her Majesty's Government with this Company, and they trust that Earl Granville will take measures for giving immediate effect to that engagement, formally placing the Settlement under the charge of the authority which must be responsible for its good government, and at the same time causing the stipulated price of the land to be handed over to the Company.

(Signed,)

I have, &c.,

STAFFORD H. NORTHCOTE,
Governor.

Sir F. Rogers, Bart., &c., &c., &c.,
Colonial Office.

Sir Frederic Rogers to Sir Stafford Northcote.

(Copy.)

DOWNING STREET,

8th January, 1870.

SIR,—I am directed by Earl Granville to acknowledge the receipt of your letter of the 28th of December, relating to the disturbances which have occurred in the Red River Settlement, and urging that the arrangements for the transfer of the Territories may proceed, and the stipulated price be paid over to the Hudson Bay Company without delay.

Lord Granville desires me to inform you, that he has lately received from the Governor General of Canada, a Minute of the Privy Council of the Dominion, conveying

the expression of their views on the present position of the Canadian Government in regard to this question.

In this Minute, the Canadian Government repeat the expression of their desire to acquire the Territory, and of their readiness to perform all the obligations incurred by Canada under the recent arrangements for the completion of the transfer. They urge a temporary delay in proceeding with the transfer, from a conviction of the gravity of the present situation, and not from any desire to repudiate or postpone the performance of any of their engagements. They submit that the Government of the Company, which the inhabitants have been accustomed to respect, should be continued while steps are being taken to remove the misapprehensions which exist, and to reconcile the people to the change.

They point out, that any hasty attempt by the Canadian Government to force their rule on the Insurgents might lead to bloodshed, and sow an ineradicable hatred to the union of the countries, and thus mar the further prosperity of British North America; and they represent that even were the purchase-money paid over to the Company at once it would not the less remain impolitic to put an end to the only existing authority in the Country, and compel Canada to assert her title by force. They inform Lord Granville that they are taking active measures to bring about a happier state of affairs. They have sent, on a mission of peace to the French half-breeds, now in arms, the Very Revd. Mr. Thibault, Vicar-General (who has labored as a clergyman among them for 39 years), and also Colonel de Salaberry, a gentleman well acquainted with the country, and with the manners and feelings of the inhabitants.

They have also sent Mr. Donald A. Smith, the Chief Agent of the Hudson Bay Company, at Montreal, as a Special Commissioner. From his position as an officer of the Company, the Committee anticipate that he will obtain ready access to Fort Garry, and that he will be able to strengthen the hands of Governor McTavish, and arrange with the loyal and well-affected portion of the people for a restoration of order. The Committee express their confident hope that these measures will succeed; but, in the event of failure, the Canadian Government are making preparations for sending a military force in the early spring.

Lord Granville desires me to add that the reasons given by the Canadian Government for delaying the transfer, weighty in themselves, become practically conclusive, when it is considered that Her Majesty's Government, and the Hudson Bay Company, must alike look to that Government for the practical accomplishment of the transfer, and that they appear, in fact, to be conducting it in the spirit which Her Majesty's Government approve, and which is most calculated to avoid that injury to the trade of the Company, which Mr. McTavish anticipated from any violent measures.

Lord Granville, moreover, learns from the law officers of the Crown, that, although it would be competent to Her Majesty's Government to complete the transfer by accepting the surrender of the Company, and issuing the requisite Order in Council; yet this acceptance would not place the Company in a position to obtain, by any legal process, the sum of £300,000 recently deposited by Mr. Rose for the purpose of being available for their payment; and considering that even after the surrender is completed questions may possibly arise, or further arrangements may have to be made, between the Hudson Bay Company and the Canadian Government, His Lordship believes that a short delay in the completion of the Contract, however in itself inconvenient, may be more than compensated by ensuring that the surrender is finally effected with the full consent and agreement of both parties interested.

I am, &c.,

(Signed)

F. ROGERS.

The Right Honorable Sir Stafford R. Northcote, Bart., &c.

(Copy.)

List of enclosures referred to in Sir Stafford Northcote's letter to Sir F. Rogers, dated London, 28th December, 1869, and transmitted in Earl Granville's despatch to Sir John Young, No. 7, January 8, 1870.

Extract of a letter from Governor McTavish to the Secretary of the Hudson Bay Company, dated Fort Garry, Red River, 2nd November, 1869.

Copy of a letter from Governor McTavish, dated 9th November, 1869.

Extract of a letter from Governor McTavish, dated 23rd November, 1869, with a copy of his * Proclamation to the inhabitants of Red River Settlement.

List of documents left at the Colonial Office by Sir Curtis Lampson.

Extract of a letter from Governor McTavish to the Secretary of the Hudson Bay Company, dated Fort Garry, Red River, 16th November, 1869.

Copy of Minutes of Council of Assiniboine, held 25th October, 1869.

Minutes, ditto, 30th October, 1869.

Received from Government in despatch No. 139, dated Fort Garry, 30th October, 1869.
Nov. 27, 1869.

Letter from Governor McTavish to the Honorable Wm. McDougall,

Received in ditto. Letter from the Honorable Wm. McDougall to Mr. McTavish, dated Pembina, the 2nd and 4th November, 1869.

Received from Government in No. 147, Dec. 9, 1869.
1869.

Copy, Reply by the letter dated Fort Garry, 9th November,

Extract of letter from Governor McTavish to W. G. Smith, Secretary of the Hudson Bay Company, dated Fort Garry, Red River, 2nd November, 1869.

There has been, during the Autumn, considerable agitation among the Canadian half-breed population here regarding the Government to be established here. They seem to have been fully, if not correctly, informed of how the Government was to be composed, and they seemed to think that, from what was told, their interests would be overlooked, and their religion interfered with; but it appears as if the course they meant to take was to wait the arrival of the Honorable Wm. McDougall, who they understood was coming here as Governor, and then endeavour to make such arrangements with him as would secure their rights and interests. But about twelve days ago a party of French half-breeds took possession of the road to Pembina, erected barriers at intervals, the headquarters of the movement being at a spot named St. Norbert, about nine miles from Fort Garry. Their declared object was to interrupt the march of Mr. McDougall, and, to use their own expression, "to turn him back."

At a meeting of the Council of Assiniboine, held on the 25th ultimo, the question of the best means to be used in the emergency was fully debated. Messrs. Bruce and Riel, the heads of the French movement, were present, and the Council used all the arguments in their power to induce them to forego their designs of opposing the entrance of Mr. McDougall. They were, however, unavailing.

After proper consideration the Council agreed that, for various reasons, it would be unwise either to enroll a force of special constables, or call out a counter demonstration of the inhabitants favorable to Mr. McDougall.

I, however, communicated with the latter gentleman, acquainting him with the state of public feeling, and leaving it to his discretion to act as he might see fit.

Yesterday I was informed that Mr. Provencher, an official on the staff of the new Government, had been stopped at Saint Norbert, and forced to return to Pembina,

* Proclamation received from Governor in despatch, No. 147, 9th December, 1869.

along with Captain Cameron, R. A., who had arrived at the barrier a few hours after the former.

Governor McDougall, himself, had arrived at Pembina on the evening of the 30th ultimo. A party consisting of less than fifty half-breeds, have come to meet him there. He ought, on the evening of the 31st, to have received a letter from me, copy of which I enclose, forwarded express per Colonel Dennis, who was to travel by an indirect route.

As I close this letter, a party of one hundred of the malcontents have arrived and taken armed possession of Fort Garry, under pretext of defending it, as, from information in his possession, Mr. Riel alleges it is in danger: guards are posted at each gate and parade the platforms. They give assurances that nothing will be touched, and nothing taken. For what provisions they require, they offer to pay in the name of the Council of Republic of the half-breeds.

About four hundred men continue on guard at Saint Norbert. Outgoing and incoming mails are subjected to examination.

Mr. McTavish to Mr. Smith.

Fort Garry, Red River, 9th November, 1869.

SIR.—I have the honor to inform you, that I yesterday heard from the Honorable William McDougall, in reply to my letter to him, copy of which was sent you with my letter of 2nd instant. A copy of his letters will be sent you hereafter, in the meantime, I may say, that Mr. McDougall does not seem to think I have acted energetically in the matter, and reminds me, very pointedly, that at present I am responsible for the peace of the country.

He mentions that on receiving at Pembina an intimation that he was not to proceed to the Settlement, he had gone to the Company's establishment at Pembina, where he remained till he was ordered to withdraw within American territory, by an armed band of half-breed horsemen, and that, in consequence, he was, when he wrote me, camped on American Territory, where he would remain till he heard from me the result of the efforts made here to open the road to the settlement, or till I informed him that I considered his remaining longer at Pembina useless, which is, in my opinion, a point on which I cannot advise Mr. McDougall, though I feel convinced that at present his entry into this settlement would lead to more serious difficulties than those to which we are at present exposed. Mr. McDougall refers to military and other arrangements, which arise out of the outrage to which he has been subjected.

Here matters remain much as they were. The Committee seem to be in constant session, but nothing is heard of them till their Secretary, Louis Riel, issues his manifestoes, "by order." The idea of their organization seems to have been taken from the place used to distribute the relief supplies last winter, each Canadian parish having sent a delegate to form the Central Committee, and in an invitation issued this morning to the Protestant part of the community, delegates are requested to meet the twelve members of the Committee already formed from the Roman Catholic parishes in Council. Here the same plan is adhered to, and the Protestant parishes are named; the object of the proposed meeting being, "since the invader is driven from our soil" to consult on the state of the country and the government to be adopted. The position is undoubtedly serious, and the case will require very careful handling, as any collision between parties will lead to the plain Indians being brought down on the settlement next spring, as well as disturbances over all the plain districts, which will not be put down for years, long before which the whole business of the country will have been destroyed.

I have, &c,

(Signed,)

W. McTAVISH.

William Gregory Smith, Esq.,
Secretary, Hudson Bay House, London.

EXTRACT of letter from Governor *McTavish*, to *W. G. Smith, Esq., Secretary*, dated *Fort Garry, Red River, 23rd November, 1869.*

Since I last wrote you the delegates from the parishes in the settlement have had several meetings, and are again assembled to-day. Up to yesterday evening, the only point made out was, that the French party declared that Mr. McDougall could only be brought into the settlement over their dead bodies, and this was said in reply to a proposal on the part of the English delegates, that Mr. McDougall should come in after making some concessions as regarded the representation of the people in his Council. It is expected that some conclusion will be arrived at to-day, but I rather think the French party will only agree to the appointment of a provisional government.

"Early this morning, Louis Riel, the leader of the French half-breeds, requested Mr. John H. *McTavish*, the accountant here, to come over to the office, and on Mr. *McTavish* going there, Riel, accompanied by a number of armed men, called on him to give up the public accounts. This he refused to do, on which Riel told him he would be compelled by force to do so. It ended in Riel taking possession of the Land Register, the book in which the account of the Governor and Council of Assiniboine with the fur trade was kept, and the cash blotter, no doubt with a view to making out the balance of the colonial public funds with the fur trade, for the purpose of demanding it to be paid over."

"Riel was careful to let Mr. *McTavish* understand that there was not only no desire to meddle with private funds, but every desire to respect them; but how far this resolution will be carried out, it is very difficult to say, though at the time it was made, I have no doubt it was sincere."

"I have not, since writing you, heard directly from Mr. McDougall, but he is still at Pembina. I enclose Copy of Proclamation issued by me to the people of Red River."

Copy.

Minutes of a meeting of the Governor and Council of Assiniboine, held in the Court Room of Assiniboine, on Monday, the 25th October, 1869, at which the following members were present; viz:—

John Black, Acting Governor, President.	
Right Reverend the Lord Bishop of Rupert's Land, Councillor.	
Wm. Cowan, Esq., M.D.,	"
Doctor Bird,	"
Thomas Brown Esq.,	"
Wm. Fraser, Esq.,	"
John Sutherland, Esq.,	"

Mr. Black stated, that in consequence as he very much regretted to say of Governor *McTavish's* continued illness, he was again called upon to preside at the present meeting of the Council.

The Minutes of the late meeting having been read and approved, Mr. Black proceeded to say that at their last meeting, as the Council was aware, an address had been prepared for the purpose of being presented to the Honorable Wm. McDougall, on his arrival in the Settlement, an event which was expected to take place at some very early date; that the Council, while preparing that address, were impressed with the conviction that the feelings of welcome and loyalty therein expressed, were concurred in by the Settlement generally, or, at least, were so far shared by the great majority of the people as to preclude all idea of open demonstration of dissent; but he was much concerned now to say that unhappily, such was not the case, and that a large party among the French population appeared to be animated by a very different spirit. It had become too evident that among

them, sentiments of a directly opposite nature prevailed with regard to the impending change in the Government of the country, and prevailed so strongly that, according to information lately received, and of the correctness of which there could be no doubt, they had organized themselves into armed bodies for the purpose of intercepting Mr. McDougall on the road between this and Pembina, with the openly-avowed intention of preventing his entrance into the Settlement. It was to consider that serious state of matters that the council had been assembled, and to see whether any, and what measures could be adopted to prevent the threatened outrage.

The Council unanimously expressed their indignant reprobation of the outrageous proceedings referred to by the President, but feeling strongly impressed with the idea that the parties concerned in them must be acting in utter forgetfulness, or even, perhaps, ignorance of the highly criminal character of their actions, and of the very serious consequences they involved; it was thought that by calm reasoning and advice they might be induced to abandon their dangerous schemes, before they had irretrievably committed themselves. With this object in view, therefore, Mr. Riel and Mr. Bruce who are known to hold leading positions in the party opposed to Mr. McDougall, had been invited to be present at this meeting of the Council, and on being questioned by the Council as to the motives and intentions of the party they represented, Mr. Riel, who alone addressed the Council on the occasion, substantially said, in the course of a long and somewhat irregular discussion, that his party were perfectly satisfied with the present Government, and wanted no other; that they objected to any Governor coming from Canada without their being consulted in the matter; that they would never admit any governor, no matter by whom he might be appointed, if not by the Hudson Bay Company, unless delegates were previously sent, with whom they might negotiate as to the terms and conditions under which they would acknowledge him; that they were uneducated and only half civilized, and felt if a large immigration were to take place they would probably be crowded out of a country which they claimed as their own; that they knew that they were, in a sense, poor and insignificant, but that it was just because they were aware of their insignificance that they had felt so much at being treated as if they were more insignificant than they in reality were; that their existence, or, at least, their wishes had been entirely ignored; that if Mr. McDougall were once here, most probably the English speaking population would allow him to be installed in office as Governor, and then he would be "our Master or King, as he says," and that therefore they intended to send him back; that they consider that they are acting not only for their own good, but for the good of the whole Settlement, that they did not feel that they were breaking any law, but were simply acting in defence of their own liberty, and that they were determined to prevent Mr. McDougall from coming into the Settlement at all hazards.

The Council endeavoured to convince Mr. Riel of the erroneous nature of the views held by himself and the party he represented, explained the highly criminal character of their proceedings, and pointed out the very disastrous consequences which might accrue, not only to themselves, but to the Settlement generally, if they persisted in their present course. He was earnestly advised to exercise his influence with his party in dissuading them from attempting to molest Mr. McDougall in any way, and inducing them to return peaceably to their homes, assuring him that, sooner or later, heavy retribution would fall upon them, if they carried their plans into execution.

Mr. Riel, however, refused to adopt the views of the Council, and obstinately persisted in expressing his determination to oppose Mr. McDougall's entrance into the Settlement, declining even to press the reasoning and advice of the Council upon his party, altho' he reluctantly promised to repeat to them what he had just heard, and inform Governor McTavish of the result by Thursday at 11 o'clock.

Mr. Riel and Mr. Bruce having retired, the Council resumed the consideration of the subject before them, and the expediency of calling out an armed force to meet and protect Mr. McDougall was suggested, but as it was seen that it would be from the English speaking part of the community that such a force, if forthcoming at all, would be chiefly drawn, the result would evidently be, to bring into armed collision, sections of the people,

who, although they have hitherto lived together in comparative harmony, yet differed from each other so widely in point of race, of language and religion, as well as general habits, that the commencement of actual hostilities between them would probably involve not only themselves, but the surrounding Indians, in a sanguinary and protracted struggle; and the Council therefore felt that without a regular military force to fall back upon, they could hardly be held justified, under almost any circumstances, in resorting to an experiment so full of possible mischief to the whole Country.

The Council at length, having heard that a number of the more intelligent and influential among the French were not implicated in the hostile movement against Mr. McDougall, adopted the following resolution, which was moved by Mr. Bannatyne and seconded by Mr. McBeath:

"That Messrs. Dease and Goulet be appointed immediately to collect as many of the more respectable of the French community as they could, and with them proceed to the camp of the party who intend to intercept Governor McDougall, and endeavour, if possible, to procure their peaceable dispersion, and that Mr. Dease report to Mr. McTavish, on or before Thursday next, as to their success or otherwise."

The Council then adjourned.

(Copy.)

Minutes of a Meeting of the Governor and Council of Assiniboins, held on the 30th October, 1863, at which the following Members were present:—

John Black, Esq., Acting Governor, President.	
The Rt. Rev'd. the Lord Bishop of Rupert Land, Councillor.	
Dr. Cowan,	do
A. G. B. Bannatyne, Esq.,	do
Dr. Bird,	do
John Sutherland, Esq.,	do
Wm. Fraser, Esq.,	do

The President referring to the decision they had come to at the last Council as to Mr. Dease proceeding with a number of his countrymen to the locality where were assembled the people who have been threatening to intercept the Honorable Mr. McDougall on his way to the Settlement, informed the Council that Mr. Dease's mission had entirely failed in producing the desired result, not only had that and every other effort of a conciliatory character proved fruitless in procuring the peaceable dispersion of the assemblage of malcontents, but they appeared to be even more fully bent upon their purpose. In these circumstances, and under the impression that Mr. McDougall had in all probability reached Pembina, the Governor believed that the time had fully come for entering into communication with Mr. McDougall on the subject, and in order that no time might be lost, should the Council see fit to coincide in that view of the matter, the President submitted for consideration the draft of a letter from Governor McTavish in the name of the Council.

After an earnest and careful consideration of the present position of affairs, the Council, on the motion of the Bishop of Rupert's Land, seconded by Mr. Sutherland:

Resolved—That in their opinion, a letter should immediately be sent to Mr. McDougall, in accordance with the draft that had been agreed upon.

(Copy.)

EXTRACT of a Letter from Governor Mc. Tavis^h to W. G. Smith, Esq., Secretary, dated Fort Garry, Red River, 16th November, 1869.

"Since last writing you on the 9th inst., I regret to say that there has been no improvement in the state of matters here. A body of armed Canadian half-breeds under the orders of their leader, Louis Riel, still occupy this establishment, and though the men generally are quiet and orderly, and evidently unwilling to give offence, It appears to me that Riel himself is not inclined to be so civil. A larger body of the same people still guard the highway to Pembina, at La Rivière Sale, about ten miles above the Forks on the Red River, determined that neither Mr. McDougall nor any member of his staff will get into the Settlement. Mr. McDougall still remains on the American side of the Frontier at Pembina, awaiting the course of events."

"Louis Riel yesterday sent me, on the part of the French speaking section of the population, but signed only by himself, a protest against the Hudson Bay Company maintaining near the boundary line of the Territory, the Honorable Wm. McDougall, and informing me that the "Company's properties in this country would be security for any troubles arising from Mr. McDougall remaining there. This, with a demand for the keys of the two bastions, containing some muskets, which he made to chief trader Cowan, some nights previously, would seem to show that he, at least, would proceed to considerable lengths; and I have no doubt that, if any hostile collision takes place, the Company's property elsewhere, as well as here, is in very great danger: until that takes place, or that it is clearly seen that the disturbance is to be put down by force. I think hesitation on the part of the people will prevent any very extreme proceedings, even if the leaders wished for them, which, as there seems to be at least one Fenian in the movement, and he is evidently in close intimacy with Riel, may very well be the case."

"The person in question is a Mr. O'Donoghue, who came here a two years ago as a schoolmaster for the Roman Catholic Mission, and who for the last year has worn the *soutane*, and given out that he was preparing for the priesthood, but who has, since the outbreak, thrown off his dress and fairly joined the malcontents, and, as I am informed made them believe he can procure for them Fenian assistance."

"The leaders of the French half-breeds had some time ago invited the Protestant Parishes in the Settlement, to send Delegates to meet those from the Roman Catholic Parishes, which was done, and the delegates have met to-day to consider the state of the country. Some are sanguine that this may end in some arrangement, by which Mr. McDougall may be allowed to come in here in safety, but I fear this will not be agreed to by the French half-breeds on any conditions."

"However, I took the opportunity to send to the meeting an address to the people of Red River, showing the state of matters, and protesting against the actions of the malcontents. This I did, more to satisfy Mr. McDougall, and most of the members of the Council of Assiniboine, than from any hope that any good can come of it, in so far as it concerns those whose acts are objected to."

"I forward herewith, for the information of the Governor and Committee, copies of various documents having reference to the troubles here, and to which I have referred at various times in my correspondence, a list of which is enclosed."

TELEGRAM.

Sir John Young to Lord Granville.

OTTAWA, November 23rd, 1869.

Mr. McDougall, designated Lieutenant Governor of North-West Territory, after transfer, is stopped on the way to Fort Garry by small armed force of insurgent half-

breeds. The Hudson Bay Company authorities, in whom Government still rests, are seemingly powerless and inactive. Half-breeds have appointed Provisional Committee of Government. John Bruce, president. Governor McTavish very ill, said to be dying.

TELEGRAM.

To Lord Granville.

OTTAWA, November 26th, 1869.

Your Telegram received and considered by Privy Council.

On surrender by Company to Queen, the Government of Company ceases. The responsibility of administration of affairs will then rest on Imperial Government. Canada cannot accept transfer unless quiet possession can be given. Anarchy will follow. Rebels have taken possession of Fort Garry, and it is said are using the stores of Company. A change of feeling is hoped for, and till then the governing power should remain with present authorities. My advisers think Proclamation should be postponed. Mr. McDougall will remain near Frontier, waiting favorable opportunity for peaceable ingress. Parties having influence with Indians and half-breeds are proceeding to join McDougall.

(Signed,)

JOHN YOUNG.

(Copy.—CANADA.—No. 214.)

DOWNING STREET,

30th November, 1869.

SIR,—I have received, with much regret, your telegraphs of the 23rd and 27th instant, informing me that disturbances had occurred in the Red River Settlement, and that Canada cannot accept the transfer of the Territories, hitherto occupied by the Hudson Bay Company, unless quiet possession can be given.

It becomes necessary, under these circumstances, to recall to you the state of this question.

Although Her Majesty's Government have long desired that the title of the Hudson Bay Company to these Territories should be extinguished, yet this extinction has been uniformly pressed forward by and in the interests of Canada.

On the 11th November, 1864, a Committee of the Executive Council of Canada, expressed themselves "more than ever impressed with the importance of opening up to settlement and cultivation the lands lying between Lake Superior and the Rocky Mountains," and expressed the opinion that the first step towards settlement was the extinction of all claim by the Hudson Bay Company to proprietary rights in the soil or exclusive right of trade.

By Mr. Cardwell's despatch of the 17th June, 1866, it appears that the Minister of the then Province of Canada, desired that the North-West Territory should be made over to that Province, and undertook to negotiate with the Company for the termination of their rights.

On the 22nd of June, 1866, the Executive Council of Canada, expressed the opinion that the most inviting parts of the Territory would shortly be peopled by persons whom the Company were unable to control, and who would establish a Government and Tribunals of their own, and assert their political independence; that such a community would cut British North America in two, and retard or prevent their communication by Railway, and, therefore, that "the future interests of Canada and all British North America were vitally concerned in the immediate establishment of a strong Government there, "and in its settlement as a part of the British Colonial System."

They express their conviction that the Confederate Government and Legislature will

feel it to be one of their first duties to open negotiations with the Company for the transfer of their claims to the Territory, which, but for the approach of Confederation they would themselves have done. And meantime they pray Her Majesty's Government to discountenance and prevent any such sales of any portion of the Territory as had then been proposed to its existing proprietors.

By the Act of Parliament which effected Confederation, the Queen was authorized on certain terms to annex these Territories to the Dominion. These powers the Canadian Parliament prayed Her to exercise. Her Majesty's Government were unable to concur in the terms on which the transfer was proposed to be made; but after prolonged negotiations and the passing of a second Act of Parliament, fresh terms were agreed upon between the Hudson Bay Company and the representatives of the Colony, and were embodied in a second address from the Canadian Parliament, the other requisite Instruments have been prepared, and the Canadian Government itself has named first, the 1st October, and next, the 1st of December, for the completion of the transfer. Meanwhile the Company have been informed by the Agents of the Canadian Government, (Messrs. Baring and Glyn,) that the indemnity of £300,000 will be paid on due proof of the completion of their surrender.

Throughout these negotiations it has never been hinted that the Company is to be bound to hand over its Territory in a state of tranquillity. Rather its inability to secure that tranquility, and the dangers resulting from that inability to the neighbouring colony, is taken for granted as a reason why its responsibilities should be adopted by Canada.

This being the state of the case, the Canadian Government, in anticipation of the transfer, now agreed on by all parties, undertook certain operations in respect of land, subject in the first instance to a faint protest from the Company, and directed the future Lieutenant-Governor to enter the Territory. The result, unfortunately, has not met the expectations of the Colonial Government.

Mr. McDougall was met, it appears, by armed resistance, and the disturbances caused by his presence seem to have resulted in the plunder of the Company's stores, and the occupation of Fort Garry by the insurgent portion of the population.

But the Canadian Government having, by this measure, given an occasion to an outburst of violence in a Territory which they have engaged to take over, now appear to claim the right of postponing indefinitely the completion of their engagements to the Company, and of imposing on Her Majesty's Government the responsibility of putting down the resistance which has thus arisen.

This, at least, I understand from the passages "on surrender by the Company to the Queen of Great Britain, the Government of the Company ceases," and "Canada cannot accept the transfer unless quiet possession can be given."

You will, however, perceive on referring to the Act of Parliament, 31 and 32 Vict., cap 105, that if, on the one hand, the Parliament of Canada embodies in an address the terms on which they are prepared to receive Rupert's Land into the Dominion; and if, on the other hand, the Company surrenders their Territory on terms agreed on with Her Majesty, it merely remains for Her Majesty first, by acceptance of the surrender, and next, by Order in Council, to give effect to the arrangement thus agreed to by both parties; and it is provided that the surrender of the Territory becomes null and void, unless within a month of its acceptance by the Queen, Rupert's Land is, by such Order in Council, admitted into the Dominion of Canada.

You will see therefore, that it is impossible for Her Majesty to accept the surrender of the Hudson Bay Company's Territory unless it is certain within a month to be transferred to Canada.

Unless therefore, it is to be so transferred, it must remain under the jurisdiction of the Company, and liable to all the disorders which are to be expected when the prestige of a Government, long known to be inadequate, is shaken by the knowledge that it is also expiring, and by the appearance, however well intended, of its successor. This is not a state of things in which Her Majesty's Government ought to acquiesce, if they have the power of preventing it.

The British Government, is, by the Act of Parliament, practically invested with the power, and therefore the duty of giving effect to what has been deliberately agreed upon between the Company and the Colony. If after all that has passed, the Company present their surrender and claim its acceptance by Her Majesty as a means of enabling them to enforce obligations, which it is too late to repudiate, and for the fulfilment of which, the Canadian Government has itself fixed a time; I do not see how it is possible for Her Majesty's Government to reject their application on the grounds put forward by your Ministers.

I am glad to see that they are doing what they can to assist in the restoration of order, and I should not have been surprised to learn that, while completing the transaction practically, as between themselves and the Company, they were desirous of choosing their own moment for a public announcement of the change of jurisdiction.

But while Her Majesty's Government would have been ready to acquiesce in any such short postponement of the formal Act of transfer, they do not feel that they are at liberty to treat the transaction as capable of being re-opened, or that they can refuse an application from the Company to complete a transfer which appears to them, not merely the only means of providing for the restoration of order, but also to be due as a matter of mere justice to one of the parties.

Her Majesty's Government have reason to believe, that the Hudson Bay Company feel it to be their interest, and it is their wish, to assist to the extent of their power the Government of the Dominion, and I have to instruct you to impress strongly upon your Ministers, the anxious desire of Her Majesty's Government to make the authority of the Queen available in their support.

I have the honor to be, Sir,

Your most obedient humble servant,

GRANVILLE

Governor General

The Rt. Hon. Sir JOHN YOUNG, Bart., G.C.B., G.C.M.G., &c., &c., &c.

Copy of a Report of a Committee of the Honorable the Privy Council, dated the 16th December, 1869.

The Committee of Council have had before them the despatch of the Right Hon. the Secretary of State for the Colonies of the 30th ultimo, on the subject of the two telegrams sent by Your Excellency, on the 23rd and 27th ultimo, to the Colonial Office, on the subject of the disturbances in the Red River Settlement.

The Committee readily acknowledge the correctness of the narrative in the despatch of the proceedings which resulted in the final arrangements for the transfer of the North-Western Territory to Canada.

The circumstances which created the desire of the Government and people of Canada to acquire that country, have been so often and so recently stated, that they do not seem to require reiteration. It was alike the interest of Her Majesty's Government, Canada, and the Hudson Bay Company, that the transfer should be made. Canada still desires to acquire the Territory, and is quite ready to perform all the obligations that she has incurred under the recent arrangements made with Her Majesty's Government and the Company for the completion of the transfer.

At the same time, it would seem clear that if Canada is bound to accept the transfer of the Territory, the Company is equally bound to make it. It surely was never contemplated by any of the parties engaged in the negotiations that the transfer was to be a mere interchange of instruments. It must, from the nature of things, have been understood

by all parties, that the surrender by the Company to the Queen, and the transfer by Her Majesty to the Dominion, was not to be one of title only. The Company was to convey not only their rights under the charter, but the Territory itself of which it was in possession, and the Territory so conveyed was to be transferred by Her Majesty to Canada.

That there would be an armed resistance by the inhabitants to the transfer was, it is to be presumed, unexpected by all parties; it certainly was so by the Canadian Government.

In this regard, the Company cannot be acquitted of all blame. They had an old and fully organized Government in the Country, to which the people appeared to render ready obedience. Their Governor was advised by Council, in which some of the leading residents had seats. They had every means of information as to the state of feeling existing in the Country.

They knew, or ought to have known, the light in which the proposed negotiations were viewed by the people under their rule. If they were aware of the feeling of discontent, they ought frankly to have stated it to the Imperial and Canadian Governments. If they were ignorant of the discontent, the responsibility of such wilful blindness on the part of their officers must rest upon them.

For more than a year these negotiations have been actively proceeded with, and it was the duty of the Company to have prepared the people under its rule for the change—to have explained the precautions taken to protect the interests of the inhabitants, and to have removed any misapprehensions that may have existed among them.

It appears that no steps of any kind, in that direction, were taken. The people have been led to suppose that they have been sold to Canada, with an utter disregard of their rights and position.

When Governor McTavish visited Canada in June last, he was in communication with the Canadian Government, and he never intimated that he had even a suspicion of discontent existing, nor did he make any suggestions as to the best mode of effecting the proposed change, with the assent of the inhabitants.

Lord Granville states that "Throughout these negotiations, it has never been hinted that the Company is to be bound to hand over its Territory in a state of tranquillity. Rather its inability to secure that tranquillity, and the dangers resulting from that inability to the neighbouring Colony, is taken for granted as a reason why its responsibilities should be adopted by Canada." Now the obvious reason why no express stipulation to that effect was made was, that it was assumed, by all parties, that the Company had both the right and the power to hand over the Territory. It *was* in a state of tranquillity, and no suggestion was made of the possibility of such tranquillity being disturbed. Canada did not allege, nor did the Company admit any inability, on the part of the latter to secure the tranquillity of the country in its present condition.

It is true that Canada had pointed out that in the future, with the population of the United States rapidly pressing forward towards the boundaries of the North-West Territory, such pressure would soon overflow into British Territory, and that the Company would, in such case, be unable to govern or control the large and alien population which might then take possession of the fertile country along the frontier.

But this state of things has not yet arisen, and the resistance comes not from any strangers or new comers, but from those born and brought up under the Government of the Company, and who have hitherto yielded it a willing allegiance.

These statements are not made as a matter of complaint against the Company, but, simply as a justification of the course taken by the Canadian Government, which is observed upon in the despatch. That course has been governed solely by a desire to carry out the transfer under the arrangement in the quietest and best manner possible; and in a way that will not leave behind it any cause for discontent or disquiet in the future.

The resistance of these misguided people is evidently not against the Sovereignty of Her Majesty or the Government of the Hudson Bay Company, but to the assumption of the Government by Canada.

They profess themselves satisfied to remain as they are, and that if the present system of Government were allowed to continue, they would at once disperse to their homes.

It is obvious then that the wisest course to pursue is, for the present, to continue the authority of the Company, which the insurgents affect to respect, while steps are being taken to remove the misapprehensions which exist, and to reconcile the people to the change.

Any hasty attempt by the Canadian Government to force their rule upon the insurgents would probably result in armed resistance and bloodshed. Every other course should be tried before resort is had to force. If life were once lost in an encounter between a Canadian force and the inhabitants, the seeds of hostility to Canada and Canadian rule would be sown, and might create an ineradicable hatred to the union of the countries, and thus mar the future prosperity of British America.

If any thing like hostilities should commence, the temptation to the wild Indian Tribes, and to the restless adventurers who abound in the United States, (many of them with military experience gained in the late civil war,) to join the insurgents would be almost irresistible. Already it is said that the Fenian Organization look upon this rising as another means of exhibiting their hatred to England.

No one can foresee the end of the complications that might thus be occasioned, not only as between Canada and the North-West, but between the United States and England.

From a sincere conviction of the gravity of the situation, and not from any desire to repudiate or postpone the performance of any of their engagements, the Canadian Government have urged a temporary delay of the transfer.

This is not a question of money—it may be one of peace or war. It is one in which the present and future prosperity of the British possessions in North America is involved, which prosperity, hasty action might permanently prejudice.

Even were the £300,000 paid over, the impolicy of putting an end to the only constituted authority existing in the country and compelling Canada to assert her title by force would remain.

It is better to have the semblance of a Government in the Country than none at all. While the issue of the Proclamation would put an end to the Government of the Hudson Bay Company, it would not substitute Government by Canada therefor. Such a Government is physically impossible until the armed resistance is ended, and thus a state of anarchy and confusion would ensue, and a legal status might be given to any Government *de facto*, formed by the inhabitants for the protection of their lives and property.

On a review of the whole circumstances, the Committee would recommend that your Excellency should urge upon Her Majesty's Government the expediency of allowing matters to remain as they are until quiet is restored, or, in case of failure of all effort to do so, the time should have arrived when it is possible to enter the Country in force, and compel obedience to Her Majesty's Proclamation and authority.

As by the terms of the late Act, the surrender to the Queen must be followed, within a month, by Her Majesty's Order in Council, admitting Rupert's Land into the Dominion of Canada, the proper course seems to be that the surrender itself should be postponed, and that the purchase money should remain on deposit meanwhile.

The Committee would also request your Excellency to assure Lord Granville, that the Government here have taken, and are taking active measures to bring about a happier state of affairs.

They have sent on a mission of peace to the French half-breeds now in arms, the very Reverend Mr. Thibault, Vicar General (who has laboured as a clergyman among them for thirty-nine years) accompanied by Colonel de Salabery, a gentleman well acquainted with the country, and with the manners and feelings of the inhabitants. These gentlemen are fully informed of the beneficent intentions of the Canadian Government, and can disabuse the minds of the people of the misrepresentations made by designing foreigners.

They have also sent Mr. Donald A. Smith, the Chief Agent of the Hudson Bay Company at Montreal, as a Special Commissioner. From his position as an officer of the Company, he is likely to obtain ready access to Fort Garry, where he can strengthen the hands of Governor McTavish (now weakened by long illness, and arrange with the loyal and well-affected portion of the people for a restoration of order.

It is confidently hoped that the measures taken will succeed, but in the event of failure, the Government are making preparations, by the construction of boats, and otherwise, for sending a military force in early spring. In these efforts the Canadian Government are glad to believe that they will have the hearty co-operation of Her Majesty's Government, and the Hudson Bay Company.

(Signed,)

JOHN A. MACDONALD.

16th December, 1869.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 14th May, 1869.

The Committee, have had under consideration the accompanying Report and Correspondence of the Delegates appointed by Orders in Council, of 1st October last, to proceed to England, to negotiate the terms for the acquisition by Canada of Rupert's Land, and the North-West Territory, and they humbly advise, that the said Report, and the terms agreed upon, as set forth in the said Report and Correspondence, be approved by your Excellency, and submitted for the consideration and sanction of Parliament.

(Certified.)

W. H. LEE,

Clerk P. C.

REPORT OF DELEGATES APPOINTED TO NEGOTIATE FOR THE ACQUISITION OF RUPERT'S LAND AND THE NORTH-WEST TERRITORY.

To His Excellency the Right Honorable Sir John Young, Bart., C.C.B., G.C.M.G., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY.—We have the honor to submit for Your Excellency's consideration, the following Report of our negotiations with Her Majesty's Imperial Government, for the transfer to the Dominion of Canada, of Rupert's Land and the North Western-Territory.

Under the authority of an Order in Council of the 1st of October, 1868, we were appointed a delegation, to England, to arrange the "terms for the acquisition by Canada, of Rupert's Land," and "by another Order in Council of the same date, we were authorised to arrange for the admission of the North-West Territory into union with Canada, either with or without Rupert's Land, as may be found practicable and expedient. We proceeded at once to execute the important mission confided to us, and on presenting ourselves at the Colonial Office, were invited by His Grace the Duke of Buckingham and Chandos, then Secretary of State for the Colonies, to visit him at Stowe, for the purpose of discussing freely and fully the numerous and difficult questions which were involved in the transfer of these great Territories to Canada. We found that His Grace had already made some progress in the preliminaries of a negotiation (under the Act 31 and 32 Vic., Cap. 105) with the Hudson Bay Company, for the surrender to Her Majesty of the Territorial and political rights which they claimed in Rupert's Land.

We objected very earnestly, to some of the demands of the Company, which were communicated to us by His Grace, but after much consideration and important modifications of the Company's demands, we agreed that if they would surrender the Territory on the conditions which His Grace proposed, we would recommend the acceptance of these conditions by the Canadian Government. The Duke of Buckingham's proposals will be found in the letter of Mr. Adderly, of the 1st December, 1868, addressed to the Governor of the Hudson Bay Company.

Considerable delay in the negotiations was occasioned by the retirement from office of the Duke of Buckingham and his Colleagues, and also by the resignation of Lord Kimberly, the then Governor of the Company.

On the 18th of January, 1869, Earl Granville, who had acceded to Office as Secretary of State for the Colonies, transmitted to us the reply of the Company, declining the proposals of the Duke of Buckingham. His Lordship subsequently requested us to communicate to him any observations which we might desire to offer upon this reply of the Company, and upon certain counter proposals which it contained, we felt reluctant, as representatives of Canada, to engage in a controversy with the Company concerning matters of fact, as well as questions of Law and policy, while the negotiation with them was being carried on by the Imperial Government in its own name and of its own authority.

But we did not feel at liberty to decline Lord Granville's request, and, on the 8th February, stated, at length, our views on the various points raised in the letter of Sir Stafford Northcote, the new Governor of the Company, in answer to the proposals of the Duke of Buckingham; we beg to refer Your Excellency to the correspondence for full information as to the positions taken and the opinions expressed by us at this stage of the negotiation.

Lord Granville being of opinion that the rejection, by the Company, of the proposals of his predecessor had terminated the negotiations instituted by him, submitted for our consideration proposals of his own, based on a different principle from that which had been laid down by the Duke of Buckingham.

We feel it our duty to state to his Lordship, that these proposals would not be acceptable to the Canadian Government. They were subsequently modified, and in the form in which they appear in the letter of Sir Frederick Rogers, of the 9th March, were conditionally accepted by us, subject to the approval of your Excellency in Council.

Certain details were left by Lord Granville, to be settled between the representatives of the Company, and ourselves, which led to interviews and discussions with them, and to a correspondence which is also submitted herewith.

During the progress of the negotiations, a formal complaint was made to the Colonial Secretary by the representatives of the Company, against the Canadian Government for undertaking the construction of a road between Lake of the Woods and the Red River Settlement, without having first obtained the consent of the Company.

The letter conveying this complaint was referred to us by Earl Granville for such explanation as we were able to offer. The correspondence on this subject is also respectfully submitted.

Your Excellency is aware that since our return to Canada, the Hudson Bay Company have signified to Lord Granville their acceptance of the terms, proposed by him, for the surrender to Her Majesty, of their Territorial rights in Rupert's Land. We have, therefore, the honor to submit the same, with memorandums of the "details" agreed to by us on behalf of the Canadian Government, for the approval of your Excellency, and for such action thereupon as your Excellency may be advised to take.

All which is respectfully submitted.

(Signed,)

GEO. ET. CARTIER,

WM. McDougall.

Ottawa, May 8th, 1869.

PURCHASE MONEY.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 17th August, 1869.

On a memorandum, dated 2nd August, 1869, from the Honorable the Minister of Finance, bringing under the notice of your Excellency in Council the payment of

£300,000 sterling, required to be made to the Hudson Bay Company on the transfer of Rupert's Land to the Dominion of Canada, in terms of the Address to Her Majesty of the Senate and House of Commons in the last Session of Parliament.

The Minister submits that it is proposed that the Proclamation annexing the Territory to the Dominion of Canada shall take effect on the 1st October next, and that it becomes necessary to make provision for the payment of the sum in question on the day mentioned.

That the Canadian Government has no information as to the passing of any Act by the Imperial Parliament, authorizing Her Majesty's Government to guarantee the loan of the sum in question, and although the Dominion has at its disposal sufficient balances out of which the payment might, in the meantime, be met, it is expedient that the assent of Her Majesty's Government should be obtained to any such payment by anticipation in case the arrangements for placing the guaranteed loan on the market, cannot be completed before the 1st October next.

He, therefore, recommends that the attention of Her Majesty's Government be called to these facts, in order that a proper understanding may be come to, either for the advance by this Government of the sum of £300,000, or for its being raised by a loan on the Imperial guarantee.

The Committee concur in the above Report, and advise that a copy thereof be communicated by your Excellency to the Right Honorable the Secretary of State for the Colonies for the information of Her Majesty's Government.

(Certified.)

WM. H. LEE,
Clerk P. C.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 18th September, 1869.

The Committee have given their attentive consideration to the annexed memorandum from the Honorable the Minister of Finance, with reference to the requirements of the Act passed in the recent Session of the Imperial Parliament, for guaranteeing a loan of £300,000 sterling to be paid to the Hudson Bay Company, and they report their concurrence in the recommendations of the Minister of Finance, and advise that a copy thereof be transmitted by Your Excellency to Earl Granville for the information of Her Majesty's Government.

(Certified.)

WM. H. LEE,
Clerk, P. C.

FINANCE DEPARTMENT, Ottawa, 18th September, 1869.

The undersigned has the honor to bring under the notice of His Excellency in Council, the Act recently passed by the Imperial Parliament, known as the "Canada (Rupert's Land) Loan Act" of 1869, for guaranteeing a loan of £300,000 sterling, to be paid to the Hudson Bay Company.

That Act provides that Her Majesty's Treasury "shall not give any guarantee unless and until provision is made by an Act of the Parliament of Canada, or otherwise, to the satisfaction of the Treasury," among other things for making the loan—with the Sinking Fund, Interest, and any advance made out of the Consolidated Revenue Fund of the United Kingdom on account of such Loan, with the interest thereon, as therein detailed—a charge on the Consolidated Revenue Fund of Canada, immediately after that for fortifications created by the Act 31 Vic. Cap. 41.

That in view of the necessity of making payment to the Hudson Bay Company, previous to the meeting of the Parliament of Canada, and in order that the Proclamation

annexing Rupert's Land to Canada, and the arrangements for the Government and settlement of the Territory may not be unduly deferred, it is expedient to pass a Minute of the Privy Council accepting the terms of the said Imperial Act, which provide for charging the Consolidated Revenue Fund of Canada with the payment of the Sinking Fund, and with the principal or interest on any sum issued out of the Consolidated Revenue Fund of the United Kingdom, all as therein provided, and in the order as therein set forth, and to authorize the negotiation of the loan of \$300,000 on the guarantee of the Imperial Government accordingly; and further, to declare by a like Order in Council that the Government of Canada will recommend to Parliament, at its first Session, the passing of an Act to carry into effect—in so far as provision may not be already made by existing Acts, and by this order—the requirements of the said Canada (Rupert's Land) Loan Act of 1869, as to charging the principal sum of money, and the Interest, Sinking Fund and interest on, and the capital of any advances out of the Consolidated Revenue Fund of the United Kingdom, as therein mentioned, on the Consolidated Revenue Fund of Canada in the order specified in the said Imperial Act.

He further recommends that Thomas Baring, Esq., M. P., and George Carr Glyn, Esq., both of the City of London, Bankers; be nominated Trustees on behalf of the Government of Canada, for the investment and management of the Sinking Fund, and the accumulation thereof, in terms of the said Act.

(Signed,)

JOHN ROSE,

M. of F.

Ottawa, 31st August, 1869.

Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 20th September, 1869.

The Committee have had under consideration the annexed Memorandum, dated 18th September, 1869, from the Honourable the Minister of Finance, having reference to the expediency of paying, forthwith, out of the funds now in the hands of the Canadian Government, the £300,000 payable to the Hudson Bay Company, on the understanding, and for the reasons given in the said Report; and they respectfully request their concurrence therein, and advise that a copy of that Memorandum be transmitted by Your Excellency to the Right Honourable the Secretary of State for the Colonies, for the information and action of H. M. Government.

(Certified.)

WM. H. LEE,

Clerk to the Privy Council

FINANCE DEPARTMENT, OTTAWA,

20th September, 1869.

On a reference this day to the undersigned, of the despatches from the Secretary of State for the Colonies, the one dated the 22nd July, 1869, and the other dated the 11th August, 1869, transmitted by the Governor General to the Privy Council on the 26th August and 14th September respectively; the latter accompanied by a copy of the Rupert's Land Loan Bill, 1869, and in which the Secretary of State requests to be informed whether any arrangement has been made for the payment of the £300,000 sterling to the Hudson Bay Company; he has the honor to report:—

1st. The Government of Canada is prepared at once to pay the sum to the Hudson Bay Company out of its own moneys; provided that Her Majesty's Government assert that such payment shall not interfere with the granting of the guarantee (by the Commissioners of Her Majesty's Treasury of the amount, but that such guarantee will be given to the

Bonds of Canada, at as early a day as may be arranged) between Her Majesty's Government and the Government of Canada.

2nd. With reference to the despatch of the 22nd July last, in which Earl Granville observes that, in the absence of any Canadian Act authorising the raising of the sum of £300,000, with the usual provisions as to Sinking Fund, it would be impossible to issue the Loan for some months to come, and suggests that such arrangements might be made in the meantime with the Hudson Bay Company touching the payment of the amount, as will enable Her Majesty's Government to issue the Order in Council, annexing the Territories to the Dominion of Canada; the Minister has the honor to state that by a Statute passed by the Parliament of Canada, during the last Session (32 and 33 Vic., cap. 1) it is enacted as follows:

(3.) "The Governor in Council may authorize the raising of a sum of money, not exceeding three hundred thousand pounds sterling, or one million four hundred and sixty thousand dollars, by way of loan, with the guarantee of the Government of the United Kingdom, for the purpose of meeting a like sum, payable out of the Consolidated Revenue Fund to the Hudson Bay Company, as provided in the proposed agreement with the said Company, laid before the Parliament of Canada, with other documents on the same subject, by His Excellency the Governor General, on the Seventeenth of May, in the present year, and embodied in the Address to Her Most Gracious Majesty, adopted by the Senate and House of Commons of Canada.

"And such Loan may be raised either in currency or sterling money, on such terms, for such period, in such form, at such rate of interest, and with such sinking fund, and subject to such conditions as the Governor in Council may think most advisable, with the approval of the Commissioners of Her Majesty's Treasury; and such loan, interest, and sinking fund shall be a charge upon the Consolidated Revenue Fund of Canada.

(4.) "The Governor in Council may authorize the raising, by way of loan, of a further sum, not exceeding in the whole, three hundred thousand pounds sterling, or one million four hundred and sixty thousand dollars, on the credit of the Dominion of Canada, for the purpose of defraying the expense of opening up communication with and of the settlement and administration of the Government of the said Territory; and such Loan may be raised either in currency or sterling money, on such terms, for such period, in such form, at such rate of interest, with such sinking fund and subject to such conditions as the Governor in Council may think most advisable; and such Loan shall be a charge upon the Consolidated Revenue Fund of Canada."

These enactments were intended, by anticipation, to provide for the difficulty which his Lordship has suggested; and the Government of Canada, by further Order in Council, (dated 17th August, 1869) suggested that in order to obviate any delay, the Bonds to be issued under it should be prepared in England, and signed on behalf of the Dominion of Canada by the Financial Agents there, who were, by the same Order in Council, and under the provisions of the Acts, permitting Loans to be effected, specially authorized to sign these Bonds as the Officers of the Dominion of Canada.

The Minister recommends that Earl Granville be informed that the Government is prepared at once to settle the form and mode of executing the Bonds, so that no delay whatever may arise.

3rd. The Minister of Finance has further the honor to state, that by a further report from this Department, dated the 18th September instant, and approved by His Excellency the Governor General in Council on the same day, the Government of Canada accepted the terms of the Rupert's Land Loan Act, 1869, which provides for raising the Loan, and for the creation and management of the Sinking Fund, and for making the various sums specified in that Act, a charge on the Consolidated Revenue of Canada, in the order therein specified; and he trusts that the provisions of the aforesaid Act, and the Order in Council now referred to, give adequate authority for effecting the Loan without further Legislation, and that the requirements of the Canada Rupert's Land Act, 1869, are sufficiently fulfilled, so as to permit of immediate arrangements being made with the Commissioners of Her Majesty's Treasury, to carry it into effect.

4th. He further recommends that the Financial Agents in England be authorised to determine and make all arrangements with Her Majesty's Government, for creating and maintaining such Sinking Fund as may be thought proper in respect to the guaranteed portion of the Loan ; and also to determine as to the creating and maintaining a Sinking Fund in respect of the further amount of Loan authorised to be issued in terms of the 4th Section of the aforesaid Act ; and the Bonds to be issued therefore may be for such amounts, and payable at such dates, and bear such rate of interest as the said Financial Agents may think most advantageous.

(Signed,)

JOHN ROSE.

Ottawa, September 20th, 1869.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 2nd October, 1869.

The Committee of Council have had under consideration the accompanying Memorandum, dated 30th September, 1869, from the Honorable the Minister of Justice, recommending that in view of the immediate departure of the Honorable John Ross, late Minister of Finance, for England, he be requested to act on behalf of the Canadian Government on his arrival in London, on the several matters enumerated in the said Memorandum, and they respectfully advise that the recommendations of the Minister of Justice be approved, and that Mr. Rose be duly authorized to act on behalf of the Dominion in the matters referred to.

Certified.

WM. H. LEE,
Clerk to the Privy Council.

The undersigned, in view of the immediate departure of the Honorable John Ross, late Minister of Finance, for England, begs leave to recommend that he be requested to act on behalf of the Canadian Government, on his arrival in London, on the following matters :—

1. To make arrangements with Her Majesty's Government and with the Financial Agents of the Dominion in London, for the negotiation of the Loan of £300,000 sterling, on the guarantee of Her Majesty's Government, for the payment to the Hudson Bay Company ; and also for negotiating such further Loan, on the sole credit of Canada, as may be thought expedient for the other purposes connected with the North West-Territories, contemplated in the Supply Bill of last Session, and referred to in the several Minutes of Council, copies of which are hereunto annexed ; and further to make such arrangements as to the form of execution and signature of the Bonds to be issued as may be thought most convenient.

2. To make provision for the payment in advance, if need be, by arrangement with Her Majesty's Government, of the said sum of £300,000 sterling, out of the Funds of Canada, and to carry out any agreement which it may be necessary to make to that effect, and to adjust, with the Company, the sum to be paid for the Telegraph wire, specified in the arrangements with the Government of Canada.

(Signed,)

JOHN A. MACDONALD.

Ottawa, 30th September, 1869.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 16th November, 1869.

On a Memorandum, dated 13th November, 1869, from the Honorable the Minister of Finance, submitting that it is expedient to lose no time in remitting one million five hundred thousand dollars to the London Agents, in order that immediate payment may be made to the Hudson Bay Company, of the purchase money of the Territory, £300,000 sterling.

And further submitting that it is inexpedient to place a new loan on the market at present, and that it will be desirable to postpone raising any further loan until it becomes necessary to raise a further amount for the Intercolonial Railway, stating that the Imperial guaranteed Bonds will be issued when required, and will be an available security on which a temporary Loan can be raised if required.

The Committee advise that the foregoing suggestions of the Minister of Finance be approved and acted on.

Certified.

WM. H. LEE,

Clerk Privy Council.

The Secretary of State to Sir John Young.

(CANADA.—No. 215.)

DOWING STREET,

30th December, 1869.

To Treasury, 5th Nov. 1839.
Treasury, 22nd Nov. 1839.

SIR,—I have the honor to transmit to you the enclose copies of a correspondence with the Board of Treasury, relating to the Loan, £300,000, to be raised by the Government of Canada, for the payment of the Hudson Bay Company on the cession of their Territories in British North America.

I have, &c.,

(Signed,)

F. R. SANDFORD,

For Earl Granville.

Governor General

The Rt. Hon. Sir JOHN YOUNG, Bart., G.C.B., G.C.M.G., &c., &c., &c

Sir F. Sandford to Secretary to Treasury.

(Copy.)

DOWNING STREET,

5th November, 1869.

17th August, 1869.

17th August, 1869.

18th September, 1869.

18th September, 1869.

29th September, 1869.

29th September, 1869.

29th September, 1869.

29th September, 1869.

29th September, 1869.

29th September, 1869.

29th September, 1869.

29th September, 1869.

29th September, 1869.

29th September, 1869.

29th September, 1869.

SIR,—I am directed by Earl Granville to transmit to you, to be laid before the Lords Commissioners of the Treasury, the several orders noted in the margin, of the Privy Council of Canada, on the subject of the guarantee to be given by their Lordships for the payment of the sum of £300,000, to be raised by way of a loan by the Government of Canada, under the Act of the last Session of the Imperial Parliament, cap. 101, called "The Canadian (Rupert's Land) Loan Act, 1869."

I am also desired to transmit, for the information of their Lordships, a copy of an Act of the Parliament of Canada, passed in anticipation of the Imperial Act, by which authority would appear to be given to raise the Loan on such terms and conditions as the Governor in Council may think most advisable, with the approbation of the Lords Commissioners of the Treasury.

Mr. Rose, late Finance Minister of Canada, has been authorised to make the necessary arrangements on behalf of the Government of Canada, and has transmitted the accompanying Memorandum to Earl Granville, shewing the mode by which it is proposed that the money, on the guarantee of Her Majesty's Government, should be raised.

It has been arranged that the surrender of Rupert's Land, by the Hudson Bay Company shall be made on the 1st December next. The money will required to be paid on that day, and as it is of great importance that no further delay should take place in the transfer of the Territory to Canada, I am directed to express Lord Granville's hope that the acceptance by the Executive Government of Canada, in the terms of the several Orders in Council accompanying this letter, of the Rupert's Land Loan Act, 1869, and the plan suggested by Mr. Rose, for raising and paying over the money to the Hudson Bay Company, may be satisfactory to their Lordships.

I am, &c.,

F. R. SANDFORD.

The Secretary to the Treasury.

Mr. Stansfeld to the Under Secretary of State., Colonial Office.

(Copy).

TREASURY CHAMBERS,

22nd November, 1869.

SIR,—With reference to your letter of 5th inst., and its enclosure, relative to the Loan of £300,000, to be raised by the Government of Canada for the payment of the Hudson Bay Company on the cession of Rupert's Land, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of Earl Granville, that My Lords have had conveyed to Mr. Rose, late Finance Minister for Canada, their approval of the manner in which it is proposed to raise the sum of £300,000, and of terms of the Bond or Debenture.

Mr. Rose has also been informed that My Lords are prepared to guarantee the payment of interest at the rate of 4 per cent. on the said sum of £300,000, in the terms of the Board, on condition that sufficient proof is afforded to the satisfaction of this Board, that that sum has been paid over to the Hudson Bay Company, by, or on behalf of the Government of Canada, and with the understanding that that Government will recommend to the Parliament of Canada, at its first session, the passing of whatever further Act may appear to be called for by a strict interpretation of the provisions of the Imperial Act.

I am to add that My Lords have appointed the Permanent Secretary to carry into effect the guarantee on behalf of this Board, and they propose that Sir F. Rogers and Mr. Law (Auditor of the Civil List) should act as Trustees of the Sinking Fund, on behalf of Her Majesty's Government.

The papers enclosed in your letter of the 5th instant are returned herewith.

I am, &c.,

(Signed,)

JAMES STANSFELD.

The Under Secretary of State, Colonial Office.

SURVEY AND SUB-DIVISION, NORTH-WEST.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 23rd September, 1869.

The Committee have had before them the annexed Report, dated 22nd September 1869, from the Honorable the Minister of Public Works, submitting certain documents received by him from J. Stoughton Dennis, Esq., P.L.S., embracing a system proposed by him for the survey and sub-division of the townships in the North-West Territories, and on the recommendation of the Minister of Public Works, they respectfully advise that the system proposed by Colonel Dennis, be approved and adopted.

Certified.

WM. H. LEE,
Clerk to the Privy Council.

OTTAWA, 22nd September, 1869.

(Memorandum.)

The undersigned has the honor to submit,

That on the 10th July last, a letter of instructions was sent to Lieutenant Colonel Dennis, P.L.S., directing him to proceed to the Red River, for the purpose of selecting the most suitable localities for the survey of townships for immediate settlement.

That Mr. Dennis after consulting with the Crown Lands Departments, both in Canada and the United States, in accordance with the above instructions, has forwarded certain papers embracing a proposed system of surveys and sub-division of Public Lands in that part of the Dominion.

1. The system to be rectangular. All townships and sections to be East and West, or North and South.

2. The townships to number northerly from the 49 parallel, and the ranges of townships to number East and West from a given meridian. This meridian to be drawn from the 49 parallel, at a point, say 10 miles West of Pembina, and to be called the Winnipeg meridian.

3. The townships to consist of 64 squares of 800 acres each, and to contain in addition 40 acres, or five per cent. in area in each section, as an allowance for public highways.

4. The townships on the Red and Assiniboine Rivers, where the same have had ranges of farm lots laid out by the Company, to be surveyed, the broken sections butting against the rear limits of such ranges, so as to leave the same intact as independent grants, accompanying which is a map on Mercator's Projection, illustrating the proposed division and a plan of a township, shewing the proposed method of sub-division.

The undersigned now begs to recommend that the above system of surveys and sub-division by Colonel Dennis, P.L.S., for the North-Western Territories, may be adopted and approved.

Respectfully submitted.

(Signed,)

WM. McDougall,
Minister of Public Works.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 28th September, 1869.

On the recommendation of the Honorable the Minister of Justice, the Committee advise that the Honorable Wm. McDougall, C. B., be appointed Lieutenant Governor of

the North-West Territories; and that a Commission under the Great Seal do issue, to take effect from and after the day on which such Territories are transferred by Her Majesty to the Dominion of Canada.

And on the same recommendation they advise that Mr. McDougall's Salary, as such Lieutenant Governor, be fixed at seven thousand dollars per annum.

Certified.

WM. H. LEE,
Clerk Privy Council.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 28th September, 1869.

The Committee have had under consideration the annexed draft of a letter proposed to be addressed by the Secretary of State for the Provinces to the Honorable William McDougall, as his preliminary instructions on proceeding to the North-West Territories, and on the recommendation of the Honorable the Minister of Justice advise that the same be approved by your Excellency.

Certified.

WM. H. LEE,
Clerk of Privy Council.

(Copy.)

OFFICE OF THE SECRETARY OF STATE FOR THE PROVINCES,
28th September, 1869.

The Honorable Wm. McDougall, C. B., Ottawa.

SIR—As you have been appointed Lieutenant Governor of the North-West Territories, in anticipation of the formal transfer of those Territories by Her Majesty to the Dominion of Canada, and as it is expected that such transfer will be made within the course of the next two or three months, I have the honor, by command of His Excellency the Governor General, to inform you that it is desirable that no time should be lost in making the necessary preliminary arrangements for the organization of the Government of the Territories.

2. With this view, I am to instruct you to proceed with all convenient speed to Fort Garry, in order that you may effectually superintend the carrying out of the preliminary arrangements indicated in the preceding paragraph, and be ready to assume the Government of the Territories on their actual transfer to Canada.

3. On your arrival at Fort Garry you will place yourself at once in communication with Mr. McTavish, the Governor of the Hudson Bay Company, and notify him of your appointment, you will at the same time offer seats in your Council to Mr. McTavish and to Mr. Black, or other Chief Judicial Officer of the Hudson's Bay Company, now in the Territory. Should either or both of these gentlemen decline to accept office, you will submit for the consideration of His Excellency, the names of one or two other officers of the Company whom you consider eligible to act as members of your Council. You will at the same time submit the names of several of the residents of character and standing in the Territory, unconnected with the Company, qualified to act as Councillors, giving particulars respecting them, and stating their comparative merits.

4. You will have the goodness to report, with all convenient speed, for the information of His Excellency, on the state of the laws now existing in the Territories, transmitting

copies of any laws, ordinances or regulations of the Company now in force there, together with a full report as to the mode of administering justice, the organization of the Courts, the number and mode of appointment of Justices of the Peace; the Police arrangements and the means adapted for keeping the peace &c.

5. In preparing the Report on the matters referred to in the preceding paragraph, it will be well that you should confer with the Chief Judicial Officer of the Company in the Territories.

6. You will have the goodness to report also upon the system of taxation (if any) now in force in the Territories, the system of licencing Shops, Taverns, &c., the mode of regulating or prohibiting the sale of wines, spirituous and malt liquors, and further as to the mode of keeping up the Roads and generally on the Municipal organization, if any, existing in the Territories.

7. You will also make a full report upon the state of the Indian tribes, now in the Territories, their numbers, wants, and claims; the system heretofore pursued by the Hudson Bay Company in dealing with them: accompanied by any suggestions you may desire to offer, with reference to their protection, and the improvement of their condition.

8. You will have the goodness to report, also, on the nature and amount of the currency or circulating medium now employed in the Territories, and of the probable requirements of the Territories in that respect in the future.

9. You will also report on the system of education (if any) which now obtains in the Territories.

10. You will also please to report as to such lands in the Territories as it may be desirable to open up at once for settlement, transmitting a plan of such survey as may be necessary, with an estimate of the cost of survey, a statement of the conditions of grants of land and settlement. The Plan should shew the number of Townships it is proposed to lay out at once, the size and situation of the Townships, and the size of the lots, making the necessary reservation for Churches, Schools, Roads, and other public purposes.

11. You will also report upon the relations at present existing between the Hudson Bay Company and the different religious bodies in the Territories.

12. You will also report as to the number of officers now employed by Hudson Bay Company in the administration of the Government of the Territories, stating the duties and salaries of such officers, and specifying those who should, in your opinion, be retained. You will also report as to the number of persons whom it will be necessary hereafter to employ in the administration of the Government; and you will report generally on all subjects connected with the welfare of the Territories, upon which it may seem to you desirable to communicate with the Government of the Dominion.

13. It is desirable that you should take immediate measures for the extension of the Telegraph System from the Territory to Pembina, and for its connection at that place with the system of the American Telegraph Company or Companies, making any provisional arrangements for that purpose that may be necessary, and forwarding a copy of such arrangements to this Department for confirmation by His Excellency.

I have the honor to be, Sir, &c., &c.,

(Signed,)

R. A. MEREDITH,

U. Secretary of State.

CUSTOMS AND EXCISE LAWS.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 28th September, 1869.

On a memorandum, dated 27th September, 1869, from the Honorable the Minister of Justice, acting for the Honorable the Minister of Inland Revenue, and of the Honorable

the Minister of Customs, calling the attention of Your Excellency to the expediency of making early provision for the extension of the Customs and Excise Laws of Canada to the North-West Territories, so soon as they are admitted into the Dominion.

With that view they recommend that the Lieutenant Governor appointed by Your Excellency, be instructed to procure the passing of Ordinance or Ordinances by His Council so soon as it is constituted, making the Customs and Excise Laws of the Dominion operative in the Territories. Such Ordinance or Ordinances to be in force until the said laws are extended to the Territories by the Parliament of Canada.

They further recommend that Mr. Alexander Begg, of the Inland Revenue Office, be instructed to proceed with all reasonable speed to Fort Garry, and that he assume the duties of Collector of Customs and Inspector of Inland Revenue under the said Ordinances. That his travelling expenses be paid, and that his salary be raised from \$500 to \$1,000, to commence from 1st October, 1869.

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

Certified.

WM. H. LEE,
Clerk P.C.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 7th December, 1869 :

On a memorandum, dated 3rd December, 1869, from the Honorable the Minister of Finance, submitting that it is expedient to come to an immediate decision as to the final policy to be adopted in Rupert's Land, in the event of that Territory being added to the Dominion of Canada.

That it would, in his opinion, be inexpedient to make any material changes in the Customs Duties in Rupert's Land, until the means of access to the Territory shall have been greatly improved.

He therefore suggests that the present tariff should remain in force for at least two years from the 1st January next. That it may, however, be necessary to establish duties on spirits, and, possibly, some other articles, which are at present exempt.

That if the above suggestion be concurred in, he would further recommend that an announcement of the intention of the Government be made to the people resident in the Territory, who may possibly feel some alarm on the subject of increased duties.

The Committee concur in the Report of the Finance Minister, and submit the same for Your Excellency's approval.

Certified.

WM. H. LEE,
Clerk Privy Council.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 11th December, 1869.

The Committee of Council, on the recommendation of the Honorable the Minister of Finance, and for the reasons given in his memorandum of the 11th December instant, advise that the Minute in Council of the 7th instant—having reference to the policy to be adopted in Rupert's Land in the event of that Territory being added to the Dominion—be cancelled.

The Minister of Finance submits that, in his opinion, it is inexpedient to make any material changes in the Customs Duties in Rupert's Land until the means of access to the Territory shall have been greatly improved,

He therefore suggests that the present tariff should remain in force for at least two years from the 1st January next.

That if the above suggestion be concurred in, he would further recommend that an announcement of the intention of the Government be made to the people resident in the Territory, who may possibly feel some alarm on the subject of increased duties.

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

Certified.

WM. H. LEE,
Clerk Privy Council.

SEAL, NORTH-WEST TERRITORIES,
GOVERNMENT HOUSE, OTTAWA,

Tuesday, 23rd day of November, 1869.

PRESENT :—*His Excellency the Governor General in Council.*

His Excellency, by and with the advice of the Queen's Privy Council for Canada, and in pursuance of the provisions of the Second Section of the Act 32 and 33 Victoria, Chapter 3, intituled, "An Act for the temporary Government of Rupert's Land and the North-West Territory when united with Canada, has been pleased to order, and it is hereby ordered, that on, from, and after the day on which 'The North-West Territories' shall be admitted into the Union or Dominion of Canada, the said North-West Territories shall, upon all occasions that may be required, use a common Seal, to be called the Great Seal of 'The North West Territories,' which said Seal shall be composed of the Royal Arms, with the legend or inscription 'The Seal of the North-West Territories.'"

WM. H. LEE,
Clerk Privy Council.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 18th January, 1870.

On a memorandum, dated 14th January, 1870, from the Honorable the Minister of Public Works, reporting that considerable progress has been made in the roads connecting the navigable reaches on the line of communication between Lake Superior and Red River,—authorized by Your Excellency.

That the route traverses a country as yet uninhabited, and that pending any future arrangements for the conveyance of mails, &c., he recommends that he be authorized to expend the sum of twelve thousand dollars (\$12,000) in the purchase of boats, and the means of conveying them to the places where they are required.

The Committee advise that the required authority be granted.

Certified.

WM. H. LEE,
Clerk, Privy Council.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 28th January, 1870.

On a memorandum, dated 26th January, 1870, from the Honorable the Postmaster General, reporting that he has entered into an agreement with the owners of the steamer "Chicora" for round trip per week between Collingwood and Fort William, during the season of navigation in the present year; by which agreement the steamer is to convey, in addition to any mails which may be placed on board, such men and stores as the Government may desire to send, at a tariff of prices to be fixed by Your Excellency in Council, in consideration of the payment to the owners of the "Chicora," by the Government of the Dominion, of the sum of Four thousand nine hundred dollars for the season.

He recommends that the above arrangement be confirmed by Your Excellency in Council, and that, inasmuch as the Mail service between Collingwood and Fort William is already provided for by his Department, under contract with the steamer "Algoma," the amount to be paid to Messrs. Milloy, owners of the "Chicora," be placed in the Estimates for the Ocean and River Steam and Packet Service for 1870-71.

The Committee advise that the arrangement made be sanctioned, and that the necessary amount be placed in the Estimates for the present year.

Certified.

WM. H. LEE,
Clerk, Privy Council.

RETURN

To an Address of the HOUSE OF COMMONS, dated 23rd February, 1870, for Copies of Instructions to Surveyors sent to North-West Territory, and Statement shewing the number of men employed, and the salaries to be paid; also Copies of all Orders in Council relating to such Surveys and Reports of Surveyors employed, with Copies of all documents relative thereto.

By command,

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, 24th March, 1870.

(No. 4,852.)

OTTAWA, July 10th, 1869.

SIR,—Referring to the subject discussed at our interview yesterday, I now request you to proceed, without delay, to Fort Garry, Red River, for the purpose, as explained to you, of selecting the most suitable localities for the survey of Townships for immediate settlement.

You will confer with Governor McTavish, of the Hudson's Bay Company, who is able, and will no doubt be glad to give you advice and assistance in the performance of this important duty. You will also confer and advise with Mr. Snow, Superintendent of the Fort Garry and Lake of the Woods Road, especially as to the character of the country about Oak Point, and its adaptability for immediate settlement. Mr. Snow will be instructed to assist you, and to place at your disposal, if you should require them, any astronomical or other instruments belonging to this Department which are now in his charge.

You will report to this Department the plan of survey you propose to adopt (with a rough map) as soon as you shall have determined upon it; but, in the meantime, until you have received notice of its approval or modification, you will proceed with such surveying operations at Oak Point, and the vicinity of Red River, as may appear to you to be necessary in any event.

The American system of survey is that which appears best suited to the country, except as to the area of the section. The first emigrants, and the most desirable, will probably go from Canada, and it will, therefore, be advisable to offer them lots of a size to which they have been accustomed. This will require you to make the section 800 acres instead of 640, as on the American plan; there should also be an allowance or excess sufficient for public roads.

As soon as the survey of a Township is completed, a copy of the plan should be lodged with the Governor or other Chief Officer of the Hudson's Bay Company, in order that the opportunity may be given to the Company to ascertain the lots or sections which, under the terms of the agreement with them, will become their property.

You will consider yourself an employee of the Department, and on a temporary service only. Your remuneration will be the same as that allowed to Mr. Snow. Your drafts upon the Department for necessary expenditure will be duly honored. You will be expected to observe strict economy in the execution of the service entrusted to you.

I have the honor to be, Sir,

Your obedient Servant.

(Signed,) Wm. McDougall,

Minister, Public Works.

Lieut.-Col. Dennis,
P. L. S., &c.,
Toronto.

(No. 7,369.)

TORONTO, 13th July, 1869.

SIR,—I have the honor to acknowledge the receipt of your letter of the 10th instant, containing instructions for my guidance in discharge of the duty which has been entrusted to me at the Red River Settlement.

Appreciating as I do the honor of having been selected for this important service, and fully aware of the responsibility it involves, I shall not fail to apply all the energy and experience I possess towards a successful result.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,) J. S. DENNIS.

The Honorable Wm. McDougall, C. B.,
Minister of Public Works,
Ottawa.

(No. 7,493.)

TORONTO, 26th July, 1869.

SIR,—I have the honor to enclose herewith the accounts in duplicate for instruments and necessary articles purchased by me here for use in connection with the operations about to be conducted at Red River.

I have made no unnecessary purchases, at the same time, I have not neglected anything to place me in a position properly to undertake and carry out the responsible duty with which I have been entrusted.

I have caused an inventory to be made from the accounts, and will take upon myself to see that the instruments and other articles are used strictly in the Government service, and under my own direction.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,) J. S. DENNIS,

P. L. S. in charge.

The Honorable W. McDougall, C. B.,
Minister of Public Works,
Ottawa.

(No. 7,989.)

TORONTO, 17th July, 1869.

SIR,—I find that the instruments, purchased by Mr. Snow from Mr. Potter, were for the purpose of noting atmospheric phenomena exclusively, and I write to ask your authority to buy some instruments which will be required in connection with the surveys of the Red River Territory.

The Deputy Surveyors, who may be employed at any time, will be expected each to provide himself with a good Theodolite or Transit. It would be necessary, however, to have a set of instruments there which would remain the property of the Government, of which I would have the Theodolite or Transit of such character that it would be thoroughly reliable in fixing the Meridional and Base lines, which, in all probability, will govern the system of future surveys in that country.

Mr. Potter has just such an instrument, an *Altitude and Alginuth Transit Theodolite*, for sale at the present time. It was imported by the late Mr. Hawkins, P.L.S., for effecting astronomical observations, and cost \$300. It was in an observatory nearly all the time he had it, and, not having been used since, is in perfect condition. It can be bought now for say \$125, perhaps less, and I would strongly recommend its being secured.

There would require to be provided—

- | | | |
|---|--|-------------|
| 1. The Instruments mentioned,..... | say \$125 | |
| 2. An artificial horizon | ” | 25 |
| 3. A good Level | | 80 |
| 4. A good Field Glass | | 25 |
| | | — say \$255 |
| 5. Supply of Drawing Instruments, Protractor, Scales, Rules, &c. | } Cost of these comparatively trivial. | |
| 6. Box of Colors | | |
| 7. Supply of Drawing and Tracing Paper and some Stationery | | |
| 8. Nautical Almanac and Tables | | |
| 9. One small Seat for self | | |

All of the above are essential and necessary to be provided, and I would see that they were taken proper care of as belonging to the Government.

I have the honor to be,
Sir,

Your obedient Servant,

(Signed,) J. S. DENNIS.

The Honorable Wm. McDougall, C.B.,
Minister of Public Works,
Ottawa.

No. 7,676.)

ST. CLOUD, 6th August, 1869.

SIR,—I have the honor to report my arrival at this place on my way to Fort Garry.

It was intended that my party should consist of Mr. McGrath, P.L.S., of Ottawa, Mr. Hart, P.L.S., of Brantford, and myself; but the former gentleman, having been taken ill, was unable to join me at Toronto, on the 27th ultimo, as previously arranged, and I was, therefore, obliged to telegraph Mr. Whitcher to have him sent on after me to St. Paul, or, I suggested that he might come through by the Lake Superior route with the Government party, which it was thought might leave Toronto about the 6th or 8th of the present month.

I was joined, however, previous to leaving Toronto by some five gentlemen who had obtained permission to accompany my party through to Fort Garry, paying their own expenses, and they are now with me, making up seven in all.

We arrived in St. Paul on Sunday last.

Some three days were occupied in buying teams and outfit for the forward journey, which I found could be obtained there more advantageously than at this place. To enable me to do this, I drew upon you through the Marine Bank, on the second instant, for one thousand dollars.

I spent some little time also with Mr. Davidson, Surveyor General of Minnesota, who very kindly afforded me every information as to the American system of survey of the public lands.

Having bought two teams and supplies to carry us through to Red River, the same were started from St. Paul for this place on Wednesday at noon, and arrived about an hour ago. I came ahead by the rail, which terminates here, in order to get any further information necessary for the forward journey, which we shall commence to-morrow morning. I look forward to driving through in fifteen days.

I received every attention from Mr. Kiltson, of St. Paul, and from Mr. Burbank, of this place. Both gentlemen tell me we shall probably not lose anything on the teams and waggons in selling them again at Red River. Should there, however, be any loss the same will be borne *pro rata* by all members of the party, so that I shall be able to refund the Government within a small amount of the sum invested on the outfit.

This will duly appear in my accounts.

Not hearing at St. Paul, as expected, of the intended movements of Mr. McGrath, I telegraphed from there through Mr. Witcher, and on my arrival here received a reply to the effect that Mr. McGrath *would not be able to come at all*.

This has proved a disappointment, and may interfere somewhat with the operations I had proposed to go on with on my arrival at Red River.

Under the circumstances, as I fear this letter may not arrive at Ottawa before you will probably have left for Fort Garry, *via* Lake Superior, I have written from here, taking upon myself to request Mr. Webb, P.L.S., of Brighton, in whom I have every confidence, and who has expressed a great desire to be employed at Red River, to join me at Fort Garry, without unnecessary delay.

I have instructed Mr. Webb to call upon Mr. Burbank, of this place, with whom I have arranged as to his being sent on, and anticipate that he will have little or no difficulty as a train of carts is expected to leave here for Red River shortly after the time when he will probably arrive.

I hope this step may meet with your approval.

I have the honor to be, Sir,

Your obedient servant,
(Signed,) J. S. DENNIS, P.L.S.

The Honorable Wm. McDougall, C.B.,
Minister of Public Works,
Ottawa.

(No. 5,175.)

OTTAWA, August 14th, 1869.

MEMORANDUM.—The undersigned has the honor to request that a further sum of \$20,000.00, be placed at his disposal, to meet expenditure in connection with the surveys of the roads between Lake Superior and Red River.

Respectfully submitted,
(Signed,) MINISTER OF PUBLIC WORKS.

(No. 7,988.)

RED RIVER SETTLEMENT, August 21st, 1869.

SIR,—I have the honor to report to you that, in company with Dr. Shultz, I arrived at this settlement yesterday, about 2 o'clock, p.m., having been somewhat delayed by heavy rain storms, which occurred on the 15th and 16th instant.

I expect the rest of my party, with the instruments, &c., about Tuesday next. In the meantime, I have commenced arrangements so as to prosecute the surveys without delay. Houses are very scarce and difficult to be obtained, but through the kindness of Drs. Shultz and Bown, who have shewn me every attention, I have succeeded in getting part of a building for an office, and have a carpenter at work making some drawing tables, &c.

Day after to-morrow (Monday), I shall visit Oak Point, and call upon Mr. Snow, after spending a day or two there, I shall return and go first to Prairie Portage, and follow up by examining the country in the immediate vicinity of this settlement, I shall then be in a position to forward to you a sketch for the first farm surveys, based upon a general system, which will be at the same time submitted for your consideration.

Governor McTavish, on whom I called to-day, shewed every disposition to further the objects of my mission.

With regard to the records of lands granted by the Company, he said he hardly felt justified in giving them fully over to me, but I should have full access to them for the purpose of obtaining copies. I shall, therefore, take immediate steps to have them copied. I regret to say that there exists great confusion and irregularity in the surveys and descriptions of these grants, and much care and skill will be required in reconciling difficulties in the way of clashing descriptions, and disputed occupation of lands.

I propose, with your approval, as regards these particular lands,—

First. To obtain an accurate survey and map thereof;

Second. Upon these, to endeavour, as far as possible, to reconcile the facts on the ground, with the lots as described in the grant, and having done so, mark the boundaries definitely, and have the survey and map confirmed by an Act of the Legislature.

It will probably be necessary, in many instances, to compensate parties for deficiencies of area, which may be done by giving them a piece of land in rear.

I find that a considerable degree of irritation exists among the native population in view of surveys and settlements being made without the Indian title having been first extinguished.

You will, no doubt, have become aware that the half-breeds lately, in a public meeting, called the Company here to account in the matter of the money paid for the transfer to Canada.

Whatever may have been the views of the Government as to the character of the title to be conveyed by the deed of transfer, whether the expense may or may not be fairly chargeable to the Company, I am satisfied that the Government will, in the first place, have to undertake and effect the extinction of the Indian title.

This question must be regarded as of the very greatest importance.

In connection therewith, I would reiterate to you my conviction, as expressed while at Ottawa, that no time should be lost. The necessity for prompt action is more apparent to me now than it seemed even then.

Supposing the transfer from the Company to have been complete, it is possible that the object may be carried out yet, this fall.

There can be no question as to the prejudicial effects in retarding the settlement of the country, should the half-breeds and Indians assume a position of hostility to any extent whatever, towards the incoming settlers, or towards the Government.

The difficulties of the position may be much enhanced by giving the discontented parties the winter to brood over, and to concert measures in opposition to the views of the Government.

In the meantime, the French half-breeds, who constitute about one-fourth or one-

fifth (say 3,000 souls), of the settlement, are likely to prove a turbulent element. This class have gone so far as to threaten violence should surveys be attempted to be made.

I shall call to-day on the dignitaries of the Roman Catholic Church, and, explaining the objects which the Government wish at present to carry out, request that they will in turn explain the matter to their people.

The harvest, I am glad to say, promises to be very fine. Barley has been gathered, and the cutting of wheat is being commenced. The yield will be very great. It is estimated by reliable Canadian settlers, with whom I have to-day conversed, that the average yield in the settlement will be on the whole 30 bushels per acre, and that one third of the area under wheat crop, will average over 40 bushels to the acre.

I have had fields, now covered with magnificent crops of wheat, pointed out to me as having been cropped every year from 20 to 30 years back, without returning to the soil anything whatever in the shape of manure.

The soil of the Red River valley is of unparalleled fertility.

What I have so far seen of the country impresses me most favorably with it.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

J. S. DENNIS.

The Honorable Wm. McDougall, C.B.,
Minister of Public Works,
Ottawa.

(No. 8,003.)

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 20th August, 1869.

On a memorandum, dated 14th August, 1869, from the Honorable the Minister of Public Works, the Committee advise, in accordance with the request therein, that a further sum of Twenty thousand dollars (\$20,000) be placed at the disposal of the Minister to enable him to meet expenditure in connection with the survey of the roads between Lake Superior and Red River.

Certified.

(Signed,)

W. A. HIMSWORTH,
Assistant Clerk Privy Council.

To the Honorable the Minister of Public Works.

(No. 8,060.)

RED RIVER SETTLEMENT, August 28th, 1869.

SIR,—I have the honor to enclose papers as follows, embracing a proposed system of survey and subdivision of Public Lands in this Territory, that is to say:—

(A). Description in detail of the method proposed.

(B). Map on Mercator's projection, illustrating the proposed division into Townships of a part of the Territory.

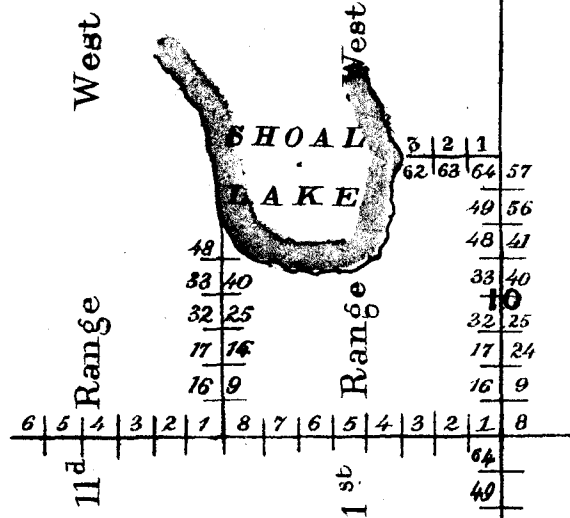
(C). Plan of a Township, shewing the proposed method of subdivision.

In recommending this system, I have given much time and thought to the subject, and the one submitted I believe to be the best in every way adapted to the Territory.

With regard to the American method, I had the benefit of full detailed information kindly forwarded me by the Honorable Joseph S. Wilson, Commissioner of the U. S. General Land Office, as well as interviews with General Nutting, late Surveyor General, and with Mr. Davidson, the present Surveyor General of Minnesota, as also with other leading and intelligent Americans.

L A K E
M A N I T O B A H

L A K E
W I N N I P E G



PRAIRIE PORTAGE

SMALL MARSHY LAKES

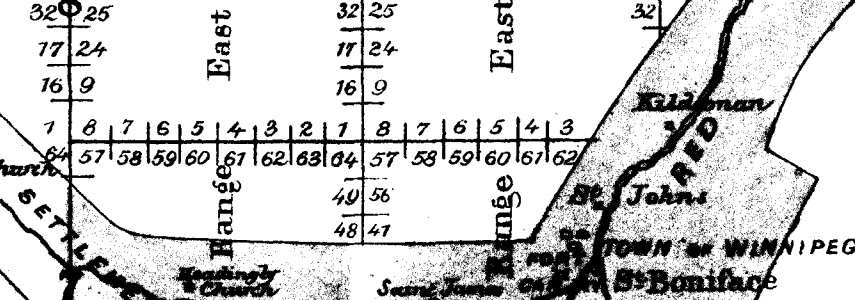
Rough Diagram, Based on Hinds Map, intended to illustrate Report on Townships Surveys & Red River Territory.

Ottawa, Feb^r 12 1870 (signed) *J. S. D.*

Note. It will be seen that the Townships number North from the 49th Parallel and lie in ranges East and West of the Winnipeg Meridian.

signed *J. S. D.*

Scale of 6 Miles to the Inch.



SKETCH OF TOWNSHIPS SHEWING NUMBERING OF SECTIONS.

57	58	59	60	61	62	63	64
56	55	54	53	52	51	50	49
41	42	43	44	45	46	47	48
40	39	38	37	36	35	34	33
25	26	27	28	29	30	31	32
24	23	22	21	20	19	18	17
9	10	11	12	13	14	15	16
8	7	6	5	4	3	2	1

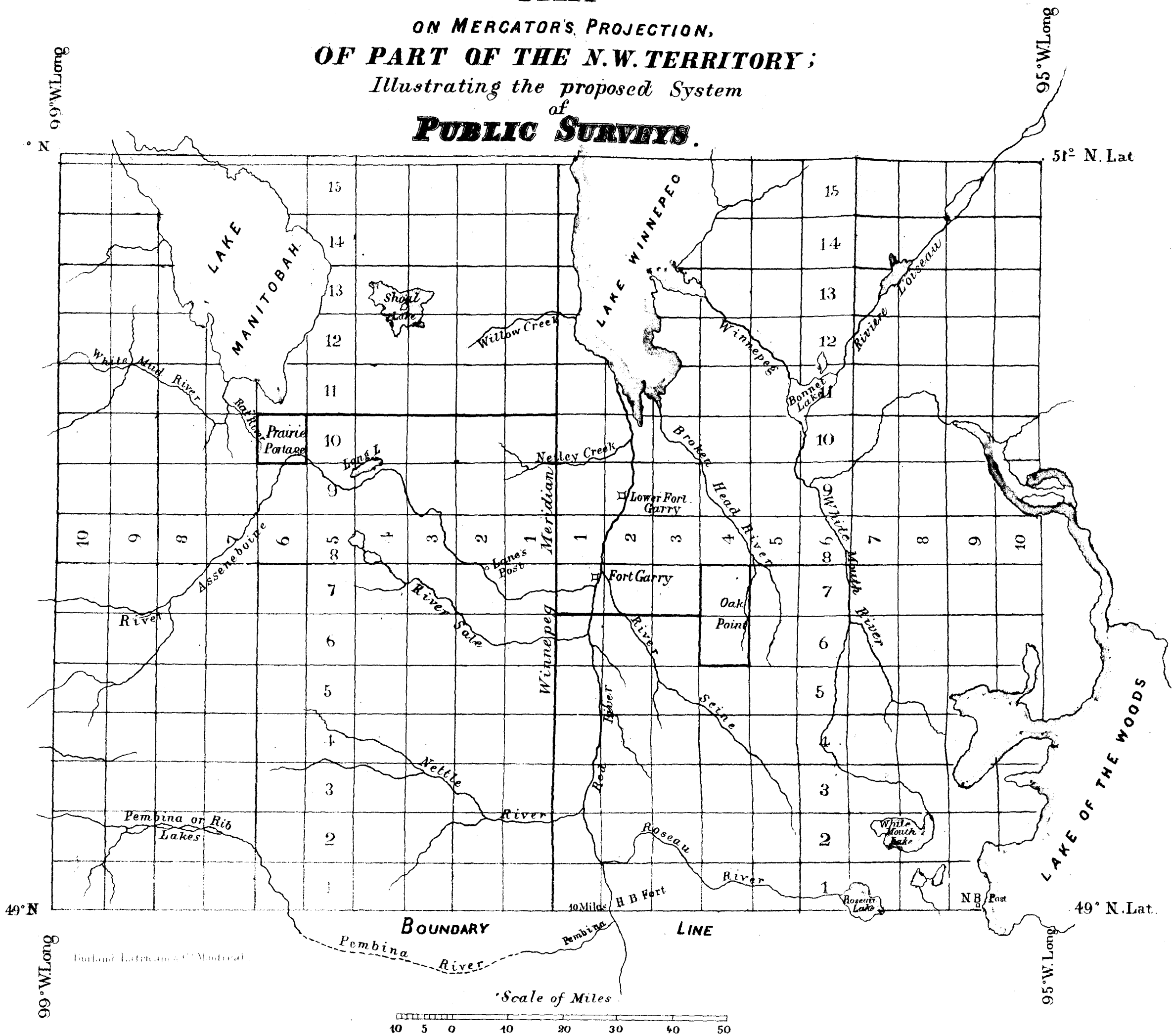
Memo. Section contains 800 Acres each with five per cent additional thrown in for Roads.

signed *J. S. D.*

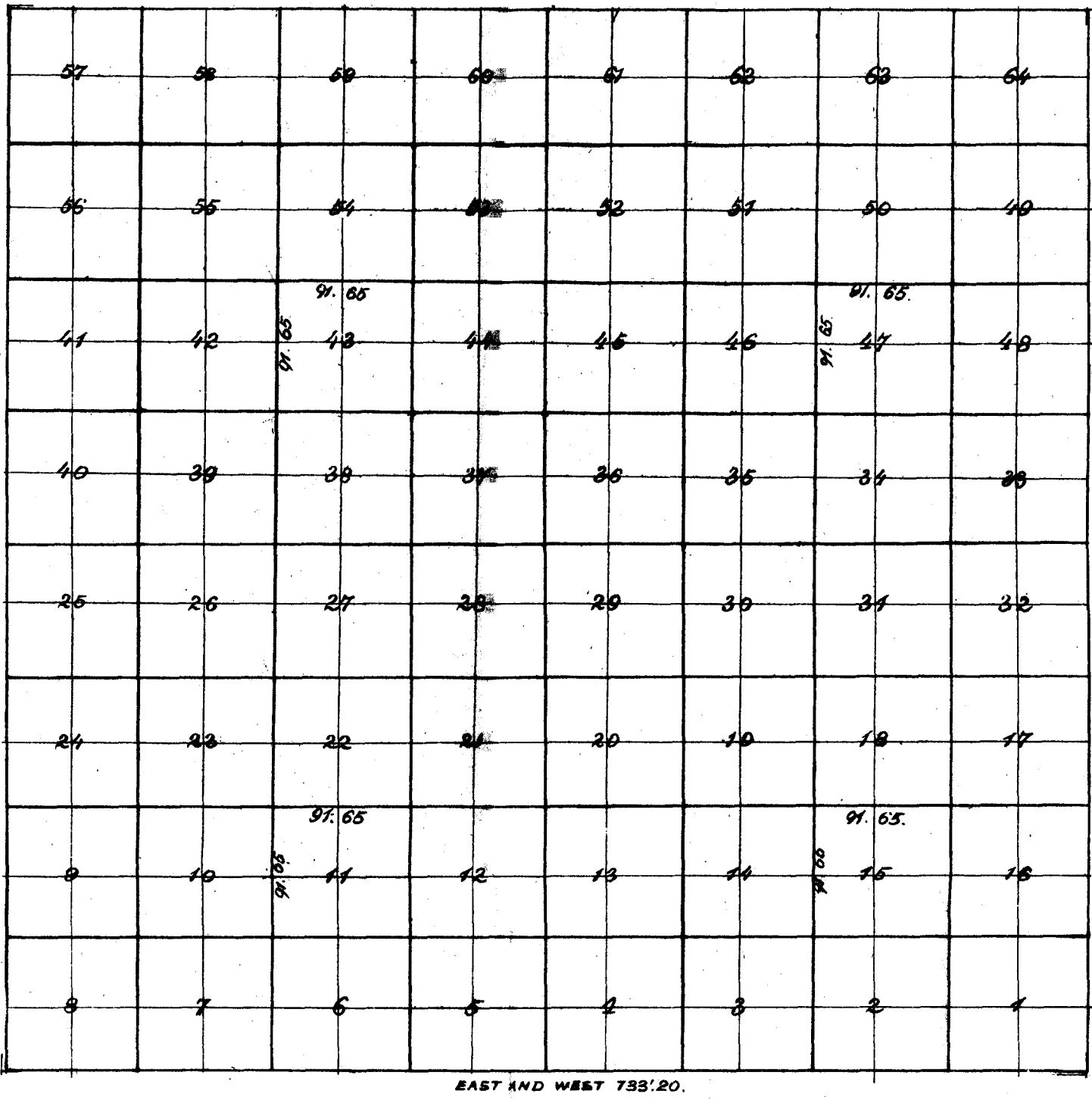
Boundary Line 49° N. Lat.

MAP

ON MERCATOR'S PROJECTION,
OF PART OF THE N.W. TERRITORY;
Illustrating the proposed System
of
PUBLIC SURVEYS.



PLAN
TOWNSHIP.
 PROPOSED SYSTEM
 OF
PUBLIC SURVEYS
 Red River Territory



Memoranda
 The Township is divided into 64 Squares of 800 Acres each, exclusive of allowance for Road which is five per cent. This five per cent is added into the Section, as laid out upon the ground.
 The Sections number consecutively commencing in S.E. and ending in N.W. Corners of Townships.
 The area of the whole Township including five per cent for road-53760 acres.

Burland, Lafranc & Co Montreal.

Fort Garry
 Aug. 28th 1869
 (signed) *L. Dennis*

To Mr. Russell, Assistant Commissioner, and to Mr. Devine, Chief of Surveys of the Ontario Department of Crown Lands, I am also indebted for valuable information and suggestions.

It was generally conceded that the American system is faulty in making no appropriation for public roads, which are subsequently taken from the settler out of the nett area of land for which he may actually have paid the Government.

I think, further, that the Townships are unnecessarily small.

In a prairie country, where the facilities of communication are greatly in excess of those in a broken or heavily-wooded country, the Townships may well be larger, thus tending to economy in the administration of municipal affairs.

I have, therefore, made my Townships uniformly to contain sixty-four sections of eight hundred acres each, and with regard to an allowance for roads, have thrown five per cent. additional into the area of each section, making in all 53,760 acres as the area of the Township.

This per centage for roads I conceive to be an abundant provision to meet the wants of the country in the matter of highways.

Mr. Snow, with whom, according to my instructions, I have advised, is strongly in favor of fixed road allowances; the plan submitted, however, I think preferable, as it contributes to simplicity in the surveys, and places the jurisdiction over the location of the highway more fully in the hands of the municipal authorities.

The numbering of the Townships from one uniform base—the southern boundary of the Territory—and the numbering of the ranges of Townships east and west from one principal meridian, is simple, and will therefore be easily understood by all parties.

It will also prevent any possible further confusion in administering the Land Granting Department.

In a country so extensive as this, a reference to the Townships by numbers for the purpose of survey and land granting is in the first instance indispensable.

Names to the several Townships, in accordance with the practice followed in the Western States, will naturally be given subsequently by the settlers themselves.

As regards operations, at the present time, I find myself rather hampered by circumstances.

In the first place, I had proposed, until fully advised as to the system of farm surveys which might be adopted by the Government, to employ the time in surveying the belt of lands granted by the Company, which embraces a strip of two miles in width on each side, and extending up the Red River for the distance of, say forty miles from the mouth, and also along the Assiniboine, in the same way, for many miles.

This, I have hesitated, to go on with at the present time, in consequence of much of the land being under crop; going through which would involve more or less injury to individual settlers, a measure which, in the present temper of the half-breeds is to be deprecated; at the same time, to proceed with Township Surveys at Oak Point and Prairie Portage, on the system submitted, may be to anticipate an approval which may not be confirmed. At the same time, as I do not feel warranted in view of the season fast slipping away in remaining with my staff unemployed, I propose to proceed without unnecessary loss of time to the southern boundary, whence at a distance of ten miles west of Pembina, to project the line laid down on the sketch (B) as the Winnipeg meridian, as far north as Township No. 11, then to project the line easterly between Townships 6 and 7, and lay out the land in the vicinity of Oak Point, by which time, or sooner, I shall no doubt have received your further instructions.

I have again to remark the uneasy feeling which exists in the half-breeds and Indian element with regard to what they conceive to be premature action taken by the Government in proceeding to effect a survey of the lands, without having first extinguished the Indian title, and I beg permission to reiterate the conviction expressed on a former occasion, that this must be the first question of importance dealt with by the Government.

I have, of course, taken every opportunity to assure this element as to the intention

of the Government, to deal honorably and fairly in the matter in question, and shall go on quietly with my work.

Should, however, this feeling be likely to result in any opposition of a character likely to prejudice a settlement fraught with importance to the immediate future of this country, I shall at once cease operations, and await your further orders.

I trust to leave for Pembina, on the 2nd or 3rd proximo, to project the line indicated in a preceding paragraph.

I shall be delayed probably till then, waiting for a flat boat, on which my instruments and baggage are coming down the Red River from Fort Abercrombie.

They were transferred at that point to a boat coming down with goods, the horses of my party having rather given out, in consequence of heavy roads from rains, and also having suffered much from mosquitoes.

One of the teams was further disabled from gravel getting into the feet of one of the horses, and laming him.

I have sent both teams over to Oak Point, to recruit, as Mr. Snow tells me there is an abundance of fine grass and water there.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,) J. S. DENNIS,

Provincial Land Surveyor, in charge of Land Surveys.

The Honorable Wm. McDougall, C.B.,
Minister of Public Works,
Ottawa.

(A.)

Proposed method for the Survey of the Public Land in the North-West Territory.

1. The system to be rectangular, all Townships to be east and west, or north and south.

2. The Townships to number northerly from the 49th parallel, and the ranges of townships to number east and west from a given meridian. This meridian to be drawn from the 49th parallel at a point say ten miles west of Pembina, and to be called the Winnipeg Meridian.

3. The Townships to consist of 64 squares, of 800 acres each, and to contain, in addition, 40 acres, or five per cent in area in each section, as an allowance for public highways.

4. The Townships on the Red and Assiniboine Rivers, where the same have had ranges of farm lots laid out by the Company to be surveyed, the broken sections butting against the rear limits of such ranges, so as to leave the same intact as independent grants.

(Signed,) J. S. DENNIS.

(No. 8,069.)

RED RIVER SETTLEMENT,
September 1st, 1869.

Honorable Wm. McDougall, C.B.,
Minister of Public Works,
Ottawa.

SIR,—I have the honor to report to you that, in accordance with my letter to you of Saturday last, I have this day despatched Major Wallace to St. Paul, commissioned to purchase those supplies which cannot be obtained in the Settlement, such as pork, beans, &c., for the use of surveying parties till next year.

The Government stock of pork is very low here, and Major Wallace is entrusted by Mr. Snow also to purchase a lot for the use of the men employed in constructing the road to Lake Superior.

I propose to purchase:—

70 barrels pork.

40 bushels beans &c.

1,000 lbs. of pressed vegetables.

To effect this, Major Wallace takes with him my draft upon you for \$2,000.

The gentleman named will report his arrival to you by telegraph from St. Cloud, and will be subject to your further orders at St. Paul.

I have the honor to be, Sir,

Your obedient Servant,

J. S. DENNIS.

(No. 5,403.)

OTTAWA, September 22nd, 1869.

MEMORANDUM.—The undersigned has the honor to submit,

That, on the 10th July last, a letter of instructions was sent to Lieut.-Col. Dennis, P.L.S., directing him to proceed to the Red River, for the purpose of selecting the most suitable localities for the survey of Townships for immediate settlement.

That Mr. Dennis, after consulting with the Crown Lands Departments, both in Canada and in the United States, in accordance with the above instructions, has forwarded certain papers embracing a proposed system of surveys and subdivision of public lands in that part of the Dominion.

1. The system to be rectangular. All Townships and sections to be east and west, or north and south.

2. The Townships to number northerly from the 49th Parallel, and the ranges of Townships to number east and west from a given Meridian. This Meridian to be drawn from the 49th Parallel at a point, say 10 miles west of Pembina, and to be called the Winnipeg Meridian.

3. The Townships to consist of 64 squares of 800 acres each; and to contain, in addition, 40 acres, or five per cent. in area in each section as an allowance for public highways.

4. The Townships on the Red and Assiniboine Rivers, where the same have had ranges of farm lots laid out by the Company, to be surveyed; the broken sections butting against the rear limits of such ranges, so as to leave the same intact as independent grants. Accompanying which is a map on Mercator's projection, illustrating the proposed division, and a plan of a Township, showing the proposed method of subdivision.

The undersigned now begs to recommend that the above system of surveys and subdivision by Col. Dennis, P.L.S., for the North-Western Territories, may be adopted and approved.

Respectfully submitted,

(Signed,)

W. McDUGALL,

Minister of Public Works.

(No. 8,144.)

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 23rd September, 1869.

The Committee have had before them the Report dated 22nd September, 1869, from the Honorable the Minister of Public Works, submitting certain documents received by him from J. Stoughton Dennis, Esq., P.L.S., embracing a system proposed by him for

the survey and sub-division of the Townships in the North-West Territories, and on the recommendation of the Minister of Public Works, they respectfully advise that the system proposed by Colonel Dennis be approved and adopted.

(Certified,) Wm. H. LEE,
Clerk Privy Council.

To the Honorable
The Minister of Public Works.

(No. 5,409.)

OTTAWA, September 23rd, 1869.

SIR,—Referring to your letter of the 1st, received 21st instant, on the subject of supplies to be purchased at St. Paul by Major Wallace, for the use of the surveying parties under your charge, and of the men employed under Mr. Snow in the construction of the road to Lake Superior, to the extent of \$2,000, the Minister desires to know what portion of this sum will be placed against the road. The accounts must be kept separate.

I have the honor to be, Sir,
Your obedient Servant,
F. BRAUN,
Secretary.

Lieut. Col. Dennis, P.L.S.,
Red River Settlement.

(No. 8,333.)

FORT GARRY, RED RIVER SETTLEMENT,
September 28th, 1869.

Honorable Wm. McDougall, C.B.,
Minister of Public Works, Ottawa.

SIR,—I have the honor to report my return to the Settlement, having yesterday crossed the Assiniboine River with my Meridian line, at a point about 14 miles west of this place.

There has been much bad weather lately, but on the whole, I was able to average five miles per day on the line. The quarter sections and Townships were duly laid off all the way up, and the points marked by posts and mounds erected. I found Mr. Webb, P.L.S., of Brighton, Canada, for whom I wrote from St. Cloud, as reported in my letter of the 6th August, had arrived during my absence. I have, in the meantime, sent him out to help Mr. Hart to continue the meridian, for two or three days, during which time I will organize another party for him and start him, to run the standard parallel of latitude or governing line between Townships 6 and 7, east of the meridian over to Oak Point.

The meridian line I shall continue up to the line between Townships 10 and 11, and thence turn off west and run it west as a standard parallel over to Prairie Portage.

My observations for latitude at Pembina placed the boundary between the Territory and the United States, about 200 feet north of a post for the parallel of 49°, according to the observation some years back of Captain and now General Pope, of the U. S. A.

I projected the parallel of 49° westerly, according to my own observations, for a distance of 10 miles westerly of the Red River, as proposed in my Report of the 28th ultimo, and from thence commenced the meridian line.

I would strongly urge upon the Government the necessity of a Joint Commission without delay, to settle the position of this boundary westerly of the Lake of the Woods.

Such a course is imperatively called for from the fact that the lands in the vicinity of Pembina having been lately surveyed by the United States authorities, I found that although in fixing the northern boundary of his Township, supposed to be the 49° parallel,

the Surveyor had assumed Captain Pope's post to be correct, and had started from it; and I started from a point 204 feet farther north, his line actually crossed mine before I got out the 10 miles; and there are a number of section posts and mounds to the north of my line on what I am satisfied is British Territory.

As the country to the west of Pembina along the river is rapidly settling, it is quite possible that very awkward questions of local jurisdiction may arise which, in the absence of a survey under joint and proper authority to settle the boundary, may create a great deal of trouble.

I would therefore strongly recommend early action in the matter.

I have the honor to be, Sir,

Your obedient Servant,

J. S. DENNIS.

In charge of Land Surveyors,
Red River Territory.

(No. 5,470.)

OTTAWA, October 4th, 1869.

SIR,—I have the honor to inform you that the Government, upon the recommendation of the Minister of Public Works, has approved of the system proposed by you in your Report dated the 28th August last, for the survey and sub-division of Townships in the North-West Territories. You are, therefore, authorized to proceed with the surveys on the plan proposed.

I have the honor to be, Sir,

Your obedient servant,

F. BRAUN, Secretary.

J. Stoughton Dennis, P.L.S.,
Red River Settlement.

(No. 8,438.)

The Honorable the Minister of Public Works,
Ottawa.

SIR,—I have the honor to state that I have drawn upon you this day, through the Hudson's Bay Company, for One thousand dollars on account of surveys in this Territory. My two parties—one under Mr. Hart, the other under Mr. Webb—are making good progress.

The meridian is now run to Township 10, and Mr. Hart is about commencing to run the parallel of latitude westerly, between Townships 10 and 11. Mr. Webb is at work on the parallel between Townships 6 and 7, and has run that line over east nearly as far as the Red River.

I have the honor to be, Sir,

Your obedient servant,

J. S. DENNIS, P.L.S.,

In Charge of Surveys.

FORT GARRY,
9th October, 1869.

(Copy of 5,840.)

PUBLIC WORKS,

OTTAWA, 4th December, 1869.

MEMORANDUM.—The undersigned has the honor to report that on the several works

now in progress, for the purpose of opening up communication with the North-West Territory, the total amount expended to the 1st of December, 1869, has been as follows :

Fort Garry Road	\$17,271 62
Surveys, Red River	7,847 88
Lake Superior and Red River Canals (Surveys)	5,386 40
Fort William Road	50,591 97
	<hr/>
	\$81,097 87

And that of the foregoing sum \$80,000 were expended under the authority of Orders in Council.

That the Engineers of the department engaged on these several works are now occupied in drawing up Reports of their operations, and of the amount of work executed.

That the sum of \$24,000 is now required to meet further liabilities already incurred on these works.

The undersigned would recommend that the sum of \$40,000 be now placed at his disposal to meet the liabilities already incurred, and to proceed further with the works.

Respectfully submitted,
(Signed,) HECTOR L. LANGEVIN,
Acting Minister of Public Works.

(No. 8,820.)

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 7th December, 1869.

On a memorandum dated 4th December, 1869, from the Hon. the Acting Minister of Public Works, reporting that on the several works now in progress for the purpose of opening up communication with the North-West Territory, the total amount expended up to the 1st December, 1869, has been as follows :—

Fort Garry Road	\$17,271 62
Surveys Red River	7,847 88
Lake Superior and Red River Canals (Surveys)	5,386 40
Fort William Road	50,591 97
	<hr/>
	\$81,097 87

And that, of the foregoing sum, \$80,000 were expended under the authority of Orders in Council.

That the Engineers of the Department engaged on these several works are now occupied in drawing up Reports of their operations, and of the amount of work executed.

That the sum of \$24,000 is now required to meet further liabilities already incurred, and to proceed further with the works.

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

Certified.

WM. H. LEE,
Clerk Privy Council.

To the Honorable the Minister of Public Works.

(No. 6,019.)

OTTAWA, January 11th, 1870.

SIR,—Referring to the communication addressed to you from this Department on the 10th July last, whereby you were instructed to proceed to Fort Garry, for the purpose of selecting the most suitable localities for the survey of Townships for settlement, I am directed by the Honorable the Minister of Public Works to request that, on receipt of this notification, you will return to Ottawa, and report yourself to the Department, bringing with you all official papers and documents bearing on the matters under your charge, in order that you may be in a position to report on the same, and furnish the necessary vouchers, &c.

I have the honor to be, Sir,
Your obedient Servant,
(Signed,) F. BRAUN,
Secretary.

Lieut.-Col. Dennis, P.L.S., &c., &c.,
Fort Garry, Assiniboine.

(No. 9,233.)

WESTON, January 19th, 1870.

F. Braun, Esq., Secretary
Department of Public Works.

SIR,—Having been requested, by the Honorable Mr. McDougall, to accompany him to Canada from Pembina, your letter of the 11th instant has reached me here; and I shall take an early opportunity of complying with the request contained therein, to report myself to the Department at Ottawa, in connection with the service in the North-West Territory, which was entrusted to me on the 10th July last.

I had proposed to attend at the Department as soon as I had sufficiently recovered from lameness caused by an accident met with at Abercrombie on the way down, which has confined me to the house pretty much since my return, but which will, I trust, be sufficiently well to enable me to get about within a week.

I have the honor to be, Sir,
Your obedient Servant,
T. S. DENNIS, P.L.S.

(No. 9398.)

MONTREAL TELEGRAPH COMPANY,
OTTAWA, February 4th, 1870.

By Telegraph from Toronto
To F. Braun.

Please to send me a memorandum of accounts drawn by me on the Department.
J. S. DENNIS.

(No. 6,203.)

OTTAWA, 7th February, 1870.

SIR,—In accordance with your request, I beg to enclose herewith a statement of the several amounts paid to your order in connection with surveys North-West Territory.

I have the honor to be, Sir,
Your obedient Servant,
(Signed,) F. BRAUN,
Secretary.

Lieut.-Col. Dennis, P.L.S., Toronto.

STATEMENT of Drafts paid by Department Public Works on account of J. S. Dennis, in connection with Surveys North-West Territory.

1869.	To paid your draft dated 24th July, 1869.....	\$ cts.
July 30	2nd August	500 00
August 2.....	1st September	1,000 00
September 20..	31st August	2,010 00
October 4.....	8th October.....	1,581 67
November 12..	26th	1,000 00
" 19..	1st November	1,000 00
December 9... 1870.	20th	1,000 00
January 7....		2,000 00
		<hr/> 10,091 67

(No. 6,204.)

OTTAWA, 7th February, 1870.

SIR,—Adverting to your communication, under date the 17th December, 1869, explaining what steps you had taken for providing a residence for the Lieutenant-Governor at Fort Garry, and in connection with your office premises there, I am directed by the Honorable the Minister to enquire whether there is any one in charge of buildings referred to. If so, you will please to state the name of the person, and on what conditions he is in charge.

I am further to inquire whether any portion of the rent of the house and offices in question has been paid.

I have the honor to be, Sir,
Your obedient Servant,
(Signed,) F. BRAUN,
Secretary.

Lieutenant-Colonel Dennis,
&c., &c., Toronto.

(No. 9,507.)

WESTON, 10th February, 1870.

SIR,—I have the honor to acknowledge the receipt of your letter of the 7th instant, making enquiry as to the custody of the buildings taken for Government purposes at Fort Garry, and, in reply, to say :

1. The property known as "Silver Heights" which was leased and fitted up for the occupation of the Lieutenant-Governor, was left in charge of "Duffin" the gardener, who was living there with Mr. John McTavish, at the time of my taking it. He was recommended as trustworthy, and being a good gardener also, I arranged with him to remain till the Governor arrived; the question of any further engagement as well as that of compensation for looking after and taking care of the property in the meantime to be then settled.

Mr. Duffin was kept supplied with provisions from my office up to the first week in December, when Mr. Grant was obliged to leave the place, since when I have reason to believe Mr. John McTavish who represented the Rowand Estate, in letting the property, has looked after him and after the latter also.

Up to the date mentioned, no money had been paid to Mr. Duffin, for his services as caretaker.

The lease of the property having been brought down by Mr. Grant, the same is herewith transmitted. By it the first half-yearly payment of rent thirty pounds sterling, will become due on the fourth proximo.

2. The office, comprising the lower flat and two bed-rooms in the upper flat of a wooden two-storey house, was taken by the year from Mr. Ryder Sarson, proprietor, at the rental of forty-two pounds sterling per annum, payable quarterly. The first payment became due, and was made in the latter end of November, and the second will mature in the latter end of the present month. The premises are in charge of Joseph Crozen and wife, who occupy the lower flat in rear of the office. These people are perfectly trustworthy. Finding it would be indispensable, in view of frequent and occasionally lengthy absences from the office in overlooking the surveys, to have a reliable man in charge, these people having applied to me, and bringing excellent recommendations, I engaged them; and, further, in consequence of its being next to impossible to obtain lodgings and living in the village of Winnipeg, arranged that they should keep house for me. The man himself is disabled from a crippled arm, and the woman has supported her husband and two children for some years by needlework. They were willing to attend upon me and take care of the premises, &c., without wages if I would supply the living for the house, and I made that arrangement with them. They brought their own utensils, furniture, cow, &c.

I am in communication with Mr. Crozen, and have desired him to look closely after the Government property on the premises, in regard to which I submit an approximate list in the margin. The two or three articles of furniture in the list I looked upon as Government property; in the mean time, proposing, in case of my remaining in the country, to have them transferred to my own account.

It is necessary also that I should advise you as to what has become of the two teams which I purchased in St. Paul to take through. These were a span of roans, and a chesnut mare, and black horse. One of the roans was brought through by Mr. McDougall's party, and is now at St. Cloud with the other Government horses purchased by him. The other, I learn, was seized by the French (taken from the stable by an armed party), and is now being ridden about by the insurgent leader, O'Donohoe, as a "charger." The black horse was sent down to Mr. Joseph Monkman's, in the Lower Settlement, for safety, and the chesnut mare was left in charge of Mr. Provencher, and for his use during the winter.

I have the honor to be, Sir,

Your obedient Servant,

(Signed.) J. S. DENNIS.

The Honorable
The Minister of Public Works,
Ottawa.

MEMORANDUM.—At Red River Settlement, this Second day of September, Eighteen hundred and sixty-nine; It is agreed between James McKay, acting for and on behalf of the heirs and representatives of the deceased John James Alexander Rowand, of the one part, and John Stoughton Dennis, of the other part, as follows:—

That the said James McKay hereby agrees to let, and the said J. Stoughton Dennis hereby agrees to take (for the occupation of the Honorable Mr. McDougall), all that dwelling house situate on the west side of the Assiniboine, called Silver Heights, with the appurtenances thereto belonging, including the whole of the lot of land, numbered in the Official Register as 1,258, of six chains frontage, and the adjoining one and a half chains of land, being the lower portion of lot 1,259, with all the buildings on the said lands, on the terms following, namely:—

That the said J. S. Dennis shall have possession given him of the said house, appurtenances, and lands, on the Fourth day of September, Eighteen hundred and sixty-nine, on a lease for two years from that date, at the yearly rent sixty pounds sterling for the first year, and eighty-four pounds sterling for the second year, both payable half-yearly, and the first payment being done on the 4th of March, 1870; but with the option to the said J. S. Dennis of giving up possession of the premises at the end of the first year, and thereby relieving himself from all liability for and in respect of the second year's rent.

That, at his own costs and charges, the said J. S. Dennis shall be at liberty to make such repairs on, or alterations in the dwelling house and premises as he or Mr. McDougall may desire, without having, on the one hand, any claim to re-imbursement from the said James McKay, and without incurring, on the other hand, any liability to the said James McKay for any depreciation which such repairs or alterations may be supposed to cause in the value of the premises.

That, at his own cost and charges, the said J. S. Dennis may erect on the premises any out buildings, such as stables or coach houses, that he or Mr. McDougall may require; and that, on possession of the premises being given up at the end of the first or the second year, as the case may be, the said J. S. Dennis shall be at liberty to remove all such out buildings as he may have put up.

That neither the said J. S. Dennis nor Mr. McDougall shall have any right to sublet the premises.

In Witness whereof, the parties have hereunto, in duplicate, set their hands, on the date first above written.

In presence of

J. S. McTavish.
J. J. Hargrave.

(Signed,)

JAMES MCKAY.
J. S. DENNIS.

MEMORANDUM.—It is further agreed, that should bells be hung in the house by Mr. Dennis, the same may be removed at the end of the term, without Mr. McKay should decide to pay the expense of fitting them up, and so leave them on the premises.

In presence of

J. S. McTavish.
J. J. Hargrave.

(Signed,)

JAMES MCKAY
J. S. DENNIS.

1 (No. 9,565.)

OTTAWA, 12th February, 1870.

SIR,—I have the honor to report to you on the surveys in the North-West Territory, effected under the instructions which I had the honor to receive from the Department on the 10th July last.

I left Toronto, for Fort Garry, on the 28th of that month, the intermediate time having been spent in making preparations, and arrived in the Red River Settlement, on the 20th of August.

A week later a Report was sent forward, embodying a proposed system of Township surveys for the territory, and in accordance with the course mentioned in that Report, I left Fort Garry, on the 3rd September, to project the principal governing line, known as the "Winnipeg Meridian."

By the 28th September, this line had been carried up to the Assiniboine River, and leaving Mr. Hart, P.L.S., to carry it on with the same men and equipment, I returned to the office, and, in accordance with my Report of the date mentioned, organized a surveying party to be under Mr. Webb, P.L.S., to run the base line between Townships 6 and 7, easterly from the meridian over, to locate a Township at Oak Point.

As regards the strength, rate of pay, &c., of these parties, I beg to refer you to the statement annexed hereto marked (B), I would also call your attention to the tracing enclosed marked (A), intended to illustrate this Report.

After starting Mr. Webb's party at work, I devoted my attention to compiling a map, with the view to submitting the same (so soon as the Governor arrived) to be litho-

graphed, in order to facilitate future surveys, embracing the country between the Lake of the Woods and Fort Ellice, and north from the boundary line 125 miles, shewing the townships projected thereon in accordance with the system approved, the manner in which the convergence of meridians was proposed to be arranged, and the calculations for the same, &c. ; I was occupied at this the most of the month of October, and with the aid of Mr. Grant, had it pretty well completed by the 30th, when the political troubles having, a few days previously, broken out, and matters looking serious, I went down to meet and advise with the Honorable Mr. McDougall, at Pembina, as set forth in the Report on this subject, which I have had the honor to-day to address you.

I beg now to describe the operations of Messrs. Hart and Webb during the remainder of the season.

Mr. Hart continued the meridian to Township 11, and then turned west on the parallel of latitude between 10 and 11, with the view of projecting the same over to Prairie Portage Settlement, in order to locate the latter and select the site of one or two Townships ; but at the distance of between three and four miles, his line struck the easterly shore of Shoal Lake. He then, in accordance with instructions, returned on the meridian to the southerly angle of township 10, and ran the line between Townships 10 and 9, westerly through the first range, then north on a true meridian upon the line between ranges 1 and 2 west, trusting on it to clear Shoal Lake, in which, however, he was mistaken, as the line struck the south-west shore of that lake about six or seven miles up, and it became necessary to return again and continue the base between Townships 9 and 10 westerly across another range. The party were engaged on this line, and had got pretty well across the Township, when the outbreak referred to having occurred, desiring to have Mr. Hart near at hand, in the event of his operations being interfered with, and also wishing to use Mr. Hallett's services as guide, I instructed him to return and occupy the remainder of the season in running out the exterior lines of the Townships lying between the meridian and the Red River, north of Township 8 ; after which time, it was presumed the winter frost would prevent the further prosecution of Township work, and he was then to proceed with a detailed survey of the lower settlement, that is to say, the part inhabited by the English and Scotch. I should here state, that I had previously explained the object of such survey to the people, that the survey was not to disturb boundaries or possession, but to ascertain each man's actual occupation, and make a plan thereof, so that the Government would be in a position at the earliest possible date, to carry out their intention to confirm by Government deeds all *bond fide* occupants of land.

The English-speaking people appeared to understand and appreciate the necessity for the measure, and the boon it would be to have their titles perfected, and shewed every facility to the surveyors employed at the work.

I gave strict orders, however, not to survey in that part of the settlement occupied by the French half-breeds, as although I had, as early as the day after my arrival from Canada, on the 21st August, called on the dignitaries of the Roman Catholic Church, at the Palace of St. Boniface, on which occasion I saw "Père Tissot," "Père Allard," and other priests, and explained the same thing to them, and those gentlemen had also expressed themselves most favorably towards the measure, and promised that they would explain the same to their people, and recommend them not to throw any difficulty whatever in the way of these necessary surveys being effected ; still, as the outbreak occurred a few weeks after, and I had every desire to avoid any further possible cause of offence to that party, I gave the orders above, and, to my knowledge, they were not departed from by either of the gentlemen employed.

Captain Webb was stopped in his surveying operations by a party of men headed by Louis Riel, on the 11th of October, having projected the base line mentioned easterly from the meridian to within about three miles of the Red River, and finding there was no prospect of matters being arranged, so that he could continue his work on that line, his party was withdrawn, under instructions to run the exterior lines of Townships north of the Assiniboine and east of the meridian to the Red River, and to complete the

same up to connect with the lines being run by Mr. Hart, and then to go on with the survey of the settlement among the English (speaking) settlers along the Assiniboine.

There was no further opposition offered, or objection expressed, to the surveys, and, with the exception that towards the close of the work, in the end of November, severe frost interfered somewhat with throwing up the section mounds, the projection on the ground of the Township exterior mentioned was completed in a satisfactory manner, and the parties were making fair progress with the work allotted them in the Scotch and English settlements, when, on my return there on the 1st December, having been sent in with the special commission from Mr. McDougall, I found it necessary to utilize the gentlemen composing the parties who happened, without a single exception, to have taken certificates in the military school, in organizing a force with which to endeavour to restore order in the settlement.

They were accordingly withdrawn on the 2nd December, and Mr. Hart and party were brought to the Stone Fort, and Capt. Webb and party sent up to concert and organize companies at Prairie Portage. They were severally appointed to active duties, which they faithfully and efficiently discharged till the 11th of that month, when further proceedings, under Mr. McDougall's commission, for the reasons fully set forth in my Report under that commission now in the hands of the Government having been stayed, I gave them instructions to take up again and proceed with their surveys.

I may say that, with a view to economy, the parties had been reduced after finishing the Township lines, by discharging all the horses and carts, and limiting the strength of the party in each case to the surveyor, two chainmen, two flagmen, and two axe and pack-men—six in all.

It was found much more convenient also, for the winter season, to get subsistence in the farmhouses from week to week. The expense of living for the party, after paying board, was much less than having a cook, and providing their own supplies.

Of course, this system could only be carried on while in a continuous and friendly settlement.

I was in hopes, not having heard anything to the contrary till the 25th ultimo, that Messrs. Hart and Webb had been allowed to continue the work respectively allotted to them; but it will be seen by the letters of M. D. A. Grant and Capt. Webb, respectively marked (C) and (D), sent herewith, that they have not been able to proceed with the surveys, owing to a fear among the people where they were, that the same might bring down upon them the animosity of the French party at Fort Garry.

Mr. Grant reports that it was Mr. Hart's intention to make his way across to Fort William, should he do so, and I have little doubt he is now on the way the results will be valuable to the Government, as he will probably come as nearly straight as practicable across country, and, in such case, will accumulate much valuable information regarding a section which possesses a peculiar interest just at the present time.

Mr. Webb is still at Prairie Portage with his party; and I hope, now that matters are fortunately taking a favorable turn at Fort Garry, and are likely to result in peace at an early day, opposition to his proceeding with his work may, ere now, have been withdrawn.

Deeming it essential for future reference to have tracings made without delay of the maps in the office of the Hudson's Bay Company, at Fort Garry, illustrating the land grants, some of which maps are in a very dilapidated condition; and also to obtain a copy of the Register, a simple entry in which (sometimes in pencil) appears to have been the only record made, in any way, of grants made to parties, I employed Mr. D. Codd, a surveying pupil of Mr. Snow, and an excellent draftsman, for the purpose; his wages to be two dollars a day, or sixty dollars per month, without allowances. Mr. Codd has completed the tracings, and was getting on well with the Register, having been at work in all some five or six weeks, when the insurgents in Fort Garry seized his work and turned him out.

The following will approximate closely to the amount of work effected up to this date, that is to say:—

Meridional lines, and east and west Township exteriors, drawn on the ground, and marked by posts and mounds throughout, at every quarter section.....	182 miles.
Survey of settled farms on west side of Red River and below parish of St. John's, and up the Assiniboine on the north side between Fort Garry and Silver Heights (or a little beyond the latter, near Sturgeon Creek), ascertaining the <i>present actual boundaries (but making no change whatever)</i> and position of buildings, situation of roads, and traverse of river in front	20,000 acres.

Drafting.

1. Made one map, large scale, embracing country from Lake of the Woods to Fort Ellice, being the map hereinbefore described.

2. Prepared a plan on scale of 60 chains to an inch, bringing in the Hudson's Bay Company's Grants on Red River and the Assiniboine, as copied from their maps, and shewing where the Township exteriors, according to the system decided on, will intersect the same.

3. One finished Township plan, on scale of 40 chains to the inch.

4. Two finished tracings of the Hudson's Bay maps, shewing the grants so far recorded.

I have no reason to doubt that the above plans, and others papers, as also the instruments left in my office will be forthcoming. I have not heard of the insurgents taking anything from the premises, excepting in November a guard was sent, who took away three rifles, private property, and latterly one of the Government horses was taken out of the stable. In connection with this subject, I enclose a letter received yesterday from Mr. Crozen, the man in charge of the premises.

Upon the subject of accounts, I have preferred to address you in a separate letter of this date.

I have now to offer a few remarks as to the character of the country, so far as the same has fallen under my personal observation. As regards the points at which it will be desirable to lay out the first Townships "Oak Point" and "Prairie Portage," will undoubtedly challenge attention. They are both very much thought of by those who are on the lookout for farming lands, and two Townships at the former and three or four at the latter, including part of the "White Mud River" locality, should be the first lands laid out for settlement.

Independently, however, of these, I would say the whole valley of Red River, say 30 miles on each side of the stream, is well adapted for settlement. There, undoubtedly, are places where the soil partakes of a salty character, and will not be good for grain; on the other hand, the grass is abundant and nutritious, and such description of lands will be thrown into larger farms for cattle raising. On the east side the country is better watered and timbered than on the west; still, on the latter, along the rivers "Marais," "Gratior," "Des Iles de Bois," and River Salé, are many large and very attractive localities for farming.

After crossing the Assiniboine, say in Townships 8, 9 and 10, on the meridian, and extending east to Red River, and west and north-west around and between Shoal Lake and Manitoba, the country is a very good one for grazing purposes; but in consequence of the prevalence of marsh hay lands, and the existence very frequently of too much salt in the higher lands or ridges between swales or low meadows, it is not likely to be sought for, for general farming. For cattle raising, it is admirably adapted. Messrs. Boyd and Inkster have a cattle station just west of the meridian in Section 16, Tp. 9—1, Range west, and I was delighted and astonished to come across a drove of their cattle on the prairie, two or three miles from there, containing between 200 and 300 head, and all or nearly all good beef.

In point of fact, I may say, in a few words, that I saw no country within the Territory that was not valuable either for general farming or for grazing purposes.

My prediction in writing you on the 21st August last, as to the harvest, was fully borne out; reliable men in the settlement have told me that the average yield of wheat was over 40 bushels—even 50 bushels to the acre has been frequent from last year's crop. The soil of the Red River and Assiniboine Valleys, and which seems to me to be a calcareous clayey loam, is beyond all odds, the *richest* soil I ever saw.

Doubtless, with order and good government established in the Territory, an immense tide of emigration will set in, and I am sanguine that with a liberal land policy and efficient emigration arrangements, that country will have irresistible claims to a very large share of the classes in Europe, who have, for years, been seeking to make a home in the Western States.

I sincerely regret that the political disturbances which have existed in the settlement since October should have operated to prevent the surveys from progressing; had it been otherwise, the amount of work done, and the more complete manner in which I should have been able to report, would, doubtless, have been more satisfactory.

Under the circumstances, which were peculiar and exceptional, and with the bringing about of which I had nothing whatever to do, I can only ask your consideration.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,) J. S. DENNIS, P.L.S.

The Honorable
The Minister of Public Works,
Ottawa.

(B.)

MR. HART'S PARTY.

Names.	Capacities.	Horses, Supplies, and rate per day.	Carts, Supplies, and rate per day.	Total rate per day.	Remarks.
Milner Hart	P. L. Surveyor			3 cts.	
C. W. Boulton	Chainman			4 00	Pay commenced July 27th.
J. D. Mulkins	Chainman			1 00	September 3rd.
Wm. Durie	Flagman			1 00	" "
Wm. Dow	Flagman			1 00	" "
Francis Sauvè	Camp cook			1 00	" "
Isaac Ledoux	Driver			0 75	This man was provided by Mr. James McKay, who receives 75 cts. per day of his wages, the other 25 cts. being extra pay to the man himself as cook.
E. Vermette	Driver	{ 2 at 75 cts. each,	including { the carts	1 50	W. McKay's man, and who receives wages.
Wm. Hallett	Guide and Interpreter	1 "	{ including { the carts	0 75	For 2 horses and carts.
* James McKay		{ 3 at 75 cts. each,	{ horse and cart	1 66	For wages.
				2 25	For horses and carts. For wages, at \$50 per month. This amount, with \$1.50, F. Sauvè's and J. Ledoux's wages make daily rate to J. McKay, \$3.75.

* Mr. McKay did not belong to the party, having only provided F. Sauvè and J. Ledoux, his own hired men, together with three horses and carts.

MR. WEBB'S PARTY.

A. C. Webb	P. L. Surveyor			4 00	Not having data at hand, cannot say exactly; but think Mr. Webb's engagement dates from about 12th August.
W. A. Fanner	Chainman			1 00	Pay commenced October 4th.
G. Newcomb	Chainman			1 00	" "
C. M. Hamilton	Flagman			1 00	" "
N. Marion	Flagman			1 00	" "
P. Vallette	Driver and camp cook			1 00	" "
A. Delorme	Driver and axeman			0 75	Of this dollar 25 cts. go to Vallette, and 75 cts. to Mr. Dease.
Jos. Delorme	"			0 75	Mr. Dease receives this man's wages.
G. La Fournaise	"			0 75	" "
W. La Fournaise	"			0 75	" "
* Wm. Dease		{ Hors's 6 at 75 cts each	{ including { carts ..	4 50	Mr. Dease furnished 5 men next above his name, and his total daily pay is \$8.25.

* Mr. Dease did not personally belong to Mr. Webb's party, but in a similar way to Mr. McKay above, furnished a number of horses and carts—six in all—together with five men. The carts are required in Prairie Surveys, for transport of water, wood, camp equipage, provisions, &c.

NOTE 1.—In reference to the employment of a guide and interpreter, Governor McTavish strongly recommended, as a measure of policy, that one be attached to each surveying party, and approved of the rate of pay above. The gentleman to whom the offer was made, for Mr. Webb's party—Mr. Goulet—declined it, so none was appointed.

2.—The parties were never any stronger than above, there were a few changes made subsequently, however, by substitution of men. (See accounts.)

(Signed,) J. S. DENNIS.

RETURN

To an Address of the HOUSE OF COMMONS, dated 24th February, 1870; for Reports of Superintendents of Roads, from Thunder Bay to Fort Garry on the Red River; and detailed statement shewing the length of road constructed East of the Lake of the Woods and West of said Lake; the length of bridging constructed; the cubic contents of embankments made, and excavations in earth and rock respectively, with the cost in items; the number of men, foremen, superintendents, clerks, and all others employed on each section; also, Copies of Orders in Council relating to the said works, and instructions sent to those in charge.

By Command.

ET. PARENT,

Under Secretary of State.

DEPARTMENT OF SECRETARY OF STATE,
Ottawa, 29th March, 1870.

Return to an Address of the House of Commons, dated 23rd April, 1869; for a Return shewing what progress has been made in opening up communication between Fort William and the Red River Settlement; also, what amount has been expended upon said work, together with names of parties to whom amounts have been paid in connection with such work, and for what service.

By Command.

HECTOR L. LANGEVIN,

Secretary of State.

Department of Secretary of State,
Ottawa, 19th May, 1869.

(Copy of No. 5,334.)

FORT GARRY, RED RIVER SETTLEMENT,
9th November 1868.

To the Hon. WILLIAM McDougall, C.B.,
The Commissioner of Public Works.

SIR—I have this day drawn upon you at sight through the Bank of Montreal in Ottawa, in favor of A. G. B. Bannatyne, Esq., for £263 6s. 3d. sterling, and another draft at sight in favor of John Schultz, Esq., M.D., for £120 sterling. The former draft covers the expense of cartage of a large portion of my provision and implements from Georgetown to this place, and purchases of additional supplies, and the latter covers purchases of supplies amounting to £70 17s. 7d. sterling, together with a sum of £49 2s. 5d. sterling, received by me in cash at the hands of Dr. Schultz for present use.

I have to say that I think it advisable that a credit should be lodged with the Governor of the Hudson's Bay Company here for the sum, say, of one thousand pounds sterling, to be drawn upon as required in the prosecution of the duties assigned to me.

The distance from this settlement to the nearest American town, where drafts can be negotiated, is so great as to render it absolutely necessary that some arrangements of this kind should be made at once in order to facilitate operations. The ordinary charge the Hudson's Bay Company make here on drafts through them is five per cent., but I have reasons to believe that this charge has hitherto been made for reasons which will not apply in our case, and that there will be little difficulty in negotiating through them drafts at par for any amount required.

A considerable portion of our purchases here has been made in consequence of our inability to get down the balance of our stuff (including our groceries) on account of the lateness of the season. By paying extremely exorbitant rates to freighters, who are naturally unwilling to undertake a journey of four hundred miles with ox carts at this season of the year, we might have succeeded in getting these supplies; but ascertaining that in January we can hire the same carters to bring in the supplies on sleds at a slight advance on summer rates, we deemed it advisable to purchase here what we required in the meantime until the balance of our own supplies could be hauled in in winter time from Georgetown.

As it is, the expense of freight to this place has been heavy. Under ordinary circumstances, freighting so long a distance at the rate of twenty miles a day is very expensive; but the calamity which has happened to this settlement has rendered necessary the employment of so many carts in bringing in supplies for the settlers' use that it was a most difficult matter to procure the number we required. I have to say that, having completed all our arrangements here, Mr. Mair and I leave Fort Garry this morning for our Head Quarters at Oak Point, some thirty miles from this place, and that active operations will be begun at once. From the observations made by me last week on the line from Oak Point eastwards, I feel satisfied that, should no greater difficulties intervene between the points reached by me and the Lake of the Woods than that already known, this section of the Road, under ordinary circumstances, could be constructed at a cost decidedly within the estimate.

I may add that I anticipate some difficulty at first in prosecuting a work of this kind with unaccustomed laborers, but that the people here are greatly interested in its success and anxious for its completion.

I am, Sir,

Most respectfully,
(Signed,)

JOHN A. SNOW,
Superintendent.

(Copy of No. 3,724.)

DEPARTMENT OF PUBLIC WORKS,
Ottawa, 11th December, 1868.

SIR,—In compliance with the request of Mr. John A. Snow, Superintendent of the Red River and Fort William Road, that the sum of £1,000 sterling, should be placed to his credit at Fort Garry, to be drawn as required, I am instructed to inform you that Mr. Snow's drafts upon this Department for that amount, through the Bank of Montreal, will be duly honored.

I have the honor to be, &c.,
(Signed,)

F. BRAUN,
Secretary.

The Governor of Hudson's Bay Co.,
Fort Garry.

(Copy of No. 3,725.)

DEPARTMENT OF PUBLIC WORKS,
Ottawa, 11th December, 1868.

SIR,—In beg to inform you that in compliance with the suggestions contained in your report of the 9th ultimo, the Governor of the Hudson's Bay Company at Fort Garry, has been this day advised that your drafts upon this Department for £1,000 sterling, through the Bank of Montreal, will be duly honored.

I have the honor to be, &c.,
(Signed,)

F. BRAUN,
Secretary.

J. A. Snow, Esq.,
Superintendent, Red River Road,
Fort Garry.

(Copy of No. 5,556.)

RED RIVER ROAD DEPOT,
Mistamiscano, December 1st, 1868,
At Junction of Woods and Prairie, about
30 miles east of Fort Garry.

SIR,—I have the honor to inform you that since the date of my last report, I have explored the country lying between this place and White Mouth River in the direction indicated by Mr. Dawson, a distance of about 30 miles, and I have now the survey and final location of the line, completed to Broken Head River, a distance of fifteen (15) miles.

I have found it necessary to deviate largely from the trail made under the direction of Mr. Dawson, obtaining thereby a much more direct line, and avoiding a considerable portion of the swampy lands crossed by the trail.

So far as my exploration extends, I do not find the country so swampy as is represented by Mr. Dawson's map, but consisting of a succession of low, sandy, and gravelly ridges, running (fortunately) in an easterly direction, with open beaver meadows, or muskeys (as they are here styled) between them. The margins of these meadows are very irregular, resembling the general configuration of lakes, shewing, in many instances, narrow connections from one to another (suitable places for the road to pass). Of course the dry land has similar indentations, requiring a great deal of surveying to be done, before the road line can be satisfactorily determined.

The ridges have generally only a few feet of elevation above these open meadows, and are in most places covered with a recent growth of aspen and oak, varying from six to thirty feet in height. In some instances, fires have killed this timber, and the ground is thickly strewn with fallen trees, crossed in every direction. The soil is sandy and gravelly and will make an excellent and durable road, when properly grubbed and graded.

I have now twenty-three (23) men on the works, and the number will no doubt go on increasing.

With this number the survey has been accomplished as above described. A comfortable shanty twenty-four (24) feet square has been erected, and four (4) miles of line, completely cleared of timber to the width of sixty (60) feet. The work on the road commenced on the 9th of November, and the pay list amounts to thirty-seven pounds, four shillings and eleven pence sterling (£37 4s. 11d. stg.) irrespective of board.

The only work that can be done during the winter, will be the clearing of the track. Fascinating such swamps as are met with (to be in readiness for covering with earth in the spring) and bridging the streams.

The season so far has been extremely favorable for this kind of work, as yet we have only two (2) inches of snow. During the month of November, every day has been fine, with the thermometer varying between 20° and 35° above zero.

Taking into account the apparent scarcity of provisions, the application for labor has not been as great as I anticipated, and in general those engaged would prefer to be paid partly in cash or clothing, rather than entirely in provisions at cost price here. Before the first of May, however, I anticipate the real scarcity of food will be more sensibly felt.

From recent conversation here with persons well acquainted with the shore of the Lake of the Woods, I am inclined to believe that Mr. Dawson's shewing of the north-west angle of that lake, does not agree with the monuments in the field. And in order that the terminus of this road may be on British Territory, I have to request you to forward me, with the least possible delay, a copy of Mr. Thompson's plan of this portion of the boundary survey.

I am desirous of pushing my explorations through, without delay, to the Lake of the Woods, anticipating considerable difficulty in getting a practicable route in the vicinity of that lake, and as this point will no doubt become a place of great importance, it is necessary that the terminus should be so located that it may be at as great a distance as possible from American Territory.

I have the honor to be, Sir,

Your most obedient Servant,

(Signed,)

JOHN A. SNOW,

Superintendent, Fort Garry Section,
Red River Road.

To the Hon. W. McDUGALL, C. B.,
Commissioner of Public Works,
Ottawa City, Ont.

(Copy of No. 3,818.)

DEPARTMENT OF PUBLIC WORKS,
Ottawa, 29th December, 1868.

SIR,—As requested by your letter of the 1st, received on the 28th inst, I enclose herewith copy of Mr. Thompson's plan of a portion of the boundary survey between Canada and the United States.

I have the honor to be, &c.,

(Signed,)

F. BRAUN,

Secretary.

JOHN A. SNOW, Esq.,
Supt. Red River Road,
Fort Garry.

(Copy of No. 5,734.)

RED RIVER SETTLEMENT,
4th January, 1869.

To the Hon. WM. McDUGALL, C. B.,
Minister of Public Works,
Canada.

SIR,—I have the honor to report further progress made upon the works here under my charge during the month of December. The number of men employed has been forty-one including foremen, and five miles of the road have been opened. On this distance nearly one mile of fascineing has been required, and is now fully completed and ready for travelling in the spring. The whole distance opened to date is nine miles.

The line is completely surveyed to Broken Head River and explored to White Mouth River. On all that distance of about thirty miles the country is extremely favorable for good road making. The half-breed and French laborers are good, active axe-men and obedient.

Indians in the neighbourhood are apparently friendly and have so far asked for nothing excepting a few presents at Christmas and New Year.

Up to the 20th December, very little snow had fallen, but since then several violent snow storms have occurred, and the depth of the snow is now about two feet and will make the work of clearing and underbrushing the line much more tedious and consequently more expensive.

As soon as the survey is completed to White Mouth River, I intend going quite through to the Lake of the Woods, and shall then thoroughly explore that portion of the line.

Applications for work have been very numerous of late, and plainly indicate the increasing scarcity of food in the settlement. I shall continue to employ as many men as the nature of the work and the season of the year will admit.

I have the the honor to be, Sir,

Your obedient Servant,

(Signed,)

JOHN A. SNOW,
Supt. Fort Garry Sec.,
R. R. Road.

(Copy of No. 3,956.)

DEPARTMENT OF PUBLIC WORKS,
Ottawa, 4th February, 1869.

SIR,—I beg to furnish you, for your information and guidance, with the following statement of the Fort Garry Road account, viz:—

Paid Mr. Snow's drafts to date.....	\$7,611 87
“ Mr. McDougall's “	5,110 10
“ Mr. Mair	200 00
	<hr/>
	\$12,921 97
Balance in hand, Bank of Montreal	2,078 03
	<hr/>
Amount of Order in Council	\$15,000 00
	<hr/>

I ave the honor to be, Sir,

Your obedient Servant,

(Signed,)

F. BRAUN,
Secretary.

John A. Snow, Esq.,

Supt. Fort Garry Road, Fort Garry.

(Copy—No. 6,257)

HEAD QUARTERS, R. R. & L. S. ROAD,
Oak Point, 8th March, 1869.

SIR,—I have the honor to acknowledge the receipt of your letter of the 4th ultimo, advising me of the amount drawn on account of the works here at that date, and also of the amount of the appropriation made for the service under my charge. These matters shall receive due attention.

My last report of progress informed you of the amount of work done up the end of the month of December, between which, and the last of February, eleven additional miles have been completed, in which three-quarters of a mile has been fascined. The material for a bridge over the Broken Head River has been prepared, as well as a fourth and fifth shanty, built for the accommodation of the men, who have just been removed to the latter shanty.

The whole distance opened is twenty miles.

I shall be able to continue the work without interruption until the end of this month, or till the spring floods commence.

The attendance of the men has been very irregular, they being obliged to take provisions to their families at least once a month, and to provide them with firewood and other necessaries.

I have surveyed a line for the road from the Red River at the mouth of the River La Seine, uniting with my survey at the entrance to the woods. This line I have located on the best and shortest route, and find the distance to be twenty-eight miles, of which three and a quarter miles will have to be fascined; the balance, or twenty-four and three-fourth miles, is on fine dry land, admirably adapted for settlement.

The terminus which I have selected at Red River, appears to me to be the most favorable locality for bridging that stream, and will avoid an expensive bridge over the River La Seine, which here runs in a deep and wide ravine.

I have also surveyed and located the line from Broken Head River to White Mouth River, a distance of fifteen miles and seventy chains. The entire length of line located to date is fifty-eight and three-fourth miles.

The White-Mouth River is two hundred and forty-eight feet wide, between the top of its banks at the site which I have selected for the bridge, and the banks are about sixteen feet high above low water. A rapid occurs here, and the bed of the stream is composed of fixed rocks strewn with boulders, which will be required for pier filling. At present there is very little water in the stream passing the rapid, but at the spring flood it has a depth of from six to eight feet.

I shall endeavor to prepare the timber for a bridge here during the month of April, before the frost has left the swamps, in which only suitable timber can be found.

I have explored a considerable portion of the route between White Mouth and Birch Rivers, and started to go through to the Lake of the Woods, but my principal man or guide falling ill, and the snow being very deep, and too light to afford good snow-shoeing, I was unable to proceed.

This part of the line can be explored to more advantage during the ensuing autumn than at any other period.

There has recently been a considerable falling off in the number of men, and very few new applications for labour, and I am of opinion that able-bodied men will be scarce in the spring.

The nature of the work being entirely foreign to their tastes, especially the use of the pick and shovel which has never been used her, and, in order to prosecute the work of grading the road, men must be obtained elsewhere.

I would also suggest that the men be paid entirely in cash, as soon as the Red River navigation is open, as the country will then be well supplied by the merchants here, with provisions at as cheap a rate as we can afford to sell them, unless sold under cost, and already those employed would prefer cash instead of provisions at cost, as payment.

I have the honor to be, &c.,
(Signed,) JOHN A. SNOW,

Supt. Fort Garry Section,
Red River Road.

The Honorable WILLIAM McDUGALL, C.B.,
Minister of Public Works,
Canada.

(Copy of No. 6,719)

HULL, May 4th, 1869.

Hon. WILLIAM McDUGALL, C.B.,
Minister of Public Works, &c., &c.,
Ottawa.

SIR,—In my report of progress of the 8th of March last, I detailed to you what had been accomplished upon the works under my charge up to the end of the month of

February. I have now the honor to inform you that since then eight miles additional have been opened, in which one-half mile has been fascined, and a shanty built at White-Mouth River. The total number of miles opened to date is twenty-eight, of which two and one-fourth have been fascined. The works, as far as possible, were suspended on the first of April.

As stated in my report above referred to, the line selected by me for the road across the Prairie section, commences a little below the mouth of River La Seine, opposite a bend in the Red River known as Point Douglass. The river is here five hundred feet wide at low water, and seven hundred between the top of its banks, which are of the uniform height of twenty feet above low water. This is the most favorable site for a bridge over the Red River, below the mouth of the Assiniboine, and only a short distance below the town of Winnipeg. By leaving the Red River at this point, an expensive bridge is avoided over the River La Seine, and the approach to the river is on better ground, and in a more direct line, than could be obtained elsewhere.

Going eastward from Red River for eight miles the line follows a chain of coteau like islands in the surrounding low and swampy prairies, which is annually flooded in spring by back water from the River Seine, and one of its tributaries upon which a dam has been erected for mill purposes.

On these eight miles, three and a quarter miles have to be fascined, and then deeply covered with the best material that can be obtained. On the coteau or islands, the road will require to be well graded, and several off-take drains will be required to discharge the surface water into the Seine.

From the 8th to the 22nd mile post, the line is on fine dry prairie, in a very direct line, having the River Seine generally but a short distance on the right. At the 22nd mile post, a low prairie occurs, one mile and thirty chains in width. The soil is here hard and fine, and although covered with water in spring, can be crossed without danger. It is produced by back water from a large muskey or marsh in which the Seine is lost for a distance of nearly two miles. The marsh is entirely overgrown with rank grass and reedy, with here and there willow bushes and small tamarack trees. The marsh acts as a dam in spring, producing extensive tracts of wet prairie in the vicinity.

In order to make a permanent road across the wet prairie here, a large drain must be made on the side next the marsh completely across the low land, uniting with the Seine a little below where it issues from the marsh. A smaller drain will also be required on the opposite side of the roadway, with a culvert to convey the water which may accumulate in it across the road into the main drain. The remaining portion of the prairie section, five and three-fourth miles traverses a dry level prairie.

The soil is here exceedingly rich and fertile, being a mixture of clay and sandy loam, more easily tilled, and is said to produce better grain than the more tenacious clay soil of the banks of Red River; situated on this tract, on either side of the River La Seine is the settlement of Oak Point, numbering about forty families; they are nearly all either French Canadians or half-breeds.

The wooded section surveyed consists of a succession of sandy and gravelly ridges and areas, extending in longest diameter east and west and separated by open meadows or tamarack and spruce swamps. On the dry land the timber is oak and poplar, as far eastward as Broken Head River, thence to near White Mouth River it is chiefly cypress. The soil where the oak and poplar grows is tolerably good, but here, being so much inferior to the soil of the prairie will for years to come be entirely neglected. Very large tracts of this wooded section have been run over by fire, which in some places kill all the trees, and the ground is now covered over with their fallen bodies, crossed in every direction, among which a vigorous growth of young trees has sprung up. Grass grows everywhere except in the very thickest swamps, and I observed a great many horses grazing here all winter in excellent condition.

When grubbed and graded the road in this wooded section will be equal to the best gravel road in Canada, and much superior to the road on the yielding soil of the prairie section.

The works were in progress from the 9th of November to the 1st of April, during which period an average of forty men were employed, besides a large number of teams in forwarding supplies and in hauling material for fascineing the swamps. To the laborers an average of eighteen dollars per month has been paid (exclusive of board) chiefly in provisions at cost price, the balance in cash to enable them to purchase such articles of clothing as they required.

On account of the works the sum of sixteen thousand two hundred and twenty-six dollars and forty six cents (\$16,226.46) has been advanced. The stock on hand consists of a complete outfit of such tools as are required in road making, with camp equipage, &c., amounting in value to one thousand three hundred and twenty dollars (\$1,320.00).

The stock of provisions consists of two hundred barrels of flour and twenty-five barrels of mess pork at Fort Abercrombie, and fifty-one barrels of flour and sixteen barrels of mess pork at Georgetown, the value of which may be stated at three thousand seven hundred and ninety-one dollars (\$3,791), shewing the total value of stock to be five thousand one hundred and eleven dollars (\$5,111), reducing the actual expenditure to (\$11,115.46) eleven thousand one hundred and fifteen dollars and forty-six cents.

On my way returning to Canada (with the concurrence of Joseph McDougall Esq., your agent at St. Paul,) I contracted with Dr. J. C. Schultz to forward in flat boats, *via* Red River, the provisions then lying at Abercrombie and Georgetown to Fort Garry, at 5s. sterling per hundred pounds, the Doctor assuming all risk attendant upon the navigation. These supplies are to arrive at Fort Garry on or before the first day of June next.

During the autumn and winter the current rate for freight was 10s. sterling from Georgetown, and 14s. from Abercrombie to Fort Garry.

The cost of the works done has been very much increased by the season of the year to which my operations have so far been confined, and the extraordinary outlay occasioned by having to transport the necessary supplies so great a distance so late in the season.

The main object of the expedition has been attained, that of furnishing to the industrious labourers, during a period of great scarcity, the opportunity of obtaining food for themselves and families during the winter months.

As some fears were entertained at the commencement that the numerous Indians in the vicinity of the Lake of the Woods might be troublesome, I am glad to be able to state, that although visited by a great many of these people and several of their chiefs, they were all peaceably inclined. To their long and sometimes very interesting speeches we were obliged to listen and reply, after which, upon receiving a present of food and tobacco, they always left with expressions of friendship.

Upon the arrival of the provisions now under way to Fort Garry, the work may be resumed, and as large quantities of supplies are being brought in by the merchants of Red River, any additional quantity can be obtained there, and I would suggest that all future payments to the men employed be made in cash.

I shall hold myself in readiness to return to the Red River settlement upon the shortest notice.

I have the honor to remain,

Your obedient servant,

(Signed,)

JOHN A. SNOW,

Supt. Fort Garry Section,

Red River Road.

Return shewing the amount expended in opening up communication between Fort William and Red River Settlement, together with names of parties to whom amounts have been paid, and for what service, from 1st July, 1867, to 30th April, 1869 :—

John A. Snow,	On account of disbursements	\$9,539.36
Jos. McDougall,	do do	6,487.10
S. J. Dawson,	do do	3,100.00
C. Mair,	do do	200.00
		\$19,326.46

Department of Public Works of Canada.

(Copy of 6791.)

HULL, May 22nd, 1869.

Honorable WILLIAM McDUGALL, C.B.,
Minister of Public Works, &c., Ottawa.

SIR,—I have the honor to inform you that I, yesterday, received a letter from my Assistant at Fort Garry, Red River Settlement, stating that the supplies being forwarded in flat boats from Fort Abercrombie and Georgetown, arrived safely there on the 4th inst. The flat boats made the descent from Abercrombie to Fort Garry in eleven days.

As mentioned in my report of the 4th instant of the present month, these supplies consist of two hundred and fifty-one barrels of flour, and forty one of mess pork, which, with the addition of some beef, which can be purchased in the settlement at a moderate price, would be food sufficient to carry on the works with a large force several months. In order that the work may be resumed before the season is far advanced, I would most respectfully suggest that a small sum, say four to five thousand dollars be placed at my disposal as early as possible; this sum would enable me to commence as soon as I could reach Fort Garry, and continue with a force of fifty or sixty men at least three months.

I have the honor to be, Sir,

Your very obedient Servant,

(Signed,)

JOHN A. SNOW,
Superintendent, Fort Garry Section.

(Copy of 7985.)

HULL, 25th May, 1869.

Honorable WILLIAM McDUGALL, C.B.,
Minister of Public Works, Ottawa.

SIR,—I have the honor to submit the following Estimate of the probable cost of completing the construction of the sixty miles of the Fort Garry Section of the Red River Road, surveyed and located by me during the past winter.

This estimate is based upon the supposition that work is to be resumed at once and completed before any change take place in the price of provisions at the settlement. It is also intended to include the cost of Superintendence.

Should the crops at Red River prove good this season, the balance of this Section may be built at Mr. Dawson's original estimate.

I have the honor to be,

Your very obedient Servant,

(Signed,)

JOHN A. SNOW,
Superintendent Fort Garry Section,
Red River Road.

ESTIMATE.

PRAIRIE SECTION, 29½ MILES.		\$ cts.	\$ cts.
Fascineing, 4½ miles, at \$1,600 00 per mile		7,400 00	
Heavy Grading, 4½ miles in first section, at \$400 00 per mile		1,900 00	
Light do 19½ do do at \$300 00 do		5,925 00	
Large drain, 1½ mile long, at \$2 00 per rod		660 00	
Off-take drain		750 00	
10 Culverts, at \$20 00 each		200 00	
			16,835 00
WOODED SECTION, 30½ MILES.			
Grubbing and Grading, 25½ miles, at \$500 00 per mile		12,875 00	
Gravelling, Fascineing, 2½ miles, at \$2 00 per rod		800 00	
Opening, Grubbing, and Grading, 2½ miles, at \$1,200 00 per mile		2,700 00	
Building Bridge at Broken Head River		75 00	
do at White Mouth River		1,200 00	
13 large Culverts, at \$20 00 each		260 00	
			17,910 00
To complete the Depôt at Oak Point			400 00
			\$35,145 00
Less Value of Supplies on hand			5,111 00
Amount			\$30,034 00

(Signed,)

JOHN A. SNOW,
Supt. Fort Garry Sec. Red River Road.

Hull, 25th May, 1869.

(No. 4583.)

OTTAWA, June, 9th, 1869.

SIR,—I am directed to authorize you to resume operations on the Fort Garry Section of the Red River Road as soon as you may deem it proper.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,)

F. BRAUN,
Secretary.

J. A. Snow, Esq.,
Superintendent Red River Road,
Ottawa.

(No. 4640.)

OTTAWA, June 14th, 1869.

SIR,—I beg to inform you that in your capacity of Superintendent of the Fort Garry Section of the Red River Road, and entrusted as such with the expenditure of public moneys under the Government of Canada, you are required, under the Act 31 Victoria, chapter 37, section 2, to give security for the due accounting of all moneys placed under your control.

A Bond has been prepared and is now awaiting your signature, and that of your two sureties. The Bond is for \$4,000, viz: yourself in \$2,000, your two sureties in \$1,000 each.

I have the honor to be, Sir,
Your obedient Servant,
(Signed,) F. BRAUN,
Secretary.

John A. Snow, Esq.,
Superintendent Fort Garry Section,
Red River Road, Ottawa.

(No. 4650.)

OTTAWA, June 15th, 1869.

SIR,—With reference to the expenditure to be incurred during the ensuing year on the Fort Garry Section of the Red River Road, the amount of which has not yet been established. The Honorable the Minister directs that until further instructed, you will draw upon him at sight, through the Hudson's Bay Company's Agent, for such amounts as may be required for the payment of men and materials, and that you will forward a monthly statement of expenditure, with vouchers, in accordance with the forms supplied by the Department.

Mr. Mair, who has acted as pay master hitherto, will give you all the assistance you may require for the proper keeping of accounts and the discharge of other duties of an official character devolving upon you as Superintendent.

The Minister desires you to report from time to time regarding the progress of the works, the character of the country, the attitude and claims of the Indians, if any on the line of the road, with such general information as will enable him to advise the Government on all questions likely to arise out of the operations of the Department, and upon which the action of the Government may be required.

If any difficulty with the Indians in the vicinity of the Lake of the Woods should occur before a Local Government is organized, you will immediately confer with, and solicit the advice and assistance of the Governor, or other Chief Officer at Red River, of the Hudson's Bay Company.

I have the honor to be, Sir,
Your obedient Servant,
(Signed,) F. BRAUN,
Secretary.

John A. Snow, Esq.,
Superintendent Fort Garry Section,
Red River Road, Ottawa.

(No. 4,706.)

OTTAWA, June 19th, 1869.

SIR,—I have the honor to transmit, for registration, as required by the Act 31 Vict., chap. 37, the accompanying bonds of S. J. Dawson and John A. Snow, Superintendents of the Red River Road.

I have the honor to be, Sir,
Your obedient Servant,
(Signed,) F. BRAUN,
Secretary.

E. Parent, Esq.,
Under Secretary of State for Canada,
Ottawa.

(Copy of 7,536.)

RED RIVER SETTLEMENT,

Winnipeg, 21st June, 1869.

To the Hon. WILLIAM McDougall, C.B.,
Minister of Public Works, Ottawa.

SIR,—In my report of 25th May, I mentioned that extensive fires were raging in the woods east of Point du Chêne, and in dangerous proximity to the road line. I afterward engaged Mr. Lonsdale, who was our foreman upon the works last winter, to inspect the entire line and take measures if necessary to prevent damage to the bridges on the route. Since then we have had frequent and heavy rains which have subdued the fires in a great measure, but not before immense injury was done to the standing timber. This is the more to be regretted, as much of this timber was young, and vast quantities of valuable wood have been destroyed by previous fires and wind falls.

It is not easy to ascertain the origin of these fires. The Indians forsake the woods in summer, and the settlers at Point du Chêne protest, that they never leave camp fires burning when cutting timber for their own use. Whatever their origin may be, it is plain enough that stringent measures for protection will have to be taken, in order to arrest the agency which threatens the total destruction of the valuable standing timber between Oak Point and the Lake of the Woods.

I have lately settled up our account for transportation of provisions from Georgetown last fall and winter with Mr. Bannatyne. There still remains a discrepancy of 5 barrels between the quantity of pork stored at Georgetown in the Hudson's Bay Co's store-house and the quantity received here; and this deficiency will doubtless be made good by the Company, whose bill for storage I have recently paid.

Since writing last, a considerable number of Canadians have arrived in the settlement, principally from the western portion of Ontario, some to examine the country, and some to settle at once. I have given such aid as lay in my power, to those desirous of visiting the various agricultural districts within convenient reach of Winnipeg, and am glad to say that so far, all who have seen the country think highly of it, and desire to remain in it. The farmer with some capital is wise no doubt to immigrate this year; but men without means must expect, under existing circumstances, to meet with many disappointments should they come to Red River this summer without being forwarded. On account of last summer's failure living is now very dear, and mechanics, for instance, who easily command 10s. sterling a day, on account of the dearness of the necessaries of life, find it a difficult thing to provide for their families. It is, for this reason, to be regretted that any should have come from Canada this summer without ample means to tide them over a season of unusual depression, and it has been and is now an especial matter for regret that public works are not in progress here, so that Canadians in the meantime might have an opportunity of supporting themselves until other opportunities offered. I have assured all who have applied to me for information, that the works will probably be resumed as soon as the Hudson's Bay Company's terms have been disposed of by Parliament, and it is greatly to be desired so, lest those who have come to this country, believing that they would receive employment on the road during the ensuing winter, should be compelled to return for lack of present support.

It is desirable moreover that means should be taken to adjust the claims of the Indians external to the district of Assiniboias. Lately a number of Canadian immigrants left here for Red River, an affluent of Lake Manitobah, with the intention of taking up lands, but were met at Portage la Prairie by a party of Chippawas, known as Yellow Plume's band, who warned them against settlement, and refused to allow them to locate their claims.

These Canadians returned to Winnipeg and represented to me the facts as above stated, declaring that unless some arrangement were made with the Indians, they would return to Canada. Upon receiving this information, I deemed it advisable to go up the Portage at once, which I did, accompanied by Doctor Schultz and a thoroughly competent and reliable interpreter.

Yellow Plume was absent, but Hiantay, Peentuno was in charge of the band, and had written authority to act for him. The other two who took part in the "talk" were sons of the old chief, Pegins, from whom Lord Sil Kirk purchased the Assiniboa tract; and all three were already men, and like the majority of Indians here, shrewd and selfish. I found them at first quite determined to resist settlement; but after representing to them that by allowing Canadians to take up claims at present, they in no way impeded their rights under government, and that these rights whatever they may be, would be fairly examined hereafter by commissioners who would deal honestly with them, and coupling this with a moderate pressure, pointing out their insignificant numbers compared with the incoming multitude, and the obvious necessity hence of acting friendly and honestly. They at length broke down and agreed to offer no further opposition to settlement.

It was evident that they had been stirred up by parties inimical to immigration, to oppose its earliest operation. But be this as it may, little difficulty, and certainly no danger may be apprehended in treating with the Indians of Rupert's Land. Over the great tract of the fertile belt they are very sparsely scattered indeed, and their appetite for rum is so intense that the most remote hope of procuring the means of their fatal enjoyment will be eagerly grasped at. The most difficult problem in this country will be to devise a method of distributing Indian annuities in such a manner that they shall be of real service to the recipients, and not find their way into the pocket of the rum-seller as soon as paid. They have no difficulty at present in procuring liquor in any quantity corresponding to their means, and the use made of it is scandalously exemplified every day on the streets of Winnipeg, by the aborigines of both sexes.

I take advantage of Dr. Schultz's approaching visit to Canada, to send you a collection of Indian curiosities, and on the 18th instant drew upon you through the Hudson's Bay Company for £100.

I am, Sir,

Your obedient Servant,

(Signed,)

D. MAIR,

Paymaster.

(Private—Copy of 7529.)

NORTH-WEST TERRITORIES,

Winnipeg, 3rd July, 1869.

DEAR MR. MCDUGALL,—I send you by Dr. Schultz, who leaves here to-day for Canada, an Indian Chief's dress of Antelope Skin. It is beautifully made, and the workmanship is by the same persons that provided those sent to Lord March, Dr. Cheddle, and other English gentlemen who have been in this country. The Doctor intends visiting Ottawa, and will give you an idea of the condition and prospects of Red River Settlement at present.

I received Mr. Snow's telegram from Ottawa last week, and immediately set about operations, and have now a large number of men on the works engaged in grubbing. It is fortunate the works have recommenced, and Canadians will now have a means of supporting themselves until the opening of spring.

Dominion day was celebrated by firing a number of shots out of anvils, hoisting the ensign, and by a bon-fire in the evening. I understand the Americans here are to celebrate the 4th, out of the Hudson's Bay Company's cannons, which I am sorry to say were silent both upon the Queen's birth day and Dominion day.

You will find the Doctor to be what he really is, a thorough Canadian, and a man, who, in the very face of his own interest, was the first Canadian in the North-West to oppose the Hudson's Bay Company, and advocate our extension here.

I thought it right to buy a quantity of pork here last week, at a bargain. The owners, miners from Montana, being about to return to that Territory, and to day I have drawn for £200—£36 10s. for my own use, and the balance to be on deposit for Government account.

With kind regards, I am,

Yours sincere,

C. MAIR.

To the Hon. Wm. McDougall, C.B., Ottawa.

(No. 4,912.)

OTTAWA, July 14th, 1869.

SIR,—I herewith forward you bonds Nos. 3224 and 3225, on the part of John A. Snow and Simon J. Dawson, respectively, for the due performance of their duties as Superintendents and Paymasters on the Red River Road, to be deposited and registered in your Department as required by the Act.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,)

F. BRAUN,

Secretary.

The Hon. the Minister of Finance, Ottawa.

Copy of No. 7,769.

OAK POINT,

July 29th, 1869.

Honorable William McDougall, C.B.,
Minister of Public Works, &c., Ottawa.

SIR,—I have the honor to inform you, that on my arrival here I at once despatched my assistant, with a strong party of men, to run an exploring line and open a bridle path from the termination of my survey of last winter (at White Mouth River) to the north-west angle of the Lake of the Woods. I have this day received a letter from Mr. Hamilton, stating that recent fires have passed over much of the country, and that windfalls are so numerous, and of such extent, that he has been obliged to abandon the attempt to open a bridle path.

I have, therefore, to advise you, that in case you visit this country, and come by way of Lake Superior, you will have to reach Fort Garry from the Lake of the Woods by way of the Winnipeg River.

I have the honor to be,

Your very obedient servant,

(Signed,)

JOHN A. SNOW,

Supt. Fort Garry Section,

Red River Road.

(Copy of 7,770.)

OAK POINT,

2nd August, 1869.

Honorable William McDougall, C.B.,
Minister of Public Works, &c., Ottawa.

SIR,—I have the honor to report that I arrived in this country on the seventh of July, and found the work commenced on the road, in accordance with my telegram to Mr. Mair, which, although despatched from Ottawa on the eighth of June, did not reach him till the twenty-sixth. On the twenty-ninth the work was resumed in the field.

During the past month I have been able to obtain but forty-four men, including foremen and my assistants, and twelve laborers of this number have just left to attend to their hay-making and other private business. I do not anticipate being able to obtain a large number of men till after the harvest, as nearly all the people here have more or less farming on their hands. Had the work been resumed previously to the engagement of the Hudson's Bay Company for the distant outposts, or the departure of trappers to St. Paul, many of the men engaged in which would have preferred going upon the road to leaving the Settlement, a large number of good men might have been secured at average wages.

My assistant, Mr. Hamilton, is now engaged in resuming an exploration line from the White Mouth River to the north-west angle of the Lake of the Woods, and has a party of seven men taken from the number above mentioned.

Owing to the large demand for laborers in every department here, I have been obliged to pay ordinary laborers twenty dollars (\$20) per month, and extra good men one dollar, exclusive of board; and I fear that wages will continue at these rates unless a large influx of laborers should arrive from Canada or elsewhere.

In order to advance the work of gravelling and facing, I have purchased two oxen, with the same number of carts and harness, and as constant work will be had for them a great saving will be effected, obviating much loss of time experienced in having to obtain them from the settlers. These cattle can, when no longer required, be turned into beef and used on the works.

During the month of July ten miles of road have been grubbed, and one half-mile graded. I have contracted with two good workmen to erect the depôt required, and for which the material was purchased last winter, and its erection is now in progress. The building will be 40 x 27 feet, two stories in height, the walls of flatted timber. It will be finished in a substantial manner, without any unnecessary expense, merely providing comfortable accommodation for myself and staff, with ample storage for provisions, &c., &c. On the completion of the road this building will sell for what it will cost, as it is erected on what will be the town site here.

The crops here, and throughout the entire settlement, promise an abundant harvest. The weather has been cool with occasional showers. Thermometric range for the month of July being only an average of 63°.

I have the honor to be, Sir,

Your very obedient Servant,

(Signed,) JOHN A. SNOW,

Supt. Fort Garry Sec. Red River Road.

(Copy of 7,824.)

GOVERNMENT ROAD,

Oak Point, 7th August, 1869.

To the Hon. William McDougall, C.B.,
Minister of Public Works, Ottawa.

SIR,—Considerable dissatisfaction exists, among some dozen Canadians, who have recently been employed on the works here in regard to the rate of wages. So far I have allowed them twenty dollars currency, per month, with excellent board.

Taking into consideration the expensiveness of provisions, I considered this the highest wages that should be paid. The half-breeds have made no complaint, but will expect any rate which may be fixed for the Canadians, and in my opinion should have it. It is rumoured here that Mr. Dawson is paying \$20, besides having all the

men's travelling expenses paid to and from the work. I would not trouble the Department in this matter, but otherwise, do not feel myself warranted in paying their demand, viz: \$25 per month, without the concurrence and direction of the Department. These people consider that, having paid their way to this country, they are entitled to a higher rate on that account.

An immediate reply is most respectfully solicited.

I have the honor to be,

Your most obedient Servant,

(Signed,)

JOHN A. SNOW,

Supt. Fort Garry Sec. Red River Road.

(Copy of 8,112.)

GOVERNMENT DEPÔT,

Oak Point, 1st September, 1869.

Hon. William McDougall, C.B.,

Minister of Public Works, &c., Ottawa.

SIR,—I have the honor to inform you, that during the month of August, three quarters of a mile of grading has been completed. One mile of fascineing gravelled, and eight and a quarter miles on dry ground, levelled and put in good order for travelling, making in all eleven miles in good condition from the entrance to the wood eastward.

Having ascertained by day work the approximate cost of gravelling the facing in a substantial manner, I have recently let in small jobs the remainder of this kind of work completed last winter, at fifty cents per yard in length on the road, the gravel being spread over thirteen feet in width, and one foot in depth when compressed. In this way I have been able to induce parties to work on the road who could not otherwise be obtained.

The average number of men at work during the past month did not exceed thirty, including the surveying party. By the latter, the survey and exploration has been carried to within a few miles of the Lake of the Woods. My assistant, Mr. Hamilton, reports the country to be almost impassable, on account of wind falls of dry timber. He is now engaged in surveying a line for a road between this place and Fort Garry, by the south side of the River La Seine; the line surveyed by me last winter is on the north side of that river. Both lines will be required for the purpose of settlement. After this survey is completed, I shall be able to decide which line should be improved for main travel. As the harvest here is now well advanced, I hope to be able to obtain a large number of men and shall do my utmost to forward the work; the yield of wheat, barley, and potatoes will be large. The weather has been all that could be desired, dry and cool.

I have, recently, in conjunction with Colonel Dennis, despatched a Major James Wallace to St. Paul, with instructions to purchase eighteen barrels of pork and fifty bushels of beans for my next winter operations, and shall immediately send carts from here to forward these supplies from St. Cloud to this place. I have furnished Major Wallace with a sight draft on you for the sum of two thousand seven hundred dollars (\$2,700), to meet this purchase.

I have the honor to be,

Your obedient Servant,

(Signed,)

JOHN A. SNOW,

Supt. Fort Garry Sec. Red River Road.

(No. 5,308.)

OTTAWA, September 7th, 1869.

SIR.—In reference to your communication, under date the 7th ultimo, stating that dissatisfaction exists among some of the men engaged on the works under your charge, as to the rate of wages, and asking for advice on the subject, I have the honor to acquaint you that it is not the opinion of the Minister that excessive wages should be paid. I am further to state that the average rate of pay allowed by Mr. Dawson for ordinary labourers is \$18 per month, and in the case of men of a superior class, \$20.

I have the honor to be, Sir,
Your obedient Servant,
(Signed,) T. TRUDEAU.
Deputy Minister of Public Works.

John A. Snow, Esq.,
Government Works,
Oak Point, N. W. Territory.

(Copy of 8,441.)

OAK POINT DEPÔT, October 6th, 1869.

Honorable the Minister of Public Works, Ottawa.

SIR,—I have the honor to acknowledge the receipt of your letter of the 7th ult., with the information asked by me respecting the wages to be allowed by me to labourers on the road here.

The discontented men, referred to in my letter, had previously to the date of that letter struck for higher wages, and forced all the hands to remain idle a day and a half. Upon my promise to write you they resumed work, and continued up to the 29th of September, at noon, when they again stopped work. On the 30th I sent Mr. Hamilton to the camp with your letter, which was read to them, and explained also a letter from myself, desiring all hands that were dissatisfied to come immediately to the Depôt, receive their pay, and leave the works. On the 1st of October they all, with the exception of three or four, came to the Depot and were paid off for all the days they had worked, as returned by the foreman. And I supposed that the disaffected Canadians and American deserters would go quietly away, but instead of doing so they suddenly returned to the office in a mass, and demanded payment for the three days they had lost on account of the two strikes.

This demand I of course refused, and was determined not to pay. I told them that they should all have been charged with their board during the strikes, but I had not done so, and endeavoured to reason with them, but to no purpose. They then suddenly seized me and dragged me violently from the house towards the River Seine, in which they declared they would drown me unless I paid their unjust demand. After being dragged near the stream, upon the solicitation of my assistant, Mr. Hamilton, I paid their demand, but obliged them at the same time to sign their names opposite the sums they respectively forced me to pay. The same evening I proceeded to Fort Garry, and laid information against five of the leaders in this robbery, and four of them were apprehended on their arrival and lodged in jail. The examination before the magistrates came off on Tuesday, the 5th inst. (the reporter for the "North Wester" being excluded), when they were committed for trial before the General Court, *only for violent assault*. The prisoners have since been liberated on bail, their surety being a saloon keeper.

The work during the past month has been somewhat retarded by the disaffection of these men, but I have just succeeded in having a large number of men from the Scotch settlement, who are all quiet and well disposed people, and in a day or two I hope to have between 50 and 60 men on the works.

The road is now open for carriage travel about 20 miles, and I hope by the end of this month to have 30 miles open from the entrance to the woods eastward.

There has been a great deal of excitement here among the Canadian half-breed population, backed up by certain influential parties who are opposed to everything Canadian. The Indians have also been somewhat troublesome. The sooner Canada has a force of two or three hundred men here the better; as affairs now stand it will, I fear, be impossible to preserve order in the settlement. My position here is by no means a pleasant one, dealing with such a rough class of men, with no law worthy of the name to support me. With the exception of the case above recited, I have succeeded beyond my expectation.

I have the honor to be,

Your very obedient Servant,

(Signed,)

JOHN A. SNOW,

Supt. Fort Garry Sec. Red River Road.

(Copy of 9,196.)

FORT GARRY, RED RIVER SETTLEMENT,
December 18th, 1869.

To the Honorable the Minister of Public Works, &c.,
Ottawa.

SIR.—I have the honor to inform you that in accordance with an instruction received from the Honorable Wm. McDougall, while detained at Pembina, the work on the Fort Garry section of the Red River Road under my charge was suspended on the seventh inst., until order and good government is again established in the Territory. At the close of the work, twenty-nine miles of the road were opened and made suitable for carriage travel, bringing the work to within one mile of the White Mouth River. The exploration of the route had been carried to Birch River, sixteen miles in advance of the work, and the line for the road decided upon; but owing to the unsettled state of the Indians, I did not deem it safe to prosecute the survey further, otherwise the whole line to the Lake of the Woods would have been located.

With respect to the disaffection of the French speaking portion of the inhabitants here, you are no doubt fully acquainted, I have only to say, that I shall refrain from meddling outside of my department.

Since the commencement of the political trouble here, I have had occasion to converse with some of the leaders of the disaffected, and I feel convinced that the speediest way of bringing matters to a peaceable termination, would be by soliciting the aid of Bishop Taché. His influence, united with that of Governor McTavish, I feel, would be sufficient to effect an amicable arrangement between Canada and the disaffected people.

I notice in the newspapers from Canada, some attacks are made upon my management here; and they assume that it has been the cause of bringing about the present unfortunate state of affairs. Time will show, that so far, at least as I am concerned, their statements are untrue. I am not aware of having made an enemy among the disaffected people, and in support of this, may state, that I am the only Government official of Canada here at liberty, and I attribute that circumstance to the good feeling existing among these people towards me.

That letters written by Canadians here, which have appeared from time to time in the newspapers in Canada, have done harm, I must admit, but I have had no hand in their production, they have been published in opposition to my wishes; my correspondence has been confined entirely to the Department as official reports, and to private matters to my family.

It may be that I shall be obliged to leave the settlement and return to Canada. Should I be obliged to do so, the depot and outfit here must be handed over to the party who have assumed the reins of Government. I shall endeavour to obtain their receipt for all left in their charge.

At the present, I am supplying about sixty-three prisoners (Canadians in prison), with two meals per day. This has been forced upon me. Colonel Dennis having left the Territory without communicating his wish in the matter. It is expected daily that they will be released, either on parol or upon condition of their leaving the Territory.

I have the honor to be,

Your most obedient servant,

(Signed,)

JOHN A. SNOW,

Superintendent F. G. Section Red River Road.

(Copy of 9,320.)

HULL, 27th January, 1870.

Honorable the Minister of Public Works, &c., &c.,
Ottawa.

SIR,—I have the honor to inform you that on account of the works on the Fort Garry section of the Red River Road being suspended, and the ultimate issue of the insurrection in the Red River Settlement very uncertain, I have deemed it expedient to return to Canada.

I left Fort Garry on the 6th inst., and arrived here yesterday. Before leaving the Settlement, I paid all demands against the works. At the Oak Point Depot I have left Mr. C. A. Heath (who has been for some time my accountant) in charge. He will remain quietly at the depot and endeavour to keep possession of the house and take care of the material stored there. I was assured by President Riel that Mr. Heath would be allowed to retain possession, provided he did not meddle in the political affairs of the Territory.

All the property of the Canadian Government in the Territory is virtually in the hands and guarded by the insurgents. But up to the period of my leaving the Settlement I am not aware that any thing had been appropriated by them, except two horses taken from Colonel Dennis.

My assistant, Mr. Hamilton, has returned with me; he had been a prisoner one month, and was only allowed his liberty on my promise that he should immediately leave the Territory. Stewart D. Mulkins, a nephew of Colonel Dennis, also returned to Canada with me. He had been also a prisoner, and was released upon the same terms as Mr. Hamilton.

I shall shortly lay before you my accounts, showing the entire expenditure for all purposes on the work under my charge to date.

I have the honor to be

Your very obedient servant,

(Signed,)

JOHN A. SNOW,

Superintendent Fort Garry Sect. Red River Road.

(Copy of No. 9,635).

HULL, 21st February, 1870.

To the Honorable the Minister of Public Works of Canada,
Ottawa.

SIR,—On the 18th September, 1868, I had the honor to receive, from the Honorable Wm. McDougall, C.B., then Minister of Public Works, instructions authorizing me to proceed to the Red River Settlement, Hudson's Bay Territory, and to commence the opening of a road from Fort Garry to the Lake of the Woods, on the route recommended by S. J. Dawson, Esq., C.E.

My instructions authorized me to purchase a quantity of provisions and tools, and to take steps to forward them, without delay, to the scene of operations, in order to afford employment, as early as possible, to the distressed population of that country, and thereby, in some measure, alleviate their sufferings, brought on by the sad and unusual calamity which had befallen them, owing to the almost entire loss of their crops.

I left Ottawa for Red River on the 19th September, and arrived at St. Paul on the evening of the 23rd. After purchasing the necessary quantity of supplies, and arranging for their transport to Georgetown, on the Red River, I wrote to Mr. A. G. B. Bannatyne, of Winnipeg, to send the requisite number of carts to meet the supplies at Georgetown and convey them thence to the settlement. I then proceeded to Fort Abercrombie, where I was joined by Mr. Charles Mair, who had received the appointment of paymaster and accountant on the work, and continued in company with him to Fort Garry, where we arrived on the 27th October.

In accordance with my instructions, I called upon Wm. McTavish, Esq., the Governor of the Hudson's Bay Company, before whom I laid my instructions, and received his verbal consent to carry on the work.

Upon examination, I found that a good ordinary prairie road already existed from Fort Garry to the entrance of the woods, near a place called the Oak Point Settlement, and distant about 30 miles east from Fort Garry. I consequently deemed it expedient, to confine my operations to the wooded section of the country, that extends, without interruption, to the Lake of the Woods, and made all necessary preparations to prosecute the work, as speedily and advantageously as possible. Operations at that season of the year, being of necessity preliminary and preparatory to the due completion of the road at a more favorable time.

Taking the line already marked out by Mr. Dawson, as the basis of my operations; I explored the country through to the Broken Head River, about 15 miles; and having permanently located a few miles, I commenced the work of clearing the track of timber, on the 9th of November, from which time, till the 1st of April, about 40 men were employed, besides a large number of teams were engaged in hauling timber and brush required for fascines. To the laborers 2s. 9d. sterling a day was allowed with board, and one foreman was employed, who received during the months of November, December, and January 5s. sterling per day, and subsequently 6s. 3d. sterling. Payment being made chiefly in provisions, at the following rate:—for pork 24cts. per pound, flour at Fort Garry \$16 79cts. per barrel, the balance in cash to enable them to purchase such articles as they required. During the period of operations 23 miles of the track had been cleared of timber to the width of sixty-six feet, and 2¼ miles of swampy ground laid with fascines. I also erected, for the accommodation of the men, five shanties, which were located at intervals along the route.

During the progress of the work, I personally explored the country through to the White Mouth River, and located the line to that point; making, in all, 30 miles of line in the wooded section definitely fixed. I also surveyed a line from the commencement of my work, across the prairie section, to a point on Red River a little below Fort Garry, about 30 miles.

As no accommodation suitable for our requirements was to be obtained in the locality for a depot, I found it necessary to take steps during the winter to provide timber for the erection of one, to answer the necessary requirements, upon the site found to be most convenient, though the erection was deferred till this summer.

On the 24th February, I received a communication from the Department, stating the amount already advanced to me and to Mr. Joseph McDougall, who had been commissioned to attend to the purchase of additional supplies at St. Paul, on my account; and observing that the funds at my disposal would soon be exhausted, I gave orders to Mr. Mair to close the work, as soon as the spring opened. Finding it necessary to consult with the Department, respecting the further prosecution of the work; on the 16th of March I left for Ottawa, and there made a report. On my way, returning to Canada, I contracted with Dr. J. C. Schultz, to forward, in flat-boats by Red River, the provisions then lying at Fort Abercrombie and Georgetown, to Fort Garry, at 5s. stg. per 100 lbs. The Doctor assuming all risk attendant upon the navigation. These supplies consisted of 200 barrels of flour, and 25 barrels of mess pork, then stored at Abercrombie, and 51 barrels of flour and 16 barrels of mess pork at Georgetown.

On the 9th of June 1869, I received instructions to resume operations; I accordingly telegraphed to Mr. Mair, to commence the work on receipt of my communication, and I at once started for the Red River settlement, where I arrived on the 6th of July.

On my arrival, I found the supplies which I had contracted with Dr. Schultz to forward, had arrived safely, and were in store at his establishment. On the 21st of July I contracted with Mr. Alfred Boyd, (of the firm of Inkster & Boyd) for the supplying of 50 head of beef cattle, averaging 700 lbs. each, to be delivered at Oak Point depot, in such quantities and at such times as required; up to the 1st day of December, the balance of the animals on hand at that date, to be then slaughtered, and the beef delivered at the Depot, the price to be 4½d sterling per lb. for the net beef; and the payment to be made on the 1st day of November, for the entire quantity contracted for, upon their furnishing security for the due fulfilment of the contract.

About the 20th August, Colonel Dennis arrived in the settlement, he was provided with a letter to me from the Minister of Public Works, in which I was desired to give him all the assistance in my power, in the way of supplying him with such provisions as I had in store, that he required. The supplies furnished him will be stated at the close of this report. At his suggestion, it was deemed advisable to secure an additional supply of pork, bacon and beans, before the close of the season, and on the 31st of August Major Wallace was despatched to St. Paul with instructions to purchase a supply for us, and carts were sent to St. Cloud to forward them to Fort Garry. The provisions arrived in due course of time, and were stored together at the establishment of Dr. Schultz at Winnipeg, where they were subsequently taken possession of by the insurgents.

The work was resumed this season on the last day of June, and continued up to the 6th day of December last, when owing to the political troubles, resulting in the stoppage of the Hon. Wm. McDougall at Pembina, it was closed in accordance with an order in writing received from him, bearing date the 19th November, and received by me on the 25th. The work this season has consisted in completing the clearing of the track, a distance of 29½ miles; in grubbing and levelling 24 feet in width of the centre of the track; the 2¼ miles of fascines laid last winter, and 48 chains additional, have been covered with gravel to the depth of one foot, and a width of 13 feet. Three and a quarter miles of the road have been graded, from ditches cut on either side, and five culvert bridges built.

A dépôt has been erected at Oak Point, about 1½ mile east, from the entrance to the woods, and within the site recommended by Mr. Dawson as a town plot. It consists of a house, 40 feet in length by 27 feet in width, and is well and substantially built of flatted tamarack timber. It is two stories high, being well floored with tongued and grooved lumber. The lower story is divided into a spacious hall, a large store room, an office and kitchen. The upper consists of a sitting room and four bed rooms. The whole being well lighted, and admirably adapted for the purpose intended.

During the summer I employed my assistant, Mr. Hamilton, in surveying an exploring line from White Mouth to Birch River, a distance by his traverse lines of 17½ miles, and the line for the road located, but not surveyed that distance; he also performed a cursory survey a further distance of about 9 miles, bringing his exploration to within a short distance of the Lake of the Woods. Having become intimately acquainted with the prairie country lying between Oak Point and Fort Garry, I found that the line surveyed by me last winter, although a good winter road, was not so susceptible of being improved to form a road at all seasons, as I had imagined from travelling the route in winter; and that a better line for a road existed, and was travelled, to the southward of the River Seine. This line was surveyed and located from the entrance to the woods, to its intersection with the main road, on the east bank of the Red River, above Fort Garry, which it joins at the distance of 31 miles and 29 chains. The survey was continued to the point opposite Fort Garry, along the main road, a further distance of 1 mile and 46 chains, making a total distance, from the entrance to the woods, of 32 miles 76 chains. This line, although about 2½ miles longer than that surveyed by me last winter, and

described in my report of the 4th of May, 1869, is much superior to it for the purpose of forming a good summer road, the line being for the most part on dry ground. A plan is in preparation, which will be laid before you, shewing the features of the prairie, traversed by both lines, and it will be for the Department to decide which line should be improved for a permanent road. It will no doubt be necessary, for the purposes of settlement, to preserve both these lines as main roads; being separated as they are nearly throughout by the River La Seine; along both sides of which the Oak Point Settlement is situated.

During the whole of the past season laborers were extremely scarce in the settlement, caused by the unusual demand, for agricultural purposes; and as our operations commenced late in the season, the men that would have engaged in my service, had left the settlement in the employ of the Hudson's Bay Company, in making their annual trips to the Saskatchewan and York Factory; in consequence of which only a limited number of men could be obtained, and these of course, not the best the country could afford. After the return of the men employed in tripping for the Hudson's Bay Company. The insurrection arising among the French half-breed population, drew away the majority of these men, upon whom I had counted for advancing the work, during the fall months; besides confusing and rendering unsteady the half-breeds, who were already employed upon the work. I must however state, that the conduct of the French half-breeds employed, was with very few exceptions respectful, and their labor honestly performed; and that the disaffection that occurred during the summer (as reported in my letter of the 6th October last), among the men employed, was almost entirely confined to Canadians, and deserters from the American army.

Finding that but little progress could be made by day work, and the people of Oak Point Settlement offering to take small jobs; I decided to employ them in that manner. Copies of the agreements entered into, with the several parties, will be furnished if required. The uniform rate of £4 sterling per month, was paid to laborers, and to some extra good men five shillings currency, since the first of July. The men whose names are entered on the pay lists, have been paid entirely in cash.

As the plan which will be laid before you will shew the features of the country over the entire line surveyed, and the remarks thereon describe the character of the soil; it is perhaps unnecessary for me here, to give a detailed description on this subject; I may however state briefly, that the prairie traversed by both lines, surveyed by me, possesses every inducement to the settler, with the exception of a scarcity of wood, in some places. There is a sufficient quantity of dry prairie for cultivable purposes, and advantages for hay, which is always obtained in the low lands. Water is also abundant and good. The road through the wooded section, consists of a succession of gravelly and sandy ridges, extending in their largest diameter, in the direction of the road; these are separated by open meadows, or by tamarack, or spruce swamps, across which fascines have been laid. The ridges are so dry generally as not to require grading; in fact, the addition of grading, by throwing in loose soil, would injure the road instead of improving it. Some additional grading, however may be required, on the part now opened, after the road has been travelled on some time. This character of country may be said to extend to Birch River, which will be about 46 miles of the wooded section; beyond this point, as far as explored, there will be a much larger proportion of swamp; and in order to make a good road, timber foundation will be required.

An inspection of the accounts will shew that the prices for supplies of all kinds have been very high, owing to their having generally to be transported nearly 500 miles in carts, the lowest charge for which is 16s. sterling per 100 lbs, and the great scarcity of last season necessitated the purchase of nearly all our provisions at St. Paul, and their transport thence to the works, thereby greatly augmenting the cost of the road. Mr. Dawson's estimate for the portion of road now opened was \$1,000 per mile, this estimate was made at a time when everything was abundant in the settlement, in fact, the cost of boarding men at that time (1868) could not have been more than one-half it is at the present time.

Up to the 31st of January last, the amount expended for all purposes was as follows:—

Amount of my account to date - - - - -	\$34,338 87
do of draft drawn by Joseph McDougall - -	5,110 10
Advanced by Department to Mr. Mair on account of his salary - - - - -	1,150 00
	\$40,598 97
LESS.	
Approximate value of stock on hand, per statements 1, 2, 3, herewith, - - - - -	11,284 32
Value of supplies furnished to Col. Dennis, per statement No. 4, herewith, - - - - -	1,574 19
Value of horses, &c., bought by me, but retained by the Hon. Wm. McDougall, - - - - -	466 73
	\$13,325 24
Total expended by me - - - - -	\$27,273 73

Owing to some portions having been performed after the frost set in last fall, it was found impossible to make a finished job, in some places, especially where levelling had been done with frozen soil. There are also some boulders in the centre of the track, which owing to the great difficulty in extracting them from the frozen ground, it was not deemed profitable to take out in the winter season. To cover this a further expenditure of about \$1,000 will be necessary to make a complete and permanent road of the 29½ miles now under consideration.

By referring to the accompanying statements it will be seen that a large quantity of supplies were in store, and that with the exception of a few minor necessaries, a sufficiency was on hand for the vigorous carrying on of the work well nigh to completion.

Had it not been for the unfortunate and unforeseen occurrences resulting in the stoppage of the work, the road, in all probability, would have been opened to the Lake of the Woods in the Spring, or at least, early in the ensuing summer.

Anticipating your letter of the 7th January, after the suspension of the work, I, as far as possible, settled all outstanding accounts, and putting Mr. C. A. Heath in charge of the depot and effects in store there, with Mr. F. Johnston as companion, on the 6th of January I started for Ottawa and arrived there on the 26th.

In conclusion, I beg to state, that in the conduct of the work intrusted to me, I have endeavoured, to the best of my ability, to carry out my instructions.

The whole being humbly submitted,

I beg to remain,

Your obedient servant,

(Signed,)

JOHN A. SNOW

Superintendent Fort Garry Section Red River Road.

No. 1.

STATEMENT of Supplies at Red River Settlement, on the 20th November, 1869,
paid for by John A. Snow.

	£	s.	d.	\$	cts.
18 barrels of flour, stored with J. B. Valliquette, at Oak Point; approximate value at \$13 12.....				246	16
14 barrels and 61 lbs of flour, stored with Norbert Morin, at \$13 12.....				187	76
140 barrels flour, in Dr. Schultz's store-house, at \$12 62.....				1,766	80
6 barrels mess pork, and 158 lbs, in Dr. Schultz's store-room, at \$30 00 per barrel.....				213	14
5 barrels mess pork to be accounted for by Hudson's Bay Company, at 24cts.....				240	00
Per Voucher B, with accounts stored at Dr. Schultz's store (Winnipeg), being part of Major Wallace's purchase, for 4 barrels pork, (greenbacks) \$1,370 00.....					
4,000 lbs bacon, purchased by Major Wallace, per Voucher B, \$800 00					
Charges thereon at St. Cloud..... 85 25					
Gold at 133..... \$2255 25				1,695	68
Part payment on 60 barrels pork and 2,000 lbs bacon, purchased by Major Wallace, per Voucher H, \$334 47 (gold at 133).....				627	41
Paid transport on Major Wallace's and Mr. Mair's purchases to James McKay.....				479	58
Paid transport on ditto to Dr. Schultz.....				387	51
9 barrels pork purchased by Mr. Mair (say).....				231	76
17 head of beef cattle, in the keeping of A. Boyd, Esq., Winnipeg, being part of his contract with me, to average 700 lbs beef each, at 4 1/2d.....	223	2	6	1,085	88
220 bushels potatoes, in cellar at Oak Point Depot, cost 2/3 per bushel.....				120	45
Total.....				\$7,282	13

(Signed,)

JOHN A. SNOW,

Supt. Fort Garry Section,

Red River Road.

Hull, 14th February, 1870.

No. 2.

STATEMENT of the approximate cost of Government Depot, at Oak Point, Red River Settlement, and effects, &c., therein.

	£	s.	d.	\$	cts.
Depot house 27 x 40, two stories high, finished, including fixtures, also stable 20 x 27 feet				1629	94
2 large tables at 15/-, two small ditto at 10/-	2	10	0		
1 chair 10/-, $\frac{1}{2}$ dozen chairs, 5 at 6/-, 1 at 5/-=35/-; 2 bedsteads at 30/-	5	5	0		
1 looking glass 10/-; 1 metal basin 3/6	0	13	6		
3 mattresses, 2 at 29/-=58/-; 1 mattress at 15/-	3	13	0		
1 cooking stove and fixings	9	15	0		
3 box stoves 110/-, 120/-, and 70/-	15	0	0		
1 clock 17/6; 2 coal oil lamps 4/6 and 3/6	1	5	6		
1 large coal oil lamp 17/6; $\frac{1}{2}$ dozen lamp glasses at 1/- each	1	3	6		
46 joints new stove pipe at 2/3=103/6; 4 elbows at 3/-=12/	5	15	6		
1 dumb stove 40/-; 4 stove pipe safes at 10/-=40/-	4	0	0		
$\frac{1}{2}$ dozen tumblers at 1/-=6/-; cups and saucers, 1 dozen at 12/-	0	18	0		
9 dinner plates, 6/-; 3 jugs, 2/6, 1/6, 1/-=5/-; sugar basin, 2/6	0	13	6		
1 wash basin and ewer, 10/-; $\frac{1}{2}$ dozen knives and forks (common) 5/7 $\frac{1}{2}$	0	15	7 $\frac{1}{2}$		
5 wooden pails at 2/6=12/6; six butcher knives at 2/6=15/-	1	7	6		
1 tin dipper, 1/3; 6 frying-pans, 3 large at 7/6=22/6, 3 small at 3/6=10/6	1	13	0		
1 wash board, 3/6; 1 lantern, 5/-; 1 teapot, 2/6	0	11	0		
2 table cloths, 12/-; 4 towels at 1/6=6/-; 2 candlesticks at 1/6=3/	1	1	0		
4 pairs four-point blankets, at 40/-	8	0	0		
2 quilts at 18/-=36/-; 6 gallons coal oil, at 8/9=52/6	4	8	6		
5 gallons linseed oil and can	2	3	4		
1 set platform scales and weights	2	0	0		
1 small oil can	0	5	0		
	£72	17	5 $\frac{1}{2}$	351	65
Total				\$1984	59

(Signed,)

JOHN A. SNOW,

Supt. Fort Garry Sec.,

Red River Road

Hull, 14th February, 1870.

No. 3.

STATEMENT of Stock on hand at the Government Depot, Oak Point, on the 20th November, 1869.

	£ s. d.	\$ cts.
7 working oxen, cost £13 each (5 wintering at A. Boyd's, and 2 at Depot, Oak Point).....	91 0 0	442 87
1 house purchased by Mr. Mair, estimated at.....		147 53
2 sets buggy harness, at \$18.....		36 00
1 buggy, not new (present value).....		100 00
10 sets ox harness, 30/- each (good).....	15 0 0	73 00
12 tumbling carts at 65/- (want repair).....	33 0 0	150 60
2 ploughs (new) 152/2 and 124/-.....	13 16 2	67 20
2 heavy logging chains (new).....		35 28
1 cutter (new).....	10 0 0	48 67
1 saddle (new).....	8 10 0	39 11
1 bridle, 10/- (new).....		2 43
6 skin tents in good order at 80/- (good).....	24 0 0	116 53
2½ skin blankets at 10/- (good).....	1 5 0	6 09
5 pairs snow shoes at 10/- (good).....	2 10 0	
1 ox yoke, 15/- (good).....	0 15 0	
2 scythes and snaths (new).....	1 7 0	
3 augers, 2 in. 1 in 1½ in. (good).....	1 2 6	
3 three cornered files at 9, 2/3; and four flat at 1/9, 7/- (new).....	0 9 3	
1 whitewash brush, 2/6; two pitchforks, 18/-.....	1 0 6	
1 buggy wrench, 2/6; 1 pit saw, 32/-; 1 cross cut, 20/-.....	2 14 6	
23 lbs. inch rope, 34/6; 2 sets candle moulds, 3/9.....	2 2 0	
1 broad axe, 16/-; 1 cotton tent, 25/- (old).....	2 1 0	
1 iron wedge, 1/6; 4 small axes at 5/- each, 20/-.....	1 1 6	
74 axes at 3/9 (partly old).....	13 17 6	
43 shovels (good) at 6/-.....	12 18 0	
27 spades (good) at 6/-.....	8 2 0	
33 grubbing hoes (middling) 7/6.....	12 7 6	
1 sledge hammer, large, 18/-; 1 small 6/-.....	1 4 0	
1 set match planes, 10/-; 1 jointer, 14/-; 1 chalk line, 1/-.....	1 5 0	
2 two inch chisels, 3/- & 6/-; 1 inch, 1/6.....	0 10 6	
1 ¾ inch chisel, 2/-; 1 cold chisel, 2/6.....	0 4 6	
1 spokeshave, 3/-; 1 draw knife, 6/-.....	0 9 0	
1 jack plane, 10/-; 1 smoothing plane, 7/6.....	0 17 6	
1 rope, 12/-; 1 trying square, 12/-; 1 scratch awl, 1/-.....	0 19 0	
3 hand hammers at 2/6, 7/6; 1 builder's square, 3/6.....	0 11 0	
1 branding iron, 5/-; 2 halter chains at 2/6.....	0 10 0	
8½ dozen tea tins at 10/-, 87/6.....	4 7 6	
1 keg white lead, 42/-; 1 tump line, 5/-.....	2 7 0	
6 tea pans, 2 small at 2/6, 5/-; 4 large at 5/- = 20/-.....	1 5 0	
2 wash basins, 2/3, 4/6; 11 tin pails (old) 3/6 each, 38/6.....	2 3 0	
6½ dozen flat tin plates at 8/-; 2 metal bake ovens at 14/- = 28/-.....	4 0 0	
5 crowbars at 20/- each.....	5 0 0	
4 grindstones, 2 new at 55/-, 110/-; 2 old at 10/-, 20/-.....	6 10 0	
4 padlocks at 2/6.....	0 10 0	
	£95 1 3	462 62
4 turnpike scrapers (now lying at Georgetown, new).....		41 18
		\$1,779 11
ARTICLES BROUGHT HOME, THE PROPERTY OF THE DEPARTMENT.		
4 pairs blankets at 36/-.....	7 4 0	
2 tanned buffalo skins at 10/-.....	1 0 0	
3 buffalo robes at 20/-.....	3 0 0	
2 tump lines at 5/-.....	0 10 0	
Carried forward.....	£11 14 0	\$1,779 11

STATEMENT of Stock.—Continued.

ARTICLES BROUGHT HOME, &c.—Continued.	£ s. d.	\$ cts.
<i>Brought forward</i>	11 14 0	1,779 11
1 india rubber blanket.....		5 00
1 aneroid barometer, \$24; 1 microscope, \$44.....		68 00
1 field glass, \$15; 1 maximum and minimum thermometer, \$5.....		20 00
1 salometer.....		1 25
1 cotton tent.....	3 0 0	
1 buggy cover.....	2 10 0	
1 cash box.....	1 0 0	
1 double-barrel gun.....		28 57
	18 4 0	88 57
Total		1,990 50
4 knives and forks at 5/4 sterling each, and 1 large do at 10/.....	1 11 4	7 63
1 surveyor's compass at 80/ (omitted above).....	4 0 0	19 47
		\$2,017 60

(Signed,)

JOHN A. SNOW,

Supt. Fort Garry Section,
Red River Road.

Hull, 14th February, 1870.

No. 4.

STATEMENT of Supplies furnished to Col. Dennis, and for which I hold his receipts.

	£ s. d.	\$ cts.
<i>Flour.</i>		
14 barrels and 137 lbs. at \$12 62 cents per barrel.....		185 50
<i>Pork.</i>		
8 barrels at \$30 per barrel.....		240 00
<i>Beef.</i>		
9,335 lbs. at 4½d. Part of H. Boyd's contract with me.....	175 0 7½	851 82
Paid expenses, driving animals.....	9 0 0	43 80
4 animals supplied alive, at £13.....	52 0 0	253 07
		\$1,573 19
		Greenbacks.
The following was supplied to the Honorable William McDougall by Major Wallace, and has been paid for by me, viz.:—Major Wallace's expenses in purchasing horses.....	13 75	
Cash paid by him for one span horses.....	415 00	
" " harness.....	40 00	
" " wagon.....	142 00	
" " cover.....	7 00	
" " whip.....	1 50	
" " surcingle.....	1 50	
Gold at 133.....	620 75	466 73
Total		\$2,040 92

(Signed,)

JOHN A. SNOW,

Supt. Fort Garry Section,
Red River Road.

Hull, 14th February, 1870.

HULL, 14th March, 1870.

To the Honorable the Minister of Public Works, &c., &c.,
Ottawa.

SIR,—In reply to your letter of the 11th inst., I have the honor to lay before you the following statements:—

1. The length of road constructed west of the Lake of the Woods, on the Fort Garry Section of the Red River Road, is $29\frac{1}{4}$ miles.

2. The work begins at the junction of the prairie with the wooded country, 30 miles eastward of Fort Garry, and ends near the White Mouth River. The road is cleared to the width of sixty-six feet, and twenty-four feet of the centre of the track is grubbed and levelled. The road-way is eighteen feet wide between ditches.

3. In the $29\frac{1}{4}$ miles constructed, $3\frac{1}{4}$ miles have been graded from ditches cut at the side of the road-way, and $2\frac{3}{4}$ miles and 508 feet of swamp, crossed by the road, has been substantially fascined with timber and brush. On this foundation one foot of gravel and earth, in average depth, has been spread over thirteen feet in width. The width of the fascines is from seventeen to eighteen feet.

4. Five culvert bridges have been required, three of which are over small streams. One is called Broken Head River, and is 33 feet wide. The culverts are rough, strong structures, and built entirely of tamarack timber.

5. There are no cuttings or embankments on this road exceeding two feet in height or depth, and no measurements for contents have been made.

6. The work on the road has been chiefly performed by men employed by the day and boarded, consequently the cost in items for each kind of work cannot be stated.

The subjoined statement shows the number of persons employed immediately on the road each month, from its commencement on the 9th of November, 1868, to the close, on the 6th of December, 1869, exclusive of the superintendent and paymaster, who have been employed continuously:

Month.	Assistant Surveyor.	Time-keepers and chain bearers.	Foremen.	Laborers.	Remarks.
1868.					
November		1	1	21	
December		1	1	42	
1869.					
January		1	1	39	
February		1	1	49	
March		1	1	64	
April			1	8	Work suspended on the 1st. These men retained, to be on hand to guard the works against fire.
May			1	7	
June	1		1	15	Work resumed on the 30th ult.
July	1	2	1	49	Assistant Surveyor arrived at Red River Settlement on the 6th July.
August	1	2	1	40	
September	1	2	1	46	
October	1	2	1	48	
November	1	2	1	46	
December	1	2	1	21	Works closed on the 6th. Two men left in charge of depot. Superintendent and assistant surveyor returned to Ottawa.

From November, 1868, to March, 1869, I was, at different times, engaged in surveying, and for this purpose required the service of a chain-bearer and five laborers

whom I took from among the number employed in the construction of the road. When the survey was not in progress these men were returned to their ordinary work without loss of time. During the period above mentioned sixty miles of road line was surveyed and located.

Between the 6th of July and the 6th of December, 1869, my assistant surveyor was employed in further surveying and exploring the country between White Mouth River and the Lake of the Woods. He also located a line for a road on the south side of the River La Seine, from the entrance to the woods to oppositè Fort Garry. On this service he employed two chain-bearers and the necessary axemen. The cost of his operations may be stated as follows:—

Mr. Hamilton's services, from the 19th June, 1869, to the 28th February, 1870	861 64
Chain bearers	267 60
Other assistance	302 01½
<hr/>	
Total, exclusive of Board.....	\$1,431 25½

The following work on the road has been performed under Contract, the cost of which is as follows:—

Contract No. 1, D. & F. Nolin.	Gravelling 1,406 lineal yards of road, at 3s. sterling	140 12 0
Contract No. 2, D. & F. Nolin.	Gravelling 950 lineal yds. of road, at 2s. sterling	95 18 0
	Brushing fascines	15 0 0
	Fascineing and gravelling 14 ⁸ / ₁₀ rods lineal, at 25s.....	18 8 2
		<hr/>
		£269 18 2 or \$1313 56

Contract No. 3, François St. Luke	Grubbing and levelling 3 miles at, £16 13 4 per mile	£50 0 0
	Gravelling 206 lineal yards, fascines, at 2s.	19 12 0
	Extra work in levelling	5 0 0
	1 small culvert bridge	2 0 0
Contract No. 4, François St. Luke	Ditching and grading 23 ³ / ₄ rods lineal, at 4s.	5 15 0
	Constructing and gravelling 6 rods lineal, fascines, at 25s.	7 10 0
	Grubbing and levelling 1 ¹⁴ / ₈₀ miles, at £30	35 5 0
		<hr/>
		£125 2 0 or \$608 83

Contract No. 5, Baptiste Morin.	Constructing and gravelling 61 ⁷ / ₁₁ rods lineal, fascines, at 25s.....	77 0 0
	Grading 28 ¹⁰ / ₈ rods lineal, from side ditches, at 3s.	4 5 2½
	Paid on account of grubbing and levelling done on 1 ³ / ₄ mile	44 0 0
		<hr/>
		£125 6 1½ or \$609 83

Contract No. 6, Louis Archibald.	Grubbing and levelling, 1 ¹ / ₄ miles	£40 0 0 or 194 67
Contract No. 7, Norbert Morin.	Do. do. 1 mile.....	20 0 0 or 97 33

Contract No. 8, Antoine Vandal.	Grubbing and levelling, 1 mile.....	£20 0 0 or	\$97 33
Contract No. 9, Dominick Ducharme.	Do. do. 1 mile.....	15 0 0 or	73 00
Contract No. 10, J. B. Gournette.	Ditching and grading 158½ lineal rods, at 4s.	31 12 7½	
	Gravelling 170 yards, fascines, at 2s.	17 0 0	
		£48 12 7½ or	236 67
			<u>\$3,231 22</u>

Of this amount, expended for work done by
contract, \$3,024 49 was paid in cash,
and 206 73 in provisions.

\$3,231 22

The following is a statement of the amounts made chargeable to the section of road under my supervision, viz :—

Amount of my account current, rendered to 31st January, 1870, in accordance with the statement in my report of the 21st February, 1870.....	\$34,338 87
Allowance to Mr. Hamilton for the month of February, as in statement of surveying party herewith.....	100 00
Amount of Mr. Jos. McDougall's account as rendered to the Department	7,089 21
Advanced by the Department to Mr. C. Mair, Paymaster, on account of salary and disbursements.....	1,350 00
	<u>\$42,878 08</u>
From which may be deducted the value of provisions and stock on hand, as per statements Nos. 1, 2, and 3, accompanying my report above mentioned	\$11,284 32
Value of supplies furnished to Col. Dennis, as per statement No. 4	1,574 19
Value of horses, wagon, &c., paid for by me, but retained by the Honorable Wm. McDougall	466 73
	<u>13,325 24</u>
	<u>\$29,552 84</u>

It will be seen that the total amount here stated differs from that in my report above mentioned by the sum of \$2,279.11. This difference consists of the sum of \$1,979.11 of Mr. McDougall's account, of which I had not then been informed, and the sum of \$200 advanced to Mr. Mair for disbursements omitted, and the sum of \$100 allowed to Mr. Hamilton for the month of February, 1870.

All of which is most respectfully submitted.

I have the honor to be, Sir,

Your most obedient Servant,

(Signed,)

JOHN A. SNOW,

Superintendent.

(No. 6,777.)

OTTAWA, 19th May, 1869.

SIR,—As the best season for active operations, in opening the communication between Lake Superior and the Red River Settlement, has now arrived, I would respectfully suggest the expediency of proceeding as soon as possible with the work on the road leading from Thunder Bay to the navigable waters of the interior section.

The construction of this road is a necessary preliminary step to further works, whatever scale of improvement may be eventually decided on, as explained in my report now being printed, a portion of which is herewith enclosed.

By commencing on a moderate scale, the outlay immediately required would be but small, and operations might be gradually extended as the season progresses. In the first place, workmen have to be engaged, material provided and supplies purchased, and if the funds necessary for the preliminary organization could be obtained, it would greatly facilitate and expedite further arrangements.

The sums required for the respective works proposed, to open the preliminary line of communication are set down in the printed document enclosed, but as above stated, a comparatively small sum at the outset would be sufficient to initiate the work.

I have the honor to be, Sir,

Your most obedient Servant,

S. J. DAWSON.

Honorable WILLIAM McDUGALL, C. B.,
Minister of Public Works, &c., &c., &c.
Ottawa.

(No. 4,584.)

OTTAWA, June 9th, 1869.

SIR,—I am directed to authorize you to resume operations on the Lake Superior Section of the Red River Road, as soon as you may deem it proper.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

F. BRAUN,
Secretary.

S. J. DAWSON, Esq.
Superintendent Red River Road,
Ottawa.

(No. 4,639.)

OTTAWA, June 14th, 1869.

SIR.—I beg to inform you that in your capacity of Superintendent of the Lake Superior Section of the Red River road, and entrusted as such with the expenditure of public moneys under the Government of Canada, you are required under the Act 31 Vic., chap. 37, sec. 2, to give security for the due accounting of all moneys placed under your control. A Bond has been prepared and is now awaiting your signature and that of your two sureties. It is for \$4,000, viz:—yourself in \$2,000, and your two sureties in \$1,000 each.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

F. BRAUN,
Secretary.

S. J. DAWSON, Esq.
Superintendent Lake Superior Section Red River Road,
Ottawa.

(No. 7,045.)

OTTAWA, 14th June, 1869.

SIR,—I have the honor to acknowledge the receipt of your letter of this date, and, in reference thereto, beg leave to inform you that I have this day given security for the due accounting of all moneys that may be placed under my control, as required under the Act 31 Vic., chap. 37, sec. 2.

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

S. J. DAWSON.

F. BRAUN, Esq.,
Secretary, Department of Public Works,
Ottawa.

(No. 7,242.)

MONTREAL TELEGRAPH COMPANY,

Ottawa, July 5th, 1869.

(By Telegraph from Toronto.)

To F. BRAUN,
Secretary.

Men leaving Collingwood with me to-morrow. With those already at Fort William, will make force two hundred (200). Material and supplies in quantity being sent. What are the arrangements in regard to funds?

S. J. DAWSON.

(No. 7,362.)

REPORT ON THE LINE OF ROUTE BETWEEN LAKE SUPERIOR AND
THE RED RIVER SETTLEMENT, BY S. J. DAWSON, Esq., CIVIL
ENGINEER.

OTTAWA, 1st May, 1869.

SIR,—I have the honor to submit to your notice a report on the subject of opening the communication between Lake Superior and the Red River Settlement.

The country to be traversed is rocky and mountainous on the borders of Lake Superior, but, at a short distance in the interior, a high plateau is attained, where the waters of the St. Lawrence and the Winnipeg have their common source. The lowest pass in this elevated region is 839 feet above the level of Lake Superior, or 1,479 feet higher than the surface of the sea. Proceeding to the westward, the descent, by the watercourses is very gradual, amounting only to 450 feet in a distance of some three hundred miles. The country, nevertheless, continues rocky and mountainous as far as Fort Frances, where the eastern border of the great silurian belt, which underlies the flat region to the west, is reached, and from thence to the Lake of the Woods the country is comparatively level and the navigation uninterrupted.

In the region between the high plateau of the water-shed and Fort Frances, the valleys between the mountain ranges are occupied by deep lakes, and those on one of the routes which have been followed occur in such close succession, and are, otherwise, so advantageously situated in relation to each other, as to afford an easy means of obtaining continuous navigation, at a moderate outlay, and this, too, in a region where rock, mountain, and water are so commingled as to render it exceedingly difficult to establish lines of land transport.

The scheme of opening the communication proposed in the following and in previous reports, has for its ultimate object a railroad from Lake Superior to the navigable waters of the interior; navigation rendered continuous, by means of lock and dam, from its terminus to the north-west angle of the Lake of the Woods, and a railroad from the latter point to Fort Garry.

The railroad at Lake Superior would be forty miles in length. The navigation, commencing at its terminus, would cover a distance of three hundred and eleven miles, and would be connected, at its western extremity, by a railroad of ninety miles with Fort Garry.

Some years must elapse in carrying such extensive works to completion. In the meantime, it is proposed to open the communication as speedily as possible, by good waggon roads connecting the navigable waters of the central section with Lake Superior at the one end, and with Fort Garry at the other. And, at the same time, to lessen the number of trans-shipments, in the region of the Lakes, by such preliminary works as could be rapidly carried out.

By adopting a progressive system of this sort, a first-class communication would be attained as quickly as by any plan that can be adopted.

The first preliminary works would attract the trade of the North-West Territories to Lake Superior, and their enlargement and extension might be proceeded with as fast as possible, or as the means of the country would permit, always going on with those which were most wanted and would in turn produce the greatest effect, until the whole were completed.

Good waggon roads at either end of the navigable section, combined with a little improvement in the region of the Lakes, would at once give to the people of the Red River Settlement a better means of obtaining their supplies than that which they now possess, and would, at the same time, afford to immigrants the means of reaching the Prairies of the West.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,)

S. J. DAWSON.

Hon. WILLIAM McDUGALL, C.B.,
Minister of Public Works, &c.,
Ottawa.

REPORT ON THE LINE OF ROUTE BETWEEN LAKE SUPERIOR AND THE RED RIVER SETTLEMENT.

TABLE OF CONTENTS.

	PAGE.
Report on Exploration of 1868.....	34
The Country between Lake Superior and the Red River Settlement	37
The Plan of Opening the Communication	37
A continuous Railroad from Lake Superior to the Red River Settlement.....	38
Route to the Pacific.....	39
By Railroad.....	39
By Rail and Water Communication combined.....	40
Estimate Cost of Opening the Preliminary Communication proposed	42
Probable Ultimate Cost of Carrying out the Project	47
Reserves of Land for Public Purposes.....	50
The Indians on the Line of Route	52
The Manner of Progressing with the Work	53
Scheme of a Railroad to Rainy Lake	53
Further Surveys and Explorations	54
Mr. Russell's Work on the N. W. Territories.....	55
The Great North-West	55

EXPLORATION OF 1868.

My report of last year contained a brief description of the country between Lake Superior and the Red River Settlement, with an estimate of the cost of opening the communication in such a manner as I believed would involve the least possible outlay; while it would, at the same time, have the effect of attracting the trade of the North-West Territories to Canada, and serve as a preliminary step to works of a more comprehensive character in the future.

I have now the honor to report on the operations of last summer, undertaken and carried on under the direction of the Department of Public Works, with the view of ascertaining whether an improvement might not be made in the eastern section of the route, by deviating from the projected Dog Lake Road and adopting the west instead of the north branch of the Kaministaquia, as the basis of a line which should embrace all the navigable water which could be rendered available

It was known, from the reports of the Red River Expedition, that a series of large lakes existed at the source of this branch; and it appeared probable that the navigable water which they afforded might admit of being utilised as a link in the line of communication; and as their value in this respect depended, in the first place, on their level relative to each other and to the lakes on the opposite side of the water-shed, and, in the next, on the practicability of rendering them accessible from Lake Superior, the first step taken was to determine the levels and the next to look for ground practicable for a road through the broken and mountainous region which lies between them and Thunder Bay.

In describing the result of these operations, I would invite notice to the maps which are hereunto annexed for convenience of reference. These are:—

1. A plan, on a scale of two miles to one inch, exhibiting the position of the lakes at the summit of the water-shed and the deviation from the Dog Lake Road.
2. A map, on a scale of ten miles to one inch, shewing the entire route between Thunder Bay and the Red River Settlement.
3. A map, on a scale of twelve miles to one inch, shewing the relative position and length of the Canadian and United States routes to the Red River Settlement.
4. A plan, in profile, shewing the relative altitude of the lakes between Lake Superior and Fort Frances on the line of route.
5. A plan, in profile, shewing the routes by Pigeon River and Rivière la Seine.

On reference to plan No. 1, it will be seen that at the head of the Matawin, or West branch of the Kaministaquia, there are two large lakes named, respectively, Shebandowan and Kashaboïwe. These are on the eastern slope, and immediately opposite to them, on the west side is the large basin of Lac des Mille Lacs, which send its waters to Rainy Lake.

The distance between Kashaboïwe Lake and Lac des Mille Lacs is one mile and sixty chains, including an intervening lakelet or pond. This pond is distant from Lac des Mille Lacs 50 chains and on a higher level by $14\frac{13}{100}$ feet. Between the two runs a gully, the highest point in which is 25 feet over the level of Lac des Mille Lacs and $10\frac{97}{100}$ feet higher than the pond. This is the lowest pass existing between the waters flowing westward to Rainy Lake and those running eastward to Lake Superior. That is, between the boundary line and Nipigon Bay.

The pond just referred to is the source of the Matawin, and it sends its waters by a small rivulet, making a descent of $4\frac{92}{100}$ feet in a distance of 9 chains, to Kashaboïwe Lake, which latter is $9\frac{14}{100}$ feet above the level of Lac des Mille Lacs. The stream by which Kashaboïwe Lake discharges its waters is of considerable volume, and descends $29\frac{82}{100}$ feet in its course of 70 chains to Shebandowan Lake, making the latter $20\frac{12}{100}$ feet below the level of Lac des Mille Lacs.

Forty miles westward of the pass above referred to, that is, by way of the Baril and Windegoostegon Lakes, the water level at the head of the French Portage is 55 feet below that of Lac des Mille Lacs.

Such differences of level are not very formidable, and might in this case be easily overcome, as will be explained further on. In the meantime, I may remark, that these lakes differ so little in level as to afford the means of obtaining, at a moderate outlay, seventy miles

of unbroken navigation, through the high region which separates the two great river systems of the Winnipeg and St. Lawrence, and that not by narrow and tortuous channels, but through Lakes affording ample room for navigation.

This navigable section might be extended and rendered continuous to the westward, by means of lock and dam. Its eastern extremity would be within forty miles of the depot at Thunder Bay, with which point it can be connected by a land road for the present and a rail road in the future. The pass, as stated, is the lowest which can exist on the British side, as determined by the explorations, and yet these waters are at an elevation of 839 feet over the level of Lake Superior, or 1,479 feet higher than the surface of the sea.

It is a matter of no small importance to have such an extent of navigation in the highest part of the route to Red River, and in a region very difficult for roads.

In regard to the country intervening between these waters and Thunder Bay, it is rough and mountainous; but, with the aid of the Indians, who have their hunting grounds in that region, after a good deal of exploration, a line practicable for a road was discovered.

The different routes examined may be briefly noticed as follows:—

On the recommendation of the Indians, a line was first run from the 18th mile of the Dog Lake Road quite through to the Shebandowan Lake. This line crosses the North branch of the Kaministaquia, about two miles and a-half above the mouth of the Matawin, and from thence winds to the westward among the high table lands and mountains to the north of the latter stream. The Indians professed to have followed the best ground, and no doubt did so; but the route, although not absolutely impracticable, was found to be very rough.

Another line was then laid out from the eighth mile of the Dog Lake Road to the mouth of the Matawin, and the valley of that river itself adopted from thence to the Shebandowan Lake. It was found to be a great improvement on the first, but the route by the Kaministaquia had been recommended, and before coming to any conclusion it also was examined.

Taking as a starting point, lot 18, in the first concession of Nee-bing, a line was run to Island Portage on the Kaministaquia, with the view of continuing it on a north-west course to the valley of the Matawin. It came, however, upon very rugged and mountainous ground on the borders of the Kaministaquia, and had to be abandoned, notwithstanding that no serious difficulty was encountered in the first ten miles of its course.

In view, therefore, of all the circumstances, the line which has been adopted as the best is that already referred to as leaving the Dog Lake line at the eighth mile, striking from thence to the mouth of the Matawin, and following the valley of that river to the Shebandowan Lake, or rather to the first chute below it, where it is proposed to construct a dam.

In further reference to the waters of the summit region, Shebandowan Lake on the eastern side of the water-shed and Lac des Mille Lacs on the west, are both fed by the drainage of areas sufficiently extensive to afford a supply of water for a canal, but Kashaboie Lake, which intervenes between them, is on a higher level, being $9\frac{14}{100}$ feet over Lac des Mille Lacs and $29\frac{33}{100}$ above Shebandowan Lake, and it is doubtful if it could afford a supply for a canal both ways.

It is quite practicable, however, to bring either Lac des Mille Lacs or Shebandowan Lake, or both of them, to the level of Kashaboie Lake, but there would be an evident advantage in raising Shebandowan Lake and making it the summit level and source of supply, as a considerable amount of lockage would thereby be saved, and the road from Lake Superior would at once strike the highest water level on the whole route. If, on the other hand, Lac des Mille Lacs were raised to the level of Kashaboie Lake and made the source of supply, there would be an ascent of 30 feet from Shebandowan Lake, which would have to be overcome by locks. It is possible, as stated, to raise both Shebandowan Lake and Lac des Mille Lacs to the level of Kashaboie Lake, and if this were done and a cut made through the dividing ridge, there would be a canal without locks extending across the summit of the water-shed.

The raising of Lac des Mille Lacs, however, would not eventually save lockage, and although the level is in its favor, as compared to Shebandowan Lake, it is doubtful if it could be more economically brought to the necessary height. On some parts of its western coast the country is low and the height and nature of the dividing ground between its waters and the streams running off from its borders, on that side, would require to be ascertained

before attempting to raise it beyond the extent of three or four feet, which, in any case, will be necessary, in order to give a sufficiency of water in the direction of Baril Lake and the French Portage, and so small a difference would be unattended with any risk of sending the water in other directions.

As regards Shebandowan Lake, the country around it is moderately high, and it receives the drainage of a considerable area on either side, so that, in all probability, its surface could be raised to the necessary level by damming its present outlet only.

It will occur, however, that Kashaboiwe Lake, which is already on the highest level, might be so arranged as to afford a supply of water for a canal both ways. It has a surface area of about eight square miles, and it receives the drainage of a considerable tract on both sides, besides which there are lakes on its tributary streams, which could be converted into reservoirs to afford a supply in periods of extreme drought. But even if the supply was so ample as to preclude all doubt as to its sufficiency, there would be nothing gained by adopting Kashaboiwe Lake, for both Lac des Mille Lacs and Shebandowan can be raised to its level at less outlay than would be involved in connecting the latter with it by means of locks.

A dam which should raise the surface level of Shebandowan Lake to the extent of 30 feet over what it is at present, would be equivalent to 30 feet of lockage and would be far less costly.

In respect to the Summit Pond, it may be regarded, to all practical purposes, as a part of Kashaboiwe Lake, for it can, at small outlay, be reduced to the same level and still have a sufficient depth of water.

The dividing ridge is, as stated, 50 chains in width and 25 feet over Lac des Mille Lacs at its highest part; through the ridge runs a gully which, apparently, is filled with boulders and fragments of rock, and it could be easily excavated to a sufficient depth.

Such, in a brief view, is the route by the Matawin or West branch of the Kaministaquia. As compared to the Dog Lake route its principal advantages are, first, that the navigable waters of the summit plateau can be reached in an unbroken line of road from Lake Superior; whereas, by the Dog Lake line the land carriage would be in two sections, one of twenty-five miles from Lake Superior to Dog Lake, and another of ten or twelve miles across the Height of Land.

In the next place, the navigation of the upper waters of Dog River and the Savanne would be tedious, on account of the narrowness and tortuosity of the channels, whereas, by the western route, once the Lakes were attained, there would be ample room for navigation; and, lastly, by adopting the Shebandowan line, a saving in distance of about twenty miles will be effected, as will at once appear on reference to the plan.

Both routes are practicable, and the Dog Lake line would be attended with the least outlay in the first instance, but would be more expensive to keep in operation, on account of the difficulties of the navigation, the additional transshipment, and the long land carriage, in such an isolated situation as the height of land on that route.

By adopting the west instead of the north branch of the Kaministaquia, there will be no change in the starting point, and as the divergence occurs beyond the point to which the work on the Dog Lake Road has, as yet, reached, the outlay so far made on that line will not be lost, and some timber prepared for a dam at Dog Lake can be floated down and used in the construction of a bridge over the Kaministaquia.

Apart from the deviation proposed in the eastern section, as above set forth, I believe the scheme suggested in my report of last year embodies the principle which should be adopted in opening the communication, as a first step towards works of a more extensive character, in the future. I would remark, however, that the information which has been obtained since that report was written, as to the traffic likely to arise, would seem to warrant additional expenditure over what was then proposed, so as to diminish the number of transshipments, and this can be done without greatly increasing the outlay. Before proceeding to details, however, I would invite attention, for a moment, to the more striking features of the country which has to be traversed.

THE COUNTRY BETWEEN LAKE SUPERIOR AND THE RED RIVER SETTLEMENT.

Between Lake Superior and Rainy Lake, the face of the country, as a general rule, is rugged and cut up with Lakes. The summit of the water-shed or dividing ridge, is quite near Lake Superior, being forty-five miles distant at Pigeon River, and measuring in a direct north-east course to the sources of the Kaministaquia, about seventy at the bottom of Thunder Bay. The passes in the dividing region vary in height from 840 feet to 1,100 feet above the level of Lake Superior—that is by following the water courses, but the general elevation of the country is considerably higher. As may be supposed, the streams running down from such a height, in so short a distance, have a very rapid course, and, as a consequence, could only be rendered navigable at an expenditure which, whatever the future may require, is quite out of the question for the present.

Proceeding from the head of the water-shed to the westward, the descent is much more gradual, the difference of level between Lac des Mille Lacs, which is close to the summit, and the western extremity of the Lake of the Woods, being only 450 feet in a distance of 300 miles. Between the height of land and Rainy Lake, the lakes are so numerous and so large, that it would be difficult to say whether land or water predominates. The lakes, however, afford the means of making a very good water communication at a moderate outlay.

From Fort Frances, at the foot of Rainy Lake, to the north-west angle of the Lake of the Woods, the navigation is uninterrupted, save by two little rapids, easily overcome. From the Lake of the Woods westward to Fort Garry, the country is low and level, but although swampy, quite practicable for a road by a line which has been explored, and on which a good deal of work has been already done in the western section.

There is thus, between Lake Superior and the Red River Settlement, a country presenting very different characteristics in different sections. First, a rugged and broken region, extending from Lake Superior to the summit of the water-shed, in which the rivers are not navigable and the ground is difficult for roads.

Next, a country extending westward from the water-shed, still very rough and broken, but intersected in every direction by deep lakes, which occupy a very considerable portion of its area, and which, on one of the lines explored, can easily be connected so as to render the navigation through it uninterrupted.

This section ends at Fort Frances, where there is a complete and sudden change in the character of the country, and from this point the navigation becomes continuous to the north-west angle of the Lake of the Woods.

From the latter point to Fort Garry the distance is 90 miles over ground, which the explorations have proved to be practicable for a road.

The entire distance between Fort William and Fort Garry, by the route which it is proposed to open, is 441 miles, as follows:—

From Lake Superior to the navigable waters of the Summit region...	40 miles
From the terminus of the Lake Superior Road to the north-west angle of the Lake of the Woods	311 "
North-west angle to Fort Garry	90 "

441 miles.

OPENING OF THE COMMUNICATION.

The scheme proposed has, for its ultimate object, a railroad from Lake Superior to the navigable waters of the Summit region, navigation rendered continuous, by means of lock and dam, from the terminus of the same to the north-west angle of the Lake of the Woods, and a railroad from the latter point to the Red River Settlement.

The railroad at Lake Superior would be forty miles in length, succeeding which would be navigation of three hundred and eleven miles, which latter would be connected by a railroad of ninety miles with Fort Garry.

These are works which, to carry them out completely, would occupy some years, and in the meantime, as a preliminary step, it is proposed to make a good waggon road from Lake Superior to the waters of the dividing plateau, improve the navigation from thence westward in as far as it can be rapidly done, in the first instance, and make a good waggon road from the Lake of the Woods to Fort Garry. This, I conceive to be an absolutely necessary and essential step towards making the country accessible, whatever scale of improvement may be adopted in the future, and it would have the immediate effect of opening a channel by which immigration could reach the country, while it would, at the same time, draw the trade of the North-West Territories to Canada.

Before specifying in detail the various works necessary to give effect to this plan, I may notice the scheme of

A CONTINUOUS RAILROAD FROM LAKE SUPERIOR TO THE RED RIVER SETTLEMENT.

Such a work will, doubtless, become necessary as the regions of the North-West fill up with settlement, and it should be placed in such a position as to be available as a link in the railway system which will, no doubt, at some future day, span the continent from the Atlantic to the Pacific, within British territory.

On reference to the map, it will be seen that a railroad, to be continuous, must pass to the North of the Lake of the Woods, and it will also be observed that a line from Canada, after passing over the high plateau which is said to exist to the north of Lakes Huron and Superior, would first come upon Lake Superior at Nipigon Bay, and that its direct course from thence to Fort Garry would be by Lac Seul and the north end of the Lake of the Woods. These are facts which should always be kept in view in considering the project of a continuous railroad from Lake Superior to the Red River Settlement.

A railroad made on the line indicated would be the most direct possible, and it would at some future period, serve as a link in the extension of Canadian railways to the prairies of the Saskatchewan.

Now, a railway starting from any point West of Nipigon Bay would not meet these conditions; and all that is claimed for the comparatively short line of 40 miles which I have recommended at Fort William, is that it will serve as a connecting link between Lake Superior and the navigable waters of the interior.

In regard to the practicability of a line of railroad between Nipigon Bay and the north end of the Lake of the Woods, no decided opinion can be offered until the country is explored. It is probable that by keeping up the Valley of the Nipigon for some distance, so as to get clear of the rugged country on the immediate borders of Lake Superior, and then striking north-west to the vicinity of Lac Seul, a practicable line might be found. From Lac Seul to the north end of the Lake of the Woods, I apprehend there would be little difficulty if, as is reported, the flat silurian strata of Hudson's Bay send a spur in that direction. It might, however, be better to keep down the valley of the English River to its junction with the Winnipeg and strike direct from thence to the Red River.

In view of the importance which must soon attach to the project of a continuous railroad from Lake Superior to the Red River Settlement, I would suggest the expediency of sending an exploring party to examine the route above indicated, during the ensuing summer.

It would also be advisable to have a thorough examination made of the country to the north of Lakes Huron and Superior. A line was at one time run conforming to the line of coast, about twenty miles back, from Lake Superior, but the country over which it passed, as shewn by the very interesting report written by Mr. Herrick, who conducted the survey, is rough and broken. The line was entirely too near the coast, and I am of opinion that the best ground will be found in the high region where the waters running to Hudson's Bay and the tributaries of the St. Lawrence have their common source.

Mr. A. J. Russell, of Ottawa, in a work which will soon make its appearance, gives an epitome of all the information which has been obtained of the high plateau at the sources of the streams flowing to Lake Huron, but the country north of Lake Superior and east of Lake Nipigon is unknown, except from the reports of *voyagers*, beyond the extent of Mr. Herrick's survey, which, as stated, was confined to a limit of about twenty miles from the coast.

ROUTE TO THE PACIFIC.

It must, in course of time, become a matter of great importance to open a line of communication completely across the continent within British territory, but whether this should be effected solely by railroads, or partly by rail and partly by taking advantage of the navigable water which is so plentifully distributed, at least to the east of the Rocky Mountains, is a question for the future.

By Railroads.

The country is well adapted for railroads between the Red River Settlement and the sources of the Saskatchewan and Athabasca Rivers. Practicable passes have been found, too, in the Rocky Mountains, and in these the ascent is generally easy from the east. It is only when the summit has been crossed that serious difficulties present themselves. Between the Fraser River and the forty-ninth parallel, British Columbia is one sea of mountains, but through these the persevering efforts of explorers have led to the discovery of lines said to be practicable for railroads. In regard to the passes in the Rocky Mountains, Captain Palliser, who was sent out by the Imperial Government, speaks favorably of the British Kootanie Pass, near the boundary line, where explorers from Montana are now said to be mining for silver and gold. Dr. Hector, a gentleman whose researches are of great practical value, was favorably impressed with the Kicking Horse Pass, somewhat further to the north, but probably the best of all would be the Athabasca Pass, which has been the longest used and is the best known. Mr. Waddington gives the latitude of this Pass as 52° 54' north and its height as 3,760 feet above the sea level, and describes several routes by which it may be reached from the Pacific.* He says, also, that the upper Fraser is navigable for 280 miles of its course.

The same authority maintains that by adopting the Athabasca and *Tete Jaune* Pass, or, as it is sometimes called, the Leather Head Pass, a railroad from Edmonton House, on the Saskatchewan, to Bute Inlet on the Pacific, would only be 654 miles in length.

Until the country becomes better known, all that can be done is to indicate the probable position of an inter-oceanic railroad, and if one should ever be built, as it doubtless will, in British Territory, the following will likely be its general course.

The valley of the Ottawa, and its tributary the Montreal River, might be followed to the meridian of 82° west longitude, from thence the direction would be north-west to the outlet of Lake Nipigon, where it would join the line above suggested, for a railroad from Lake Superior to the Red River Settlement, passing by Lac Seul and the north end of the Lake of the Woods. From the Red River Settlement the ground would be very favourable to Edmonton House on the Saskatchewan, and from thence the route indicated by Mr. Waddington might be followed to the Pacific.

By this route the distance from Montreal to the Pacific, as computed by Mr. Russell, would be as follows :

Montreal to Fort Garry.....	1,367
Fort Garry to Edmonton House, over the prairies.....	825
Edmonton House to Bute Inlet.....	654
Total.....	2,846

If this line—the practicability of which has yet to be ascertained—were carried out, it might be tapped by an extension of the projected Toronto and Nipissing railroad, and it would thus be in connection with the Railway system of the Dominion at its most important points.

There is no doubt a great deal that is grand and imposing in the idea of a railroad which should span the Continent from the Atlantic to the Pacific, and grasp in its embrace the united colonies of British America—which should become an avenue for the trade of the Indies, China, and Japan, and a highway for the nations of the world.

* The elevation of the best known passes at the sources of the Saskatchewan is as follows :— British Kootanie Pass, 5,960 feet; Kananaki Pass, 4600 feet; Vermillion Pass, 4,944 feet; Kicking Horse Pass, 5,420 feet; and Howse Pass, 6,347 feet above the level of the sea.

But, in considering schemes so vast, it is well at the same time to calculate their cost ; and in drawing attention to this unavoidable phase of such projects, I cannot do better than avail myself of a calculation made by Mr. Fleming, the eminent engineer, under whose able direction the Intercolonial Railroad is now being built.

In a very interesting pamphlet, written by him some years ago on the North-West Territories, and the best means of their development, speaking of a railway of 2,000 miles in length and its accompanying telegraph line, he remarks:—

“ That a just conception may be formed of the real magnitude of the project under discussion and the means necessary to its attainment, attention may for a moment be drawn to a few leading details. The construction of 2,000 miles of railway, measured by the average standard of similar works existing in this country, implies the performance of laborers' work sufficient to give employment to 10,000 men for five or six years. It involves the delivery of 5,000,000 cross ties or sleepers and over 200,000 ton of iron rails for the permanent way. It comprises the erection of 60,000 poles, hung with 1000 tons of wire for the telegraph. It necessitates the erection of motive power equivalent to over 50,000 horses, which power would be concentrated in 400 locomotives. It involves the production of from 5,000 to 6,000 cars of all kinds, which, coupled with the locomotives, would make a single train over 30 miles in length. And lastly, it implies gross expenditure on construction and equipment of not less than \$100,000,000.

“ It will likewise serve as a salutary check on hasty conclusions to weigh, beforehand, the cost of operating a truly gigantic establishment of the kind after its perfect completion ; a few figures derived from actual results will shew that the first construction of a railway through British North America is even a less formidable undertaking than that of keeping it afterwards open in the present condition of the country. For operating the line successfully, the fuel alone required in each year, and estimated as wood, would considerably exceed 200,000 cords. For keeping the road in repair, a regiment of 2,000 trackmen would constantly be employed in small gangs throughout its entire length for the same purpose there ; would, on an average, be annually required 600,000 new cross ties as well as nearly 30,000 tons of new or re-rolled iron rails. The annual repairs of rolling stock would not cost less than one million of dollars. Over 5,000 employes of all kinds would constantly be under pay, and as these men would usually represent each a family, there would not be far short of 20,000 souls subsisting by the operation of the road. The aggregate amount of wages in each year, after the road was in operation, would swell out to nearly \$2,000,000, while the gross expenditure for operating and maintaining works would annually exceed \$8,000,000.

“ Again, if to the last sum be added the interest on first cost, it becomes evident that until the gross earnings of the railway in each year come up to the enormous sum of \$14,000,000 it could not pay interest on the capital invested.”

Railway and Water Communication Combined.

Thunder Bay, Lake Superior, is already accessible to any class of vessels which can navigate the great lakes. From thence westward to Red River the route is, as already described, forty miles of land road, succeeded by three hundred and eleven miles of navigation now broken, but susceptible of being rendered continuous, and which again, is followed by ninety miles of land road, ending at Fort Garry.

Commencing at Fort Garry, the navigation might be rendered continuous, at small outlay, by way of Lake Winnipeg and the Saskatchewan to Edmonton House, a distance of 1,060 miles. Edmonton House is within 500 miles of the Pacific Ocean, and the distance might be surmounted, according to the best information which can be obtained, by a railroad of 654 miles, or by taking advantage of the navigable waters of the Upper Fraser, and following a more tortuous route, the distance would be 841 miles, of which 309 would be by water and 532 by rail. So small an amount of navigation would not compensate for such an increase in distance, and in this instance the continuous railway would be the best.

By this route the total distance from Thunder Bay to the Pacific would be as follows:—

	MILES.	
	Land.	Water.]
Thunder Bay to the inland water at Shebandowan Lake.....	40	
From terminus, Lake Superior Road, to north-west angle Lake of the Woods.....		311
North-west angle to Fort Garry.....	90	
Fort Garry to Edmonton House.....		1,060
Edmonton House to Gulf of Georgia.....	654	
	784	1,371
		784
		2,155

It is quite practicable to make the navigation continuous from a point within 40 miles of Lake Superior to Lake Winnipeg; and if this were done, and the few impediments in the Saskatchewan removed, there would be continuous navigation from the base of the Rocky Mountains to the ocean, with one break of only 40 miles at Lake Superior, and this break might in time be overcome by lockage.

So great an extent of navigable water, or water susceptible of being made navigable running through British America, traversing the vast prairies of the west, and ending at the seaports of the Atlantic, is a feature in connection with the Western Territories, the importance of which it would be difficult to overrate.

It is well known that railroads cannot compete with water in the transport of bulky and heavy freight, and if ever a line of communication should be established across the continent in British territory, and providing it combined with the necessary amount of railway all the navigable water which could be rendered available, I believe that no other trans-continental line which can be put in operation, north of the Gulf of Mexico, would be in a position to compete with it.

Everything in this regard, however, must be the merest conjecture until the country is opened up and becomes better known. The first grand step is to open the communication between Lake Superior and the Red River Settlement in the manner in which it can be most rapidly done, to be at the same time effective; and if the barrier is thus broken through, even in a moderate way at first, many additional influences will be brought into play, and improvement urged on, until a first-class line of communication has been obtained. Before concluding this subject, I may state what is known of the Saskatchewan in regard to its capacity for navigation.

The Saskatchewan.

is not a river of such great volume as might be supposed from the immense area which it drains. It gathers its waters from a country larger than Canada, and yet it is not equal in size to the St. Lawrence. The precipitation is less in the prairies of the west than in Canada—less snow in winter and less rain in summer, but yet enough of both to make the Saskatchewan a very large river.

There is a fine harbor on Lake Winnipeg, just at the mouth of the Saskatchewan. Ascending from thence for a mile or so, the first and greatest impediment presents itself. This is called the "Grand Rapid," and here the river makes a descent of about 43 feet, rushing with great impetuosity over fiat ledges of limestone rock. Between the Grand Rapid and Lac Bourbon there are several little rapids, having an aggregate fall of about 20 feet.

Lac Bourbon is distant from Lake Winnipeg about twenty miles, and from thence westward to the Rocky Mountains, or at least to a distance of eighty miles beyond Edmonton House, the navigation is reported to be uninterrupted, except at two points, where there are impediments, it is said, easily overcome.

The first is at a rapid called Tobern's Falls, about 140 miles above Lac Bourbon, where, from all that can be learned, a lock of moderate lift might be required. The next is at Coles'

Rapids, on the north branch, just above its junction with the south branch. Here a series of swift runs and little rapids, extending over a distance of eighteen miles, would require in some places to be cleared of boulders, and probably a few glance dams might be necessary.

These impediments cannot be considered serious in a navigation of eight hundred miles, otherwise uninterrupted.

ESTIMATE OF THE COST OF PRELIMINARY LINE OF COMMUNICATION.

In estimating the cost of work in a distant region, where labour is not to be obtained regard must be had to the expense of taking men to and from the ground, and the time lost on the way, for which there is no return in labour.

In the Lake Superior Section, it would be a safe estimate to allow about twenty days for the journeys to and from the localities in Canada where labour is cheapest and workmen of the class required can be engaged. For passage, going and coming, and time on the way, each man would cost, at an average \$40, which, allowing that 250 men were employed during summer, would reach the serious item of \$10,000.

In the Lake Region, west of the height of land, a still larger allowance would have to be made.

I draw attention to these circumstances, inasmuch as my estimates for roads, more especially, may appear to be high; whereas, when the expenses above referred to, as well as the cost of transport for supplies are taken into account, they will be found to be as low as it would be safe to make them. Moreover, the experience of the section of road already partially made, although it passes over comparatively easy ground, affords a criterion as to what the cost will be in more difficult sections, and with this in view the estimate has been framed.

Roads, Lake Superior Section.

The main road which it is proposed to open through the section, as shewn on the accompanying plan, No. 1, has its starting point at the depot on Thunder Bay, from whence it strikes in a tolerably direct course to the mouth of the Matawin, following from thence the valley of that river to the first chute below Shebandowan Lake, where it is proposed to construct a dam. The extent of road remaining to be opened is 36 miles, and a Specification marked, No. 1, shewing the manner in which it is to be constructed, is hereunto annexed. Its probable average cost is set down in the accompanying estimate at \$1,800 per mile. Some further expenditure will be required, too, on the section of road already partially made, more especially at a hill near Thunder Bay, where a detour has to be made, and for this purpose I have set down \$2,000.

In my report of last year, for reasons therein stated, it was proposed to run a branch line of road from Fort William, to connect that very important point with the main road, and for this purpose a sum of \$7,000 was included in the estimate then submitted. During the past summer this branch line was very carefully surveyed. The country through which it runs is somewhat low and swampy, and two small rivers have to be bridged; but a very good line, made in conformity with Specification No. 2, can be obtained at an outlay, as above stated, of \$7,000. The length of this line would be seven miles.

Pier at Thunder Bay.

In last year's report it was proposed to sink an isolated pier in front of the depot at Thunder Bay, at which vessels could discharge their loads. It would be placed in a depth of 16 feet of water. Its dimensions would be 150 feet in length by 20 feet in breadth at top, and its cost \$2,500 00. This work may be said to be indispensable, for at present there is great difficulty, not to speak of expense, in getting articles landed at that place.

Bridge over the Kaministaquia.

This would be a rough but substantial structure, supported by piers of crib work, filled solidly with stone, of which there is great abundance in close proximity. The stream is 300 feet in width, shallow, and running on a bottom paved with boulders. Wood is scarce in the vicinity, the country having been swept by fire, but the timber got out for a dam at Dog Lake, can be taken down and used in the work. Its cost would be about \$4,500 00.

In the Lake Superior Section the total proposed outlay would thus stand as follows:

36 miles main road	\$1,800 00	\$64,800 00
7 miles Fort William branch road	1,000 00	7,000 00
Grading Hills, Lake Superior, and completing road partially made.....		2,000 00
Pier at Thunder Bay.....		2,500 00
Bridge over Kaministaquia.....		4,500 00
		\$80,000 00

A Specification for the road and estimate of material are hereunto annexed.

Lake Region.

In former reports the designation "Lake Region" was applied to the section between the summit of the water-shed and Fort Frances, but Shebandowan and Kashaboive Lakes, immediately to the east of the water-shed, as they are on the line now proposed to be followed, may properly come under the same head.

In the estimate submitted last year will be found a statement of the sums required for each work then proposed as follows:—

Dam at French Portage.....	\$1,600 00
Dam across Sturgeon River at Island Portage.....	18,000 00
Dams at Nequaquon.....	4,000 00
Dam at Two Falls Portage on River Seine.....	20,000 00
6½ miles road and tramway, on portage between Lac des Mille Lacs and Rainy Lake.....	10,400 00
	\$54,000 00

Since the estimate on which the above is founded was made, the circumstances have so far altered, that companies are already being organised for the purpose of providing the means of transport; and have it in contemplation to place steamers on such of the navigable reaches as may be of sufficient extent to render their employment profitable. It will, therefore, be a matter of importance, even at the outset, of opening the communication, to lengthen the navigable reaches where practicable, and lessen the number of transshipments, and with this end in view it will be advisable to extend the works in certain sections.

Shebandowan Lake.

At the first chute on the Matawin, two miles and a-half from Shebandowan Lake, and 16 feet under its level, there is a favourable situation for a dam, and one of small dimensions would extend the navigation of the lake to that point, and save the cost of three miles of roadway, which would otherwise have to be made over very rough and broken ground. It is, however, proposed to raise the level of Shebandowan lake to the extent of 30 feet, so as to give uninterrupted navigation to the height of land, and it would be better, at once to put up a dam of dimensions sufficient to produce this result. Before a precise estimate of the cost can be given it will be necessary to examine the ground about the lake in order to ascertain whether on raising its surface level the water might not find outlets besides the present one,

The country is so high that I believe it would not, and if this should prove to be the case \$12,000 would provide for the dam. Material for the work is in unlimited abundance. Timber can be cut on the shore of the lake, and floated off without any expense in hauling, and stone can be easily obtained either in the bed of the river, or by blasting from the high rock on the banks.

The Summit Pond.

This little lake has to be reduced in level to the extent of five feet, and the channel between it and Kashaboiwe Lake deepened so as to admit of vessels passing from one to the other. The rivulet which connects the two is 600 feet in length, and the fall in that distance 4.99 feet. The bed of the stream is of loose stone, earth, and decaying timber, without any apparent solid rock. To form a channel for such vessels as would be used, in the first instance, say 30 feet in width, the excavation would amount to 5,000 cubic yards, and the cost, always supposing no solid rock to be met with, about \$3,000 00.

The Dividing Ridge.

This ridge is 50 chains in width, and the gully, already referred to as running through it, affords an easy means of making a cut so as to connect the waters of the western with those of the eastern side. Eventually, when the communication comes to be opened on a large scale, a lock of seven feet lift will be required. At present it is proposed to place in the gully a wooden tramway at a cost of about \$2,500 00.

Lac des Mille Lacs to French Portage.

In this section last year it was proposed to raise the water of Lac des Mille Lacs by means of a dam at the two Falls Portage, and to deepen the water in the Windegoostegon Lakes by means of a dam at French Portage. It is, however, a matter of such paramount importance to avoid trans-shipments, in the conveyance of freight, that I believe it will be better to incur a little additional expenditure, and do away at once with the Baril and Brulé Portages. This can be effected by a dam at the outlet of Lac des Mille Lacs, which will raise the level of that lake to the extent of, say 4 feet, a cut between Lac des Mille Lacs and Baril Lake, and a dam of 55 feet in height at French Portage.

It was proposed (see report of last year) to raise the level of Lac des Mille Lacs by a dam at the Two Falls—sometimes called the Little Falls—Portage, a point on the Seine about ten miles below its outlet, where there is an excellent natural position for a work of the kind. The situation at the immediate outlet is not very favorable; nevertheless, as explained in my report of last year, I believe a dam could be constructed there to raise the water to the extent contemplated (only four feet over its present level) at less cost than at the Two Falls; and this would leave a portion of the estimate for that work to be applied to making the navigation continuous to French Portage, where it is now proposed to construct a dam, of height sufficient, to raise the water to the level of Baril Lake. In regard to the excavation necessary between Lac des Mille Lacs and Baril Lake, only an approximate estimate can be made, as the ground has not been measured with sufficient minuteness to admit of a statement in detail; but for this section, and having in view the doing away with no less than two trans-shipments, I would propose increasing the estimate of last year, which was \$21,600, by \$9,400, making the total \$30,000.

Other Works, Lake Region.

For the other works required in the Lake Region, I would respectfully refer to my report of last year. They may be briefly stated as follows:—

At the French and Dieux Rivières Portages, it is proposed to make good waggon roads or place tramways. They are each about two miles in length, and intervening between them is Kaogassikok Lake, 15 miles in length.

Succeeding Dieux Rivières is the Sturgeon Lake Section, which can be rendered navigable in one unbroken reach of 27 miles, by means of a dam at Island Portage. This dam, measured by the immediate effect it would produce, is the most important work in the whole region of the lakes.

Following Island Portage is a navigable reach of 17 miles, through Nequaquon Lake, ending at Nequaquon Portage, which leads to Nameukan Lake. This Portage is two miles in length, and until locks can be constructed to connect the navigation of the two lakes, it must be used and a tramway placed upon it.

Besides the Portage there are two other ways of reaching Nameukan Lake. One by the high water channel which passes off on the south side, and the other by the main channel, known as the *Rivière Maligne*, breaking off about the middle of the lake, on the north side. In these two channels there is an admirable natural arrangement for commanding the water, when locks come to be constructed in either one or the other.

From the Nequaquon Portage to Fort Frances the distance is 56 miles, and the navigation uninterrupted, except by a fall of 8.55 feet at the head of Rainy Lake, and at this point a lock should be made as soon as possible.

At Fort Frances there is another carrying place, but it is the last and its length only ten chains.

Lake of the Woods Division.

In regard to this section, I would also refer to my report of last year. The navigation is uninterrupted except by two little rapids, easily stemmed by a steamer of moderate power between Fort Frances and the north-west angle of the Lake of the Woods, a distance of 120 miles.

Lockage to the extent of only 35 feet lift, would add to this section the navigable waters of Rainy and Nameukan Lakes, giving 56 miles additional; but, to carry the scheme out a little farther lockage, amounting in all to 151 feet lift, would render the navigation uninterrupted between Dieux Rivières Portage and the north-west angle, a distance of 222 miles. This would be half the entire distance between Lake Superior and the Red River Settlement.

Mr. Russell, in his work which I have already quoted, suggests the expediency of perfecting the navigation at once to the head of Sturgeon Lake (Dieux Rivières Portage), and connecting it by a railroad of 122 miles with Lake Superior. He did not, however, know at that time that the navigation could be so easily rendered continuous, as determined by the explorations of last summer, to within 40 miles of Lake Superior; and the difference in cost of a railroad of 40 miles and of 122 miles would be several times greater than that of the lockage necessary to overcome the difference in distance.

If the navigation were rendered continuous between the Dieux Rivières Portage (head of Sturgeon Lake) and the north-west angle of the Lake of the Woods, and a lock made at the Summit Pass, the following would be the distances by land and water respectively:—

	MILES.	
	Land.	Water.
Thunder Bay to navigable water of Summit Section	40	
Terminus of road to the French Portage .....	...	70
French Portage	2	
Kaogassikok Lake .....	...	15
Dieux Rivières Portage.....	2	
Dieux Rivières Portage to north-west angle of Lake of Woods		222
North-west angle to Fort Garry.....	90	
	134	307
		134
Total		441

There would thus be two trans-shipments only, between the terminus of the Thunder Bay Road and the north-west angle of the Lake of the Woods, in a distance of 311 miles, and between these two there would be an interval of 15 miles of navigable water, afforded by the Kaogassikok Lake.

Improvement to this extent might very rapidly be carried out, and there would then remain the French and the Dieux Rivières Portage, where the works would be extensive, requiring a little further time to carry them to completion.

The total amount of lockage, as will be explained further on, required to render the whole distance between the north-west angle of the Lake of the Woods and the Thunder Bay road navigable, without a break, amounts only to about 430 feet in a distance of 311 miles, or about 1.35 feet to the mile, whereas the Rideau has 457 feet of lockage in a distance of 126 miles, equal to about 3.63 feet per mile, so that, as compared to the distance, the section under consideration requires but a little over one-third part of the lockage of the Rideau Canal.

Fort Garry Section.

This embraces the country between the north-west angle of the Lake of the Woods and Fort Garry. Much fruitless exploration had been made in this section, both by the Red River settlers and parties sent out by the Government, without finding a line practicable for a road through the swamps, which cover a great portion of its area. Towards the close of the explorations, a rapid reconnoissance made by the Red River expedition party resulted in establishing a line on which the country could be crossed, and on this line, during the past winter, a good deal of work has been performed as reported on by Mr. Snow. The sum set down in the estimate of last year should be ample for a road, as regards the wooded section, but it is likely that to make a good road on the prairie an increase would be necessary, when it comes to be greatly travelled. All that can be done for a prairie road, without going to very great expense, is to drain it thoroughly and fascine it in the wet parts. Specification No. 1, hereunto annexed, should be adhered to as closely as possible in making the road through the wooded section.

To sum up the amount required for the preliminary works, now proposed, would be as follows:—

Lake Superior Section.

Thirty-six miles main road, at \$1,800 per mile.....	\$64,800 00
Seven miles, Fort William, at \$1,000 per mile.....	7,000 00
Grading Hill, Lake Superior.....	2,000 00
Pier at Thunder Bay.....	2,500 00
Bridge over Kaministaquia.....	4,500 00
	\$80,800 00

Lake Region.

Dam at first chute below Shebandowan Lake.....	12,000 00
Excavation at Summit Pond, to reduce it to level of Kashaboiwe Lake, and for channel for vessels.....	3,000 00
Dividing Ridge tramway.....	2,500 00
Lac des Mille Lacs works, and thence to French Portage	30,000 00
Dam at Island Portage, per estimate of last year.....	18,000 00
Dams at Nequaquon	4,000 00
Six and a-half miles road and tramway over portages between Lac des Mille Lacs and Rainy Lake.....	10,400 00
	79,900 00

Fort Garry Section.

Twenty-five miles eastern portion, at \$1,600 per mile...	40,000 00
Thirty-five miles middle section, at \$1,000 per mile	35,000 00
Thirty miles western section, over low prairie, at \$400 per mile	12,000 00
	87,000 00
	\$247,700 00

The sum required for the preliminary communication, which it is proposed to open, would thus stand at \$247,700 00, or say, in round numbers, \$250,000 00.

This may, at first sight, appear to be a small sum with which to undertake the opening of the territories of the North-West, amounting as it does to little more than the cost of eight or ten miles of railway.

These preliminary works will, nevertheless, be of a permanent and substantial character, and will form a step in the general plan. Improvement in new regions should be progressive, and in the present case, works of great extent cannot be advantageously undertaken, until the country shall have been so far opened as to admit of the introduction of material and supplies for large parties of workmen.

The region between Lake Superior and the Red River Settlement is as yet but a wilderness, utterly uninhabited except by the red men of the forest. It produces nothing to sustain human life, except game, fish, berries, and wild rice; and the birchen skiff of the natives, stitched with fibres of roots, affords the only means of locomotion.

In the heart of this wide region is a tract of navigable water which will greatly facilitate operations, but it is cut off from Lake Superior on one side by a formidable barrier of mountain and rock, and from the Red River Settlement, on the other, by a region of quagmire and swamp.

The first step taken must be to render these waters accessible from either end, and when this is accomplished the communication will be in a measure open, and any number of workmen can be employed to carry further works to completion, with all the speed which the means of the country may render advisable.

PROBABLE ULTIMATE COST, COMBINED RAILROADS AND CANAL BETWEEN LAKE SUPERIOR AND FORT GABRY.

During the progress of the preliminary works set forth in the foregoing, measurements can be taken on which to base detailed estimates, both for the railroads at either end of the route, and the locks necessary to connect the intermediate navigable sections. Until this is done, any estimate founded on the general measurements already made, must be taken with considerable latitude, and the safest criterion to go by, making due allowance for the difference in circumstances, will be the known cost of similar works now in operation in North America.

In respect to railroads it is easy in this way to arrive at an approximate estimate; but, as regards a canal, much will depend upon the scale of navigation to be provided for. Locks of very limited dimensions would be equal to one line of railroad, and a canal of the size of the Rideau, for example, would be equal in its capacity for the conveyance of freight to many railroads.

In the present undeveloped state of the North West Territories, it would perhaps be better to commence on a moderate scale, adopting wooden locks for which substantial structures of stone might be gradually substituted. Mr. Stevenson, in his very valuable work on American Canals, says:—

“One of the most important advantages of constructing the locks of canals in new countries, such as America, of wood, unquestionably is that, in proportion, as improvement advances and greater dimensions or other changes are required, they can be introduced at

"little cost, and without the mortification of destroying expensive and substantial works of masonry. Some of the works on the great Erie Canal are formed of stone, but had they all been of wood it would, in all probability, have been converted into a ship canal long ago."

He says further, that

"At the time when canals were introduced into America, the trade of the country was small, and did not warrant the expenditure of large sums of money in their construction; the chief object being to form a communication with as little loss of time or outlay of capital as might be consistent with a due regard to the stability and safety of the work."

These remarks are quite applicable to the present condition of the North-West Territories.

Canal

The navigation, which it is proposed to open would be of that description, which is called in the United States "Slack Water Navigation." There would be but very little canal, properly so called, for the cutting would not amount to a mile in the entire distance of 311 miles.

The accompanying map, on a scale of two miles to one inch, and the plan in profile, shew the position and relative altitude of the lakes on the line of route.

Shebandowan Lake, for reasons already explained, would be adopted as the summit level; and it is, of itself, fed by the drainage of an area sufficiently extensive to ensure an ample supply of water. Between it and Lac des Mille Lacs, however, there would only be a lock of seven feet lift, and the latter lake receives the waters of an area of no less than seven hundred square miles; so that from thence westward, with Shebandowan Lake, Lac des Mille Lacs and the areas which pour their drainage into them, combined, there would be water at command, at the very source of supply, more than sufficient for a canal of any dimensions and any traffic that can arise.

By means of dams and sluices at Lac des Mille Lacs, the supply of water could very easily be regulated along the route proposed to be followed as far as Sturgeon Lake, which receives a large river from the south. Throughout the entire distance from Lac des Mille Lacs to Rainy Lake, the river channels are everywhere of rock, and the water tumbles step by step from the higher levels to the lower, so that the natural facilities for producing slack water navigation—or rather for connecting the slack water sections which already exist—are all that could be desired, and the question in the first instance to be decided would be, whether the locks should be of stone or wood?

In either case material is abundant. The hard Laurentian gneiss of the country, although somewhat difficult to work, would answer well for the rougher portions of the stone structures; and limestone, which could be made available for the portions requiring to be highly dressed, is abundant on Rainy River and at the Lake of the Woods. Timber, such as red pine, white pine and tamarack, is in unlimited quantity all along the route, and elm and a species of oak, can be had on Rainy River.

Wooden locks, in the first instance, would cost greatly less than stone structures, however small the dimensions of the latter might be; and even by adopting wood for the locks, the greater part of the work in forming a canal would be of a permanent character, and necessary for stone locks afterwards, as, for example, the dams and the excavation.

As regards dimensions, the locks, to accommodate the largest class of vessels adapted to the navigation, should be about 130 feet in length by, say, 30 in breadth, with five feet of water on the sills. In the Lake Region, vessels of a large class might be employed, but Rainy River is not adapted to a greater draught than five feet.

The locks on the Rideau Canal are 33 feet in width by 133 feet in length, with five feet of water on the sills. The Rideau has been a very expensive work, on account of the excavation, which, in length of cutting, exceeds sixteen miles, and the enormous stone dams at Jones' Falls, Hartwell's, Long Island, &c. Apart from these, and the land claims, which also added considerably to the expenditure, the cost per foot lift of the lockage has been about \$4,300. The magnificent locks at the entrance to the Canal at Ottawa; eight in number, and overcoming a fall of 82 feet, cost \$4,296 per foot lift.

Work of such a costly description would, of course, be unnecessary on inland navigation, which, in the first instance, would only be used to the extent of the capacity of the railroads at either end.

I find in looking over the statistics of some of the cheaper canals in the United States, the following approximate cost per foot lift of lockage, including dams and all expenses connected with the original construction:—

New Hampshire and Merrimac	\$1173 00
Delaware and Hudson	1827 00
Morris Canal (New Jersey)	1930 00
Cincinnati and Dayton.....	2485 00
Philadelphia and Reading	4098 00

On the Morris Canal the rise and fall amounts to 1,557 feet, of which 223 feet are overcome by locks, and 1,334 feet by inclined planes, over which vessels are moved from one level to another by means of machinery driven by water wheels.

The Erie Canal, the work on which consists in great part of excavation and embankment, affords no criterion by which to judge of the cost of lockage on such a route as that under consideration.

I have adduced the above instances to show what the cost of some of the best known canals of moderate dimensions has been. Ship canals would, of course, be vastly more expensive, and need not be considered in connection with an inland navigation west of Lake Superior.

Locks of the dimensions I have suggested, would accommodate vessels of a class sufficiently capacious to meet the wants of the country for a long period, and they would be more than equal to the capacity of a single railroad for the conveyance of freight.

From the east end of Shebandowan Lake to the north-west angle of the Lake of the Woods, the distance is 311 miles, and the total fall about 450 feet, of which 430 feet has to be provided for by lockage, the balance being accounted for in the current of Rainy River and other parts.

Supposing the locks to be of wood, I make *very ample* allowance in setting the cost at \$2,500 00 per foot lift, which should cover the excavation necessary for the lock beds, crib work approaches, dams, &c.

This would give the entire cost of the lockage at	\$1,290,000 00
The excavation, other than that included in the above, will not exceed 120,000 cubic yards, and reckoning the whole of this as rock, at \$1.75 per cubic yard, we have.....	210,000 00
Making the total cost.....	\$1,500,000 00

Or, reckoning by distance about \$4,823 15 per mile, equal to about one-sixth part of the average cost of the cheapest railways.*

Railroads.

Of these there will be two, one of about 40 miles between Lake Superior and Shebandowan Lake, and one of 90 miles between the north-west angle of the Lake of the Woods and Fort Garry. The former will be over very rough ground, with difficult grades, and its least average cost may be set at that of the general cost of railroads in this country, say \$40,000 per mile, making its entire probable cost of \$1,600,000 00. In regard to the line between the Lake of the Woods and Fort Garry, it will pass over very level ground, and its cost may be safely set at \$30,000 per mile, equal to \$2,700,000 for the entire distance of ninety miles. The two railways at either end of the navigation would thus involve an outlay of \$4,300,000.

* The above is given merely to convey a general idea of the probable ultimate cost of rendering the navigation continuous between Shebandowan Lake and the north-west angle of the Lake of the Woods. The measurements to be taken during the present summer will supply material for estimates in detail.

Total Cost.

40 miles railroad, Lake Superior to navigable waters of interior.....	\$1,600,000 00
311 miles of continuous navigation, improved by locks and dams. ...	1,500,000 00
90 miles railroad, north-west angle Lake of the Woods to Fort Garry.	2,700,000 00
Total.....	\$5,800,000 00

Cost of Transport.

Supposing a scheme of railroad and canal, as above indicated, to be carried out between Lake Superior and the Red River Settlement, the transport of heavy freight, according to McAlpine's scale, which is generally adopted, would be nearly as follows, from Toronto to Fort Garry:—

94 miles railroad, Toronto to Collingwood, at 12½ mills a ton per mile	\$1 18
534 miles by lakes, from Collingwood to Fort William, at 2 mills per ton a mile.....	1 07
40 miles by rail, from Fort William to navigable waters of interior section, at 17 mills per ton a mile.	0 68
311 miles lake and river navigation, from terminus of Lake Superior railroad to north-west angle Lake of the Woods, at 4 mills per ton a mile.....	1 25
90 miles rail, north-west angle to Fort Garry, at 15 mills per ton a mile	1 35
1,069 miles. Total cost.....	\$5 35

The distance from Toronto to Fort Garry, by way of Detroit, Chicago, and St. Paul, is 1,572 miles; and supposing the railway communication to be complete, the cost per ton, reckoned at 12½ mills per mile, would be \$19 65. Nothing could show more clearly the vast superiority of the Canadian line in point of natural advantages.

RESERVES OF LAND.

Wherever public works are likely to be required it will be necessary to reserve a certain quantity of land, not very extensive, but enough to cover the works and the approaches thereto, as, for example, at all localities where locks or dams have to be constructed.

It would be well, also, to reserve an ample area at every point where villages or cities were likely to arise, so as to prevent the land from falling into the hands of individuals who are always ready to purchase in such situations for purposes of speculation.

Between Lake Superior and Red River Settlement, the localities which strike me as being the most likely to become the sites of villages are Fort Frances, on Rainy River, the north-west angle of the Lake of the Woods, and Oak Point Settlement.

Fort Frances.

This point is at the outlet of a spacious lake, into which several rivers of great volume discharge themselves, after draining an area in which timber fit for commercial purposes is very abundant.

The falls just in front of the fort present unlimited water power, which is all the more valuable from the fact that there is none to compete with it within a distance of 150 miles, on the course of the river to the westward. Fort Frances is, moreover, at the commencement of a

fine tract of land, which extends along the winding course of the Rainy River to the Lake of the Woods, and which being on the high road to the west, will rapidly fill up with settlement.*

It is likely also to become the centre of a mining district. Schists of Silurian age, traversed by lodes of quartz, are plentifully distributed at Rainy Lake, and gold has been already reported.

Already, too, gold mines are being worked at Vermillion Lake, which is on the United States sides, but sends its waters to Rainy Lake.

With a vast district covered with groves of pine timber to the east, a large tract of the finest conceivable land to the west, and a region likely to prove rich in minerals in close proximity, Fort Frances must soon become a place of importance. Land should, in consequence be reserved, not only for the public works necessary to surmount the falls, but also for the site of a town.

North-west angle of the Lake of the Woods.

This point has nothing very attractive about it, further than that being at the terminus of the navigation, and the commencement of the land roads, it must become a place of considerable resort, and, therefore, a town plot should be laid off, and the lots sold or granted free, under condition of building and permanent residence.

Oak Point Settlement.

It would seem as if people sometimes gathered by instinct, to points which were destined to become of importance from causes of which they could have had no conception, and Oak Point Settlement is one of these: The first settlers could have had no idea that a line from the dreary swamps which lay between them and the Lake of the Woods, and of which they knew nothing, would emerge at that point. A few explorers attached to the Red River Expedition, following the best ground from the north-west angle, came upon the settlement, and as the track they laid out is to be a highway, there is every indication that it will become a place of importance. Forty families have already established themselves, and a church has sprung up in their midst.

The land is of unsurpassed fertility, and being where the prairies and forest meet, it has the advantages of a wooded and cleared country combined. Wood for fuel, building, and fencing, on one side, and fields, for hay and pasture, bounded only by the dim horizon, on the other. A town plot should be laid off, and not a lot granted except to an actual settler.

Fort Garry,

Situated as it is on navigable waters, which have their sweep across half a continent, and with land of unequalled fertility surrounding it in every direction, must become a very important place. It is a point at which water-lines, railroads, and telegraphs will converge. Hundreds of miles away to the south, the valley in which it stands blends imperceptibly with that of the Mississippi, affording easy means of communication. In the opposite direction are vast tracts of navigable water, which afford ready access to the McKenzie River, and the fur producing regions of the north. To the west, the broad Saskatchewan gives a route to the Rocky Mountains, with the gold fields of British Columbia just beyond, and to the east, lies the projected road to Canada, which will yet bring its stream of traffic and immigration to the prairies of the west.

Nearly sixty years have passed since Lord Selkirk planted his little colony of Scotch Highlanders at Fort Garry, and even then he must have seen the advantages of the situation in which he placed his countrymen, and the future which awaited their descendants, who are now among the lords of the soil, and must continue to grow in wealth as the country increases in prosperity.

* This is the country of which Sir George Simpson wrote as follows:—"Nor are the banks less favorable to agriculture than the waters themselves to navigation, resembling in some measure those of the Thames near Richmond, &c.," and proceeds—"Is it too much for the eye of philanthropy to discern through the vista of futurity, this noble stream, connecting as it does the fertile shores of two spacious lakes, with crowded steamboats on its bosom, and populous towns on its borders?"

The lands at Fort Garry are in private hands, so that no reserves can be made; but, as a general rule, town plots should be laid off and reserved wherever there is any likelihood of villages arising, and in such situations lots should be *sold, or granted free only to actual settlers.*

THE INDIANS ON THE LINE OF ROUTE.

In my report of last year, printed by order of the House of Commons, I referred to the Indians inhabiting the country about Rainy River and the Lake of the Woods, as being the only tribe with which the country would come in contact, in opening the communication between Lake Superior and the Red River Settlement.

These Indians occupy a peculiar and somewhat exceptional position. They are a community by themselves, and are essentially wood Indians, although going on hunting or fighting expeditions to the prairies. They are of the same tribe as the Indians at Red River, speak the same language, and regard them as their kindred; but they seldom see them, and have but little intercourse with them.

Although the principal line of traffic at one time passed through their territory, they have for half a century had but little intercourse with the white man. Missionaries have made no impression upon them; and in many respects they have shewn themselves to be less amenable to the influences of civilization than Indians usually are. They, in fact, take pride in maintaining their distinctive Indian character, are deeply imbued with traditions of what they believe to be an honorable past history, and would look with disdain on any of the community becoming Christian.

They have a sort of government, consider themselves great *braves*, and occasionally send war parties to fight the Sioux on the plains. The international boundary line passes through their territory, and some of them live on the United States side and some on the British. The permanent residents, however, are almost entirely on the British side; those from the United States making their appearance in considerable numbers only in summer during the fishing season. The country on either side is in a state of nature, wild and unsettled.

They are sufficiently organized, numerous and warlike, to be dangerous if disposed to hostility; and standing as they do in the gateway to the territories of the North-West, it is of the highest importance to cultivate amicable relations with them.

One of the first necessary steps to be taken will be to arrive at a distinct understanding as to right of way, and have the same embodied in a formal treaty. This treaty, if confined solely to that one point—right of way—as it should be, without reference to lands for settlement, and other questions which could be arranged after the communication was opened, would occasion no further outlay than would be involved in a few presents of blankets and such articles as they require, which an officer sent for the purpose might judiciously distribute, with the aid of the agents of the Hudson's Bay Company.

On the opening of the communication last year the chiefs of the tribe sent one of their number, attended by a party of his followers to Fort William, to ascertain what was being done, and to learn the intentions of the Government in regard to opening the communication. No information on the subject of his enquires could at that time be given to him; but the fact of the tribe having sent such a messenger, and for such a purpose, shews the deep interest which they take in the present movement. They would be keenly alive to any imagined slight in opening a highway, without regard to them, through a territory of which they believe themselves to be sole lords and masters, and to which, if a lengthened period of occupation can be give a claim, they have unquestionably some title.

As stated in my report of last year, working parties must be kept as much as possible aloof from the Indians, and the officers in charge should always see that they are treated with proper respect. They are very different from the timid and cringing creatures who are now the sole representatives of the Indian race in the back settlements of Canada, and the bearing I have sometimes seen adopted towards the latter would not be relished,

Never having come in contact with what they believe to be a superior race they are conscious of no inferiority; but while this is manifest in their bearing, they are at the same time inoffensive and obliging.

The maintenance of order and amicable relations will be much facilitated by the utter and complete exclusion of intoxicating liquors. The penalty for the introduction of such on the American side is the States prison. Pity that we have not so salutary a law on the British side.

For further notice of these Indians, see last year's report, page 26.

MANNER OF PROGRESSING WITH THE WORK.

As explained in my report of last year, the preliminary works proposed are of that nature which can be better performed by engaging good workmen and competent overseers, than by contract.

As many men as could be advantageously employed, should be at once placed on the land roads at either end of the route, so as to render the navigable waters of the interior sections accessible as speedily as possible.

The Lake Superior Road can easily be supplied with workmen and material from Canada.

For the road between the north-west angle of the Lake of the Woods and Fort Garry, workmen can readily be engaged in the Red River Settlement, but the dearth now prevailing at that place, and which must continue to prevail until harvest, would render it necessary, in the early part of the season, to procure supplies in the northern settlements of Minnesota.

In regard to the Lake Region, timber can be prepared for the dams, and floated during summer, to the respective positions where it is required, and the work of excavation and construction could in several instances go on immediately, and be continued during winter, when supplies can be sent in more cheaply by sleighs than with canoes in summer.

When the road between Thunder Bay and Shebandowan Lake is completed, there will be no difficulty in conveying supplies to the works in the interior, and this is one of the reasons why it should be pushed through as rapidly as possible. Operations in such distant localities as Nameukan and Nequaquon, would be expensive and cannot well be undertaken until this road is completed.

SCHEME OF A RAILROAD TO RAINY LAKE.

In one of my preliminary reports, printed soon after the explorations had commenced in the North-West Territories, occurs the follow passage:—

"When the circumstances of the country would admit of the outlay, a continuous rail-road—195 miles in length—might be made between Lake Superior and Rainy Lake, and another of 91½ miles between Lac Plat and Fort Garry. If this were done, and two locks constructed at Fort Frances, the Red River Settlement would be within less than two days' journey of Lake Superior, &c." (Journal Reports of 1860, N.-W. Territories, page 29.)

Since the report containing the above was written, there has been much additional exploration, and the result has been to shew that a railroad of 40 miles between Thunder Bay and the navigable waters of the interior section, combined with the lockage suggested, would be of greater advantage and vastly more economical, both in construction in the first instance, and in working it afterwards, than a continuous line to Rainy Lake. The latter, although the distance, in an air line, is only one hundred and seventy miles, allowing for necessary curvature, in such a region, would run up to about two hundred miles, and there are certain very important conditions which it would not meet.

It could not be extended at a future period to the Red River Settlement, except through United States Territory, on account of the Lake of the Woods, which spreads its waters for

a hundred miles directly across its course; and it could form no part of a line from Canada to Fort Garry, as it would be over sixty miles distant from such a line at its starting point on Lake Superior, and about a hundred at its terminus on Rainy Lake.

It would only be a "Portage Railroad" available during the season of navigation, for connecting one tract of navigable waters with another. In this respect it would, no doubt, be highly useful, but the same object can be effected, in this case, by the shorter line of 40 miles now suggested, combined as it would be, with the lockage necessary to render the navigation continuous between its terminus and the north-west angle of the Lake of the Woods.

The idea of a continuous line to Rainy Lake, was merely thrown out as a suggestion in a preliminary report, in which was discussed the various ways of reaching the Red River Settlement and their advantages, as compared to the longer route through the United States. It has, however, had a great deal of importance attached to it, and been adopted by many warm advocates of opening communication with the North-West Territories; and I trust they will perceive that I am not now arguing so much against their views as explaining why a suggestion made by myself, before the explorations had proceeded far, might now be improved upon, by extending the navigable section and adopting a greatly shorter and less expensive railroad. The principle in both cases is the same—a railroad from Thunder Bay to the navigable waters of the interior—only that, as now proposed, the navigation would be extended to within a shorter distance of Lake Superior.

FURTHER SURVEYS AND EXPLORATIONS,

Between Nipigon Bay and Fort Garry.

As already explained, in projecting a line of railroad from Lake Superior to the Red River Settlement, Nipigon Bay should be adopted as the starting point. Running from thence in the most direct course possible, the line would come upon Lac Seul—a large sheet of water tributary to the Winnipeg. From thence it is likely that practicable ground would be found by keeping in a course nearly direct to the north end of the Lake of the Woods. From the latter point to Fort Garry the country is better known, and no great difficulty need be apprehended, except in the vicinity of Rat Portage, where a considerable area is occupied by low rocky hills. Should the ground prove to be of a very difficult character between Lac Seul and the North end of the Lake of the Woods, it is probable that a better line might be found by following the valley of the English River—the discharge of Lac Seul—to the Winnipeg, crossing the latter above the confluence of the two, and continuing along its valley to the Seven Portages, from which point a line could be carried to the Red River Settlement in a distance of about forty miles, over a level but somewhat swampy country. By adopting the valley of the English River the distance would not be greatly lengthened, and according to the most reliable accounts a fair country would be thrown open for settlement. Fine crops are raised at the Hudson's Bay Company farm at Lac Seul, and, as limestone underlies a portion of the country, it is reasonable to suppose that where it prevails, the soil, as is generally the case, must be good, and the ground at the same time favorable for railways.

The principal difficulties will doubtless be found in this case as elsewhere, with lines starting from Lake Superior, in getting to the waters of the western slope.

A survey should be made of the entire route, and in carrying it out, the levels along the water courses should be determined by actual measurement with the spirit level, and the elevation of the adjoining country ascertained, approximately, by the barometer.

The region is intersected by rivers and lakes navigable to birch canoes, so that no great time need be occupied in making a cursory survey, such as would be necessary to ascertain the general character of the country.

This survey might be combined with operations at Fort William, so that no separate organization would be required

Between Thunder Bay and Rainy Lake.

Measurements require to be taken, on which to base estimates for the work to render the navigation continuous between Shebandowan Lake and Fort Frances; and in view of the

importance which must now attach to the country on the line of route, cursory surveys should be made of all the lakes and tributary streams for a considerable distance on either side thereof. These surveys might, without greatly increasing the outlay, be carried on in connection with the work on the projected roads and dams already reported on.

MR. RUSSELL'S WORK ON THE NORTH-WEST TERRITORIES.

In concluding this report, I feel it incumbent upon me, in the interest of public information, on the subject of the North-West Territories, to draw attention to a work by A. J. Russell, Esq., of this city, about to issue from the press of Geo. E. Desbarats, Esq., an advance copy of which I have had the privilege of perusing. A lack of proper knowledge of these immense regions, so widely different in their climatic influences—though heretofore so generally referred to under the somewhat chilly name of *Hudson's Bay*, to which vast territories, thus classed, bear not the slightest affinity—and the utter want of any available means of acquiring such knowledge, has heretofore precluded the possibility of any general practical discussion of the results to be attained by the development of the country. The information about to be laid before the public in Mr. Russell's work will, therefore, be of the very greatest importance, drawing, as it does, from every source that patient investigation could render available such stores of knowledge as have yet accumulated; and presenting the whole, illustrated by maps, shewing the fertile and the barren, the genial clime which invites millions of settlers to till the virgin soil, and the hyperborean regions where the hunter and the fur trader will still have unmolested sway, in a manner that will enable every one to judge for himself of the future that awaits the Dominion that now presents so vast a field for enterprise and progress. Mr. Russell's work is deserving of a more extended notice than comes within the scope of this report.

THE GREAT NORTH-WEST.

Although it may seem to be stepping aside a little from the direct matter of this report—properly confined to the subject of opening the communication—yet, inasmuch as I have, heretofore, under the orders of the Government, visited the great region farther to the west, to which the opening of this first link is but the unbarring of the gateway, I cannot close without congratulating the country and the honorable gentlemen themselves, on the success achieved by the deputation in settling a question that lays open to the enterprise of the Dominion, a region which forms no inconsiderable portion of the American Continent, and which is probably unsurpassed in the variety and extent of its natural resources, by any other area of equal dimensions on the earth's surface.

To those who believe that the north-west country, including the Red River and Saskatchewan valleys, was properly a part of Canada, when they consider the formidable array which stood in the way of establishing our rights, and the vastness of the stake, the sum to be paid will appear insignificant; and when, in addition to all that could have been fairly claimed, we acquire an immense territory, rich in the products of the chase, in fisheries, and probably in mines, to which the right of the Hudson's Bay Company was not even in dispute, and extinguish thereby the last vestige of a sway which, however mildly exercised, is not conformable to constitutional usage, over any part of British North America, a result has been accomplished of which the country at large and the delegates themselves may justly feel proud.

There is but one point in the transaction to which some seem disposed to take exception, and that is the appropriation to the company of a small proportion of the land within the district known as the Fertile Belt, and which is not the only fertile belt in the wide regions of the north west. I would scarcely feel justified in touching on this subject did I not believe, from long personal intercourse with the resident members of the company, that the arrangement will work well and conduce to the general advantage.

No one will dispute the wisdom and ability with which the Hudson's Bay Company have conducted their affairs, and if in the past they have sought to exclude settlement, as opposed to their interests, is it not reasonable to believe that the same ability will now be directed to its promotion, both because they will have other dealings with Canada, which will make it their interest to act in concert with her, and because their lands in the fertile belt will thereby increase in value?

Assuming this as the natural result, I can speak of the resident partners and officers of the company as having it in their power to render the most important services, both in aid of settlement and in the control of the Indian element. They are wedded to the soil; they know every part of the country, and under the new *regimé* they will feel that their interests are identical with its progress. Moreover, the influence of the partners in England—many of whom are in positions which will render their aid of the greatest importance in directing emigration to the prairies of the west—will probably be of more avail than any other effort likely to be made in the same direction.

To conclude, there is a beautiful and fertile land of vast proportions, inviting the husbandman to its virgin soil. If we, in turn, invite and interest all influences in the Dominion, the Hudson's Bay Company included, to unite in its development and in directing emigration and settlement to it, the day is not distant when a teeming population of millions will find there the means of prosperity and plenty; and it would be a fitting sequel to the work now being accomplished if, within a few short years from this date—which is quite possible—the delegates of last winter, Sir George E. Cartier, Bart., and Hon. Wm. McDougall, C.B., with the best appliances of modern travel, could visit the fertile belt, and see its broad navigable rivers, cutting through great coal fields near their sources, to wind for many hundreds of miles through grassy prairies of unsurpassed fertility: or, passing from this fertile belt, to view still another belt as vast—farther to the north, but farther also to the west, and under the climatic influence of a lower level—where another navigable river, the great Unjiga, taking its rise in the plains of British Columbia, cuts through the Rocky Mountains, in its course of a thousand miles, and winds eastward through woodland and prairie across ten degrees of longitude. This is the region which so impressed Sir Alexander McKenzie, the first civilized man who had ever beheld it. Early in May he saw the country green with exuberant verdure, its gently undulating hills and valleys covered, far as the eye could reach, with vast herds of buffalo and elk, with their young frisking about them. He speaks of its soft and beautiful scenery, its trees in full blossom, and indeed, to judge from his account, as well as from the narratives of other travellers, it would seem as if this remote country of the Unjiga with its winding streams, its clumps of trees, and beautiful green sward, and its herds of untamed cattle, rivals, if it does not surpass, in many places, all the groves, lawns, and plantations with which genius and art seek to adorn the habitations of civilized life.

Respectfully submitted,
S. J. DAWSON.

(No. 7,409.)

FORT WILLIAM, LAKE SUPERIOR,
10th July, 1869.

SIR,—In order that funds may be provided in due time to meet the requirements of the operations now being carried on in the Lake Superior Section of the Red River Road, I would respectfully inform you that on the scale now commenced, the expenditure will be nearly as follows:—

For July.....	\$17,000 00
„ August.....	10,000 00
„ September.....	10,000 00
„ October.....	10,000 00
„ November.....	13,000 00
	\$60,000 00

The estimate for July includes accounts already sent in for supplies and materials.

We have now on hand provisions for fifty days, and in a region so distant and connected with any source of supply by only two steamers, it is always necessary to keep a few weeks supply on hand.

I have the honor to be, Sir,

Your most obedient servant,
(Signed,) S. J. DAWSON.

P.S.—In addressing letters to this place, please put on—Fort William, *Lake Superior*, as otherwise they sometimes go to Fort William, on Ottawa.

S. J. D.

F. BRAUN, Esq.,
Secretary of Department of Public Works,
Ottawa.

(No. 4,912.)

OTTAWA, July 14th, 1869.

SIR,—I herewith forward you Bonds Nos. 3,224 and 3,225, on the part of John A. Snow and Simon J. Dawson, respectively, for the due performance of their duties as superintendents and paymasters on the Red River Road, to be deposited and registered in your Department, as required by the Act.

I have the honor to be, Sir,

Your obedient servant,
(Signed,) F. BRAUN.

The Hon. the Minister of Finance, Ottawa.

(No. 7,513.)

FORT WILLIAM, LAKE SUPERIOR,

21st July, 1869.

SIR,—I have the honor to inform you that I have now over two hundred men at work on this section of the Red River Road. The organization of the working parties has been completed, and canoes and men provided for the journey, proposed by the Minister of Public Works to the interior.

In order that we may be supplied with provisions and material, and in order, also, that payments may be regularly made to the workmen's families, I find that it will be necessary to maintain an officer in Toronto.

I, therefore, send down Mr. Franklin McDougall, who will, in the first place, proceed to Ottawa to confer with the Department in regard to certain matters of which I have given him a memorandum, and then return to Toronto, where he will have the duty above indicated to attend to.

I have the honor to be, Sir,

Your obedient servant,
(Signed,) S. J. DAWSON.

F. BRAUN, Esq., Secretary,
Department of Public Works,
Ottawa.

(No. 7,514.)

FORT WILLIAM, LAKE SUPERIOR,

21st July, 1869.

SIR,—In my letter of the 10th instant, I had the honor to submit an estimate of the sum,

which would be required monthly during the summer, for the works on this section of route to Red River, viz. :—

For July	\$17,000 00
„ August	10,000 00
„ September	10,000 00
„ October	10,000 00
„ November.....	13,000 00
	\$60,000 00

The amount applied for so far, is as follows:—
1869.

June 14th, Draft at 1 month on Minister of Public Works	\$ 900 00
„ 24th, Draft at 10 days on Minister of Public Works	3,500 00
„ 28th, Requisition for warrant, W. & R. Griffith, to meet their account	1,673 39
„ 30th, requisition for warrant, favor S. J. Dawson.....	4,000 00
July 9th, Requisition for warrant, favor Milloy & Co., for account freight Steamer Chicara.....	1,410 35
„ 10th, Requisition for warrant, favor W. & R. Griffith, for supplies furnished as per account transmitted.....	4,492 35
	\$15,976 09

We have now a large party of men at a distance from any source of supply. The workmen's families living in various parts of Canada have to be provided with the means of subsistence; and anything arising to affect our credit and stop supplies might be attended with consequences the most serious as regards the progress of the work.

The usual promptitude of the Department in attending to a requisition for means, gives no cause for apprehension on this head; and I merely mention the subject, as a mistake seems to have occurred in regard to the requisition of 30th ultimo for \$4,000, referred to in your telegraph of the 5th instant, which, up to the 16th instant, had not passed to my credit in the Bank of Montreal.

Mr. Franklin McDougall, whom I send down, will explain particulars.

I have the honor to be, Sir,
Your most obedient Servant,
S. J. DAWSON.

F. BRAUN, Esq., Secretary,
Department of Public Works,
Ottawa.

(No. 7,609.)

FORT WILLIAM, LAKE SUPERIOR,
31st July, 1869.

SIR,—I beg to send herewith a plan of survey by Provincial Land Surveyor, Austin, showing the ground marked off for purposes connected with the Red River roads, and would respectfully suggest the expediency of at once purchasing or leasing the same from the Government of Ontario.

The ground in question embraces the point selected for wharves, and the store-houses and buildings now erected thereon are of considerable value.

The space marked off is small in extent, under seven acres. It is a portion of a lot occupied, and partially cleared some years ago, by the Rescue Company, but it was never patented, and is still in the hands of the Government of Ontario.

Apart from the value it has acquired from the public works and buildings, and being selected as the point of departure for the road to Red River, it is intrinsically of no more value than any other area of equal extent on the shores of Thunder Bay.

A description of the property to accompany the map is enclosed, and it is now of importance that a title of some kind, either by purchase or lease, should be acquired as speedily as convenient from the Government of Ottawa.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,)

S. J. DAWSON.

F. BRAUN, Esq.,
Secretary, Department of Public Works,
Ottawa.

Descriptions of the tracts or parcels of land required for public purposes in connection with the Red River Roads.

BLOCK A.—Commencing at northerly side of the Government road, at the water mark of the water of Thunder Bay (point A on plan); thence along the said north side of said Government road, on a magnetic course, bearing north seventy-four degrees west (N. 74° W.) eight chains to the point B, where a stone monument and a squared post were planted; thence north sixteen degrees east, eight chains, where a stone monument and squared post were planted at point C; thence south seventy-four degrees east, nine chains to the water's edge of Thunder Bay (point D); a stone monument and squared post were planted, nineteen links back on this last mentioned line; thence from the point D, following the water line of the Bay, towards the south-west, to place of beginning, containing said tract six acres three roods and eight perches (6a. 3r. 8p.) in superficies, and upon which are erected three wooden buildings.

BLOCK B.—An irregular tract or piece of land of triangular shape, designated on the plan under the letters A, E, F, bounded in front by the waters of Thunder Bay, and lying between the present travelled road and the said water, terminating in a point at the north-east angle of the wharf, containing sixteen perches (16p.) or thereabouts, in superficies.

BLOCK C.—An irregular piece of ground, lying on the south side of the Government road at Thunder Bay, commencing at the north-western angle of the wharf (point G), where an iron bolt has been driven into the rock; thence north thirty-eight degrees and thirty minutes west, two chains and twenty-two links to H, where a stone monument and squared post were planted; thence north sixteen degrees east, fifty-five links to the south side of the Government road (point J); thence following the south-westerly side of said road to place of beginning; containing nineteen perches (19p.), or thereabouts, in superficies, upon which is erected a wooden building.

The said tracts or blocks (A, B, C) surveyed and bounded, contain an area of seven acres and three perches (7a. 0r. 3p.)

GEORGE F. AUSTIN,
Provincial Land Surveyor.

Thunder Bay, 24th July, 1869.

(No. 5,294.)

OTTAWA, September 4th, 1869.

SIR,—The Hon. the Minister of Public Works deems it advisable to furnish you with somewhat more definite instructions than you have yet received in respect to the conduct of the operations now under your charge at Thunder Bay, more particularly in regard to the payment of wages, disbursements, &c. As you are probably aware, it has been the practice of the Department hitherto, in the execution of important public works, to have the pay-lists and

accounts certified and approved of by an Engineer or officer in charge of the works, and the payments made by a paymaster. In the case of the works going on under your direction this rule has been departed from, and in order to bring them under the same regulations the Minister has directed me to inform you, that pending the appointment of a paymaster to the force you are superintending, he has instructed Captain Pryce (one of the gentlemen you have engaged) to act as your accountant and bookkeeper, and to be present and testify as a witness, on the face of all pay lists and vouchers dealt with by you, to his knowledge of the payments having been made; and the Minister desires that Captain Pryce shall prepare and transmit to the Department at the close of every month, statements, duly certified by yourself, made out on the forms in use by the Department (a packet of which is enclosed), shewing all moneys received and disbursements made by you on account of the works, the same to be accompanied by vouchers in duplicate. This in addition to the general statement furnished at the close of the season.

The Minister further directs that you report to the Department fortnightly, giving the number of men employed, the length of road completed, and other interesting information in relation to the progress of the works, &c. The Minister wishes me to state, lastly, that you are not to make any serious change in the mode of managing the works, and not to increase materially the number of men employed, without consulting the Department. Be pleased to own receipt of this communication.

I have the honor to be, Sir,

Your obedient servant,
(Signed,)

T. TRUDEAU,
Deputy of Minister P. W.

S. J. DAWSON, Esq.,
Superintendent Government Works,
Fort William, Lake Superior.

(No. 8,050.)

FORT WILLIAM, LAKE SUPERIOR,
12th September, 1869.

SIR,—The initiation and progress of the works, as well as surveys in the interior, between the terminus of the Thunder Bay Road and Fort Frances, would be greatly facilitated next year by sending, during the ensuing winter, to Shebandowan Lake a limited quantity of provisions.

I would propose storing at that place about eighty barrels of pork and about one hundred barrels of flour.

Whatever arrangements might be made for the prosecution of the works in the interior, the provisions would always be available, and would render it possible to commence extended operations in the Lake Region immediately on the opening of the navigation, which otherwise, it would be expensive to do until the Thunder Bay road is completed.

Should the suggestion meet with the approval of the Department, I would order from Toronto the supplies indicated, and provide for their being sent forward by sleighs during the coming winter.

I have the honor to be, Sir,

Your most obedient servant,

S. J. DAWSON

F. BRAUN, Esq.,
Secretary, Department Public Works,
Ottawa

(No. 5,400.)

OTTAWA, September 22nd, 1869.

SIR,—In reply to your letter of the 12th instant, I am directed to state that as it is probable the works in the interior, beyond the terminus of the road now in progress, will be done by contract, no more provisions than will be needed for the completion of the road to Shebandowan should be sent forward; a few barrels extra of flour and pork for the engineers might be added.

I have the honor to be, Sir,
Your obedient servant,
(Signed,)

F. BRAUN,
Secretary.

S. J. DAWSON, Esq.,
Superintendent of Government Roads,
Fort William, Lake Superior.

(No. 8,271.)

FORT WILLIAM, LAKE SUPERIOR,
5th October, 1869.

SIR,—As the steamers make their last trip for the season at the end of the present month, I propose discharging at that time all the force now employed in the Lake Superior Section of the Red River Roads, except such of the party as are required for the construction of bridges and the getting out of timber for the wharf at Thunder Bay.

These operations can be accomplished in winter, and for the purpose of carrying them out sixty men will be retained.

To meet the wages due to those who are to be discharged, I beg that a further sum of four thousand dollars (\$4,000) may be placed at my disposal.

I have the honor to be, Sir,
Your most obedient servant,
(Signed,)

S. J. DAWSON.

F. BRAUN, Esq.,
Secretary, Department of Public Works,
Ottawa.

(No. 8,277.)

FORT WILLIAM, LAKE SUPERIOR,
24th September, 1869.

SIR,—I beg to inform you that, as directed by your letter of the 4th instant, I communicated to Captain Pryce the instructions therein contained, in regard to the system in which the accounts are to be kept, and he is now engaged in arranging them according to the form prescribed.

As regards the payment of wages, disbursements, &c., I have in effect been following the course you have pointed out. All considerable payments, apart from the accounts sent the Department, and paid by Warrant, have been made through Mr. McDougall or Capt. Pryce. The latter has, in fact, been acting as paymaster at this place, and it is through him that payments are made to the workmen, and remittances sent to their families, as well as to all parties here or at a distance from whom purchases are made or to whom payments may be in any way due. Your instructions in this respect shall be strictly adhered to.

In regard to the works, we have been making fair progress, notwithstanding that the weather has been very unpropitious. The rains which prevailed in this section from the middle of August to the middle of the present month had the effect of flooding the streams and

swamps to an extent which the Indians declare to have been absolutely without precedent in any previous summer within their recollection. Last week the water in the Kaministaquia and Matawin, notwithstanding that these rivers flow from large lake basins, was fully up to the average height of a spring flood. The ground in hill and valley became saturated and the swamps were in some cases converted into lakes. Lake Superior itself, which in ordinary seasons is not sensibly affected by summer rains, rose two feet, and is still rising. While the rains continued the workmen, having only the shelter of thin tents, were much exposed. They, however, worked on without a murmur, and an occasional call for an additional blanket or an oil cloth was all that occurred to indicate the existence of the slightest discomfort. This shows the advantage of taking to a wild region such a class of men who have been accustomed to the wilderness and the exposure of the *Voyageur's* life.

During the present week the weather has much improved, the ground is fast drying, and the progress has been correspondingly rapid.

A brief statement of the manner of proceeding with the work will no doubt be of interest to the Department. It differs little from the ordinary course pursued in opening roads in a new region, except in so far that all the different operations are being simultaneously carried on.

In advance of the workmen is a party of surveyors, accompanied by such of the native Indians as are best acquainted with the locality. These explore the country along the line of route and are careful to select the best ground. They have followed, as a base, the line projected last summer, and in rocky and swampy sections have improved upon it by making slight deviations. The surveyors are now near Shebandowan Lake, and in a short time will have completed their work. Following in the track laid out by the surveyor is an assistant engineer and a party of five men, who finally "locate" the road and cut a track as they proceed over which oxen can pass with a sled. This ox road has been of great advantage in affording the means of supplying the different gangs of workmen with provisions and materials.

The working parties are placed in gangs, at convenient intervals apart, over a distance of three miles or thereabout. These gangs are divided into two parties, numbering from fifteen to twenty-five men each. One of these parties grubbs and clears the line, the other follows, ditching and rounding up the roadway. Where the woods are very dense and heavy, the proportion of grubbers has to be increased. From the eleventh to the seventeenth mile, birch trees of large dimensions were in many cases the prevailing growth, and the roots of these, tangled and matted as they were among stones, occasioned great labor in getting clear of them.

Bringing up the rear is a small party with all the horses and carts at disposal, grading sections where the carriage of earth or gravel would be too far for the wheelbarrow.

Besides the road-makers, a party of twenty men is stationed at the bridge site on the Kaministaquia. They have prepared a considerable quantity of timber for the structure which is to cross that river, and have just completed a bridge across Strawberry River, about a mile and a half east of the point at which they are encamped.

At the depot at Thunder Bay, a commodious store-house, 50 by 28 feet, has been completed. A stable 50 by 18 feet, capable of accommodating the horses and oxen at present on the line, is nearly finished; and near it a hay-house, already filled with an ample store of the material it was designed to hold, has been erected.

A small log building, put up two years ago by the colonization road party, who were then here, has been completed roughly, and is now used as an office. These, with a small blacksmith's shop and two board sheds, constitute the buildings at the depots. There is as yet no dwelling house, nor is it intended to erect one for the present, such of the party as are here being accommodated in tents.

Besides the men employed on the works, a number of Iroquois and other Indians were engaged, with a view to their employment on the surveys in the interior, and keeping up communication with the Red River Settlement.

Soon after our arrival a party selected from among them was sent, under the guidance of the Chief of the Indians of this section, to Fort Frances, with such articles as seemed necessary to provide for the then proposed journey of the Minister of Public Works to the interior, and also to supply such parties as might be sent to negotiate a treaty with the Indians of that place and the Lake of the Woods.

The chief having accomplished his journey, returned with satisfactory reports as to the bearing of the Indians in the interior; they sent by him many assurances of good will, and desired him to say that they looked with satisfaction on the present movement, and were ready to extend the hand of friendship to the white man.

The provisions remain in charge of the Hudson's Bay Company's Agent at Fort Frances; and the men are now mostly with Mr. Munro, the gentleman sent out by the Department to effect surveys of the proposed hydraulic works in the region of the lake.

In connection with the works other circumstances arose which as they occasioned outlay, apart from the construction of the road, I desire to mention.

The depot at which the head quarters are at present established, was formerly an Indian camping ground, and has always been a favorable resort with the native population in summer. On our arrival we found at this place two shops in which intoxicating liquors were sold, besides which there were various traders in the neighbourhood who disposed of ardent spirits. This article, so baneful to the Indians, was also sold largely from the steamers whenever they arrived. The demoralizing influences thus produced may be readily conceived. It was difficult at times to find a sober Indian, and I apprehended evil consequences from the presence of so much liquor, easily obtainable, on the workmen on the line, more especially if they should come in contact with inebriated Indians. It, therefore, became a matter of necessity to stop this traffic. In this we succeeded, but it necessitated the embodiment of a police force from among the men on the works, as there was no other force of the kind within a distance of 300 miles. This force consisted at first of six men, but it is now reduced to four.

Should the Government of Ontario, as mentioned in the Departmental letter of the 3rd inst., appoint a stipendiary magistrate with a small police force, and erect a lock-up, the maintenance of order would be ensured, and the works now in progress relieved from the expense which the exceptional circumstances in this regard have imposed.

In regard to the amount of work accomplished, I shall, as soon as operations are brought to a close for the season, prepare maps of the line of route, and submit a report on the same. In the meantime, I may say that we will, by the end of next month, have twenty miles of new road opened. Part of the force is now across the Kaministaquia, at a distance of twenty-four miles from the depot at Thunder Bay. Mere distance, however can convey but an imperfect idea of the work performed. The most difficult section was between the ninth and eighteenth mile post, and it has been passed. In the country now before us, the same force can make two miles with greater facility than they have hitherto accomplished one. On the section just mentioned, from the ninth to the eighteenth mile post, the grounds was very difficult, but the grades can, nevertheless, with but little additional work, be reduced to a maximum of one in twenty.

From the eighteenth mile post westward, there is a complete change in the character of the country as regards soil and rock. The Laurentian hills give place to mountains of high and other intrusive rocks, heaved up through schists and slates of a later geological period. The soil, over a considerable distance, is of a stiff red clay, but there are occasional banks of gravel to be met with which will afford the means of making a first-class road. The road-line winds along mountain slopes and through deep valleys without, however, deviating largely from a straight general course.

The number of men on the works, all told, including surveying parties, teamsters, clerks, and roadmakers is two hundred and six. On the road and bridges, the number of workmen is one hundred and seventy-eight, which is somewhat over the average we have had during summer. The time we have been at work with the full force hardly extends to two months and a half.

The steamers make their last trip at the end of October or beginning of November, and it will then be necessary to discharge the principal part of the workmen, retaining only as many as are necessary to construct the bridges over the Kaministaquia and Matawin River, and get out timber for the wharf at Thunder Bay.

The number so retained will be about sixty. Provisions enough for these have been ordered up. By next steamer I shall submit further details.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,)

S. J. DAWSON

F. TRUDEAU, Esq.,
Deputy Minister of Public Works, Ottawa, Ontario.

(No. 8,940.)

OTTAWA, 20th December, 1869.

SIR,—I have the honor to inform you that I am in receipt of despatches from the working parties on the eastern section of the Red River Road, up to the 23rd ultimo.

By these I learn that the work of rounding and ditching was continued up to the 18th November, at which date the snow measured only two inches, but the weather had been cold and the frost had penetrated to the depth of nine inches in the ground.

Stone was being collected and lumber prepared for the bridges; and, upon the whole, the various operations connected with the work were proceeding satisfactorily and well.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,)

S. J. DAWSON.

F. BRAUN, Esq.,

Secretary, Department of Public Works,
Ottawa.

(No. 5,981.)

OTTAWA, December 31st, 1869.

SIR,—In accordance with instructions received from the Hon. Sir John A. Macdonald, K.C.B., I have the honor to authorize you to increase the number of men employed on the Red River Road by thirty or forty, so as to put the several portages on that road in a fit state of travel, with as little delay as possible.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

F. BRAUN,

Secretary.

S. J. DAWSON, Esq.,

Engineer in charge, Lake Superior Section, Red River Road.

(No. 6,030.)

OTTAWA, January 12th, 1870.

SIR,—I am directed by the Honorable the Minister of Public Works to request that you will be pleased to furnish him with a statement, showing the length that would be required, and the probable cost of construction of tramways over the portages between Lake Shebandowan and Lake of the Woods.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

F. BRAUN,

Secretary.

S. J. DAWSON, Esq.,

Ottawa.

(No. 6,031.)

OTTAWA, January 12th, 1870.

SIR,—I am directed by the Hon. the Minister of Public Works to request that you will be pleased to furnish him with a statement, showing what steps it is necessary should be taken to ensure the completion of the 40 miles of road, now under construction, between Lake Superior and Lake Shebandowan, by the 1st May next, so as to admit of the passage along it of horses and wagons.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

F. BRAUN,

Secretary.

S. J. DAWSON, Esq.,

Ottawa.

(No. 6,032.)

OTTAWA, January 12th, 1870.

SIR,—I am directed by the Honorable the Minister of Public Works to request that you will be pleased to furnish him with a statement, showing what steps are required to be taken to ensure the completion of the works on the several portages between Lake Superior and Lake of the Woods by the 1st May next, so as to admit of the passage of horses and wagons.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

F. BRAUN,
*Secretary.*S. J. DAWSON, Esq.,
Ottawa.

(No. 6,033.)

OTTAWA, January 12th, 1870.

SIR,—I am directed by the Honorable the Minister of Public Works to acquaint you that it has been reported to the Government that the road, now under construction between Fort William and Lake Shebandowan, is costing \$2,000 per mile. It is further reported that colonization roads, in equally remote localities, are built by the Ontario Government for \$500 per mile. The Minister will be glad to be furnished with an explanatory statement from you on the subject.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

F. BRAUN,
*Secretary.*S. J. DAWSON, Esq.,
Ottawa.

(No. 9,192.)

OTTAWA, 17th January, 1870.

SIR,—In reference to your letter (No. 6,030) of the 12th instant, requiring statement shewing the length that would be required and probable cost of construction of tramways between Lake Shebandowan and the Lake of the Woods.

I beg to say that, as the portages are being opened under the instructions conveyed in your letter of the 31st ultimo, measurement will be taken on which detailed estimates can be formed as to the probable cost of the work in question.

In the meantime, I may say that the entire length will not exceed six miles, and, if the tramways are to be of wood, material is everywhere so abundant that the cost, including a moderate supply of cars, which can be drawn by horses, will not exceed \$3,500 per mile.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,)

S. J. DAWSON,

F. BRAUN, Esq.,
Secretary, Department Public Works,
Ottawa.

(No. 9,193.)

OTTAWA, 17th January, 1870.

SIR,—In reference to your letter (No. 6,030) of the 12th instant, requiring a statement as to the steps necessary to be taken to ensure the completion of the works on the several portages by the 1st May next.

I beg to say that, as directed by your letter of the 31st ultimo, measures have been adopted to ensure these portages being put in a fit state for travel, as explained in my letter of the 12th instant, at the earliest moment the season will permit; and I may add that they will be in readiness, *as well opened portage roads*, by the time the first steamers reach Lake Superior on the opening of the navigation.

I have the honor to be, Sir,
Your most obedient servant,
(Signed,) S. J. DAWSON.

F. BRAUN, Esq., Secretary,
Department of Public Works,
Ottawa.

(No. 9,194.)

OTTAWA, 17th January, 1870.

SIR,—In reference to your letter (No. 6,031) of the 12th instant, directing me to state the steps necessary to be taken to ensure the completion of the forty miles of road now under construction by the 1st of May next, &c.

I beg to state that I would propose sending an experienced officer to Fort William, with instructions to set all the available force, now on the Government Works in that district, to work on the section of that road remaining to be opened, as soon as the snow shall have so far disappeared as to admit of operations thereon being resumed.

This will ensure the opening of the line by the time stated, in so far that horses with waggons may pass over the greater portion of it (say about twenty-eight miles), and oxen with ox-carts or waggons over the remaining sections.

The line would thus be practicable to the transport of freight by the time the first steamers can reach Lake Superior, on the opening of the navigation.

I have the honor to be, Sir,
Your most obedient servant,
(Signed,) S. J. DAWSON.

F. BRAUN, Esq., Secretary,
Department of Public Works,
Ottawa.

(No. 6,121.)

OTTAWA, January 21st, 1870.

SIR,—I have the honor to acknowledge the receipt of your reply to letters Nos. 6,031 and 6,032, and to inform you that the Minister approves of the steps which you propose adopting to ensure the completion of the forty miles of road now under construction by the 1st May next, and the putting the several portages in a fit state for travel, by the time the first steamers reach Lake Superior on the opening of navigation.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) F. BRAUN, Secretary.

S. J. DAWSON, Esq.,
Superintendent, Lake Superior Section,
Red River Road, Ottawa.

(No. 3,540.)

TORONTO, 30th June, 1869.

SIR,—As the report which I had recently the honor of handing in is too voluminous to appear in the appendices to the annual report of your Department, I beg leave to submit a brief summary thereof, in as far as it relates to the explorations of last summer and the work now undertaken.

In the summer of 1868, the explorations which I had for several years conducted in the North-West Territories, were supplemented, under the direction of your Department, by a further examination of the eastern section of the route which I had recommended as the best and most easily rendered available, between Lake Superior and the Red River Settlement.

The result was to shew that the navigable waters of the interior section might be reached by a practicable land road of forty miles from Lake Superior; that at the summit of the watershed a pass existed by which the large lakes on the eastern side thereof might be connected with those on the west, and that these lakes differed so little in level, and received the drainage of areas so extensive, as to place beyond doubt the practicability of forming a canal which should connect the two great river systems of the Winnipeg and St. Lawrence in the high region where they have their common source.

The route which it is proposed to open, and on which work is already commenced, may be briefly described as follows:—

The entire distance from Thunder Bay, Lake Superior, to Fort Garry, is 441 miles. For a distance of forty miles from Thunder Bay, inland, the country is rugged and mountainous, and increases so rapidly in elevation that Shebandowan Lake, which is then attained, is upwards of eight hundred feet above the level of Lake Superior. Descending from such an altitude, in so short a distance, the streams, as may be supposed, have an exceedingly rapid course, so that however ample the supply of water may be—and in the Matawin and Kaministaquia it is sufficient—the difference of level is so great as to preclude the idea of a canal for the present.

Proceeding to the westward the country is still very rocky and broken, but remarkable, from the fact, that a very considerable portion of its area is occupied by lakes. These lakes occur in such close succession, and are otherwise so advantageously situated in relation to each other, as to afford the means of forming continuous “slack water navigation” from the eastern end of Shebandowan Lake to Fort Frances, a distance of 191 miles.

This region of lakes ends at Fort Frances, and from thence, westward, to the north-west angle of the Lake of the Woods, the navigation is uninterrupted save by two little rapids on Rainy River, which may be easily improved.

To render the navigation continuous from the terminus of the Thunder Bay Road to the north-west angle of the Lake of the Woods, a distance of 311 miles, the entire lockage required would be about 430 feet, or 1.35 feet to the mile, being less than that of the Rideau, which has 457 feet of lockage in a distance of 126 miles, equal to 3.63 feet per mile.

While referring to this section, I may remark that no part of the North-West Territories is more inviting to settlement than the country bordering on Rainy River. The soil cannot be surpassed, and the climate is equal to that of Ontario.

From the north-west angle to the prairies bordering on Red River, the distance is about sixty miles, through a region which, although swampy, affords a practicable route for a road, and a further section of thirty miles across a level prairie completes the distance to Fort Garry.

The proposed scheme of opening the communication has, for its ultimate object, a railroad from Lake Superior to the navigable waters of the Lake Region; navigation rendered continuous, by means of lock and dam, from the terminus thereof to the north-west angle of the Lake of the Woods, and a railroad from the latter point to Fort Garry.

There would thus be a railroad of about forty miles in length at Lake Superior, succeeding which would be 311 miles of navigation, connected at its western extremity by a railroad of ninety miles with the Red River Settlement.

These are works which, to carry them out completely, would occupy several years, both on account of their magnitude and the minute surveys which would be necessary before the railroad or hydraulic works could be undertaken.

In the meantime the preliminary line of communication, and which alone is as yet approved by your Department, will comprise a waggon road of forty miles from Thunder Bay to Shebandowan Lake, such improvement as can be rapidly carried out in the region of the lakes, and a waggon road of ninety miles from the north-west angle of the Lake of the Woods to Fort Garry.

At this date men and material are being forwarded, as rapidly as possible, to Lake Superior, and operations are now being commenced at Thunder Bay.

I may also mention that in the western section of the route, considerable progress has been made under other direction than mine. Last fall your Department, having in view the state of distress in the Red River Settlement, arising from the failure of the crops, and the relief therefrom which the means of employment might afford, ordered operations to be commenced on the line leading from Fort Garry to the Lake of the Woods. The progress made in that section has been reported on by Mr. Snow.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,)

S. J. DAWSON.

F. BRAUN, Esq.,

Secretary, Department of Public Works,
Ottawa.

REPORT ON THUNDER BAY ROAD, BY S. J. DAWSON.

OTTAWA, 26th March, 1870.

SIR,—I have the honor to acknowledge the receipt of your letter of the 11th instant requiring me to furnish the information called for by the House of Commons in regard to the progress of the works in the eastern section of the route between Lake Superior and the Red River Settlement.

In explanation of the delay which has occurred, I beg to say that unavoidable absence on matters connected with these works, has up to this time prevented me from endeavouring to supply the information demanded.

I have now the honor to submit a brief report, in which will be found such information as the returns in hand enable me to furnish.

The appropriation for opening the North-West Territories became available only on the first of July last, but a short time previous to that date I was directed by the Department to make such preliminary arrangements as seemed necessary to ensure the vigorous prosecution of the work on Thunder Bay Road.

Accordingly men having been engaged and material provided, I left Collingwood on the 6th of July and arrived at Thunder Bay on Friday, the 9th of the same month.

The force engaged up to that time numbered in all 206 men, including the surveying parties, of whom mention will be made further on.

With all possible expedition the men were formed into gangs of suitable numbers, and set to work under experienced foremen on the road. In course of a short time the organization was completed, and the work proceeded as fast and as satisfactorily as under any system which could have been adopted.

Character of Country on the Line of Road.

In previous reports, some of which have been already submitted to the House of Commons and published, I have described the country through which the Thunder Bay Road passes.

Leaving Lake Superior at a point on Thunder Bay, called the depot, about three miles and a half to the east of Fort William, the road line strikes in a tolerably direct course, as exhibited on the accompanying map, to the Kaminiстаquia, which it crosses at a distance of 20 miles and 70 chains from the starting place, at a point a little below the mouth of its chief tributary, the Matawin.

It then passes through a deep gorge in the mountains which hem in the valley of the Kaminiстаquia, and comes out on the Matawin, four miles from its mouth. Striking directly across this large river it continues westward to Shebandowan Lake, through a fine rolling country, without any material deviation from its general direction.

The total distance from Thunder Bay to Shebandowan Lake is forty-three miles. It was believed that three miles of this distance might be avoided by making a rough dam at the outlet of the lake, but this is a matter requiring farther investigation, as will be explained further on,

From the starting point at Thunder Bay to the eighteenth mile post is gravelly loam, rock, or swamp. In the first eight miles of this section no serious obstacles were met with, but in the succeeding ten miles, that is from the eighth to the eighteenth mile posts, a country is passed through, than which it would not be easy to conceive a more difficult. Low rocky hills, alternating with deep swamps, the former covered in some cases with a heavy growth of birch trees, with roots tangled and matted among stones, and the latter requiring to be fascined or bridged, were the prevailing characteristics. In this section—the roughest in the whole route between Lake Superior and the Red River Settlement—it was, in fact, quarrying, fascining, or bridging throughout. The result, however, has been a road which, when some of the grades are improved, will be but little inferior to what it would be if systematically macadamised. When stones, roots, and vegetable mould were removed, there remained, in the dry sections, a stiff gravelly loam, which formed an excellent roadway, and the swampy sections were, in the first place, fascined and then covered over to an adequate depth with the same gravelly material.

A little westward of the eighteenth mile post, the character of the country completely changes. The rocky ridges, with intervening swamps, give place to hills of red clay, and in descending to and ascending from the valley of the Kaministaquia, between the eighteenth and twenty-second mile post, there was a good deal of side-hill cutting.

The accompanying plan, in profile, will give some idea of the nature of the country through which the line passes in this section.

In descending to the Kaministaquia from the east, the road runs for three-quarters of a mile along the crest of a singular ridge or tongue of land, which extends from the mountains to the valley, presenting an almost uniform slope of one in twenty.

The discovery of this most extraordinary natural embankment was fortunate, inasmuch as it afforded a practicable grade by which to overcome, with but little labor, a descent of 200 feet. The ridge is formed of stiff red clay, and it is in some places so narrow on its crest as to be just wide enough for the road, with but little room to spare.

Its sides slope at an angle of about 45° down to deep glens on either side, with densely wooded hills rising high beyond them, and as seen from this point, the country though highly interesting, does not look inviting as regards the formation of roads.

From the 22nd mile post to the bridge site on the Matawin, the road still winds among mountains, and the amount of labor expended in its formation has been great. The 25th mile post is west of the Matawin, beyond the bridge site just referred to, and from thence to Shebandowan Lake. As already explained, the country in its general character becomes more favorable, and through this section a line has been opened for twelve miles in such a way that oxen with sleds or carts can pass over it.

To return to Thunder Bay, and regarding the different sections as they occur, there is first:—

The Colonization Road,

A section of five miles and a half of the line adopted was opened by the Colonization Road Agency of Ontario in 1857. This section was hastily made at first, and comparatively but little labor bestowed on it. Indeed, the main object in its construction seems to have been the avoidance of labor and its attendant cost, rather than the formation of a road which should be the best which the ground would admit of. Thus, at a short distance from the starting point at Lake Superior, the line is run straight up the face of a sand hill, presenting in one part a grade of one in seven, and attaining an altitude of 203 feet above the lake, only to descend somewhat less rapidly on the opposite side. At this point a new line has been laid out and partly cleared. Further on, at the fourth mile, the line is run along a ridge of bare rock to avoid a little additional cutting and grubbing, which would have been involved in carrying it over much better ground close by. Where the road is best made it is too narrow, only 14 to 16 feet between the ditches.

With the exception of laying out and partly clearing a line past the sand hill, as already stated, and rebuilding a bridge which has been burned, nothing has been done to the section made by the Colonization Road Agency.

In its present state waggon can pass over it, but to make it conform to the line as now being opened additional outlay will be necessary, but it is not intended to do anything further than to keep it in repair until Shebandowan Lake shall have been reached,

It is the first, indeed, the only portion of the line which casual visitors see, and they naturally infer that it is a fair specimen of the whole, and thus unfavorable reports as to the general character of the road have come to be widely circulated.

The Hilly Section,

May be said to commence a little beyond the eighth mile and end at the twenty-fifth, but by far the most difficult and roughest part was between the eighth and eighteenth miles as already explained. In this part the grades can be made easy, and with but little excavation in a few places, might be reduced at the highest points to a maximum of one in eighteen or twenty.

All other considerations were made secondary to that of obtaining easy grades, and in this regard the line will shew how much may be done by taking advantage of the ground, and winding along the hill sides without seriously increasing the distance.

As soon as the line was completed in this section, although the ground was but newly turned up, and the weather wet, a span of horses with a waggon could easily take 17cwt. over it.

Between the 18th and the 25th miles there are no less than four rivers to cross—first, the Strawberry River, with a channel over a hundred feet in width; next the Kaministaquia, a deep and rapid stream, 320 feet wide at the crossing; then the Matawin, a large river 200 feet in width; succeeding which, at the 25th mile, is the Sunshine Brook, a stream of about the same size as the Strawberry River.

The manner of proceeding with the work.

In regard to this subject, I beg to transcribe a portion of my Report of the 24th September last, addressed to the Deputy Minister of Public Works:—

“ FORT WILLIAM. LAKE SUPERIOR,
24th September, 1869.

“ In regard to the works, we have been making fair progress notwithstanding that the weather has been very unpropitious. The rains which prevailed in this section from the middle of August to the middle of the present month, had the effect of flooding the streams and swamps to an extent which the Indians declare to have been absolutely without precedent in any previous summer within their recollection. Last week, the water of the Kaministaquia and Matawin, notwithstanding that these rivers flow from large lake basins, was fully up to the height of a Spring flood. The ground in hill and valley became saturated, and the swamps were in some cases converted into lakes. Lake Superior itself, which, in ordinary seasons, is not sensibly affected by summer rains, rose two feet and is still rising. While the rains continued, the workmen, having only the shelter of thin tents, were much exposed. They, however, worked on without a murmur, and an occasional call for an additional blanket or an oil cloth was all that occurred to indicate the existence of the slightest discomfort.

“ This shews the advantage of taking to a wild region, such as that in which we now are, a class of men who have been accustomed to the wilderness and the exposure of the *voyageur's* life.

“ During the present week the weather has much improved, the ground is fast drying and the progress has been correspondingly rapid.

“ A brief statement of the manner of proceeding with the work will, no doubt, be of interest to the Department. It differs but little from the ordinary course pursued in opening roads in a new region, except in so far that all the different operations are being simultaneously carried on.

“ In advance of the workmen is a party of surveyors, accompanied by such of the native Indians as are best acquainted with the locality. These explore the country along the line of route and are careful to select the best ground. They have followed, as a base, the line projected last summer, and in rocky and swampy sections have improved upon it by making slight deviations. The surveyors are now near Shebandowan Lake, and in a short time will have completed their work. Following on the line laid out by them is an assistant engineer with a party of men who cut a track as they proceed, over which oxen can pass with a sled. This ox road has been of great advantage in affording the means of supplying the different gangs of workmen with provisions and material.

"The working parties, are placed in gangs at convenient intervals apart, over a distance of three miles or thereabouts. Each gang is divided into two parties, numbering from fifteen to twenty-five men. One of these parties grubbs and clear the line, the other follows, ditching and rounding up the roadway.

"Bringing up the rear is a small party with all the carts at our disposal, grading sections, where the carriage of earth or gravel would be too far for the wheelbarrow.

"Besides the road makers, a party of twenty men is stationed at the bridge site on the Kaministaquia River. They have prepared a considerable quantity of timber for the structure which is to cross that river, and have just completed a bridge over Strawberry River, a stream about a mile and a half east of the station at which they are encamped.

"At the depot, at Thunder Bay, a commodious store-house, 30 by 28 feet, with an upper and a lower floor has been completed. A stable 50 by 18 feet, capable of accommodating the horses and oxen, at present on the line, is nearly finished; and in close proximity, a hay house, already filled with an ample store of the material it was designed to hold, has been erected.

"A small log building, put up two years ago by the colonization road party, who were then here, has been completed roughly and is now used as an office. These with a small blacksmith's shop and two board sheds, constitute the buildings at the depot. There is, as yet, no dwelling house, nor is it intended to erect one for the present, such of the party who are here being accommodated in tents.

"Besides the men employed on the works a number of Iroquois Indians were engaged with a view to their employment on the surveys in the interior and keeping up communication with the Red River Settlement.

"Soon after our arrival, a party selected from among them was sent, under the guidance of the chief of the Indians in this section, to Fort Frances, with such articles as seemed necessary to provide for the then proposed journey of the Minister of Public Works to the interior; and also, to supply with provisions such parties as might be sent to negotiate a treaty with the Indians of that place and the Lake of the Woods.

"The chief, having accomplished his journey, returned with satisfactory reports as to the bearing of the Indians in the interior; they sent by him many assurances of goodwill, and desired him to say that they looked with satisfaction on the present movement, and were ready to extend the hand of friendship to the white man.

"The provisions remain in charge of the Hudson's Bay Company's agent at Fort Frances, and the men are now mostly with Mr. Monro, the gentleman sent out by the Department to effect surveys in the region of the lakes.

"In connection with the works other circumstances arose, which, as they occasioned outlay apart from the construction of the road, I desire to mention:—

"The depot at which the head quarters are at present established, was formerly an Indian camping ground, and has always been a favorite resort with the native population in summer. On our arrival, we found at this place two shops in which intoxicating liquors were sold, besides which there were occasional traders who disposed of ardent spirits. This article, so baneful to the Indians, was also sold largely from the steamers whenever they arrived. The demoralizing influences thus produced may be readily imagined. It was difficult at times to find a sober Indian, and I apprehended evil consequences, from the presence of so much liquor, easily obtainable, on the workmen on the line, more especially if they should come in contact with inebriated Indians.

"It, therefore, became a matter of necessity to stop this traffic. In this we partially succeeded, but it necessitated the embodiment of a police force from among the men on the works, as there was no other force of the kind within a distance of 300 miles to which we could apply. This force at first consisted of six men but it is now reduced to four.

"Should the Government of Ontario, as mentioned in the Departmental letter of the 3rd instant, appoint a stipendiary magistrate with a small police force, and erect a lock-up, the maintenance of order would be ensured and the works now in progress relieved from the expense which the exceptional circumstances in this regard have imposed."

BRIDGES OVER RIVERS.

Of these there will be four of moderate dimensions, and two large ones.

1st. A little beyond the sixth mile post, reckoning from Thunder Bay, the road line traverses a large brook called the McIntyre River. This stream is crossed by a bridge 100 feet in length, supported on two abutments of crib work, one at either side of the channel. Timber and stone being close at hand, no great outlay was involved in its construction.

2nd. The next considerable bridge is over the Strawberry River, near the 19th mile post. Although but 120 feet in length, it is a more expensive structure than the last, on account of the approaches and the height to which it had to be raised over the stream, which is subject to sudden floods. It is in the clay country, and comes down red and turbid after rain, and in Spring it spreads high over its banks. The timber used in the construction of the bridge amounted to 4,000 cubic feet, and the stone for the abutments had to be drawn some distance.

The Kaministaquia Bridge.

3rd. This bridge is 20 miles and 70 chains from the Depot at Thunder Bay. It was completed, all but the hand rail, on the 10th March.

The channel of the river at the crossing is 320 feet in width, and eleven feet deep in the middle. The bridge has abutments at either end, and between these is supported by seven piers of cribwork, all of which are solidly filled with stone. The piers are formed so as to resist the action of the ice, and sheeted with plank on the ends facing the stream. The superstructure is 10 feet over high water.

The quantity of timber used in the entire structure was over 32,000 cubic feet, and all this had to be taken from a distance, as the surrounding country afforded none, having been swept of its forests by fire. The estimated cost of this bridge was about \$4,500—which will be about its actual cost. I am, however, as yet, without full returns.

The Matawin Bridge.

4th. About four miles and a quarter west of the Kaministaquia a bridge is now being built over the Matawin. At last accounts the timber had all been prepared, and the piers will be built and the superstructure well on, if not completed, by the time the spring opens.

At the close of navigation last fall, it was intended only to prepare the material during the present winter, as at that time the height of water and the rapidity of the current prevented proper soundings from being taken for the piers and abutments.

After the ice took, however, the water fell rapidly, and the officer in charge having reported favorably as to the soundings and the nature of the bottom, was directed to go on with the work of construction.

The timber being quite convenient, the building of the bridge, although it will be a formidable structure, as to dimensions, will involve but a moderate expenditure as compared with that over the Kaministaquia.

5th. The Sunshine Brook, near the 25th mile post, is a stream of the same class as the Strawberry and McIntyre rivers. Timber is being prepared for the construction of the bridge which is to cross it, and it will be put up immediately after navigation opens.

6th. The Kagaska river—within seven miles of Shebandowan lake—is the next and last stream of consequence on the Thunder Bay road. It requires a bridge of about 100 feet in length, which will be put up early in Spring.

Other Works.

The entire length of road practicable to horses and waggons is 25 miles, reckoning from Thunder Bay. Beyond this, a distance of 10 miles of road is partially opened and now practicable to oxen with carts or sleds, making in all 35 miles from Thunder Bay, or reaching within five miles of the dam site below Shebandowan Lake. The latter section, however, requires a great deal of additional work. Beside the bridges already enumerated, the work on the road, embracing embankment, excavation and the bridging of small brooks and swamps, in regard to which the quantities in detail are asked for, was in progress when I left Thunder Bay on the 1st November last, and was continued subsequently to that

date, until the advance of winter caused operations of such description to be suspended for the season. Since then, communication with those distant works has been, and is at present, tedious and difficult, so that precise statements of quantities, as called for, cannot at once be obtained. They will, however, be furnished at as early a date as is possible, after the opening of the navigation.

Buildings at Thunder Bay Depot

These consist of the following:—

1. A wooden frame store house, 50 by 28 feet and walls 12 feet high. It has two floors, is well shingled and substantially finished throughout.
2. A stable 50 by 18 feet, well shingled and finished, with a shed for carts attached, and a board hay-house near it.
3. A log building, 20 by 30 feet, used partly as a store house and partly as an office.
4. A small board store house, in which are kept canoe outfit, tools, &c.
5. A small board house, used for cooking and baking.

These, with a workshop for the blacksmith, constitute the public buildings at the depot.

At these buildings an area of about six acres of ground has been cleared up completely, as a precaution against fire, which sometimes sweeps through the adjoining woods.

The aggregate value of these buildings and improvements is about \$3,500, and only a certain proportion of this sum is chargeable to the road, as the depot at the landing place is equally necessary to all parts of the line.

The Wharf at Thunder Bay.

In my report of last year, it was proposed to sink an isolated pier in front of the depot, at which vessels could be discharged, leaving the construction of more extensive works of the same description to private enterprise. Timber is now being prepared for this pier, and its dimensions would be sufficient for the convenience of the works. In view, however, of an extended traffic, and the general accommodation of vessels, it might be better at once to run a wharf from the shore to deep water.

Its length would be about 600 feet, and the work of its construction might be done by contract, as soon as plans and specifications can be prepared.

Expenditure, apart from Work on the Road.

As stated in my report from Thunder Bay, *voyageurs* were engaged, canoes purchased, and material provided for the then proposed journey of the Minister of Public Works to the Red River Settlement, and such supplies were sent to Fort Frances, as seemed necessary in that regard, as well as to provide for the maintenance of such party as might negotiate a treaty with the chiefs of the powerful tribe of the Saulteux Indians, who were then in waiting at that place.

Supplies and men were also furnished to the engineers who were sent to effect surveys in the interior, and, as already stated, the organization and maintenance of a police force fell on the works. Of this expenditure, statements in detail will be submitted, as soon as the accountant can prepare them.

The System of Work.

When the opening of a route between Lake Superior and the Red River Settlement was determined upon last year, there were manifestly but two ways in which the work could be carried on, namely: by contract, or by engaging workmen and competent overseers and going on with operations at once.

If the first had been adopted, that is the contract system, whatever may be its advantages, or the reverse, it would have occasioned delay, inasmuch, as in the first instance, it would have been necessary to effect careful surveys and measurements on which estimates of quantities could have been made and plans and specifications drawn up, as a preliminary step to advertising for tenders and entering into contracts. At a moderate estimate, a full season would have been occupied in this way.

If any immediate advance was to be made in opening the line there remained then but

the second plan; that of engaging men and setting them to work at once, and this having been adopted, it became necessary to place Surveyors in advance, so that the best ground possible might be selected for the road.

Thorough investigation in this respect was the more necessary from the fact, perhaps not universally known, that the country on the line of route is of a broken and hilly character, utterly untracked and untenanted, save by a few wandering Indians, and that the cursory surveys previously made had merely determined the general course of the route.

The Surveys.

Two surveying parties were therefore placed on the line in advance of the workmen; one under the charge of Mr. George F. Austin, Provincial Land Surveyor, and the other under Mr. Archibald McNab, also, a Provincial Land Surveyor.

Mr. Austin had with him two assistants, as chainbearers, and generally two or three men, as they could be spared from other work. His duty was to take levels and measurements on the line.

Mr. McNab's party consisted of two chainbearers, with Indians and others, generally to the number of eight or nine in all. He had it in charge to examine the country in advance, along the line of route, and select the best ground, and this he did in a very satisfactory and effectual manner. The surveys occupied somewhat upwards of three months, and in that time were completed to Sherbandowan Lake, so that no further operations of a similar character are required on the Thunder Bay Road.

Both Mr. Austin and Mr. McNab rendered valuable assistance. Extracts from their report will be found annexed.

Road Construction, Number of Men, Foremen, Superintendents, Clerks, &c.

There were on the road an assistant engineer at \$2 per day, four foremen, two of whom had \$1.50 per day, one \$2 per day, and one \$2.75 per day. Under these foremen were from 150 to 170 men, engaged in the various operations of clearing, grubbing, ditching, &c. Gang-masters, who were themselves workmen, were appointed by these foremen as occasion required. The pay of the common workmen ranged from \$15 to \$20 per month, that of gang-masters from \$20 per month to \$1 per day.

The carpenters engaged in bridge construction, and on the buildings at the depot, had 5s. per day. Time-keepers, of whom there were three, had one of them 5s. per day, and two \$1.33 per day: their duty, besides keeping time and accounts, was to see the different gangs supplied with provisions and outfit.

There were eight horses and four yoke of oxen on the line in charge of eight teamsters, whose pay was the same as that of the other workmen.

The skilled Iroquois *voyageurs*, of whom there were twelve, engaged for the purpose of proceeding with the then Minister of Public Works to the Red River Settlement, had from 4s. 3d. to 5s. per day. They were employed for a time in conveying provisions by canoe to the interior stations, and were afterwards sent with the surveying parties.

Attached to the works, was an accountant and paymaster, at a salary of \$1,000 per annum. He had his headquarters at the depot at Thunder Bay, at which point was also stationed a storekeeper at \$1.50 per day, whose duty it was to receive and give out the supplies and aid the accountant with the books.

There was always a blacksmith on the work—one for a short period, at \$2 per day, who was paid off, and replaced by one at \$1 per day.

The total force employed numbered, on the 10th July, 206 men, but it varied as individuals left from different causes, and were replaced by others.

The Purchase and Forwarding of Supplies.

Having so many men in a wilderness, at a distance of six hundred miles from the nearest source of supply, it became an absolute necessity not only to have ample stores of food always on hand, but also to provide articles of clothing for the men, and these were given to them at cost price, much to the dissatisfaction of some petty traders who hoped to make money by their necessity.

In order that provisions and outfit might be purchased at the lowest rates, and regularly forwarded, it was considered expedient to station an agent for a time at Toronto. The first agent employed in this way had \$100 per month; but he left, and was replaced by another at \$2.75 per day.

In concluding this subject, I may be permitted to remark, that the rate of pay to the workmen was not greater than that current throughout the country for labor of a similar class, and that the number of foremen and officers, all of whom had but moderate pay, was not out of proportion to the force.

The Transport of Men.

From different parts of the country to Collingwood was always arranged so that they met the steamers at the latter place, and there never occurred any delay or waiting over. The various railway agents and steamboat captains were accommodating and made a reduction in their usual fares.

Mr. Shackell, the obliging agent of the Grand Trunk Railroad at Montreal, struck 25 per cent. from his regular tariff for men going to and returning from the works.

Mr. Cumberland, the able director of the Northern Road, was no less obliging, and reduced his fares in the same ratio.

Indeed, all parties with whom we came in contact evince a like disposition to encourage and advance the enterprise.

The Maintenance of Order.

This will be easy now that the "Public Works Act" has been made applicable to Thunder Bay, and that, as I learn from the best authority, a police force is to be established, with the support of which the works will not, as hitherto, be burdened.

Last summer, whenever the steamers made their appearance, the Dépôt became the rendezvous of Indians, half-breeds, miners, and a number of young men who loitered about the Bay. Liquor flowed freely from the steamers, and under such circumstances it was not always easy to enforce order with the means at our disposal. Anything in the way of rowdyism which occurred was, as a matter of course, credited to the works, however few of the workmen might be present.

The Public Works Act, if properly enforced, will effectually stop the introduction of intoxicating liquor, which is so productive of mischief among an Indian population; and this once effected, the maintenance of order will be an easy matter.

The Cost of the Road.

According to the estimate submitted by me before the work was commenced, the road, apart from the bridging of the Kaminstaquia, should cost \$1,800 per mile, and this will be about its average rate when completed according to the specifications accompanying the estimate.

The total amount drawn from the Department, on all accounts whatever, from the commencing of the work up to the 31st December last, was \$60,056 38.

On the latter date, there remained at Thunder Bay and along the road, stock, plant and provisions to the amount of \$12,500, apart from the value of the buildings. The cost of surveys, police force, &c., is included in the above sum.

The accountant is now making up the sums chargeable to different heads under which expenditure was incurred, as referred to in the foregoing, and these will be handed in as speedily as possible.

In judging of the amount of work performed, and the arrangement and management of the force, it must be borne in mind that the men were suddenly engaged in midsummer, and that the remainder of the season, up to the close of navigation, afforded but little over three months in which to carry on operations.

I have the honor to be, Sir,

Your most obedient servant,

S. J. DAWSON.

F. BRAUN, Esq., Secretary,
Department of Public Works,
Ottawa.

MR. AUSTIN AND MR. McNAB'S REPORTS.

These afford further evidence that the climate about Lake Superior is not so uninviting as it has often been represented to be. As an example of this, I may mention that vegetables, the most susceptible to frost, notwithstanding that the season was unusually wet and cold, were untouched at Thunder Bay on the 17th September, while on the first of the same month the potato stems were blackened at Collingwood. And not at Thunder Bay only, but some distance inland, at a little farm 300 feet above the level of Lake Superior, the most tender vegetables were at the same date (17th September) as green as in midsummer. The elevated lakes of the interior do not as a rule close early, and it is known for a fact that Dog Lake, which is upwards of 700 feet above Lake Superior and twenty miles inland, seldom freezes over, so that it can be crossed on foot before Christmas.

Report of Archibald McNab, Esq., on the Valley of the Matawin.

TORONTO, November 13th, 1869.

SIR,—In accordance with the instructions I received from you at Thunder Bay, on the 12th July last, to survey and locate a portion of the Red River Road, extending from the eastern side of the Valley of the Kaministaquia to Shebandowan Lake, a distance of about twenty-five miles in a westerly direction.

After organizing my party with canoe and outfit, I ascended the Kaministaquia River to the point selected for the "bridge site" near its confluence with the Matawin River, a distance not much short of sixty miles, although by the new road line only about twenty miles from Thunder Bay.

On my arrival at the "bridge site," I immediately proceed to connect my survey with Mr. Brown's line, at a point about four and a half miles east, near the height of land between Thunder Bay and the river Kaministaquia, and at an elevation of about 449 feet above the latter.

This section of the road occupied considerable time in exploring and selecting the best line, as the engineering difficulties were very great and the weather at the same time very wet and disagreeable.

As soon as I had located this section of the road, I lost no time in crossing the Kaministaquia and commenced the survey of the section of the road leading to Lake Shebandowan, a distance of about twenty-three miles in a straight line, through a good rolling country, mostly covered with evergreen-thickets, tall pines, &c.

In exploring this section, I passed through extensive areas of excellent land, composed of clay loam soil and well adapted for agricultural purposes, and abounding in good material for road building, such as timber and excellent gravel, with clay sub-soil, &c.

After exploring some distance north, south and west of the Bridge site it was found advisable to keep the south side of the Matawin River, which joins the Kaministaquia River about forty chains above the bridge site, and follow its valley about four miles in a westerly direction where the road line crosses the Matawin River to the north side, thence still westerly along the margin of the river to a point distant from the Kaministaquia River, about six and a half miles, where the valley of the Matawin turns abruptly to the south. Thence the road line continues in the same direction as above, nearly in a direct line to the proposed "dam site" on the Shebandowan River, three miles east of Shebandowan Lake, and about twenty miles west of the Kaministaquia River.

This last section of the survey was much easier performed than an equal distance of the eastern sections, on account of the good tract of country, which seemed to rapidly improve in quality of soil and timber, &c., and the materials for road making seemed to be in greater abundance than before met with, as I approached the table land in the neighborhood of Shebandowan Lake; also the information I received from the able explorer "Penassi," the Indian whom you kindly sent to my assistance, was of importance to me in getting on with the work as the season of the year best adapted for the work was fast drawing to a close, and as it

was of great importance to have my survey joined with Mr. Monro's work, thus connecting Thunder Bay by actual survey with Lake Shebandowan and other points of interest further west.

In performing the survey of this last section I found it necessary to make a traverse survey of the Matawin River, in order to obtain a correct knowledge of its locality and the general character of the extensive valley through which it flows.

Having made the connection with Mr. Monro's survey, and being amply satisfied with the practicability of the line I had chosen, which I found to be well adapted for an excellent road, both in grade and straightness, I commenced my retreat for Thunder Bay.

On my return from Shebandowan Lake I found no difficulty in calling to mind the pleasing aspect and inviting appearance of the extensive valleys and rolling lands of which I had obtained a knowledge by ascending lofty trees on high points of land during my explorations for a road site, and taking lateral observations at short distances. I was agreeably surprised to find a tract of country so different from what I had been led to believe existed on the north shore of Lake Superior.

In the immediate vicinity of the Kaministaquia and Matawin Rivers the land is rough and broken in places to a considerable extent; but at a short distance inland, as is generally the case, the quality of the land improves very much, being more even on its surface and of a deeper and more regular soil, and even upon the highest lands may be found a great depth of good rich soil. Although the large flats along the rivers are of the richest and most fertile soil I have found, still, from the appearance of the exposed points of rocks along the rivers, in passing by *canoe route*, it might be supposed that the country all around was also rocky and of little value, instead of being as I have stated before.

East of the Kaministaquia and up the great valley of the Matawin River to Shebandowan Lake, the soil is composed of a rich clay loam, as I have already mentioned, with some fine plots of sandy loam soil very strong and deep.

The land is mostly timbered with pine, poplar, birch, spruce, and balsam, and although there are many outcroppings of rock and high precipitous mountains, particularly in the neighborhood of the rivers; still, from such information as I have been able to gather by careful observations along the line of road, I should judge that eighty per cent. of the land is capable of being cultivated and fit for farming purposes, and can be tilled with moderate labor.

I may mention here, from what came under my notice on landing at the main station at Thunder Bay, on the 9th July last, I was led to believe that vegetation must spring very early in the season on cultivated lands, as I found red clover and timothy, between two and three feet high along the line of road, where the seed had been accidentally dropped; and further west, along the line of road, in the vicinity of the Kaministaquia River, where there are extensive areas of burnt lands, the strawberry, red raspberry, and blueberry vegetate in great abundance. I also found some fine samples of red plums, although fruit trees of this kind are nearly extinct in this country, on account of great fires having swept over the whole region, destroying everything, except in low places, and near the rivers, where elm, ash, and other kinds of hardwood may be found.

For further particulars and a more minute description of the country above referred to, I have to refer you to the Field Notes of Survey, which are most respectfully submitted.

I have the honor to be, Sir,

Your very obedient servant,

ARCHIBALD McNAB, P.L.S.

S. J. DAWSON, Esq.,
Engineer, Red River Road.

Extract from Report of George Austin, Esq., P.L.S.

OTTAWA, 8th March, 1870.

SIR,—The north shore of Lake Superior, with but few exceptions (Thunder Bay being one of them) is rough, mountainous, barren, and uninviting in appearance, many parts nothing

but mountains of bare rock, for miles in extent along the coast are to be seen; but as you penetrate a few miles into the interior, the country undergoes a great change, the high bare hills are replaced by what may be termed a "heavy rolling country," with a good depth of soil, the valleys being exceedingly fertile.

Thunder Bay and vicinity possess all the different soils (gravelly, sandy, and heavy clay); of the latter there are two varieties, the grey and red. The red clay of this section resembles the red indurated clay, found on the heights near the Nipigon River, which is much used by the Indians for carving into pipes. It is difficult to say how these large deposits of red clay have originated; but it is generally supposed that they have been formed by the disintegration of the feldspathic rocks. I am inclined to favor the opinion that it would make excellent material for the manufacture of pottery; one remarkable peculiarity about this clay is, that it contains no grit whatever, in feel and color it resembles both marl and saponite. It, perhaps, would be well to have these clays subjected to a chemical analysis, in order to ascertain whether they could be made serviceable.

Not having had an opportunity of seeing any growing crops in this section, but owing to my knowledge of soils, and judging from the timothy and clover that had sprung up along the line of road, I feel satisfied that the soil is rich enough to produce wheat, oats, barley, peas, and hay, together with all the varieties of root crops.

The timber in this region is of large growth, considering the high northern latitude ($48^{\circ} 30'$) and consists of pitch pine, white and red spruce, balsam, white birch, poplar, cedar, and a few white pine and elm. A very extensive fire, which took place about nine years ago, has destroyed the timber for miles in the high land, and left nothing but a few pitch pines standing, all of which are killed; sections of this burnt district resemble vast undulating plains, on which have sprung up a heavy growth of wild vetches, strawberries, raspberries, intermixed with a large proportion of wild roses; those plains, when viewed from an eminence, when the roses are in full bloom, are very beautiful.

Not having a thermometer with me, and last season being remarkably cold and wet, I am not prepared to say much as to the climate; the first frost of which I took a note, occurred on the eighteenth of September, and the general summer weather on the shore of Lake Superior is very temperate, owing, no doubt, to the influence of such a body of clear cold water. It has been for some years acknowledged to be the most healthy, and during the summer months, the pleasantest part of the Dominion. The average temperature of the water of the lake at twenty fathoms, in winter, is thirty-five degrees Fahrenheit, and in summer, taken in the months of July and August, thirty-eight and a half. I am of opinion that the climate, on the border of the lake, would not suit the growth of wheat or Indian corn. This lake affords abundance of trout and white fish of the finest quality.

In a mineral point of view, the north shore of Lake Superior, as Sir William Logan remarks, is "destined to rise in importance;" the rock of the country is chiefly a compact slate, much like the slates found on the Missassagua River (Lake Huron); these slates are traversed by veins of Amethystine quartz, hold a little galena, copper pyrites and frequently silver; along the Matawin river the slate becomes less compact and softer, resembling somewhat the slates in which gold is frequently found (Talcose). In several places near the Kamistagua River, magnetic and hematite iron ores are abundant; these ores are mixed up with ribboned jasper and jasper conglomerate, and runs in bands or dykes through the slates; these jaspers in their turn are overlaid by trapezoidal rocks.

In conclusion, I beg to make mention of my two assistants, Mr. Charles Pentland and Mr. David Gilmour, two young gentlemen from Quebec, who rendered me valuable services during the season.

I am, Sir,

Your most obedient servant,

GEORGE F. AUSTIN,

Provincial Land Surveyor & C. E.

S. J. DAWSON, Esq.,
Superintendent, Red River Road,
Ottawa.

NORTH-WEST TERRITORIES.

—:O:—
REPORT OF DONALD A. SMITH, Esq.

OTTAWA, 12th April, 1870;

*The Hon. Joseph Howe, Secretary of State
for the Provinces, Ottawa.*

SIR,—In pursuance of the commission confided to me by His Excellency the Governor General, in relation to the affairs of the North-West Territories, I addressed you from time to time during my residence within Fort Garry, a correspondence carried on under very unfavourable circumstances, as will appear from the report I have now the honor to submit.

Leaving Ottawa on the 13th December last, I reached St. Cloud, the terminus of railway communication on the 17th, continuing on the same day by stage, and arriving at Abercrombie on the evening of the 19th. Here we had to abandon wheeled carriages, and, procuring a sleigh, after a couple of hours' rest, we resumed the journey, and on the afternoon of the 21st, met Hon. Mr. McDougall and party about thirty miles beyond Georgetown. From him I learned how serious the aspect of affairs had latterly become at Red River; and, pushing on, we got to Pembina about 11 p.m. of the 24th, and to Fort Garry on the 27th.

The Gate of the Fort we found open, but guarded by several armed men, who, on my desiring to be shown to Governor MacTavish's house, requested me to wait till they could communicate with their chief. In a short time, Mr. Louis Riel appeared. I announced my name; he said he had heard of my arrival at Pembina, and was about to send off a party to bring me in. I then accompanied him to a room occupied by ten or a dozen men, whom he introduced to me as members of the "Provisional Government." He requested to know the purport of my visit, to which I replied in substance that I was connected with the Hudson's Bay Company, but also held a commission from the Canadian Government to the people of Red River, and would be prepared to produce my credentials so soon as they, the people, were willing to receive me. I was then asked to take an oath not to attempt to leave the fort that night, nor to upset their government, legally established. This request I peremptorily refused to comply with, but said that, being very tired, I had no desire to go outside the gate that night, and promised to take no immediate steps forcibly to upset the so-called "Provisional Government," "legal or illegal, as it might be," without first announcing my intention to do so." Mr. Riel taking exception to the word illegal, while I insisted on retaining it. Mr. O'Donohue, to get over the difficulty, remarked "That is as he" (meaning myself) "understands it," to which I rejoined, "Precisely so." The above explanation, I am the more particular in giving, as it has been reported that I at once acknowledged the Provisional Government to be legal. Neither then nor afterwards did I do so.

I took up my quarters in one of the houses occupied by the Hudson's Bay Company's officers, and from that date until towards the close of February, was virtually a prisoner within the Fort, although with permission to go outside the walls for exercise, accompanied by two armed guards, a privilege of which I never availed myself.

All my official papers had been left in charge of Mr. Provencher, at Pembina, as I had been warned that if found in my possession, they would unquestionably be seized, as were those brought into the Settlement shortly after by the Rev. Mr. Thibault and Colonel De Salaberry.

The state of matters at this time, in and around Fort Garry, was most unsatisfactory, and truly humiliating. Upwards of sixty British subjects were held in close confinement as "political prisoners," security for persons or property, there was none; the Fort, with its

large supplies of ammunition, provisions, and stores of all kinds, was in the possession of a few hundred French half-breeds, whose leaders had declared their determination to use every effort for the purpose of annexing the Territory to the United States; and the Governor and Council of Assiniboia were powerless to enforce the law.

On the 6th January, I saw Mr. Riel, and soon came to the conclusion that no good could arise from entering into any negotiations with his "Council," even were we to admit their authority, which I was not prepared to do.

We learnt that on the 13th, the Grand-Vicar Thibault and Colonel De Salaberry appeared before the "President and Council of the People," when some explanations and compliments were exchanged, after which the Very Rev. gentleman and his associate were politely bowed out and lost sight of.

Meantime we had frequent visits in the Fort from some of the most influential and most reliable men in the Settlement, who gladly made known to the people generally, the liberal intentions of the Canadian Government, and in consequence one after another of Riel's Councillors seceded from him, and being joined by their friends and by many of their compatriots and co-religionists who had throughout held aloof from the insurgents, they determined no longer to submit to his dictation. This change evidently had a marked effect on Riel, causing him to alter his tactics and to profess a desire for an accomodation with Canada; accordingly on the 14th January, he called on me, informed me that he had seen Messrs. Thibault and DeSalaberry, whose instructions did not authorize them to give assurances that the people would be secured in possession of their rights on entering into the Confederation, their errand being merely "to calm the French Half-breeds." He then asked to see my Commission, and on my explaining that, owing entirely to the action taken by himself, it was not in my possession, in an excited yet faltering manner he said "yes, I know, 'tis a great pity, but how soon could you have it?" "probably in five or six days," I replied. "That is too long, far too long" he responded, and then asked where the documents were deposited, requesting at the same time a written order for their delivery to his messenger. To this I would not accede, but on his assuring me that they would be delivered into my hands, and that I should be afforded an opportunity of communicating their contents to the people, I consented to send a friend for them. It was so decided, and immediately after the messenger had received his instructions from me, I was placed under strict arrest, a Captain's guard being assigned me, whose instructions were, not to lose sight of me for one moment day or night, and to prevent me from communicating either verbally or in writing with any individual. I protested, saying, "am I to consider myself a prisoner?" "He replied, "certainly not, I have the utmost confidence in your honor, but circumstances demand this." It was now about 10 o'clock and my messenger having been marched out, I retired to bed, but only to be awakened 'twixt two and three o'clock in the morning of the 15th, by Mr. Riel, who with a guard, stood by the bed side and again demanded a written order for the delivery of my Official Papers, which I again peremptorily refused to give.

The well affected French party became aware of what had happened and not believing in Riel's good faith, determined to prevent the papers from falling into his hands. They got together some sixty or eighty men, who met my friend on his way back and were escorting him, when on the 18th about 10 miles from the Fort, they were accosted by Riel and some of his party, and by the Reverend Mr. Ritchot. An altercation took place, Riel attempted to use his pistol, saying: "he would not be taken alive in his own country," on which a revolver was levelled at his head, and Mr. Ritchot, having interposed, he was unceremoniously told to stand aside and "not to interfere any further with matters unconnected with his spiritual duties." It may be well to note that all those who took part in this affair were Catholics, and, with one or two exceptions, French Half-breeds. Nothing more serious happened at this time and the party proceeded together to Fort Garry, where they arrived in the forenoon. A few minutes before they entered the house, the Very Rev. Mr. Thibault, Pere Lestape and Colonel De Salaberry, called upon me and, with the exception of my guard they were the first individuals with whom I was permitted to converse since the 14th. They appeared to be much concerned, and said it was currently reported I had been endeavouring to incite the different parties to hostile collision. I repudiated any such charge; explained that I had acted only in the cause of peace and order, and with the desire of making the people, both French and English, fully acquainted with the liberal views of the

Canadian Government, so that a peaceful transfer of the Territory might be effected, adding that I was pleased to think there was now every likelihood this would speedily be accomplished. In the meantime, the party in possession of my papers entered the adjoining room, on which Pere Lestanc joined them, while Messrs. Thibault and De Salaberry went outside. Immediately after they retired, Mr. Riel came to me, saying: "Your commission is here; but in the hands of men who had no right to have it." I expressed satisfaction that it had been brought in, and said being now in possession of it, I must be relieved from all restraint, and be permitted freely to communicate with the people. He at once removed the guard, and we went up to the party who had just arrived. Messrs. Riel and O'Donoghue, with a few of their friends, were present, and vehemently protested against the action now being taken, while the ex-councillors accused them of treason to the Imperial Crown, and of using every effort to bring about the annexation of the Country to the United States. Riel replied "that was only supposing the people desired it, but that he was willing the question should be submitted to them." Pere Lestanc spoke warmly in favor of the "President," who, he said, had acted so as to merit the gratitude of his countrymen, and begged them still to place confidence in him. This evidently had no effect, and ultimately, after a good deal of recrimination it was arranged that a meeting of the inhabitants from all parts of the Settlement should be called for the morrow, the 19th, at which the papers bearing on the subject should be read, a guard of forty men remaining in the house to ensure the safe-keeping of the documents.

Riel's men were now falling away from him, while the loyal party expressed their determination no longer to be guided in the matter either by him or by Pere Lestanc and his associates. They were full of hope, and confident that the following day would bring with it complete success to the cause of Canada.

Late that night, Pere Lestanc paid them another visit, which was prolonged for several hours beyond midnight, and next morning it was found that a majority of those who had seceded from Riel were again on friendly terms with him.

The hour of the meeting having arrived, upwards of a thousand people attended, and deeming it of great importance that the explanations to be made on behalf of the Canadian Government should be faithfully rendered to the French speaking portion of the Settlers, whose leaders had studiously withheld from them all knowledge of the true state of matters in connection with the proposed transfer of the country, I requested Colonel de Salaberry to act as interpreter, but the Colonel, diffident of his own ability as a translator, proposed Mr. Riel as interpreter, and the latter was appointed accordingly.

At this meeting, and that held the following day, the reading of the Commission, the Queen's Letter, and every other document was contested with much obstinacy, but ultimately carried; and threats were used to myself in the presence and hearing of the Chairman, of the Secretary, Judge Black, and others, more especially by Mr. Riel and Rev. Mr. Lestanc. At the commencement of the meeting, I requested the Chairman and those near him to begin by insisting that all arms should be laid down, and that the flag then flying (fleur de lis and shamrock) should be replaced by the British ensign; this, they thought, would come better at an after-stage; but the opportunity of doing so now lost, never recurred.

As is generally known the result of the meeting was the appointment of forty delegates, 20 from either side, to meet on 25th January, "with the object of considering the subject of Mr. Smith's Commission, and to decide what would be the best for the welfare of the country," the English as a body, and a large number of the French declaring their entire satisfaction with the explanations given, and their earnest desire for union with Canada.

On the 22nd, Riel had several conferences with the well affected French within the Fort: he was melted even to tears, told them how earnestly he desired an arrangement with Canada, and assured them that he would lay down his authority immediately on the meeting of the Convention. They believed him sincere, and, although I considered that their guard in the Fort should not be decreased, they held that ten men would be amply sufficient to leave while they went to secure their elections; the consequence was that they had hardly gone when repressive measures were resorted to, and the Hudson's Bay Company's stores which had hitherto been only partially in their hands, were now taken complete possession of by Riel.

Efforts were made to have the prisoners released, but without effect.

The Delegates met on the 25th, and continued in session till the 10th February. On the 26th, I handed to their Chairman, Judge Black, the documents read at the meetings of the 19th and 20th January, and, on the 27th, attended the Convention by appointment. I was received with much cordiality by all the delegates, explained to them the views of the Canadian Government, and gave assurances that on entering confederation, they would be secured in the possession of all rights, privileges, and immunities enjoyed by British subjects in other parts of the Dominion; but, on being requested by Mr. Riel to give an opinion regarding a certain "list of rights," prepared by his party in December last, I declined to do so, thinking it better that the present Convention should place in my hands a paper, stating their wishes to which I should "be happy to give such answers as I believed would be in accordance with the views of the Canadian Government." The Convention then set about the task of preparing a "list of rights," embodying the conditions on which they would be willing to enter the confederation. While the discussion regarding this list was going on, Mr. Riel called on me and asked if the Canadian Government would consent to receive them as a Province—my reply was, that I could not speak with any degree of certainty on the subject, as it had not been referred to when I was at Ottawa, the intention then being that the North-West should, in the first instance, be incorporated under the Dominion as a Territory; but I added, that no doubt it would become a Province within two or three years. On this Mr. Riel, with much emphasis, exclaimed "then the Hudson's Bay Company is not safe yet," to which I answered "Mr. Riel, that cannot influence me in the slightest degree, and I am quite prepared to act as may be required of me in my capacity as Canadian Commissioner." This was on the evening of the 3rd February, on the following day the proposition to enter as a Province was negatived by the Convention, and on the 5th, another motion directed against the Hudson's Bay Company, also failed; the language used by Mr. Riel on the latter occasion having been violent in the extreme. The same evening, Riel proceeded to Governor McTavish, who had been dangerously ill for many weeks back, and was then barely able to sit up, placed a guard over him, and heaping reproaches and insult on him, declared that he would have him shot before midnight. Riel then sought out Dr. Cowan, the officer in immediate charge of Red River District, upbraided him for his persistent opposition to "the people," the insurgents, and declaring that his name would go down with infamy to posterity for the part he had taken, demanded that he would immediately swear allegiance to the Provisional Government, or prepare for death within three hours, giving him a quarter of an hour for consideration. The Doctor immediately replied, that he knew no legal authority in the country, but that of Great Britain, to which his allegiance was due and that he would not take the oath required of him. He was then seized and put in confinement along with the prisoners taken in December last. I was also put under strict guard, but not removed from the house.

Notwithstanding this, and the painful doubt created in the minds of the English members of the Convention as to the course they should pursue after these arrests the Delegates again met on the 7th. On the 5th, they had resolved to place in my hands the List of Rights they had drawn up, which was done at 11 o'clock on the 7th, with an intimation that the Convention would be glad to meet me at 1 o'clock p.m., the intervening two hours being allowed me to frame my answers. In drawing up these, I was allowed no reference to any document either written or printed, except the "List of Rights," and a guard stood over me to see that I should write nothing else than that to be presented to the convention. I had just finished writing when Mr. Riel and his "Adjutant-General" Lépine, who was also a member of the Convention, came in, and Riel looking at the latter in a significant manner said "the answers to the List of Rights must be simply yes or no." On this I remarked that I thought otherwise and would act as circumstances might appear to me to require. I then retired, and on returning to the room a few minutes later, found there Mr. Riel, the Rev. Mr. Thibault and Colonel De Salaberry. We proceeded together

to the Convention, and in course of conversation Col. De Salaberry said he would gladly have come to see me before, but could not as he "had been a prisoner throughout."

The proceedings of the convention as reported in the "New Nation" newspaper, of the 11th and 18th February, copies of which I have had the honor of addressing to you, are sufficiently exact, and render it unnecessary for me here to enter into details. Suffice it to say that a large majority of the delegates expressed entire satisfaction with the answers to their "List of Rights," and professed confidence in the Canadian Government, to which I invited them to send delegates, with the view of effecting a speedy transfer of the Territory to the Dominion, an invitation received with acclamation and unanimously accepted, as will appear by resolution hereto annexed, along with the List of Rights and my answer to the same. The delegates named were John Black, Esq., Recorder, the Rev. Mr. Ritchot, and Mr. Alfred H. Scott. A good deal of opposition having been offered to the election of the last named of the three.

The proceedings of the Convention came to a close on the 10th February, by the nomination of a Provincial Government, in the formation of which several delegates declined to take any part. Governor MacTavish, Dr. Cowan, and two or three other persons were then released and the Hudson's Bay Company officers again allowed to come and go at pleasure, but I was still confined to the Fort: Riel, as he expressly stated to Judge Black, being apprehensive of my influence with the people in the approaching election.

Riel promised that all the prisoners should soon be released. On the 11th and 12th six or eight of them were set at liberty, and Dr. Cowan was informed in my presence, that as they were all to be discharged without delay, the rooms they had occupied would be placed at his disposal in a day or two; Riel remarking at the same time that he would have them thoroughly cleaned out.

Rumours now began to circulate of a rising at the Portage, and on the night of the 14th and 15th of February, some 80 or 100 men from that district passed down close to Fort Garry, and proceeded to Kildonan, where they were joined by from 300 to 350 men, principally English half-breeds, from the lower parts of the Settlement. Had these men, properly armed and organized, been prepared to support the well affected French party, when the latter took action, about the middle of January, or even in the beginning of February, during the sitting of the Convention, order might have been restored and the transfer to Canada provided for without the necessity for firing a single shot; but now the rising was not only rash, but purposeless, as, without its intervention, the prisoners would unquestionably have been released. The party was entirely un-organized; indifferently armed, unprovided with food even for one meal, and wholly incapable of coping with the French now re-united, who, to the number of at least seven hundred were prepared to offer the most determined resistance, which, as they were in possession of a number of guns (six and three pounders), ample stores of ammunition, provisions, and every other requisite, they could have done most effectually. My sympathies were, in a great measure, with the Portage men, whom I believe to have been actuated by the best of motives; but under the circumstances it was not difficult to foresee that the issue could not be otherwise than disastrous to their cause. The attempt was, therefore, to be deplored, as it resulted in placing the whole Settlement at the feet of Riel. The great majority of the settlers, English and Scotch, discountenanced the movement and bitterly complained of those who had set it on foot. Forty-seven of the party were captured on their way home, while passing within a few hundred yards of the Fort; the explanation I have heard given for their otherwise inexplicable conduct in having taken this route, instead of making a *détour* which would have ensured safety, being a supposed promise by Riel that they would be permitted to pass unmolested. Their messenger, a young man named McLean, on being questioned by Archdeacon McLean and myself in presence of the Rev. Mr. Gardner and one or two other gentlemen, admitted that Riel, on being asked "if the party would be permitted to pass," was silent, and only, on being informed that they intended next day to use the route just outside the town, remarked "ah! that is good," and for his purpose it no doubt was so. Captain Bolton led the

party, and he and his friends at the Portage assured me that he exerted himself to the utmost to keep them from rising, and only joined them at the last moment when he saw they were determined to go forward. He was captured on the 17th, tried by "Court Martial," and condemned to be shot at noon on the following day, but at the intercession of the Lord Bishop of Rupert's Land, Archdeacon McLean, and, in short, every influential man among the English, and I have been told also, at the earnest entreaty of the Catholic Clergy, the execution was delayed till midnight of Saturday, the 19th. Further than this, Riel declared he could not, would not, yield, except, indeed, Dr. Schultz should be captured in the meantime, in which case he would be shot instead of Bolton. Archdeacon McLean had been in close attendance on Capt. Bolton for twenty-four hours, had administered to him the sacrament, received his last commands, and had promised to be present with him at the last moment, and when I met the Archdeacon on my way to see Riel, about 8 o'clock on the evening of the 19th, he was deeply affected, and had given up all hope. I found with Riel, Mr. H. N. Robinson, of "The Nation" newspaper, and shortly afterwards Mr. James Ross, "Chief Justice," entered, followed in a few minutes by Mr. Bannatyne, Postmaster, who had been ordered to bring the key of the mail bag, which Riel opened, and examining the letters perused and retained one or more. Mr. Ross pleaded for Bolton, but was repulsed in the most contemptuous manner. I had already been speaking to Riel on the subject when interrupted by Mr. Ross's entrance, and now resumed the conversation. Riel was obdurate and said that the English settlers and Canadians, but more especially the latter, had laughed at and despised the French Half-breeds, believing that they would not dare to take the life of anyone, and that, under these circumstances, it would be impossible to have peace and establish order in the country; an example must therefore be made, and he had firmly resolved that Bolton's execution should be carried out, bitterly as he deplored the necessity for doing so. I reasoned with him long and earnestly, until at length, about 10 o'clock, he yielded, and addressing me, apparently with much feeling, said "hitherto I have been deaf to all entreaties, and, in now granting you this man's life," or words to that effect, "may I ask you a favor?" "Anything," I replied, "that in honor I can do." He continued, "Canada has disunited us, will you use your influence to re-unite us? You can do so, and without this it must be war—bloody civil war!" I answered, that as I had said on first coming to the country I would now repeat, that "I would give my whole heart to effect a peaceable union of the country with Canada." "We want only our just rights as British subjects," he said, "and we want the English to join us simply to obtain these." "Then," I remarked, "I shall at once see them and induce them to go on with the election of delegates for that purpose;" and he replied, "if you can do this, war will be avoided, not only the lives but the liberty of all the prisoners will be secured, for on your success depend the lives of all the Canadians in the country." He immediately proceeded to the prison, and intimated to Archdeacon McLean that he had been induced by me to spare Capt. Bolton's life, and had further promised to me that immediately on the meeting of the Council shortly to be elected, the whole of the prisoners would be released, requesting the Archdeacon, at the same time, to explain these circumstances to Capt. Bolton and the other prisoners.

The moment was a fearful one for the settlement: every man's life was in the hands of Riel and fully appreciating the significance of this, the Bishop of Rupert's Land and the Protestant clergy generally, now earnestly counselled the people to elect their delegates without loss of time as by this means they might to some extent control the course of events, while otherwise they were utterly powerless. I entirely concurred in this view of the case and, Archdeacon McLean having kindly offered to accompany me, we visited the different parts of the settlement, and found that in several parishes, the people, and those the most loyal to the British Crown and most desirous for union with Canada, had already chosen their Councillors. I explained to all, that the Council was to be Provisional, in the strictest sense of the word, intended expressly for effecting the transference of the country to Canada, and for ensuring safety of life and property in the meantime. In some instances, I found they had drawn up petitions to Mr. Riel as "President"

expressing submission, &c., these I requested them to destroy, advising that nothing more should be done than under the circumstances was absolutely necessary, namely, that having made their election, you should simply intimate the fact in formal terms to Mr. Bunn, who had been named Secretary of the Council, and not to Mr. Riel. The elections in the English parishes having taken place on the 26th February I again saw Riel, who re-assured me, that all the prisoners would be released within a day or two after the first meeting of the Council. On the 28th, he again sent for me and in presence of Mr. Fraser, delegate from the *Scotch* Parish, Kildonan, repeated his promise that the lives of the prisoners were secured, and that their release would shortly follow.

I had no further communication with Riel until Monday, the 4th March, when about 10 o'clock in the morning, Pere Lestanc called on me. He informed me of Bishop Taché's expected arrival, not later certainly than the 8th, and probably some days earlier, adding that his Lordship had telegraphed to request that, if about to leave for Canada, I should defer my departure till he could communicate personally with me. He then said that the conduct of the prisoners was very unsatisfactory, that they were very unruly, insolent to the "soldiers" and their behaviour altogether so very bad, that he was afraid the guards might be forced to retaliate in self defence. I expressed much surprise at the information he gave, as the prisoners, without exception, had promised to Archdeacon McLean and myself, that seeing their helpless condition, they would endeavour to act so as to avoid giving offence to their guards, and we encouraged them to look forward to being speedily released in fulfilment of the promise made by Mr. Riel. One man, Parker, was mentioned as having made himself particularly obnoxious by his violent conduct, but not one word was said on this occasion regarding Scott, or the slightest intimation given, that he or any other person had been condemned to be shot. About 11 o'clock Père Lestanc left me and went up stairs to communicate to Governor MacTavish, as he said, "the good news that Bishop Taché was expected so soon." The Reverend Mr. Young, Methodist clergyman, had just entered the house and meeting the Père in the hall, conversed with him a few minutes. Mr. Young then came up to me, and from him, I had the first intimation that it was intended to shoot Thomas Scott, and that the sentence was to be carried into effect at 12 o'clock, noon, that day. We agreed in believing that the thing was too monstrous to be possible, and Mr. Young mentioned that poor Scott himself was equally incredulous on the subject, thinking they merely intended to frighten him. However, even to keep him in suspense was of itself a horrible cruelty, and it was arranged that as Mr. Young had been sent for to attend the man, he should see Riel, ascertain exactly how the matter stood, and, if really serious, to let me know at once. Mr. Young accordingly called on Riel, was informed that Scott had been condemned, that the sentence was irrevocable, and would not be delayed one minute beyond noon. Mr. Young begged for delay, saying "the man is not prepared to die," but all without avail. He was paralyzed with horror, returned to the prisoner, and immediately sent a messenger to inform me of the result of his visit. I determined to find out Riel immediately, but recollecting that Père Lestanc was still up stairs with Mr. MacTavish, went to him, related what I had heard, and asked him if he knew anything about the matter. His answer I cannot give in precise words, but it was to the effect that they had seen Mr. Riel on the other side (St. Boniface), and had all spoken to him about it, by which I understood that *they* had interceded for Scott. Governor MacTavish was greatly shocked on being informed of Riel's purpose, and joined in reprobating it. Père Lestanc consented to accompany me, and we called on Riel. When we entered, he asked me "what news from Canada." The mail had arrived the preceding day, and I replied, "only the intelligence that Bishop Taché will be here very soon." I then mentioned what I had heard regarding Scott, and before Riel answered, Père Lestanc interposed in French words, meaning "is there no way of escape?" Riel replied to him, "my Rev. Père, you know exactly how the matter stands," then turning to me, he said, "I will explain to you, speaking at first in English, but shortly after using the French, I remarking to me, "you understand that language." He said in substance that Scott had throughout been a most troublesome character, had been the ringleader in a rising

against Mr. Snow, who had charge of the party employed by the Canadian Government during the preceding summer in road making; that he had risen against the "Provisional Government" in December last, that his life was then spared; that he escaped, had again been taken in arms, and once more pardoned,—referring no doubt to the promise he had made to me that the lives and liberty of all the prisoners were secured—but that he was incorrigible, and quite incapable of appreciating the clemency with which he had been treated; that he was rough and abusive to the guards, and insulting to him, Mr. Riel; that his example had been productive of the very worst effects on the other prisoners, who had become insubordinate to such an extent, that it was difficult to withhold the guards from retaliating. He further said, "I sat down with Scott as we are doing now, and asked him truthfully to tell me, as I would not use his statement against him, what he and the Portage party intended to have done with me, had they succeeded in capturing me, when they surrounded Coertu's house," to which he replied, "we intended to keep you as a hostage for the safety of the prisoners." I argued with Riel, and endeavoured to show that some of the circumstances he had mentioned, and especially the last, were very strong reasons to urge why Scott's life should not be sacrificed, and that, if as he represented, Scott was a rash, thoughtless man, whom none cared to have anything to do with, no evil need be apprehended from his example. I pointed out that the one great merit claimed for the insurrection was that, so far, it had been bloodless, except in one sad instance, which all were willing to look upon as an accident, and implored him not now to stain it, to burden it with what would be considered a horrible crime. He exclaimed "we must make Canada respect us." I replied, "she has every proper respect for the people of Red River, and this is shewn in her having sent Commissioners to treat with them." I told him I had seen the prisoners some time back, when they commissioned me to say to their friends at the Portage, that they desired peace, and I offered to go to them again and reason with them, should that be necessary. On this he said, "look here, Mr. Smith, Mr. Scott, the representative, went to see the prisoners at my desire, and on asking them whom they would vote for as Councillor, if they were permitted a choice outside of their own body? Thos. Scott came forward and said, "my boys have nothing to do with those — Americans." And when I remarked "this is really a most trifling affair, and ought not to have been repeated," he said "do not attempt to prejudice us against the Americans, for although we have not been with them—they are with us, and have been better friends to us than the Canadians." Much more was said on both sides, but argument, entreaty, and protest alike failed to draw him from his purpose and he closed by saying, "I have done three good things since I have commenced, I have spared Bolton's life at your instance; and I do not regret it, for he is a fine fellow, I pardoned Gaddy, and he showed his gratitude by escaping out of the bastion, but I don't grudge him his miserable life, and now I shall shoot Scott." Lépine, the Adjutant-General, who was president of the Council of Seven, which tried Scott,—and five of whom, Riel told me, "with the tears streaming from their eyes, condemned him as worthy of death," a sentence which he had confirmed—now entered, and in answer to Riel, said "he must die." Riel then requested the Rev. Père Lestanc to put the people on their knees for prayer as it might do good to the condemned man's soul. Referring to Père Lestanc and making a final appeal unnecessary here to repeat I retired. It was now within a few minutes of one o'clock, and on entering the Governor's house Rev. Mr. Young joined me, and said, "It is now considerably past the hour, I trust you have succeeded." "No, I said, "for God's sake go back at once to the poor man, for I fear the worst." He left immediately, and a few minutes after he entered the room in which the prisoner was confined, some guards marched in and told Scott his hour was come. Not until then did the reality of his position flash upon poor Scott. He said good bye to the other prisoners, was led outside the gate of the Fort, with a white handkerchief covering his head, his coffin, having a piece of white cotton thrown over it, was carried out; his eyes were bandaged; he continued in prayer, in which he had been engaged on the way for a few minutes; he asked Mr. Young how he should place himself, whether standing or kneeling, then knelt in the snow; said farewell, and immediately after fell back pierced by three bullets,

which passed through his body. The firing party consisted of six men, all of whom it is said were more or less intoxicated. It has been further stated that only three of the muskets were loaded with ball cartridge, and that one man did not discharge his piece. Mr. Young turned aside when the first shots were fired, then went back to the body and again retired for a moment while a man discharged his revolver at the sufferer, the ball it is said, entering the eye and passing round the head.

The wounded man groaned between the time of receiving the musket shots and the discharge of the revolvers. Mr. Young asked to have the remains for interment in the burying ground of the Presbyterian church, but this was not acceded to, and a similar request preferred by the Bishop of Rupert's Land was also refused. He was buried within the walls of the fort. On descending the steps leading from the prison, poor Scott, addressing Mr. Young said "This is a cold blooded murder," then engaged in prayer, and was so occupied until he was shot.

After this date I held no communication whatsoever with Riel, except in reference to getting away from the country, which I was not allowed to leave without a pass. I felt that under the circumstances it was not desirable I should remain longer at Red River, but it was not until late in the night of the 18th inst. Riel gave permission for my departure.

Although not accomplishing all that could have been desired, the mission to Red River, as I shall endeavour to show in a few words, has been productive of some good, and that it was not entirely successful, may fairly be attributed to the circumstances above referred to in connection with the action taken and meetings held in January last. Success, although in a lesser degree, might also have been gained at a later period but for the rising in February, which, though rash and productive of results the most unfortunate, I can hardly blame, knowing, as already stated, that those who took part in it were actuated and impelled by generous motives.

On reaching Red River in December last, I found the English-speaking portion of the inhabitants greatly divided in opinion as to the comparative advantages of union with Canada and the formation of a Crown colony, while a few, a very small number, favored annexation to the United States. The explanations offered on the part of Canada they received as satisfactory, and, with hardly a dissentient voice, they would now vote for the immediate transfer to the Dominion. They earnestly requested me to assure His Excellency the Governor General of their warm loyalty to the British Crown.

The case is different as regards the French half-breeds. A not inconsiderable number of them remained true to their allegiance during all the troubles through which they have had to pass, and with these will now be found associated many others whose minds had for a time been poisoned by gross misrepresentations made by designing men for their own selfish ends. A knowledge of the true state of the case, and of the advantages they would derive from union with Canada, had been carefully kept from them, and they were told to judge of Canadians generally, by the acts and bearing of some of the less reflective immigrants, who had denounced them as "cumberers of the ground," who must speedily make way for the "superior race" about to pour in upon them.

It is also too true that in the unauthorised proceedings of some of the recent Canadian arrivals, some plausible ground had been given for the feeling of jealousy and alarm with which the contemplated change of Government was regarded by the native population. In various localities these adventurers had been industriously marking off for themselves considerable, and in some cases very extensive and exceptionally valuable tracts of land, thereby impressing the minds of the people with the belief that the time had come when, in their own country, they were to be entirely supplanted by the stranger, a belief, however, which I have no doubt, might have been completely precluded by the prevention of all such operations, until Canada had fully unfolded her policy and shown the groundlessness of these fears.

Let us further bear in mind that many of the Catholic clergy in the country are not French Canadians but Frenchmen, and consequently, it may be presumed, not very conversant

with British laws and institutions and with the liberty and privileges enjoyed under them. Warmly attached to their flocks, they deemed it necessary to exact some guarantee that in their new political condition, they would not be treated with injustice. It is unnecessary here to point out how the breach widened until at length it attained a magnitude and significance little dreamt of in the commencement, even by those who joined most heartily in the movement. It is far more pleasing to be able to state, which I do with much confidence, that a large majority of the French party have no misgivings as to union with Canada, and that joined by and under the guidance of His Lordship, Bishop Taché, and other members of the clergy who enjoy their confidence, they will very shortly prove themselves to be staunch supporters of the Dominion, firm in their allegiance to England.

In course of the insurrection one deplorable crime and many grossly illegal acts have unquestionably been committed, but it would be alike impolitic and unjust to charge them on the French population generally.

Much obloquy has been heaped on the Hudson's Bay Company and their Governor and officers in the North-west, which I consider it quite unnecessary at this moment, even to attempt to answer or refute, although, not doubting that both could be readily and satisfactorily done. Errors, many and grave, have, it cannot be denied, been committed on all sides, but wilful and intentional neglect of duty, cannot, I feel convinced, be laid to the charge, either of the Hudson's Bay Company, or their representatives in the Country. Personally, I have been entirely unconnected with the administration of affairs in that department.

I would respectfully submit, that it is of the utmost importance, there should be a strong military force in the North-west as early as practicable. The minds of the Indians, especially the tribes in the Saskatchewan Country have been so perplexed and confused, by the occurrences of the past six months, that it would be very unsafe to trust to their forbearance; and indeed, until the question of Indian claims has been finally settled, it would not, in my opinion, be prudent to leave the country unprotected by military. The adjustment of those claims will require early attention, and some memoranda and evidence in my hands on the subject. I shall, if desired, be prepared to lay before the Government.

I have the honor to be, Sir,

Your obedient servant,

DON. A. SMITH.

APPENDIX.

"LIST OF RIGHTS."

1. That in view of the present exceptional position of the North-West, duties upon goods imported into the country, shall continue as at present (except in the case of spirituous liquors) for three years, and for such further time as may elapse until there be uninterrupted railroad communication between Red River Settlement and St. Paul, and also steam communication between Red River Settlement and Lake Superior.

2. As long as this country remains a Territory in the Dominion of Canada, there shall be no direct taxation except such as may be imposed by the Local Legislature for Municipal or other Local purposes.

3. During the time this country remains a Territory in the Dominion of Canada, all military, civil, and other public expenses in connection with the general government of the country,—or that have hitherto been borne by the public funds of the Settlement,

beyond the receipt of the above mentioned duties, shall be met by the Dominion of Canada.

4. That while the burden of public expense in this country is borne by Canada, the country be governed under a Lieutenant-Governor from Canada, and a Legislature, three members of whom being heads of departments of the Government, shall be nominated by the Governor General of Canada.

5. That after the expiration of this exceptional period, the country shall be governed, as regards its local affairs, as the Provinces of Ontario and Quebec are now governed, by a Legislature elected by the people, and a Ministry responsible to it, under a Lieutenant-Governor appointed by the Governor General of Canada.

6. That there shall be no interference by the Dominion Parliament in the Local affairs of this Territory other than is allowed in any of the Provinces in the Confederation; and that this Territory shall have and enjoy in all respects, the same privileges, advantages and aids in meeting the public expenses of this Territory as the Confederated Provinces have and enjoy.

7. That while the North-West remains a Territory, the Legislature have a right to pass all laws local to the Territory, over the veto of the Lieutenant-Governor, by a two third vote.

8. A Homestead and Pre-emption Law.

9. That while the North-West remains a Territory, the sum of \$25,000 (twenty-five thousand dollars) a year be appropriated for schools, roads and bridges.

10. That all public buildings be at the cost of the Dominion Treasury.

11. That there shall be guaranteed uninterrupted steam communication to Lake Superior within five years, and also the establishment by rail of a connection with the American railway as soon as it reaches the International line.

12. That the English and French languages be common in the Legislature and Courts, and that all public documents and Acts of the Legislature be published in both languages.

13. That the Judge of the Supreme Court speak the French and English languages.

14. That treaties be concluded between the Dominion and the several Indian tribes of the country, as soon as possible.

15. That until the population of the country entitles us to more, we have four representatives in the Canadian Parliament—one in the Senate and three in the Legislative Assembly.

16. That all properties, rights and privileges, as hitherto enjoyed by us, be respected and the recognition and arrangement of local customs, usages and privileges, be made under the control of the Local Legislature.

17. That the Local Legislature of this Territory have full control of all the public land inside a circumference, having Upper Fort Garry as the centre, and that the radii of this circumference, be the number of miles that the American line is distant from Fort Garry.

18. That every man in this country (except uncivilized and unsettled Indians) who has attained the age of twenty-one years, and every British subject, a stranger to this Territory, who has resided three years in the country, and is a householder, shall have a right to vote at the election of a member to serve in the Legislature of the country and in the Dominion Parliament; and every foreign subject, other than a British subject, who has resided the same length of time in the country, and is a householder, shall have the same right to vote, on condition of his taking the oath of allegiance—it being understood that this article be subject to amendment exclusively by the Local Legislature.

19. That the North-West Territory shall never be held liable for any portion of the £300,000 paid to the Hudson Bay Company, or for any portion of the public debt of Canada, as it stands at the time of our entering the Confederation; and if, thereafter we be called upon to assume our share of the said public debt, we consent only on condition that we first be allowed the amount for which we shall be held liable."

The foregoing document was put into my hands at 11 a.m., February 7th, and I was invited to meet the Delegates at 1 p.m., the same day, which I did, and then, as Canadian Commissioner, replied as follows:—

1. "With regard to the first article, the Convention has already had a communication to the effect that the Dominion Government had provided by Order in Council for the continuance of the present tariff of duties in the Territory for at least two years; and I feel convinced that the Government will be prepared to recommend to Parliament such measures as will meet the views of the Convention, as expressed in this article.

2nd & 3rd. I believe the Canadian Government will ask the Dominion Parliament to meet the views of the Convention and their Constituents in respect to these articles.

4th. The Canadian Government assured me of their desire to consult the wishes of the people of the Territory in respect to matters connected with the Composition of the Local Legislature, and of their intention to select at least two-thirds of the Council from among the residents. This Council would have reported as to the best mode of proceeding in introducing the elective principle, and Parliament would then have been asked to pass an Act on the subject, the Government having no power to settle such a matter without an Act. Bearing this in mind, I do not hesitate to give it as my opinion that the Dominion Government will ask Parliament to provide a liberal Government for the country while it remains a Territory.

5th. I have the most explicit assurance from the Canadian Government—that such will be the case.

6th. For this the Dominion Government will provide in a liberal spirit.

7th. This article brings up some constitutional considerations, with which it would be presumption on my part, were I to deal summarily. But, I will repeat most distinctly, that the Dominion Government will pay the utmost deference to the wishes of the Convention, as regards this and all other matters in connection with the Government of the country, and I have full confidence that the decision arrived at will be acceptable to the people.

8th. I have been instructed by the Canadian Government—to make known to the people of the Settlement—that all property held by residents in peaceable possession will be secured to them; and that a most liberal land policy in regard to the future Settlement of the country will be adopted,—every privilege in this respect enjoyed in Ontario or Quebec, being extended to the Territory.

9th. I feel certain that an amount even exceeding that here mentioned, will be appropriated for the purposes referred to.

10th. I can safely promise that the Dominion Government will defray the cost of all the public buildings required for the general business of the Territory.

11th. I do not hesitate to give this assurance, as the works on the Lake Superior route, which have been progressing actively since the early part of last summer, will doubtless be completed much within the time specified. As to the railway to Pembina, shortly after the American line reaches that point, it will certainly be carried out.

12th. This will unquestionably be provided for.

13th. The answer given to No. 12, will apply equally here.

14th. Fully alive to the necessity of this, the Dominion Parliament will not fail to take an early opportunity of dealing with the matter, in order to extinguish in an equitable manner the claims of the Indians, so that settlers may obtain clear and indisputable titles.

15th. The Convention will not expect me to speak definitely as to the number of representatives to be allotted to the Territory, but I can promise that the circumstances and requirements of the country will be fully and liberally considered in dealing with this matter.

16th. On the part of the Canadian Government, as well as of Her Majesty's Representative in British North America, and also as coming immediately from the Sovereign, assurances have been given to all that the properties, rights, and privileges hitherto enjoyed by the people of the Territory would be respected, and I feel sure that

the Dominion Government will confide to the Local Legislature the recognition and arrangement of local customs, usages, and privileges.

17th. My knowledge of the country and of the extent to which the concession here desired might affect public works, &c., is too limited to permit me to give any decided opinion on the subject, further than that full and substantial justice will be done in the matter.

18th. Without entering into the details of the article, I would say that the franchises will be so adjusted as to be satisfactory to the public, both native and immigrant, and in a manner conducive to the general welfare.

19th. My belief is, that the Canadian Government has no intention of imposing on the North-West Territory the payment of any portion of the £300,000, and I have much confidence that they will be so actuated, in every respect, by wise and just motives, that in arranging for the distribution of the public debt of Canada, the North-West Territory will not be held liable for anything it ought not to bear; in short, that here, as in every other particular, substantial justice will be done.

Having gone through the articles, I would beg to say that, although authorized as Commissioner to act generally, as might appear best in the state of affairs here, it was thought probable some points might arise with which I could not deal personally, and to meet this I was instructed by the Dominion Government to invite a delegation of two or more of the residents of Red River to meet and confer with them at Ottawa. This I now do, and on the part of the Government promise that the gentlemen sent to Canada will be cordially received."

The invitation to send delegates to Canada was unanimously accepted by the Convention, and the following resolution was handed to me on the 8th February.

" FORT GARRY, COURT HOUSE, February 8, 1870.

" Resolved unanimously,—that as the Canadian Commissioners have invited a delegation from this country to Canada, to confer with the Canadian Government as to the affairs of this country; and as a cordial reception has been promised to said delegates, be it therefore resolved that the invitation be accepted, and that the same be signified to the Commissioners.

(Signed)

" By order.

" W. COLDWELL.

" LAU. SCHMIDT.

" Secretaries to the Convention."

NORTH-WEST TERRITORIES.

—:—

REPORT OF THE VERY REVEREND J. B. THIBAUT, G.V.

(TRANSLATION.)

ST. BONIFACE,

17th March, 1870.

To the Honorable Mr. Howe,

Secretary of State.

SIR.—In compliance with instructions furnished to us by the Canadian Government, Lieut.-Col. de Salaberry and myself left Ottawa on the 8th December last for Red River, About midway between Georgetown and Pembina, we met the Honorable William McDougall, who had left the latter place some days previously, and who was on his way to Canada. We immediately handed him the papers which we were directed to give him, and we informed him, in a few words, of the object of our mission, which did not prevent him from continuing his journey.

The circumstance of his departure changed almost entirely the nature of our mission, which was to endeavour to procure his admission into the country by pacifying the people.

We nevertheless continued our journey, and arrived at Pembina on the 24th December. We there found the people full of distrust against all persons coming from Canada, in fact, even against us, notwithstanding that they had been for a long time aware of our entire devotion to the interests of the Country. It is probable that orders had been already given to arrest us on the frontier for we had trouble in finding a guide to conduct us to St. Boniface. In view of these manifestations of feeling, and in accordance with the sound advice of Messrs. Cameron and Provencher, we decided that it would be more prudent were Colonel de Salaberry to remain there with all the papers with which the Government had entrusted us, and I to enter alone into the Territory. Accordingly at ten o'clock at night I started on my journey with an employé of the Provisional Government, who accompanied me as far as St. Norbert, where I met President Riel, and some of his employees. As I was much fatigued, having travelled night and day in a very uncomfortable vehicle, I obtained permission, but not without difficulty, to sleep at the house of the Curé of St. Norbert, and to present myself the next day. I at once informed the President that I was sent by the Canadian Government with Colonel de Salaberry, and that I wished to know at once whether that honorable gentleman would be permitted to enter Red River. After some moments reflection, and in view of the assurance that I gave him that his integrity might be relied on, I was told that he would be sent for, and that he might enter as soon as possible, and accordingly on the 6th January following, I had the pleasure of welcoming

my amiable companion. We immediately communicated our instructions to the President and his Council, and they were taken into consideration.

Some days afterwards we were invited to appear before the Council, and the President then said that he was sorry to see that our papers gave us no authority to treat with them, but that they would, at the same time, be very glad to hear us, trusting that we had only good news to tell them.

Since you have done us the honor of hearing us, said we to them, we will commence by telling you that we are in truth the bearers of good news, and we are enabled to assure you that the intentions of the Government who have sent us, are altogether those of peace and good-will. It desires to respect your persons and your rights, to labor for the improvement of your country, by making a road in order to communicate more easily with Canada, &c., &c., &c.

It admits that it may have been mistaken in its choice of employees whose extravagant conduct may possibly have compromised it in the Territory, but it strongly condemns the arbitrary acts of such employees as have wantonly abused its confidence.

At the close of this conference, which lasted some hours, during which we were listened to with much attention and respect, we ventured to take upon ourselves to propose a delegation as being the surest means of arriving most speedily at a conclusion satisfactory to both parties. Then the President, after thanking us very courteously, without indeed giving us any official assurance, gave us to understand that we were likely to arrive at a satisfactory settlement, telling us that he would look into the matter with his Council, which also had seemed well disposed throughout our interview, and that he would give us an answer later. What contributed not a little to inspire us with hope, was the few words which the President whispered to Colonel de Salaberry as he was leaving the Hall. "Colonel," said he, "don't be in a hurry to leave, I think of charging you with a commission, which cannot but be agreeable to you."

Such was the position of affairs when an unlooked for occurrence not only threw back matters, but even caused us for some time to lose all hope. I shall not undertake to give you in this letter the details of this incident which so nearly kindled a flame throughout the settlement, and perilled for ever the hope of friendly relations between Canada and the Red River. Colonel de Salaberry, who, as well as myself, has seen and heard everything which has been said or done in the Territory since this unhappy occurrence, (which so nearly rendered our mission fruitless), can and will explain to you the causes of our delays, and how we have had to reason with the leaders and with the people; always, however, by conversations with single individuals, as that seemed to me the best, and probably the only, way of effecting any good result. Fortunately, also, almost all persons of much influence sided with us, and if we have been able to arrive at a satisfactory result, it is to the generous efforts and kind assistance of those persons that we owe it.

I think I may say that, now the greatest obstacle in the way of a satisfactory settlement has been removed, and that the people are content to join with Canada, because they believe Canada sincere when she says that she desires their welfare.

Colonel de Salaberry's presence here, and the conduct of this honorable gentleman, have not a little contributed to revive our ancient sympathies for the land of our fathers. I constantly hear it said, "Oh, if Canada had sent us from the first men like this gentleman, we should be satisfied, and should feel that they really loved us and desired our good." "Yes," I said, "you are right, my good friends, but the Government knows all that, and I am satisfied that it is disposed to do everything in its power to content you and make you happy."

It was on the 8th of February that we had the satisfaction of learning that it then decided to treat with Canada, and that the letter herewith enclosed had been addressed us, stating that they had accepted our invitation to send delegates authorized to come to a settlement.

The Colonel was on the point of leaving with the delegates when we received the gratifying intelligence that the Bishop of St. Boniface would shortly arrive. As we were

aware that his lordship had been commissioned by the Government of Canada, it was decided to await his arrival, and that the delegation, if necessary at all, should not leave until after his return. The Bishop's return has already done much good in the Territory, and peace and tranquillity are being generally re-established. As, however, the Bishop had not sufficient authority to arrange matters, the delegates are to leave this on the twenty-first, and the worthy Colonel will place this letter in your hands, with the assurance of the profound respect of

Your very humble Servant,

J. B. THIBAUT, Ptre.

COURT HOUSE, PENBINA,
8th February, 1870.

Moved by James Ross, seconded by Mr. Reil, and Resolved unanimously, that as the Canadian Commissioners have invited a delegation from this country to confer with the Canadian Government, as to the affairs of this country, and as a cordial reception has been promised to said delegates, be it therefore resolved, that the invitation be accepted and that the same be signified to the Commissioners.

By order,

W. COLDWELL, }
L. SCHMIDT, } Secretaries to the Convention.

—:0:—

RETURN

To an Address of THE HOUSE OF COMMONS, dated 13th April, 1870;—For Copies of all Reports made by the Engineers of the Public Works Department on their examination, so far as made last fall, of Dawson's proposed line of Canal or water communication through the North-West Territory.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 12th May, 1870.

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, May 12th, 1870.

SIR,—I am directed by the Honorable the Minister to transmit the enclosed Copy of a Report made by one of the engineers of this Department, in connection with the opening of a line of communication between Lake Superior and Fort Garry, as called for by the Address herewith from the House of Commons, dated the 13th April, 1870.

I have the honor to be, Sir,

Your obedient Servant,

F. BRAUN,

Secretary.

E. Parent, Esq.,
Under Secretary of State for Canada,
Ottawa.

OTTAWA, 23rd March, 1870.

John Page, Esq., Chief Engineer,
Public Works.

SIR,—I have the honor to acknowledge receipt of your letter of the 13th August last, instructing me to make certain surveys and examinations of that part of the proposed route from Thunder Bay to Fort Garry, lying between the roads now in progress of construction, and which, it has been stated, can be made navigable, by means of lock and dam, (for vessels drawing 5 feet water), for a distance of 311 miles.

By the terms of your letter, the number of persons to be employed in this duty was then limited to one surveying party.

This party was immediately organized, and the necessary instruments, tents, provisions &c., &c., having been rapidly secured, we proceeded to Collingwood, and left for Fort William, Lake Superior, by the steamer of the 18th August.

It will be advisable to prefix a brief notice of our movements, in order that you may perceive the length of time actually spent in making the surveys, as distinguished from that passed in the voyage to the field of operations, and in returning from thence.

We arrived at Fort William on the 21st of August, and, as soon as possible, Indians were engaged to man four canoes of sufficient size to carry the party; and provisions for about six week's work. This took some short time, but the men having been got together, and the canoes purchased at the Hudson Bay Company's Post, we started to ascend the Kaministiquia on the evening of the 24th August. We were obliged to adopt this route in consequence of being unable to get our provisions, &c., taken over the road then being constructed from the "Depot" to the mouth of the Matawin, the distance by the road from Thunder Bay to that point being a little over 20 miles, whilst by the river it is nearly 45 miles, in which a fall of about 350 feet had to be overcome.

After a tedious journey of three days, we arrived at the junction of the Matawin with the Kaministiquia, when, upon consulting with the native Indians, we found that it would be impossible to get up the Matawin, as the portages were not then cut out wide enough to let the large canoes pass. Accordingly, we had to push through by the old route, via Dog Lake and River, Savanne River, Lac des mille Lacs, and Kashaboine Lake to Shebandowan Lake, a further distance of over 100 miles (see Trace No. 11). We arrived at the latter place on the evening of the 4th of September, and after repairing the canoes &c., we moved on the 7th to a point about 3 miles above the outlet and commenced work, which was continued until the 20th of October, when the camps were struck, and the party returned to Thunder Bay, via the Matawin River and the new road.

It was not the intention to leave until about the 7th of November, as I understood that a special trip was to have been made about that time by the steamer "Chicora," so as to bring down a large number of men employed on the works. This arrangement was not carried out, but fortunately, it proved no cause of delay to us, as, towards the latter end of October, the ice had begun to form in the lakes and rivers, and in a few days after we left it would doubtless have been dangerous, if not impossible to descend with the canoes.

We arrived at Ottawa on the 6th November. From the above, it will be seen that out of 83 days, 40 were spent in travelling and unavoidable delays, leaving only 43 days (including Sundays), or 37 working days for actual field operations.

The weather was quite unfavorable whilst we were encamped upon Lake Shebandowan, with the exception of one week. This will be evident, from the subjoined meteorological register kept regularly every day during the period of the survey.

As it seemed quite apparent, from the lateness of the season, and the comparatively small force employed, that little more than a commencement could be made on a work of such extent as that entrusted to my charge, attention was first directed to the question of the practicability of raising Shebandowan Lake to the level of Kashaboine, as proposed, and making their united waters the summit level of the contemplated navigable route, or, in the event of this appearing impracticable, to endeavour to obtain such information as might enable the rough outline of an alternative scheme to be submitted for your consideration. At first glance it seemed a very formidable undertaking to attempt to raise a lake of such dimensions to a height of thirty feet above its natural level. The following opinion is, however, expressed on this project in page 9 of Mr. Simon J. Dawson's Report of 1869:—

"It is quite practicable to bring either Lac des Mille Lacs, or Shebandowan Lake, or both of them, to the level of Kashaboine Lake, but there would be an evident advantage in raising Shebandowan Lake, and making it the summit level and source of supply, as a considerable amount of lockage would thereby be saved, and the road from Lake Superior would at once strike the highest level on the whole route."

At page 18 of the same Report, mention is made of the dam proposed to effect this, which is estimated by Mr. Dawson at a probable cost of \$12,000. It is also stated, that "material for the work is in unlimited abundance."

As the area of the lake to be raised was not even approximately known, it became necessary to determine this with tolerable accuracy, and, accordingly, a trigonometrical survey was carried from a base line measured near the outlet to the western extremity, a distance of about 29 miles. The results of this survey are shown in detail in the large map marked No. 1.

The shores of Shebandowan Lake were examined as thoroughly as time would permit, and several of the tributaries roughly surveyed. Their levels were, however, accurately determined with reference to the surface of the main reservoir; so that a fair idea was obtained of the area likely to be overflowed by raising the water 30 feet, as proposed. This area is shown on the accompanying topographical map, marked No. 2.

The Matawin River was surveyed down to the first Chôte, and the traverses connected with the lake triangulation. See plan, No. 3.

Lines of levels were run from Shebandowan Lake to the site chosen by Mr. Dawson, for the Matawin Dam, and the ground in that vicinity carefully examined and cross-sectioned. See profile, No. 4, and plan, No. 5.

With a view of measuring approximately the discharge by the Matawin (the only natural outlet of the Lake) accurate sections were taken at three points considered suitable for that purpose. The calculations are shewn in profile marked No. 6.

The above data are considered sufficient to enable a reliable opinion to be formed on the question of the practicability of raising Shebandowan Lake 30 feet, but before entering into details, it is considered proper to give a general idea of the character of the summit region.

The surface of the country is very rugged, rocks, lakes, and swamps alternate in rapid succession, and the proportion of water to land is unusually great. In the valleys, between the knolls of the Laurentian or Huronian formation, there are almost innumerable sheets of water, irregular in outline, generally deep, and, although sometimes quite large, often discharging by a comparatively small and feeble outlet.

Well defined ridges or shores are few, the country being broken up into hills from 50 to 200 feet high. The rocks are generally bare on the summits, on the sides and in the valleys there is a growth of birch, poplar and evergreens, chiefly spruce, balsam, or pitch pine, and in some places there are patches of red or white pine of moderate size. The country has, however, been so frequently swept by fire that the larger growth is now rare.

In many parts the burnt and fallen trees are so thick as to form a sort of net work over the surface of the ground, and often lying across the creeks, render it very difficult to get through even with small canoes.

The name "Shebandowan Lake" is applied to what are in reality three deep and comparatively narrow lakes lying in the hollows of the rocks, and communicating with each other by lateral channels; that is to say, they do not form a chain in the usual way of lakes lying in the same valley, where the inlets and discharges are generally at the opposite ends, but they overlap each other and communicate through openings in their sides as will readily be seen on reference to plan No. 2.

The southern shore is, for the most part, bold, but at the head of the Lake there is a very large area of swamp, and a considerable extent of the north shore is low and marshy.

The lakes have an aggregate length of $31\frac{1}{2}$ miles, and receive the discharge of the Kashaboine and its tributaries, on the northern side, at about $8\frac{1}{2}$ miles from the western end. This stream, and another near the eastern extremity of the lake, are the largest flowing into it.

Shebandowan (exclusive of its numerous islands) contains 25 square miles, the additional area which would be submerged, were its surface 30 feet higher would be more than three times the area of the lake itself, or say 85 square miles. This would be made up of the large swamps along its borders, together with several of the tributary streams and small lakes now discharging into it, some of which are on the same level as the main reservoir whilst others are from 12 to 18 feet above it. There may be other lakes of this sort yet undiscovered, but it is believed the whole area connected with Shebandowan, and embraced by a contour line of thirty feet over its present surface, would not be less than 110 square miles.

It may here be remarked that in a summit region such as this, any interference with the normal levels of the lakes would be attended with more than ordinary risk of overflow, as many of them of them lie so nearly on the same plain. In the valley of a great river

system, the question of raising the surface is merely one of a structural kind, as there is no doubt as to what direction the water will in such a case ultimately take, if dammed within reasonable limits. On referring to Plan No. 2, it will, however, be seen that if the level of Lake No. 2 which now flows to the westward were raised 30 feet by a dam at C, its waters would find an outlet in a contrary direction, and it is quite possible that at some of the remote tributaries of Shebandowan a similar occurrence might take place, were an attempt made to raise its surface 30 feet, that is to say, although much care was taken to determine whether there would be an overflow into another system at that level, the character of the country is such that no definite conclusion could be arrived at on this point, in the limited time at our disposal.

But, without taking this possibility into consideration, the question arises as to whether the natural flow out of the lake would, even if it were possible to wholly arrest and back it over the area to be submerged, fill the reservoir within a reasonable length of time.

The only natural discharge is the River Matawin, and we, therefore, endeavoured to get at the mean quantity passing through this channel during a dry season, as, of course this would be all that could be judiciously reckoned upon.

At the place selected for the measurement, the river was nearly 200 feet wide, with between 9 and 10 feet water at the deepest part. The sections were taken at right angles to the stream and 100 feet apart, the area of outflow was found to be very similar at all the three places, the current being also about uniform. There was considerable difficulty however, in arriving at a fair idea of the quantity, as the bed of the river was strewn with boulders (many of them of considerable size), the obstruction caused by which, it was obviously impossible to correctly estimate.

It was stated by the Indians that the water was unusually high at the time, probably a foot and a half or two feet over its ordinary level in the fall. This view seemed reasonable, as the season was a remarkably wet one, and Lake Superior itself is said to have stood fully a foot higher than at the same date in 1868.

Taking all the circumstances of the case into consideration, it appears that not more than say 700 cubic feet per second could be estimated as the mean discharge throughout a dry year.

Were this entirely thrown back over the area of 110 square miles above referred to, it would take from 3 to 4 years to fill the lake, and the adjoining areas to be submerged.

Of course, no such result could reasonably be expected, inasmuch as there would be various causes to operate against it, the principal being:—

1. Loss by evaporation from increased area of water surface.
2. Loss by infiltration.
3. Leakage at the proposed dam.

1. The amount of loss by evaporation from water surface varies so considerably under the different conditions of climate, the character of the soils, &c., that even where these are well known, it is found difficult, if not impossible, to correctly estimate it. Some authorities assert that it frequently exceeds the rainfall, whilst others maintain that it does not amount to one half of the total precipitation. However this may be, all are agreed that evaporation from water surface greatly exceeds that from the land; and it is therefore obvious that by exposing say 110 square miles, instead of about 30, to its action (the area of drainage being the same in both cases), a serious loss would arise from this cause.

2. It is quite evident upon examination of this locality, that as the rocks of the Laurentian or Huronian formations are tilted up so that the strata are in many places nearly vertical and full of fissures, the water would find innumerable outlets, and in this way (if in no other) probably pass into different systems. At all events, it appears that a very large deduction would have to be made for loss from this cause.

3. As to the question of leakage at the dam, which it has been proposed to build, it may be safely said, that if a structure of moderate dimensions were built on the slate foundation at the sites chosen, the water would escape through the numerous fissures in

the rock, and render it impossible to make the structure tight. In order, however, to raise the surface of Shebandowan Lake 30 feet over its present level, the river would have to be elevated about 49 feet at the head of the first chute, and the dams to effect this, would have to be about half a mile long, and in some places over sixty feet high. It is obvious that the mass of materials required for such a work would be enormous, whilst the great pressure to which both the dam and its foundations would be subjected, prevents a reasonable expectation of its being made to retain anything like the volume now passing in the river, even were the most expensive mode of construction adopted. The plan marked No. 5, shews the area of cross section which would have to be dammed, were this site approved.

The surveys of the Matawin, shew that, at a point about a mile higher up the stream, the banks approach each other so much closer, that a dam, having the same object in view, would not require to be over a thousand feet in length, and (as the river falls very rapidly) about forty-five feet high in the central portion.

If, however, a dam were built at either of these places, and made as nearly water-tight as circumstances would permit, it does not appear that the lake or reservoir would fill within a reasonable period. That is to say, an attempt to raise its surface thirty feet by means of a dam across its present outlet, would, in all all probability, prove a failure.

Moreover, it appears injudicious to depend upon structures of such magnitude, and in such positions, for the maintenance of what is intended as a leading line of communication; as were they to fail (especially during the season of navigation) the traffic would be stopped for a very long period, during which no alternative means of transport could be resorted to.

As it seemed doubtful, after a cursory examination of the locality, whether this part of the route could be secured as proposed, attention was given (whilst the triangulation was in progress) to a thorough survey of the Kashaboine River, with a view of obtaining such information as would enable you to form an opinion as to whether it would be advisable to lock up from Shebandowan Lake to Kashaboine, and make the latter the summit, or by some modification of this idea to arrive at an alternate scheme.

The topography of the river banks has been carefully sketched, and numerous levels and cross sections taken, so as to accurately shew the shape of the ground. The outflow was also measured in a similar manner to that of the Matawin.

The results of these operations are shewn on plan No. 7, and profiles No. 8 (trace) and No. 9. As will be seen, on reference to these documents, the river consists of a series of rapids and pools, and is extremely tortuous on its course between the lakes, in which distance (about a mile) it falls 2,933 feet over an irregular rocky bed, and with a depth of water varying from 2 to 20 feet.

These lakes (Shebandowan and Kashaboine) might be connected by a channel nearly straight, as shewn on trace No. 8, in red. This would reduce the distance to about 3,800 feet, and the work does not appear to be very formidable.

Should this plan be considered advisable, Lake Shebandowan might be raised 4 or 5 feet, by means of a dam placed at B in the Matawin. (See plan No. 2). This would reduce the lockage up to about 25 feet, and would secure good water at the mouth of the river, which is at present much obstructed by large boulders. It would also have the effect of giving a greater depth in the narrow channel of communication between the upper and lower lakes, which we found to be only from 60 to 80 feet wide, with barely 5 feet 6 inches water in the shallowest part. The rapid at this point would probably be diminished, and ample water afforded at one or two places where increased depth is required.

There seems to be a sufficient volume of water passing through the Kashaboine outlet for lockage both ways, as the flow was estimated at nearly 600 cubic feet per second. If only two-thirds of this amount were to pass during a dry season, and of that only a little over one-half were available, there would be enough for the probable lockages both into Shebandowan and Lac des Mille Lacs. Besides the level of Kashaboine might

be kept up so as secure the accumulation caused by the melting of the snows in spring, for the supply during the dry season.

It may here be remarked, that from all we could learn, the levels of the lakes in this region, are subject to comparatively little fluctuation. This seems to be reasonable, as from the large proportion of water to land, the area drained by the greater number of them must be small; and although in such a steep and rocky country, it is probable that the rain fall, soon finds its way into the lesser reservoirs, yet the rise in them is never considerable, whilst the creeks by which they discharge, being generally obstructed by fallen trees, the water is held back and the flow is equalized, so that even in the lakes, which have numerous tributaries, no great variations take place. When we were at Shebandowan, the surface stood about one foot below what (judging from the shores) appeared to be high water mark, whilst the Indians assured us that eighteen inches to two feet below the then level would be about lowest water. Thus it would appear that the extreme fluctuation would not be over three feet—perhaps a little less. In this view of the case, it is considered that the supply above calculated for dry seasons from Kashaboine Lake, might be reckoned upon with tolerable certainty; but, of course, further experience would be necessary before any positive statement could be made on this subject.

There is, however, an alternative scheme shown on the plan, marked No. 7, which, if thought practicable, would place the question of supply beyond reasonable doubt. This is to lower the level of Kashaboine Lake 4 or 5 feet and raise Lac des Mille Lacs to this plane. As it is already proposed in any case to raise the latter 3 or 4 feet "in order to give a sufficiency of water in the direction of Baril Lake and the French Portage," (See Dawson's Report of 1869, page 9), it may be found, on further examination, that this would be the best course, as although it would involve more excavation, &c., both at Kashaboine and the summit pond, and cutting, yet it would save 8 or 10 feet of lockage, and, by making the united waters of Lac des Mille Lacs and Kashaboine the summit and source of supply, afford ample water the whole route. This project is shewn on profile No. 10.

Of course, these propositions are submitted merely for the purpose of shewing that although it is believed to be impracticable to raise Shebandowan Lake as proposed, there are other modes by which this part of the line could be rendered navigable.

As before stated, large growth pine is rare; but it is believed that all likely to be required for works in the vicinity could be easily obtained.

There is no limestone nearer than Thunder Bay, where, Sir Wm. Logan states, there are beds which, if burnt, would make good lime for building purposes.

We found no clay either on the shores of Lake Shebandowan, or in the valley of Matawin River, as far down as we surveyed it. There are banks, bluffs, and spits of gravel, but no argillaceous deposits of any kind.

The rocks of the Laurentian formation lie (where stratified) nearly on edge; the strata are very tortuous, and, doubtless, would be hard to blast, whilst they could not be worked into stone for building purposes, except at considerable expense.

It is presumed that any hydraulic cement required, will have to be brought from Canada.

Stone can be had on the shores and in the bed of the river, to fill the cribs for the dam proposed at B on the Matawin. See plan No. 2.

From the foregoing Report, and the accompanying plans, it will be seen that barely one-twelfth of the proposed line of navigation was examined last fall, although every exertion was made to push the work as rapidly as possible.

It is true that the expedition in starting, and the distance from Ottawa to the field of operations being so great, much time was consumed in going and returning, so that as before stated, only *thirty-seven days* were actually available for work.

The surveys of other parts of the line may not require to be so accurate as that of Lake Shebandowan, and would therefore occupy less time for a similar length of route; yet, as the interior is approached, the difficulty of transporting the necessary provisions must increase, and in consequence the operations become more costly.

I enclose herewith a copy of a letter, dated the 23rd of August, handed me at Fort William by the Hon. Minister of Public Works, instructing me to take Mr. McLaughlin, photographer, for the purpose of making views of the interior of the country. His expenses have been kept separate as directed.

Lists are subjoined of the instruments, tents, canoes, and surplus stock of provisions stored either at the Matawin Station, Fort William, or the "Depot" at Thunder Bay.

I am happy to be able to state that my assistants proved both energetic and competent. The triangulation of the Shebandowan Lake was done by Messrs. Rowan and Bell, and the various levels were carefully taken by Mr. George Lindsay.

We suffered no annoyance from the few native Indians which we met with, who, on the contrary, proved to be quite friendly.

Trusting that our work will be found satisfactory.

I have the honor to be, Sir,

Your obedient Servant,

THOMAS MUNRO,
Engineer in charge of Surveys.

LISTS OF PLANS HANDED IN HEREWITH.

- No. 1.—Large map, shewing triangulation of Shebandowan Lake.
 - 2.—Topographical map of Shebandowan Lake and vicinity.
 - 3.—Plan of the Matawin River.
 - 4.—Profiles of Matawin River and bank.
 - 5.—Plan and cross-section at First Chûte, Matawin River.
 - 6.—Measurements and sections of discharge, Matawin River.
 - 7.—Outlet of Kashaboine Lake, sections &c., &c.
 - 8.—Trace of Kashaboine Lake, shewing alternative scheme.
 - 9.—Profile of Kashaboine River and banks.
 - 10.—Approximate profile across the summit.
 - 11.—Trace shewing route followed in reaching Shebandewan Lake.
- One trace copy of all these plans, except Nos 8 and 11.

T. M.

METEOROLOGICAL Register, Shebandowan Lake (about 1,500 feet above the sea.)

Date.	Barometer.		Thermometer.				Wind.		Remarks.
	7 a.m.	7 p.m.	7 a.m.	7 p.m.	max.	min.			
1869.									
September:—									
9 Thursday...	28.28	28.20	54	58	73	52	W. & by N.	fresh	Very little cloud.
10 Friday...	28.06	28.00	60	58	71	44	S.	strong	Thunder in the afternoon, and heavy rain about 5 p.m.
11 Saturday...	28.07	28.18	48	58	67	43	W. & by S.	fresh	Wind very strong for a short time in afternoon.
12 Sunday...	28.22	28.14	52	49	57	50	E.	slight	Blew a little in morning, raining on and off all day.
13 Monday...	28.24	28.35	49	49	55	48	N.E.	fresh	Rained all day, very heavy at times, blowing hard in evening.
14 Tuesday...	28.32	28.28	54	60	62	51	E.	fresh	Thick fog in morning, cloudy all day, rain at 7 p.m.
15 Wednesday	28.08	27.94	57	54	63	52	E. & by N.	fresh	Thick fog in morning, showers during day, wind S.E. in even.
16 Thursday...	27.78	27.86	52	52	63	51	S.W. by W.	fresh	Rained hard all morning, showery in afternoon.
17 Friday....	27.92	28.06	44	53	63	43	S.W.	slight	Fog in morning, showers in the day.
18 Saturday...	28.04	28.18	55	64	76	51	E.	slight	Some slight showers.
19 Sunday....	28.27	28.23	68	69	76	58	S.	strong	Cloudy in morning, but bright in afternoon, wind fell.
20 Monday...	28.32	28.32	59	56	64	58	S.W.	very strong	Cloudy in morning, clear in even.
21 Tuesday...	28.38	28.30	50	59	66	46	S.W.	strong	Day fine, but threatening towards evening.
22 Wednesday	28.26	28.32	52	62	72	45	S.W.	slight	Day fine, evening cloudy.
23 Thursday...	28.18	28.06	57	62	64	52	S.E.	fresh	Fine in morning, rain in afternoon, heavy in evening, thunder and lightning.
24 Friday....	27.95	28.14	59	46	62	57	S.W.	strong	Heavy rain all night and till noon, afternoon showery.
25 Saturday...	28.32	28.41	32	37	45	29	N.W.	fresh	Sharp frost last night, some flurries of snow, day cold.
26 Sunday....	28.44	28.40	38	34	46	36	N.W.	fresh	Flurries of snow off and on all day.
27 Monday....	28.34	28.14	32	43	50	23	S.W.	slight	Very fine day.
28 Tuesday...	28.00	28.16	41	45	64	34	W.	slight	Day very fine, hardly any wind, warm.
29 Wednesday	28.10	27.96	39	55	70	34	S.W.	fresh	Day fine, squally in afternoon.
30 Thursday...	28.02	28.10	55	64	66	47	S.W.	fresh	Heavy squalls in afternoon, day fine.
October:—									
1 Friday....	28.00	27.86	56	46	67	54	S.E.	fresh	Rained very heavy in evening, wind changed to W. and blew a gale.
2 Saturday...	28.00	28.08	42	49	60	36	W.	strong	Very high wind all day, with snow storms.
3 Sunday....	28.10	28.28	46	48	60	38	W.	strong	Very wet all forenoon, afternoon fair, blowing a gale.
4 Monday...	28.32	28.32	36	40	54	29	N.W.	fresh	Flurries of snow in forenoon, afternoon very fine.
5 Tuesday...	28.28	28.08	35	52	55	29	S.W.	fresh	Day fine, wind changed to east towards evening.
6 Wednesday	27.90	27.94	41	50	64	40	E.	calm	Beautiful day, calm till 4½ p.m., then blew strong.
7 Thursday...	27.92	28.04	42	55	62	41	E.	calm	Calm, all day dull, blowing fresh after sundown.
8 Friday....	28.05	28.00	49	53	56	46	E.	strong	Wet, foggy in morning, heavy rain with vivid lightning before noon, rained all day.
9 Saturday...	27.62	27.68	49	35	50	47	S.W.	gale	Wind E. in morning, rain, snow, sleet, all day, heavy gale in even.
10 Sunday....	27.66	27.92	34	37	45	32	S.W.	gale	Snowing off and on all day, heavy gale.

METEOROLOGICAL Register.—Continued.

Date.	Barometer.		Thermometer.				Wind.		Remarks.
	7 a.m.	7 p.m.	7 a.m.	7 p.m.	7 a.m.	7 p.m.			
11 Monday ...	27·88	28·02	33	33	44	32	N.W.	gale	Snowing off and on all day, heavy gale.
12 Tuesday ...	27·80	28·11	26	33	40	26	N.W.	strong	Snowing off and on all day, wind moderate in afternoon.
13 Wednesday	27·80	27·78	26	29	38	22	E.	strong	Very cold, snowing hard all afternoon and evening.
14 Thursday..	28·01	28·14	26	30	40	21	N.W.	strong	Morning cloudy, showers of snow in afternoon.
15 Friday	28·11	27·93	26	35	37	22	S.W.	fresh	Day fine, but cold, with showers of snow.
16 Saturday ..	27·75	27·98	31	31	44	31	S.W.	strong	Fine in morning, afternoonsqualls and heavy fall of snow.
17 Sunday	28·14	28·22	25	22	38	23	N.W.	strong	Wind at times very strong, occasional heavy snow storm.
18 Monday ...	28·22	28·30	22	25	28	21	N.W.	fresh	Dull day, a little snow, very cold.
19 Tuesday ...	28·30	28·04	19	28	42	18	N.W.	fresh	Snow in morning, day beautiful, bright, and fine.
20 Wednesday	27·66	27·58	32	30	39	27	W.	strong	Heavy gale all night, to-day, till evening, heavy snow.
21 Thursday...	27·70	.....	29	.....	.....	28	.....	.....	Storm in afternoon.

No. 12.

RETURN

To an Address of the HOUSE OF COMMONS, dated 28th February, 1870; For a detailed Statement of the Expenses connected with the Mission to the North-West, of the Honorable Secretary of State for the Provinces.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 14th March, 1870.

No. 12.

RETURN

To an Address of the HOUSE OF COMMONS, dated 4th April, 1870; For a detailed Statement showing the names of all persons who have been appointed to office, or who have been, or are now, employed in connection with the North-West Territory, with the salaries, allowances, or expenses connected therewith to each, including any sums paid or allowed to delegates or persons acting for the Government, showing the whole amount so paid or advanced up to the present date.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 14th April, 1870.

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

REPORT

OF THE •

COMMISSIONERS

OF THE

INTERCOLONIAL RAILWAY.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA:

PRINTED BY I. B. TAYLOR, 29, 31, AND 38, RIDEAU STREET.

1870.

REPORT

OF THE

COMMISSIONERS

OF THE

INTERCOLONIAL RAILWAY.

The Commissioners appointed under authority of an Act of the Parliament of Canada, 31st Victoria, cap. 13, intituled, "An Act respecting the construction of the Intercolonial Railway," beg leave to report progress since the date of their appointment, 11th December, 1868.

The Commissioners held their first meeting on the 17th December, 1868, and appointed the following Staff for their Office at Ottawa, viz. :—

Mr. C. S. Ross, Secretary	Salary	\$2,000
Mr. T. C. Duplessis, Assistant Secretary	"	1,600
(Mr. D. is conversant with the French language).		
Mr. W. Wallace, Accountant.....	Salary	1,600

These gentlemen have performed their respective duties in a very satisfactory manner.

The Commissioners also appointed W. Curran, messenger, at a salary of \$300.

Under the terms of the Act, the appointment of all officers, except the Chief Engineer, was left to the Commissioners.

By the 4th clause of the Act, the Government appointed Mr. Sandford Fleming, C.E., Chief Engineer.

The selection of the route of the line by Matapedia and the Bay of Chaleurs had been determined by the Government on 3rd July, 1868. Since that date Mr. Fleming had been actively employed in surveying and location of the line so selected by the Government.

INSPECTION OF THE LINE.

The Commissioners, deeming it to be of the first importance that they should have personal knowledge of, and acquaintance with, the general character of the country over which the Railway is to be constructed, proceeded (in company with the Chief Engineer) to drive over the whole line, from Truro to Rivière du Loup; making special inspection

of the more important points, such as the crossing of the rivers Miramichi, Nipissiguit, Restigouche and Metis, and visiting the more important towns, such as Chatham, Newcastle, Bathurst and Dalhousie, where differences of opinion existed as to the proper location. The information thus obtained has been of the utmost possible value in deciding and reporting upon important questions which have arisen from time to time.

ENGINEER STAFF.

The engineer staff in existence at the time the Commissioners were appointed, was continued without interference on their part, until the first contracts were let, when, as it was desirable that the final location of the line should be proceeded with, the Chief Engineer was requested to indicate the number and strength of the parties necessary to cover the whole extent of the Railway, as well upon construction as upon surveys. The system adopted was to divide the line into four districts, the St. Lawrence, Restigouche, Miramichi, and Nova Scotia districts.

Mr. S. Hazlewood was appointed Division Engineer of the St. Lawrence district, covering 129½ miles.

Mr. M. Smith was appointed to the Restigouche district, covering a length of 127½ miles.

Mr. Abbigh was appointed to the Miramichi district, extending over 114½ miles.

Mr. W. H. Tremaine was appointed to the Nova Scotia district extending over 117¼ miles.

These four Division engineers receive each a salary of \$2,600, with an allowance of \$600 for travelling expenses.

For each section a resident engineer was appointed, with two assistant engineers, two rodmen and two chainmen.

This staff is necessary to stake out the work, make the plans of structures, see that the work is properly performed by the contractors, and make the measurement of the work as it progresses.

The salaries paid to these persons are as follows, and include all their expenses (and board) :—

Resident Engineers	\$1,800 and \$200.
Assistant Engineers	1,100.
Rodmen	600.
Chainmen	500.

The remainder of the engineering staff was divided into parties to complete the surveys and plans of the rest of the line, and work out the necessary detailed information. As the parties were moved from place to place, and had generally to live in tents, it was necessary to keep up a small commissariat staff to supply them with food; and the cost of this had to be paid by the commissioners. Under these circumstances, the salaries of persons on survey parties were fixed as follows :—

Engineer in charge	\$1,500.
Assistant Engineer	900.
Rodmen	480.
Chainmen	360.

There was always one Engineer in charge of each party, and the number of Assistant engineers, rodmen, and chainmen, varied according to the work to be done and the extent of country to be examined. Each survey party had to employ, in addition, a certain number of axemen and labourers, who were engaged by the engineer as they were required, and paid at the ordinary rate of wages in the locality.

The supplies for such a staff, scattered over so large an area of country, required considerable arrangement and expenditure. In order to insure the greatest possible economy, and, at the same time, secure efficient work, the commissioners deemed it

desirable to appoint an officer to each district, who, under certain general instructions, should see to the commissariat matters, pay all certified accounts after due examination,—pay the salaries of the staff monthly, and supervise the expenditure generally. Much good has resulted from the appointment of these officers. Order and system have been introduced, and all accounts, when in order, have been paid monthly. The salary paid to these paymasters and commissariat officers, is \$1,200 each.

As the work is put under contract from time to time, the survey parties are broken up, and the members employed as a resident staff for a section, on the system already explained. When the whole work is under contract, a good deal of the present commissariat expenditure will be unnecessary; but it will have to be kept up for some time along the valley of the Matapedia, and on the line between Bathurst and Moncton.

LEAVE OF ABSENCE.

The commissioners feeling that they were not in a position to judge correctly as to the propriety of granting leave of absence when asked for, have left this matter almost entirely in the hands of the chief engineer, and have advised him accordingly. Foreseeing, however, that all the engineer staff could not be fully employed in the present winter season, the commissioners decided that where employes could not be utilized in the engineer offices, they should get leave of absence until spring, receiving one month's salary on leaving, and another on returning to their duties, but paying their own travelling expenses in both cases.

CONTRACTS.

It was considered very desirable that a portion of the work in each Province should be put under contract at as early a date as possible, the Confederation Act requiring an early commencement of the work; and therefore tenders for the construction of 90 miles of the line were called for, to be sent in by 8th February, 1869, viz. :—

40 miles in	Quebec,
24 ,,	New Brunswick,
26 ,,	Nova Scotia.

Although the surveys were not as thorough and complete as could be desired. Profiles of the line had been prepared, showing the general nature of the work, the depths and lengths of cuttings and embankments, the width of bridge openings, and the proposed position of culverts and water courses. The chief engineer had prepared a very full and careful specification of the mode in which the several portions of the work were to be executed.

Before the appointment of the commissioners, the chief engineer had recommended that the contracts should be let upon a schedule of prices, without any definite sum as the cost of the whole work in each contract. In this view the commissioners could not concur. Without the fullest and most reliable information as to the quantities of the different kinds of work, if tenders had been sent in with prices for about thirty different items, the commissioners would have had no means of applying the prices to quantities, so as to ascertain the relative cheapness of the tenders, or the probable cost of the entire work. It is however unnecessary here to discuss that question, as it was fully dealt with in a Report to Council, of date 26th January, 1869, a copy of which is appended hereto. (Vide Appendix B.) That report was approved by Council, and the course proposed in it has consequently been adopted.

It is with great regret that the Commissioners felt that duty required them to arrive at a different conclusion from that of the chief engineer. They have endeavoured to conduct the discussion of the question in a spirit of courtesy and fairness, and they trust they have succeeded. They have now the satisfaction of knowing, that with the full information which has been afforded to contractors in all the lettings subsequent to that

of Section No. 7, the commissioners and the chief engineer have generally concurred in the mode adopted for letting the contracts.

On 8th February, 1869, the commissioners received 249 tenders for the four sections advertised, viz. :—

For Section No. 1	...	72	Tenders.
"	"	2	...
"	"	3	...
"	"	4	...

Contractors were informed in the printed conditions of contract exhibited, that

1. "Plans and profiles are exhibited to intending contractors, and they will be supplied with all the information in the possession of the Commissioners as to quantities, character of work, description of soil, &c., but contractors must satisfy themselves as to all the points connected with the work, as the Commissioners will in no way whatever be bound by any information so afforded."

2. "The tender must specify the lump sum for which the work will be constructed, and the rate per mile."

3. "The contract will provide that no extras of any kind whatever will be allowed. The work must be completed to the full satisfaction of the Commissioners, and no greater sum will be paid than the amount of the accepted tender."

4. "The Contractor will be alone responsible for the quantities of the different kinds of work of every description."

Upon examining the tenders it appeared that the prices for the whole contract, in tenders for

Section No. 1,	varied from	\$175,000	to	\$700,000
"	"	2,	"	299,000
"	"	3,	"	288,000
"	"	4,	"	297,000

The Commissioners were convinced, that, with such a great discrepancy in the tenders of men, many of whom had been largely engaged in constructing public works throughout the Dominion, the public would not be satisfied with any course on the part of the Commissioners, but that of strict impartiality. Full and clear notice had been given that contractors must estimate the quantities for themselves, and that under no circumstances would any extras be allowed, or any sum paid beyond the amount of the tender.

The Commissioners, therefore, decided upon recommending acceptance of the lowest tenders, offered by respectable parties, able to furnish responsible sureties.

The contracts for Section No. 1, at \$189,700, and for section No. 2, at \$299,000 were thus awarded to Messrs. G. and J. Worthington, well known as large contractors in Ontario and Quebec, for Railway Companies and for the Imperial Government. They have already executed a considerable portion of the work, and there is no reasonable doubt that they will satisfactorily complete their contracts.

Section No. 3, at \$288,000, and Section No. 4, at \$297,000, were let to Messrs. Elliott Grant, and Whithead, a respectable firm, residents of Ontario, all the members having been engaged in the construction of Public Works.

On 11th February, 1869, tenders for three further Sections of the line were advertised for, viz. :—

Section No. 5, in Quebec,	.....	26	miles long
"	"	6,	" New Brunswick
"	"	7,	" Nova Scotia

As before, plans and profiles, (and also approximate quantities of the different kinds of work to be done as estimated by the Chief Engineer), were exhibited, but it was as before distinctly announced that the Commissioners were not responsible for any of the

quantities given. Tenders for these three sections were received on 5th April, 1869, and numbered 253 in all, viz:—

For Section No. 5, 83 tenders			
“	“	6, 86	“
“	“	7, 84	“
For Section No. 5, the tenders ranged from \$345,997 to 1,014,000			
“	“	6,	“ 237,000 “ 633,150
“	“	7,	“ 333,600 “ 1,008,000

After full consideration the Commissioners believed that the public interest required them to continue the policy which they had adopted at the previous letting, and after a most careful enquiry into the standing and position of the parties tendering, and the responsibility of the sureties offered, they decided to recommend the acceptance of the tenders of

Mr. E. Haycock, for Section No, 5, for	\$361,574
Mr. J. Jobin “ “ 6, “	241,500
Messrs. Sutton and Angus “ 7, “	413,955

The Commissioners are bound to state that the information given to contractors for these Sections also, was not as full as could have been wished, but it was all that could be furnished at the time.

On 3rd August, 1869, five more Sections were advertised, viz:—

Section No. 8, in Quebec	20½ miles in length
“ “ 9, “ New Brunswick.	20½ “ “
“ “ 10, “ Do	20 “ “
“ “ 11, “ Nova Scotia.....	4½ “ “
“ “ 12, “ Do	24½ “ “

in all 90 miles. With reference to these five Sections, the line had been cross-sectioned, and detailed information as to the quantities of different kinds of work to be executed was furnished to intending contractors.

Whilst, therefore, the contractors for the first seven sections had to make upon their own estimate of work to be done, the contractors for Sections No. 8 to 12, had the fullest possible information. In all future contracts the same complete information will be given.

On 18th October, 1869, tenders were received for Sections No. 8 to 12, viz:—

For Section No. 8, 53 tenders			
“	“	9, 35	“
“	“	10, 39	“
“	“	11, 40	“
“	“	12, 50	“

in all 217 tenders. They ranged as follows:—

For Section No. 8, from	\$100,000 to \$268,644
“ “ 9, “	220,632 “ 633,528
“ “ 10, “	308,395 “ 695,050
“ “ 11, “	61,713 “ 167,000
“ “ 12, “	539,174 “ 1,341,229

After very careful consideration and enquiry, the Contracts were awarded to the following parties viz:—

Section No. 8 to Mr. Duncan Macdonald, for ...	\$100,000
“ “ 9 “ Messrs. J. B. Bertrand and Co. ...	354,897
“ “ 10 “ Messrs. McBean and Robinson ...	362,083
“ “ 11 “ Messrs Davis, Grant and Sutherland	61,713
“ “ 12 “ Messrs. Sumner and Somers ...	597,600

These twelve Contracts cover 251 miles of the Railway, and in the aggregate amount to \$3,567,022. The value of the work done upon them to 31st December, 1869, is \$335,766.

At the close of the year 1869, it became apparent that some of the contractors were in difficulties, and that in consequence, they were not making sufficient progress with their work. Frequent and urgent applications were made by the contractors to the Commissioners for assistance and relief, but the only answer to be given was, that the contractors had voluntarily entered into their engagement, and that they must be held to a strict fulfilment of them.

In two instances, the contractors failed to use the money received on their estimates in paying their workmen. The Commissioners applied the amounts of the next estimates, in paying the workmen on these two sections as far as the funds would permit.

On the 13th January, 1870, the Commissioners, in accordance with the terms of the contract, notified the contractors for Sections No. 3 and 4, and their sureties, that at the expiration of seven clear days, the contracts would be annulled, and that they would be held responsible for all damages that might arise in consequence. And on the 25th January, notices that the contracts had been annulled, were served on all the parties.

On the 22nd February, 1870, and 5th March respectively, similar notices were served upon the contractors for Sections Nos. 5, 6 and 7, and their sureties.

Section No. 3 and 4 have again been advertised, and will be re-let on 4th April next. Sections Nos. 5, 6 and 7, will be advertised soon, and re-let before the end of April.

Four additional sections, covering 74 miles of railway (and, with previous contracts, making a total of 325 miles), have been advertised to be let on 4th April next.

The Commissioners trust that the course which they have pursued, will show to those who may tender in future, that the engagement is one not to be lightly undertaken; and that strict fulfilment of the contract will be required in all cases. No one will have the slightest excuse for mistakes now when full information is given.

The Commissioners are not surprised that some of the contractors have failed. In executing large works, sub-contractors often fail. And if the work had been let to any one contractor, en bloc, he must have sub-let it in Sections, and must have had the same difficulties with sub-contractors, which the Commissioners have had with some of theirs.

Whilst the Commissioners regret the failure of contractors to prosecute their work, they may remark, that the failure does not, in any way, hinder or delay the final completion of the whole line, inasmuch as of the contracts annulled, one is situated in Quebec, others in New Brunswick, and others in Nova Scotia. And the most difficult and important parts of the work on the line, (which the chief engineer will not be prepared to place under contract for a short time to come) will have to be constructed ere these Sections can be in connection with each other. Neither have the public interest suffered in a monetary point of view, as the works executed upon these Sections, have only been paid for in proportion to the lump sum of the whole contract in each case. The remainder of the line, about 117½ miles, will be placed under contract in the coming spring, including the heavy bridges across the Restigouche and Miramichi Rivers.

ROUTE FROM MIRAMICHI TO MONCTON.

As great diversity of opinion existed regarding the proper place for crossing the Miramichi River, and also, about the location of the line, from that river to the intersection of the European and North American Railway, the Commissioners, during their first inspection of the line, made particular enquiries as to the relative advantages of crossing the river at Chatham, or at Newcastle, or at a point still higher up, and beyond the limit of navigation. The result of these enquires, was to satisfy the Commissioners, that the most judicious point for crossing, would be above the Aram Channel, where the river diverges into two branches. The advantages of this crossing are, that it can be made at much smaller cost, and avoids the necessity for swings for the passage of vessels.

Several surveys having being made along the sea coast, from Miramichi to the

intersection of the Shediac Road, the Commissioners having decided upon crossing the Miramichi River, at the point above mentioned, authorized the survey of a new line, as nearly direct as possible, from that point to Moncton. The result of this survey, showed a saving of 10 miles in length, and of \$700,000 in cost, as compared with the frontier line; and a saving of 6 miles and \$165,000, as compared with the second or "Lawson" line. The crossing of the Miramichi River, really settled the location of the line from there to Moncton. Any line nearer to the coast than the one decided upon, could only be built if the crossing were fixed at Chatham. The cost of a bridge at that point, was so serious as compared with the site settled upon, that the Commissioners felt it to be impossible to come to any other conclusion than that arrived at. Before finally recommending the adoption of the direct line to Moncton, two of the Commissioners in August last, at the request of the parties interested, again drove through the country from Shediac to Richibucto, in order that they might form an opinion from personal observation. Having made these enquiries, and received the report of the Engineers, the Commissioners considered that no other course was open to them, but to report to the Governor in Council, in favor of the adoption of the direct or "Interior" line to Moncton. The adoption of that line, whilst not adding to the total distance to Halifax, brings the Intercolonial Railway, 13 miles nearer to St. John and utilizes 7 miles of the European and North American Railway.

RIGHT OF WAY.

The Commissioners, being desirous of obtaining fair and disinterested valuations of the lands necessary for the right of way, decided to appoint two valuers from time to time as the work progressed, to inspect the lands required and report upon their value, the one valuator to be a resident in the Province in which he was to act. The Commissioners believe the result of this arrangement will be found very satisfactory, but as payments are now being proceeded with, they do not deem it desirable to submit a statement of the results at the present time.

ROLLING STOCK.

Tenders for the delivery of 40 engines, 250 box cars, and 150 platform cars, have been advertised to be received on 17th instant.

EASTERN EXTENSION RAILWAY.

In March, 1869, the Government called upon the Commissioners to report upon the propriety of adopting the Eastern Extension Railway from Painsec, on the European and North American Railway, to the boundary between New Brunswick and Nova Scotia as a part of the Intercolonial Railway. That line was being built by a Company, under contract with the Government of New Brunswick. After careful enquiry, the Commissioners recommended that the line be adopted, provided it was handed over complete for \$24,000 a mile, or \$894,000 for the entire line of $37\frac{1}{4}$ miles. This was ultimately agreed to, and the line is now the property of the Dominion for the sum named. It is now opened to Sackville, and it is hoped that by the Summer of 1871 the Intercolonial Railway may be further opened to a point near Spring Hill, and also from Truro to Folly River. This will only leave unfinished, a distance of about 35 miles between Halifax and St. John.

BRIDGES.

The Commissioners are of opinion, that in the main the bridges should be constructed of wood, on the "Howe" Truss principle. There are, however, several places where it will be desirable to construct them of iron. The principal points are at Trois Pistoles, Metis, Restigouche, Nipissiguit, Miramichi, and Folly River. At all these crossings

the bridges will be either very long or high, and by adopting an economical description of iron bridge the cost will not be very much greater than if they were built of wood.

CONCLUSION.

The Commissioners believe that they have now dealt with all the questions upon which information as to their proceedings is required.

They have endeavoured to carry on the duties entrusted to them, with the view of completing the railway within a reasonable time, and in the most economical manner. They will continue to carry on the work upon these principles, and they believe that a steady persistence in the course which they have adopted will enable them to complete this great work in a substantial manner, and at a cost which will be satisfactory to the country.

They have much pleasure, in conclusion, in expressing their satisfaction with the zeal and assiduity with which Mr. Fleming, Chief Engineer, and the staff under him, have performed the duties with which they have been entrusted.

A. WALSH.

C. J. BRYDGES.

A. W. M'LELAN.

ED. B. CHANDLER,

Commissioners.

Commissioners' Office, Ottawa, 15th March, 1870.

LIST OF DOCUMENTS ATTACHED HERETO.

- Appendix A.—Copy of letter, 27th January, 1869. S. Fleming, Esq., Chief Engineer to Sir J. A. Macdonald.
- Do B.—Copy of Report of Commissioners to Council about mode of letting contracts.
- Do C.—Copy of Minutes and Proceedings of Meeting of the Inhabitants of County of Westmoreland, held at Moncton, December 17th. 1868.
- Do D.—Copy of Report of Committee of Privy Council, 9th April, 1869, authorising survey of line from Mirimiachi to Moncton.
- Do E.—Copy of letter, October 9th, 1869. Mr. Light to Mr. Fleming, on same subject.
- Do F.—Copy of letter, 19th October, 1869. Mr. Fleming to Secretary, on same subject.
- Do G.—Copy of Report, 21st October, 1869. Commissioners to Council, recommending adoption of interior line.
- Do H.—Memorandum of Districts, Sections, Contracts, &c., as at 31st December, 1869.
- Do I.—Copy of Specifications and Forms of Contract. [*Printed in Vol. No. 3. Sess. Papers, 1869.*]
- Do K.—Copy of Letter from Chief Engineer, of date 14th March, 1870.

INTERCOLONIAL RAILWAY.

Statement shewing the position of Contracts, &c., as at 31st December, 1869.

DISTRICT.	Letter of Sections.	No. of Sections.	Miles of Sections.	ORIGINAL CONTRACTORS.	Date of Contract.	When to be finished.	Amount of Contract.	Value of Work done on Contract.	Per centage of work done.	MEMORANDA.
St. Lawrence, 129½ miles.	A	20	20	G. and J. Worthington	March 4, 1869	July 1, 1871	189,700	68,003	34.80	Total Mileage..... 488½ Completed..... 45½ Under Contract. 252½ 297½—190½ Advertised for 4th April..... 73½ April..... 73½
	B	2	2	G. and J. Worthington	do do	do do	299,000	57,230	18.55	
	C	5	26	E. Haycock	April 29, 1869	do do	361,574	48,762	12.26	
	D	8	20½	D. Macdonald	Oct. 26, 1869	do do	100,000			
	E	13	22½	Advertised for 4th April		July 1, 1872				
	F	14	22½	Advertised for 4th April		do do				
	G	20	20							
	H	20	9½							
	I	3	24	Elliott, Grant, and Whitehead	March 4, 1869	July 1, 1871	288,000	28,575	9.02	
	K	6	21	Jacques Jobin	April 22, 1869	do do	241,500	26,325	9.91	
	L	9	12	J. B. Bertrand and Co.	Oct. 26, 1869	do do	354,897	1,951	0.55	
	M	15	12	Advertised for 4th April		July 1, 1872				
N	16	18½	Advertised for 4th April		do do					
O	10	20	McBean and Robinson		July 1, 1871	362,083				
P	6	6								
Q	20	20								
R	20	20								
S	21	21								
T	8	8								
U	34	34	Part of E. and N. A. Railway.		Completed.	891,000	894,000	Whole.		
V	4	4	Eastern Extension Railway		Almost do.	61,713	1,045	1.54		
W	11	4½	Davis, Grant, and Sutherland	Oct. 26, 1869	Sept. 1, 1870	297,000	46,200	14.14		
X	7	27	Elliott, Grant, and Whitehead	March 4, 1869	July 1, 1871	413,955	53,731	11.80		
Y	4	24	Sutton and Angus	April 29, 1869	do do	597,600	3,944	0.66		
Z	12	24½	Sumner and Somers	Oct. 26, 1869	Part Sept., 1870 " July, 1871					
		488½				4,461,022	1,229,763			

APPENDIX A.

(Copy.)

INTERCOLONIAL RAILWAY,
OFFICE OF THE ENGINEER IN CHIEF,
HALIFAX, January 27th, 1869.

*To the Honorable Sir John A. Macdonald, K. C. B.,
Minister of Justice &c.*

SIR—A considerable difference of opinion exists between the Commissioners of the Intercolonial Railway and myself, relative to the terms on which Tenders should be invited for the construction of the road.

This difference of opinion is on points which seem to me to be of very grave importance. I may be entirely wrong in my views, but, entertaining as I do a very strong conviction of their correctness, I should not consider myself as doing my duty to the Government or to myself were I not to submit to you, for the information of the Privy Council, my reasons for the conclusions at which I have arrived.

I am quite sure the Commissioners will give me credit for having no other object in taking this step than that of honestly discharging the duty devolving upon me in my position as Chief Engineer. They will have no difficulty in understanding how painful it is to me, entertaining, as I do, the highest respect for them personally, to seem to place myself in a position of apparent antagonism to them, but the matters in which we differ, though of a kind upon which different minds may honestly arrive at very different conclusions, are so important that they well deserve the most careful deliberations of the Council.

It is on the Government, and not on either the Commissioners or myself, that the real responsibility of the decision will be thrown. I shall have done my duty when I have placed my views before you as I already have before the Commissioners, and urged the adoption of that course which in my judgment would best subserve the public interests.

You will recollect that in September last the Privy Council directed me to prepare plans, profiles, specifications, and conditions of contract and forms of tender to be subsequently submitted for their approval and sanction, and also to give public notice that these, as soon as prepared, would be exhibited at the offices at Ottawa and Halifax and at certain intermediate Stations on the line.

I accordingly gave the notice as directed, and applied myself at once to the preparation of the plans, specifications, &c.

In preparing these documents, it was necessary to bear in mind that the Government wished to place certain portions of the line under contract with as little delay as possible, and that they were unwilling to postpone the commencement of operations until all the working plans should be fully matured and such detail measurements made, as would enable the Engineer to exhibit to intending Contractors an accurate bill of quantities.

It seemed to me that therefore the only course left, having a due regard to the public interests, was to adopt the system of executing the work by a schedule of prices. I accordingly recommended that system, and in preparing the specifications and conditions attached, it was my anxious desire to define clearly, not only how every description of work was to be executed, but how it was to be paid for; to leave nothing loose or ambiguous in the terms of the Contract, so as that no opportunity should be afforded for misunderstandings between any parties; that the Contractor should know before hand that he would be paid for every kind of work he performed, and that the Engineer should have no difficulty in ascertaining the exact amount the Contractor was entitled to receive. To the specification and conditions of Contract, I added a special notice to intending Contractors, the main object of which was to warn them that the terms of the specification would be

rigidly adhered to, and that therefore they should not offer to undertake the work at less than it could be done for, in the hope of being compensated for their loss by any claim for extras, and also to induce them to rely upon their own judgment and information procured by themselves and not to be misled by any information obtained at second hand.

The specification and other documents so prepared were subsequently submitted to the Privy Council, by whom they were carefully and deliberately examined and discussed in detail. Certain amendments were suggested and added by members of Council, and on the 9th November last, the whole were formerly approved and adopted in Council.

I was thereupon directed to publish and distribute the several documents so sanctioned, which were signed by me as Chief Engineer, and were dated the 6th October, 1868. 1500 copies were distributed, 1000 English and 500 in French.

The Commissioners were appointed some time in December last. My first meeting with them took place at St. John, (N.B.), on the 29th day of that month. They informed me that they had changed the specification and system of contracts adopted on the 9th November, and had prepared others founded on a different principle.

Having given much thought and careful attention to the preparation of the documents which had been submitted to Council, and having drawn them so as to guard the public interests in the manner I considered the most effective, and the Government having added several clauses, conceived in the same interest and adopted to the same objects; I was deeply grieved to learn that the conclusions at which the Commissioners had arrived, as to the best mode of letting the contracts, were so different from those which I hold, felt it my duty to recommend, and which the Government had adopted.

I explained to the Commissioners my reasons for preferring the form that had been sanctioned, and remonstrated against the changes they had decided to make, but failed to convince them that my views were correct.

On the 19th December, (ten days before), the Commissioners intimated to me by telegraph, that new specifications and terms of contract would be required, but I knew nothing of the changes they intended to make, until the day upon which I met them at St. John. They had, before leaving Ottawa, so far matured their arrangements that they brought with them draft proof-sheets in print of the new specifications and terms of contract, which, with some modifications adopted by them at St. John, were subsequently published and distributed.

On the 31st December and 1st January, I accompanied the Commissioners to Halifax, and on the 2nd January, I wrote you a hurried unofficial note giving generally my views, and stating that I would at the earliest possible date forward you an official communication on the subject.

Since the date of that note, I have thought the whole matter carefully over, and am more and more convinced that the views I hold are correct, and that the Commissioners are mistaken in supposing that the public interest will be served by the course they proposed.

Be that as it may, I apprehend that the duty of settling the mode of construction devolves upon the Government.

The Second Section of the Railway Act provides that "the work shall be constructed in such places, on such grades, and in such manner, with such materials, and in such specifications as the Governor in Council shall determine and appoint, as best adapted to the general interest of the Dominion." Whether, therefore, the one plan or the other is adopted, it would seem to demand executive action. Even though the decision to which the Government had already come, in approving the first specification and system of contracts, should turn out to have been adopted, on insufficient or incorrect information, it must be binding till the Government reversed it. Before a contract can be entered into under a different specification, new action by the Executive is necessary. Whether I am right or no in so construing the Act, it is my duty to call the attention of the Government to it, so as that the altered specifications, &c., if they meet the approval of the Government may not want the formal ratification which the Act seems to require.

The leading principle running through the specification prepared by me, is, as I have already stated, that works actually done should be paid for by the quantity and measurement. It leaves no room for extras, because all work done is done at rates fixed by the contract, and is paid for at prices agreed on. It is open to the objection, that until the surveys are absolutely complete and finished, the amount payable under the contract cannot be ascertained with entire accuracy.

The system of the Commissioners requires the contractor to undertake the work at a fixed sum per mile for the section. It aims to avoid extras, by requiring the contractor to name a lump sum. In the language of the specification, "the contract will provide that no extras of any kind whatever will be allowed; the work must be completed to the full satisfaction of the Commissioners, and no greater sum will be paid than the amount of accepted tender."

It also declares "that plans and profiles will be exhibited to intending contractors, and they will be supplied with all the information in the possession of the Commissioners as to quantities, character of the work, description of soil, &c., but contractors must satisfy themselves as to all points connected with the works, as the Commissioners will, in no way whatever be bound by any information so afforded."

This form of tender would be unobjectionable if the Commissioners were in a position to state, or the intending contractor to ascertain with accuracy, the amount, the character, and the quality of the work to be done; but no one of these particulars is attainable within the time allowed for the tenders.

The cost at which a given quantity of any particular kind of work, defined in the specification, can be done under ordinary circumstances, is a matter which requires little calculation from persons accustomed to railway works, but it is a very different matter to fix a price when the requisite data are not furnished or procurable.

In England, railway contracts are let in different ways, but where companies are in good financial positions the usual mode is as follows:

Plans and sections or profiles together with general plans and special drawings for every structure on the line are prepared. The drawings are really working drawings and indicate the exact quantities of the various kinds of mechanical work. The profiles and cross-sections, the exact quantities of excavation. All these quantities carefully made up are shewn by the Company's Engineer on a schedule called the "Bill of Works." On this bill and the accompanying drawings the contractor bases his tender. He determines on a schedule of prices for the different kinds of work, applies the schedule to the quantities and makes up the amount for which he tenders to do the work, by ascertaining what it comes to at each scale of prices.

The schedule accompanies the tender, and the Company's Engineer, by applying it to the specification ascertains if the calculations have been made with accuracy. If inaccurate the tender is rejected.

When a tender is accepted, a contract is drawn up in conformity therewith, but provision is always made for necessary and unavoidable changes, this too even in cases where a deal of time has been spent in making the various plans and measurements. In case anything should be added to what is stated in the bill of works, or shewn on the drawings, or in the event of any of the works so stated and shewn not being required to be constructed, an addition or deduction accordingly is made at the schedule prices.

This system is, therefore, in effect the same as the one I recommended. Every contractor is paid for the work he actually does and no more. The only difference is that the quantities are ascertained before the work is let and not during its progress or at its close. The proprietors of the railway, are by this system free to alter and vary the character and quality, and amount of the work, deriving the benefit of any changes which reduce its cost, and paying only for increased work at fixed rates.

This is a very satisfactory system, and I adopted it so far as the difference in the circumstances permitted. It would have been very desirable to complete all cross

sections, determine the sizes and prepare the drawings of all the structures before letting the contracts at all, but it is very obvious, that this, running over 500 miles of railway, in circumstances like the present, would involve much delay. At this period of the year, with the depth of snow which in winter covers the ground, the cross-sections could not be made. The sizes of culverts and bridges can be determined only after the freshets of next spring. Unless the Engineer has had the opportunity of seeing the extent to which the streams are swollen by the melting snow and spring floods he can only guess at the size and character of the structures required, and cannot fail to make some much smaller and others much larger than he would construct them if he had proper information.

So little is known of a large part of the country through which the Intercolonial passes that no one can undertake to fix, with any certainty, what size the structures should be. The sizes of culverts and bridges proposed are, therefore, in many cases, merely conjectural. A similar uncertainty exists as to the quantity of all other kinds of work, more especially as to rock and earth excavation in side hill and rocky broken ground.

Every effort has been made within the limits of possibility, to obtain information on these points, but many of the details require much time, other require the revolution of the seasons to enable the Engineer to procure the requisite information. In the absence, therefore, of the necessary information on the part of the Commissioners, with the utter impossibility, at this season of the year, of obtaining it themselves, or of intending contractors obtaining it on the ground, it seems to me, that to ask for tenders in the form proposed, to do the work that cannot be defined with any approach to accuracy, is to invite a leap in the dark. No man can tell with accuracy the quantity, much less the description of the excavation he undertakes to make, or the width or size of the culverts or bridges he proposes to put up to span the streams. A tender under these circumstances is a mere conjecture, and a party proposing to take a contract, unless, he is rash or inexperienced, and determined to secure the work at all hazards, will base his tender upon quantities much greater than the Engineer may subsequently find necessary, and will also add a large margin for contingencies, the consequence is that the work would cost very much more than if the contractors were paid simply for the work done according to fair schedule prices.

The public will, therefore, pay largely for the uncertainty.

By the plan proposed, the contractor nominally assumes all risk, and if he can do the work at the price he names and secure a handsome profit, he really does bear the risk, but, in that case, the Government actually pay for the uncertainty, in the enhanced price which it has enabled him to get, and which has yielded him his profit.

But if he is a loser, or can make it appear that he is, or even if he has not made all the profit he expected, he will try, in some way, to make good his loss of the expected profit by claims for extras. It will be difficult to shut him out by the most stringent forms of expression in the contract. Indeed, the terms of the specification and contract proposed by the Commissioners, taken in connection with the imperfect data furnished the contractor, and on which his tender must be based, are so extremely unreasonable as to convince him that the conditions cannot possibly be enforced; and this will be the ground on which he will establish the very best equitable claims for extras. Under this conviction, many will tender, and they will have as little hesitation in signing any contract, however stringent the Commissioners may be pleased to make it.

I think experience goes to substantiate this in all cases where public works have been undertaken by Governments. I need not adduce dozens of similar cases in these Provinces, it will be a more pointed illustration to bring forward instances in which railways have been constructed directly by Governments.

The only railways within the Dominion which have been constructed by Government are those in the maritime Provinces. When the Nova Scotia Railway, from Halifax to Truro and Windsor was undertaken, the system now proposed by the Intercolonial Railway Commissioners was adopted; the most stringent provisions were inserted in the specifications and contracts, a lump sum was to be paid per mile, the contractor was

required to complete everything to the entire satisfaction of the engineer; he expressly renounced all claims to extras; he was told he must depend upon his own examinations and not be guided by the Government surveys for quantities and character of excavation, and this was done after the Government believed they were in possession of accurate information on these points. Yet, when the contracts came to be closed, every contractor had his claims for extras on the very point of quantities which he had expressly engaged to risk.

Irrespective of large amounts paid for extras, by the Board of Commissioners, further claims were made and pressed. The Government and the Legislature, relying on the terms of the contracts, fought off these claims for a year or two, but, in the end, both Government and Legislature had to succumb, after an infinite amount of trouble and agitation, and the contracts, let by lump, had, in the end, to be paid for by measure.

This system proved an utter failure in Nova Scotia, and notwithstanding that every precaution was taken in framing the contracts, it resulted in the construction of a very indifferent and unfinished road, with many perishable and now unsafe structures; in some cases, even the masonry has already fallen into ruins and has had to be rebuilt. The system further resulted in the ruin of the Chief Engineer, an honest and estimable gentleman, the withdrawal of public confidence from the Commissioners; it broke up one Government, led to the destruction of another, and the work, although never properly completed, cost the Province a very large sum for extras, and nearly double the amount of the original estimate.

In New Brunswick the railway from St. John to Shediac, was contracted for in much the same way, and although the consequences were probably not so disastrous, successive Governments and Legislatures have been worried and embarrassed by the applications and influences of contractors to obtain their claims for extras. The railway has now been in operation nearly two years, many of these claims amounting, it is said, to a very considerable amount, still remain unsettled, and the Dominion Government, now the actual owners of the railway, will probably before long learn more particularly about them from other quarters.

In view of the difficulties which all experience has shown to result from entering into contracts for the construction of public works, on undefined or imperfect data, and wishing to guard against these difficulties, it appeared to me the fairest way, alike to the Government and the contractor, to adopt the principle that the contractor shall be paid for all the work he performs, at fixed remunerative prices, and that no work shall be done or paid for, except what the Government requires.

It is evident that this plan would secure the construction of the railway at the minimum cost, and without risk or loss to any one, for if any contractor undertook to build it for less, say, under the Commissioners' system, he would undertake to do it for less than cost, and no Government can expect to build a railway or any considerable part of it at the expense of individuals.

On this plan the engineer is free to alter and improve the work, as from observation in its progress he gains additional information of what is absolutely needed. The contractor cannot object, he is paid for the work he actually does at the prices he has himself fixed. The Government will not require either to do unnecessary work or pay for work neither needed nor done.

Once fixing on this as a principle, I thought it very necessary it should be clearly understood that there was to be no deviation from it; I therefore attached much importance to the special notice to contractors annexed to the first specification.

While I wished every person who tendered, to be paid for work actually done and no more, I know how essential it is to the satisfactory progress of a work, that the sum received by him should equal at least the actual cost. It was my object, that the contractor should be paid, even well paid, but not overpaid. I wished him to understand that he must take care to rely entirely upon his being able to do the work tendered for at the price he named, and to exclude all hope or expectation of his receiving in any shape anything beyond what exact measurement would yield.

It was my object in this manner, while guarding against extras by a principle which did not admit extras, to have it also plainly understood that if in defiance of an express notice not to attempt the work beneath cost, a contractor should tender too low, he must himself bear the consequences of his mistake.

Whilst I aimed by this notice at preventing any one from offering to do the work at less than it would actually cost, another object it had in view was to secure competent men as contractors. The intention was, not to exclude altogether from tendering men without practical knowledge, and whose energy, judgment, and business habits might be of service on a contract, but to render it necessary that such person should associate themselves with those who had gained experience on similar works. In connexion with this, I may say, that I described to members of the Government the additional precautions which I thought would be advisable to take, in order to make sure that the work should be placed in good hands.

These I considered two essential points, first, that the work should fall into the hands of competent men, and second, that their contract prices should be ample. These were the purposes intended by the special notice to contractors taken in connexion with the specifications, &c., and unless these objects are effect, we may look in vain for the satisfactory completion of the work, either in respect to time, character or cost. A very low tender might indeed be received and accepted, but it does not at all follow, that the work will be completed for the price; experience rather goes to shew, that very low tenders prove the most expensive in the end, hence the precautions I thought it my duty to advise.

This notice to contractors seemed to meet the views of the Privy Council, and was amended by yourself so as to better fit it for the purpose intended.

I regret that the Commissioners have not attached the same importance that I did to this notice. The difference of the system adopted by them would require some variation in the language, but I think it would have been useful, even if altered, so as to adapt it to the new system.

Both specifications give power to the Engineer to make alterations in grades, location, cuttings and dimensions, or character of structures, during the progress of the work. This power in the one case can be exercised with freedom, and when exercised, is no hardship to the contractor, and may be a great benefit to the Government, but under the new specification any exercise of it is attended with difficulty. If it is found from additional information of the character of the county or locality acquired as the work goes on, that an alteration could be made so as not to injure the road, or so as to improve it, while largely reducing cost, the Government gain nothing by the saving. If an alteration, however beneficial and necessary, adds to the cost, the addition must be at the expense of the contractor. In consequence there will be a perpetual struggle on the part of the contractor, if not to obtain alterations that reduce expense, at least to resist those which increase it. Every improvement that adds to the cost is liable to be considered an arbitrary addition, made by the Engineer to burden the contractor. This provision, in the circumstances under which the work is undertaken, would seem to place it in the power of the Engineer to ruin or enrich a contractor at his pleasure, and this cannot fail to subject every act of the Engineer, however honest his intentions may be, to suspicion and unfair interpretation. It cannot but limit largely his power to make desirable improvements, when every alteration he makes, exposes him to charges either of oppression or of favoritism, nor does it seem to be desirable to place an Engineer in such a position, that no alteration, of the most obvious and necessary kind, can be made without involving the element of a dispute. A dispute which, beginning with the Engineer, will find its way first to the Commissioners and then to the Government, and which, with the persistency that distinguishes claims made in the interest of individuals, as contrasted with the modified resistance that public functionaries feel it their duty in the interest of the people to offer, will be very apt to end as they have done under similar circumstances and elsewhere, in the triumph of the contractors and the sacrifice of the public funds. It is impossible to calculate the number and variety of claims for compensation which will arise out of contracts of this character, running over hundreds of miles, claims made by

parties who will have established a large local interest in these Provinces, and will be able to unite in favor of their claims, influences and considerations, wholly irrespective of merits or character.

Seeing this in the distance it is my duty to bring it thus distinctly to the notice of the Commissioners and Government.

All this might be avoided by the simple expedient of paying for the work actually done. The Engineer would then be at full liberty to make any alterations in the alignment, the grading, the character of the structures, &c., which he might deem advisable as increased information pours in upon him after the contracts are let. Such alterations are continually made in England, even where there is abundance of time for surveys, and where the time has been taken, where the country is open and accessible, where there is every opportunity before hand to acquire the most correct and thorough information, and when it would seem that there ought to be no excuse for changes, but if desirable even in such cases, it is absolutely indispensable where the surveys extend over such a length, where the line is largely through wilderness, where there are no inhabitants who can give the Engineer any information beyond what he can get with his own eyes, and where it is hardly possible to suppose that more perfect examinations and surveys would not suggest improvements. It seems to me that the character of the country through which the railway passes, the circumstances under which the surveys have been made, all leads to the conclusion that it is in the interest of the public, that the utmost liberty should be given to the Engineer to avail himself of additional information as the work proceeds, and that this should not be a liberty in words only, but one that can be exercised without apparent injustice to any body, and without leading to endless difficulties.

On a line like the Intercolonial Railway, traversing a country in the condition and with the peculiarities of the one in question, the Engineer will, under the most favorable circumstances, have enough to do to carry out properly the multifarious duties appertaining to his office, and it seems hardly fair to him to add to the difficulties and responsibilities with which he will be surrounded, those serious perplexities and complication which will inevitably spring from the adoption of the system favored by the Commissioners.

There is one objection offered to the system I recommend to which I ought to refer. It is the only objection which the Commissioners, so far as I know, have made to it; and all events it is the only one which they have made in my hearing. It is objected that if payments are made on the Engineer's Certificates of quantities it puts it in the power of a dishonest Engineer to collude with a Contractor and defraud the public by returning larger quantities of work than are really executed. This objection would be more difficult to meet if any one Engineer possessed the power of giving certificates unchecked and uncontrolled; but this is not the case, in ascertaining quantities there are a great variety of checks, and any attempt to fraud would have to involve a large number of persons, beginning with the Rodmen and Assistant Engineers, and going up through the Division and District Engineers, and finally the Chief Engineer, while the whole is subject to be checked at any time by the materials under the control of the Commissioners on record in the offices.

The plan in contemplation is to have standard Lithographed Drawings of all Culverts, Bridges and other structures, taking care to reduce them to the simplest forms and fewest varieties, to adapt these drawings to the peculiarities of the ground in each case, to show thereon in red lines and figures the work exactly as executed, as it is build; to have these drawings and a sufficient number of accurate copies properly attested by the Inspector of Works, the Assistant, the Division and the District Engineers, and when so attested forwarded as records to the Head Offices.

Records of every structure exactly as executed would be kept in this way. Cross sections and detail measurements of all excavations and all other kind of work would be checked, attested, and recorded in the proper offices; in like manner each Engineer would thus exercise a complete check over those under him and the Chief Engineer over all. The Commissioners would also have it in their power, with or without the knowledge of the Chief Engineer or any member of his staff, to ascertain for themselves whether or not the returns made to them were correct.

An attempt to defraud under such circumstances would be very unlikely, and

possibility of success still less likely. But if the objection to the system is founded upon the possibility of fraud or corruption in the Engineering Staff, what is to be said of the case of an engineer invested with unlimited power of alteration in contracts to be performed for a fixed sum, when, without any very obvious departure from the line of duty, he might ease or burden a contractor almost at pleasure, and that without taking anybody into his counsels, or being subject to detection or control. If the danger of dishonesty is proportioned to the opportunity, it cannot be doubted that this system opens a door for fraud, which does not and cannot exist in the other one recommended by me.

Whatever objections, therefore, may fairly be brought against the system I have recommended, it does not seem to me to be open to the one mentioned by the Commissioners, on which they would seem to lay some stress.

There is another point on which the Commissioners have, I think, prematurely come to a decision, and which seems to me to be worthy of attention. Originally it was proposed to build iron bridges. The plan of the Commissioners is to substitute wooden ones. They propose to build the bridges of pine.

This alteration invites attention to the comparative merits of wooden and iron bridges, under circumstances such as those now existing, and as the question seems to me one of very great importance, I trust the Council will not think me obtrusive in making this matter the subject of a few observations.

For half a century back a great deal has been heard of the pine forests of New Brunswick, and it is not to be wondered at that a proposal should be made to construct the bridges on the line of the Intercolonial Railway of timber instead of more durable materials, under the belief that there would be no difficulty whatever in rebuilding them from the adjacent forests as the timber in their construction from time to time fell into decay. There were at one time large tracts of most valuable pine in the Province of New Brunswick. Until lately the English market was largely supplied with timber from this quarter, but lumbering operations have been carried on to such an extent that all or nearly all the marketable pine along the numerous water channels, or within reach of them, has now been removed. So much is this the case, not only in New Brunswick, but also in Nova Scotia and Quebec, that, on an overland journey from Halifax to Quebec by any travelled route, the eye can scarcely detect a single pine tree. With regard to Nova Scotia, if the bridges in this Province be made of pine, I am satisfied it will have to be imported, and in New Brunswick and Quebec, although a sufficient quantity to erect the first set of bridges may have escaped the axe of the lumberman, in some of the more remote recesses of the forest land, it will be no easy matter to renew them in the future with native timber. I state these facts from my own observations, for, although there are many persons who know particular sections of the country much more intimately than I do, there are not many who have travelled more through the three Provinces in all directions, or had a better opportunity of acquiring knowledge respecting their natural features and productions. My own observations respecting the almost total destruction, at no distant day, of pine timber in these Provinces, is confirmed by statements from others. Only the other day, a gentleman who has been engaged during a life time in extensive lumbering operations, and who is now a member of the Senate, informed me that in 20 years there would be scarcely a pine tree standing in New Brunswick. I mention these facts in order to remove the mistaken impression that it would be an easy and inexpensive matter to re-build timber bridges from the inexhaustible forests of the country, as they periodically fell into decay.

It has been shown as an actual statistical fact that, in the early days of railways in the United States, wooden bridges lasted on an average only ten years. Latterly, greater care has been taken in their construction, as well as in their protection, and now the average length of the life of a wooden railway bridge has proved to be about twelve years. Taking the life of a wooden railway bridge, therefore, at twelve years, it is apparent that $\frac{1}{12}$ th, or $8\frac{1}{3}$ per cent. of the whole cost is chargeable against it every year for renewals. In addition we have the interest on capital consumed in its first construction, viz. four per cent. in this instance.

In comparing the relative cost of iron and wooden bridges there is another charge against the latter which the former is free from—I refer to the cost of employing watchmen as a protection against fire, a precaution absolutely necessary, at all events during the summer months, and which becomes no unimportant charge on the bridge of perishable materials. This charge might range, according to circumstances, from one to four per cent. on the cost of the bridge; but excluding altogether the wages of watchmen from the comparison, we find that a wooden bridge is chargeable as above with $12\frac{1}{2}$ per cent. per annum for the use of capital employed in its construction and re-construction.

Generally speaking, an iron bridge can be put up for about double the cost of a wooden one. Reckoning the money expended on its first cost at the rate of interest to be paid on the recent Intercolonial Loan, and as compared with a wooden bridge, costing double as much, we have, say eight per cent. per annum chargeable against the bridge structure, if iron instead of wood be employed.

This, I submit, is a fair way of comparing the cost of bridges built of wood and iron respectively, and from this it is clear that the bare charges on capital are as $12\frac{1}{2}$ is to 8, or, in other words, while the actual cost of a wooden bridge for construction and re-construction is $12\frac{1}{2}$, that an iron bridge is only 8, and if to the former be added the current expenses for watchmen, which are dispensed with in the latter, the difference in favor of the iron bridge is proportionately increased.

I do not say that iron bridges are everlasting, but the period when they will require to be rebuilt seems so remote that they may practically be considered permanent. The ordinary repairs of wooden bridges are always heavy—far more so than that of iron bridges. The latter require scarcely anything more than an occasional coat of paint; and this, wooden bridges ought also to have.

There is another way of putting this point, which illustrates very clearly the comparative economy of wooden and iron bridges, and that is, to estimate the annual burden on the resources of the Country of building and maintaining the different structures.

If a bridge be built of iron, with capital like that in the hands of the Commissioners, at four per cent., the annual charge on the Revenue is, for every \$1,000 of the cost of construction, four per cent., or \$40 00

If, on the other hand, a wooden bridge be built, it will require but half the capital, and, consequently, at the outset, the charge for interest would be but 20 00

But as it would require to be rebuilt at the end of 12 years, and as in ordinary cases, capital will not probably be raised under six per cent., the second time it is built the charge would be \$30 to be added to the former \$20, making in all 50 00

After 24 years the charge would be 80 00
or double that of the iron bridge; but the disadvantage increases every time the structure requires to be replaced, till, finally, no comparison can be instituted between them.

From the foregoing it is evident, that although the immediate outlay on wooden bridges on the Intercolonial Railway, would be less than on iron bridges, when interest, renewals, watchmen, repairs, and all other expenses are taken into consideration, the former would actually cost far more than the latter.

The utility and economy of iron bridges is now pretty well established even in the United States, where, in the early history of railways, primitive constructions of wood were all that could be undertaken. In that country, the question was, and in some districts still is, not as to the superiority or economy of iron over wood, but, of a railway with temporary structures, or no railway at all. Previous to the outbreak of the late war, some of the important lines had commenced replacing their wooden bridges with iron structures. The New York Central had rebuilt some twenty-two of their bridges between Albany and Buffalo, constructing them entirely of wrought iron. In the Southern States numbers of iron bridges were also being erected. The Pennsylvania Central as well as the Baltimore and Ohio, adopted the policy of replacing all wooden bridges with iron ones, as fast as the former gave out, and both these companies have renewed in this way, quite a number of their most important bridges with iron. And on the Hartford and New-

Haven Railway, a single iron bridge has recently been completed at an expense of \$265,000. I may here note that this bridge took the place of a Howe Patent Truss, the second wooden bridge erected on the same site within 22 years.

In Canada we have had all the wooden bridges on the Northern Railway, replaced by permanent structures of iron. On the Brockville and Ottawa Railway, two spans of iron were erected last year, at a cost of about one-half more than the original wooden structures, and five other spans of iron are being prepared for erection during the present year.

On the Great Western of Canada, a large number of the wooden bridges have been rebuilt with iron. This Company intend ultimately, I believe, to have the whole of iron; and they have only suspended the re-construction of the whole, in that material at once, for want of funds.

Fortunately the bridges on the Grand Trunk Railway are generally constructed of iron. Suppose, in order to appreciate the importance of having those on the Intercolonial Railway of the same material, that the Victoria Bridge, and all the other bridges between Rivière du Loup and Sarnia, were at the present moment of perishable material, and in an unsafe condition, as they would unquestionably be, if timber had been employed in their construction.

For a railway of such national importance as the Intercolonial, it would I think be a very grave error to build the bridges of wood. True, the traffic is not expected to be great, however, important in other respects the line may be, but this is really one of the strongest reasons why economy should be studied in avoiding temporary and perishable works. If the earnings of the railway are going to be light, it will never do to trust to the profits from traffic for the completion of the line in a permanent manner, or for the maintenance of perishable, and, in consequence, expensive works to keep up.

The saving effected in the first outlay, from the employment of wooden bridges, would be very small, not to be mentioned as an equivalent for the reduced standard of the railway, or for the increased annual charge for repairs and renewals, for the risk of accidents by fire, or for the increased danger to life and property.

The serious accidents which are constantly occurring through the failure of wooden bridges on American railways, to say nothing of the unseen risks more frequently run, ought to be a warning against their use in the present instance.

I have not yet remarked, in discussing the merits of wood and iron bridges, that the renewal of wooden bridges at several points on the Intercolonial Railway would be accompanied with a good deal of difficulty.

It would be necessary to erect temporary staging alongside of the bridge sites to carry the trains, while the old bridge was being removed and the new one constructed in its place. At some points this temporary structure alone would be very costly, besides which, a feeling of insecurity would be engendered in the public mind by them, and the necessity for their erection. These temporary structures would, of course, add to the cost of rebuilding the wooden bridges, and thus renewals would be more costly than the construction of the bridges in the first place.

I know of no section of country in the Dominion where iron bridges can be erected with equal advantage, or at less cost than on the route which the Government have fortunately selected for the Intercolonial Railway. Seagoing vessels can reach within a short distance of all, or nearly all, the bridge sites, while the bridges can be built in England and brought out in parts of convenient size, which can be floated from the ship's side to the points where they are required, or to most of them.

Thus the charges for internal carriage and repeated handling, which are heavy under ordinary circumstances, are saved, or would be trifling, and therefore this increases the force of the contrast between the two kinds of structures in the present instance.

Having, I think, clearly shown that the iron bridges, in addition to all their other recommendations, are, in the long run, by far the most economical, I can only see one argument in favour of the adoption of wooden bridges, and that argument can only be

used by those who view the union of the Provinces as an experiment very likely to prove unsuccessful.

If there is any probability of the railway being allowed in a few years to fall into disuse, then make, not only the bridges, but everything else as primitive and temporary as possible; or, perhaps better still, build no railway at all. If, on the other hand, the Government have any faith in the union, and believe as I do that it is destined to last, then it will be studying true economy to make the railway as durable, substantial, reliable, and permanent as possible.

I do not enter upon the question how far we are morally pledged to the British Government to construct a railway of a permanent character. It is certain that all the calculations upon which the Imperial Government have acted have been based upon the idea of permanence. Whether they would have felt disposed to guarantee our bonds, if it had been put to them that the money received would be expended in a manner to require the raising of another large amount at the end of twelve years, and that the political objects of the work could only be secured by our being able to borrow largely at that period for reconstruction or renewals. These and similar considerations I feel to be outside of the line of my duty, but they cannot fail to have some weight with the Privy Council.

I have said enough, I think, to convince you of the advisability of constructing the bridges of iron, as originally intended; and I may be permitted to add, in a few words, my opinions with regard to the construction and character of the works generally.

Whilst avoiding extravagance and waste of every description, in all services and in every department of the railway;—whilst limiting the expenditure on stations to the simplest kind of accommodation, to meet the wants of the country in rolling stock, to the least supply at first likely to be required, and limiting the first outlay in a similar manner on all other services above and beyond that which constitutes the roadway;—I would advise, as true economy, that all works under the rail track should be solidly and carefully built, and of the most durable and imperishable materials.

In conclusion, I may further be permitted to observe that, with all the reasons in favor of iron and against wooden bridges, and with the strong conviction in my mind of the great superiority of the former; I think that the substitution of wooden bridges would be an insignificant error compared with the adoption of the system of contracts, which, without duly weighing all the circumstances, I think the Commissioners seem to have favored.

A system which, in every step from the beginning to the end of construction, involves the elements of dispute;—a system most unjust to the Engineer, inasmuch as it will inevitably add immensely to his toil and responsibilities if he does, or attempts to do, his duty in the interest of the Government and the public, the consequence will be a perpetual struggle between him and the Contractors: he will be deeply involved in all the difficulties into which the system will lead, and powerless to effect an escape. All experience goes to show that, under this system, the Contractors will triumph in the end over both Engineer and Commissioners, and the public will have to pay for it.

It is urged on behalf of the system favored by the Commissioners that the tenders, when received and accepted, would show the Government and the country what each section of the railway will cost, and the full amount of liability incurred; this, doubtless, would be extremely satisfactory if it proved correct, but it is, I fear, jumping at a conclusion rather too rapidly. We cannot altogether disregard the warnings of experience, and these warnings most clearly point out that this will turn out a complete mistake. It is urged that wooden bridges would effect a great saving in the expenditure immediately to be incurred; any saving so effected would, I am satisfied, be neutralized ten-fold by the adoption of the Commissioners' system of contracts in the place of that system originally adopted by the Government. The new specifications and terms of contract would lead directly to difficulties, during construction, of the most serious kind; they would result in the building of an imperfectly constructed railway, with perishable structures, entailing heavy charges for maintenance, while the old specification and

conditions of contract would not only avoid the perplexing difficulties referred to, and give us a substantial railway, with iron bridges and all structures of the most permanent kind, (thus favorably effecting maintenance expenses,) but they would, in addition, save in the first cost alone hundreds of thousands of dollars; indeed, I may confidently say, hundreds of thousands of pounds.

I do not pretend to advance that the original system which under the circumstances of the case I have felt it my duty to recommend, would prove to be entirely free from difficulties, some would doubtless spring up, from time to time, as they always do, even under the most carefully matured scheme of operations, but it is purposely designed to avoid those which are inseparable from the other system, difficulties of a kind which always prove serious and embarrassing, and which so frequently turn out in the long run to add immensely to all pre-conceived ideas of expenditure.

I have thus, at a greater length than I could have desired, laid before you the reasons which convince me of the superiority of the plans originally proposed for the construction of the Intercolonial Railway. These opinions are honestly entertained, and I trust have been respectfully and inoffensively expressed.

I need scarcely say again how much I regret the circumstances which have forced me to write this communication, and how painful it is to me, in the discharge of my duty, to appear to be in a position of antagonism to the Commissioners, for whom I entertain, individually, very high respect; but whatever may be my own views, the same considerations which make me feel it my duty, as a servant of the Government, to lay them frankly before you, make it equally my duty, when the Government shall have expressed their judgment, to do every thing in my power to carry out their views in concert with, and under the instructions of the Commissioners, and I need hardly say that no prepossessions of my own in favor of any plan, will interfere in any degree with my devoting myself, with all the energy I possess, to carry out the wishes of the Government in the matter in question.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

SANDFORD FLEMING,
Chief Engineer.

APPENDIX B.

INTERCOLONIAL RAILWAY COMMISSIONERS' OFFICE,

OTTAWA, 26th January, 1869.

The Commissioners for the construction of the Intercolonial Railway having, after full discussion with Mr. Fleming, the Chief Engineer, adopted the system of lump sum per mile, in letting the contracts for this work, and Mr. Fleming having addressed an unofficial letter to Sir John A. Macdonald, entering a vigorous protest against this mode of letting, and setting forth his reasons for preferring the system of a schedule of prices, the Commissioners deem it their duty to submit to the Honorable the Privy Council a statement of the reasons which have induced them to adopt the system set forth in the "Conditions of Contract" issued by them, a copy whereof is attached hereto.

Mr. Fleming appears to have come to the conclusion that the proper course to adopt in letting these contracts is to base them upon a schedule of prices, having no fixed sum at which each section is to be completed. He bases this opinion, as the Commissioners understand, mainly upon the ground that the surveys are not yet sufficiently

complete to enable him to say what the quantities of earthwork, masonry, &c., will be, and that, therefore, he cannot supply contractors with sufficiently definite information to enable them to say the sum which they will be able to complete each section for.

He states that the season of the year prevents the possibility of making the necessary cross-sections to determine the quantity of material in the different cuttings and embankments.

He states, further, that it is yet impossible to say what quantity of masonry will be required, as he is not prepared to state positively the sizes of the different bridges and culverts, and, therefore, that he is not able to give contractors information upon which they may base tenders at a lump sum, or at so much per mile.

He argues in favor of a contract on a schedule of prices, as it appears to the Commissioners, mainly upon two grounds: first, the impossibility of his supplying statements of quantities; and, secondly, his want of knowledge of the size and dimensions of bridges, culverts, &c., so as to enable him to say what quantity of masonry will be required.

It must be obvious that it would be entirely beyond possibility, under such circumstances, for the Commissioners or the Government to estimate either the probable cost of the work on each section, or the relative value of tenders, if they are to be given in, as Mr. Fleming proposes, upon a schedule of prices. Of course, if Mr. Fleming is unable to give contractors statements of quantities upon which to base their tenders, he is equally unable to afford the Commissioners any satisfactory information in regard to the different quantities, and the various kinds of work to be executed.

The result then would be, that if the Commissioners receive a number of tenders based upon a schedule of prices, such schedule of prices covering, according to Mr. Fleming's proposal, no less than 29 different items, they would be utterly unable to decide which tender it was most desirable to accept, and have no data whatever upon which to found any calculations in regard to the relative economy or otherwise of the different tenders. Neither could they have any idea from such tenders what the cost would be of the works they let. This cannot admit of doubt. But a very brief examination will show the correctness of this view very clearly.

It will be enough, without going into all the 29 items in Mr. Fleming's schedule, to take a few to illustrate the matter. The tenders, on the schedule principle would then produce some such result as follows, viz:—

Tender.	Solid rock.	Loose rock.	Earth excavations.	1st Class Masonry and Cement.	1st Class Masonry and Lime.	2nd Class Masonry and Cement.	2nd Class Masonry and Lime.	2nd Class Masonry, Dry.
	cts.	cts.	cts.	\$.	\$	\$	\$	\$
A.	75	35	25	12	11	11	10	5
B.	80	30	18	14	14	10	10	6
C.	60	50	40	10	8	9	7	4
D.	35	25	30	12	10	10	8	7
E.	1.00	70	40	9	9	8	8	6
F.	50	42	40	12	11	11	10	8
&c., &c.								

The more the number of tenders, the greater will be the difficulty.

But with the sample given above, and they would be sure in the actual tenders to show more serious discrepancies and variation in price, it would be impossible to form any idea at all as to which was the most advantageous tender. It will be remembered that the above example deals only with eight items, whilst the proposed schedule includes 29 items, making the difficulty of deciding of course still greater.

No estimate even could be made as to the most desirable tender, unless the quantities were known; and this information, Mr. Fleming states, he cannot supply

Neither could there be any estimate of what each section will cost until it was completed.

The Commissioners are clearly of opinion, that under such circumstances, tenders by schedule of prices, would render it entirely impossible, from the beginning, to know what the ultimate cost of the work would be; and would be certain in the end to lead to endless disputes, owing to difference of opinion between the contractor and the engineer in regard, first, to the quantities of each description of work executed, and then in regard to the classification of items according to the tender under which it was to be paid for.

It is also clear that in a line of railway, extending over nearly 500 miles, the Chief Engineer cannot, under any circumstances, of his own knowledge, be able to speak of the different kinds of work executed by various contractors, divided into 20 or 25 contracts. The Chief Engineer would have, of necessity, as the work progressed, no personal knowledge of the mode in which the work was being done. It would be impossible for him to measure the different kinds of work, or to decide from personal knowledge or observation, under which item of the schedule they are to be paid for. This duty can only be done by those actually upon the spot; and it is a duty which experience has always proved must of necessity be left, to a very large extent, to the youngest engineers upon the line, whose return of quantities must, as a matter of necessity, be accepted as correct, and who, from day to day, are necessarily in constant communication with the contractors.

For these reasons, the Commissioners have the strongest possible opinion that to attempt to let the contracts for the Intercolonial Railway upon a schedule of prices, as proposed by Mr. Fleming, would be disastrous in the extreme; and could only have one termination, and that, one which would entirely shipwreck the reputation of the Engineer, the Commissioners, and the Government.

It is necessary, perhaps, to notice the objection which Mr. Fleming makes to the fact that he is not yet prepared to say what is the proper size for the various bridges, culverts, and other structures, to span the different streams and watercourses.

The Commissioners cannot but regret that after engineers have been so long engaged in preparing the plans, and have had necessarily so many months' opportunity to judge of the sizes of streams, and of obtaining information upon the subject from the people in the country, they are now unable to give anything like definite information as to the size of the structures to be put up.

If this really is the case, the Commissioners are at a loss to understand upon what principle the plans are made to show, as they do, culverts and bridges of varying size and dimensions; varying, as the Commissioners can only suppose, in accordance with the evidence which has been obtained in regard to the size and volume of the streams. But, even if the information upon this subject was as incomplete as it is stated to be, it does not in the least, in the opinion of the Commissioners, render it necessary to resort to so hazardous a plan as that of letting such large works upon a schedule of prices to be applied to unknown quantities.

No doubt it is undesirable to make structures of a greater size than is really necessary; but it is clearly safer to err in the direction of making the water-ways large enough, than to attempt by false economy to make them so small that they will lead to future destruction of the works. Further than this, it is a question upon which the majority, at any rate, of engineers, concur, that in heavy embankments of 40 feet depth, or upwards, it is a matter of no great consequence, as regards cost, whether the roadway is made of a solid embankment or by bridge work, with a series of openings. Many engineers are indeed of opinion that after embankments reach 40 feet in depth, it is absolute economy to substitute bridges with stone or brick piers; and in regard to culverts, it must be borne in mind that the most judicious plan in this climate for constructing them is to build in embankments of moderate depth, a wall on either side of the opening, and span it for the track of the railway, by stringers upon which the rails are carried. If this is done, of course it is a matter of no consequence whatever whether the walls are 4, 6, 8, or 10 feet apart, the only difference being, and that one in the direction of economical construction, in the length of the stringers to span the opening.

It must be further clear that any changes in the size of culverts will be some larger and some smaller, making, in all probability, no great difference in the aggregate of the work on each section.

For all these reasons, the Commissioners are of opinion, as already stated, that the attempt to let contracts upon a schedule of prices would lead to inevitable disaster; and that the only safe and reasonable plan is to adopt that which is now universally adopted, and to let contracts at a lump sum for the completion of the work, with a schedule of prices attached, to enable the engineer to make up progress estimates as the work proceeds.

The Commissioners believe, from the examination that they have made, and the plans and profiles prepared, that contractors will have no difficulty whatever in forming their own opinion as to the amount of work to be executed upon each section; and they feel perfectly convinced that the tenders which will be sent in will prove without a doubt that experienced contractors will have no difficulty whatever in making their tenders according to the plans adopted.

Parties would be found to tender, on a schedule of prices, who have no experience or knowledge of the work which they would have to execute. They would put in tenders at very low prices per yard for the different descriptions of work, trusting to be able in the long run, to establish claims for "extras," and to use political influence to get such claims allowed.

According to the conditions of contract, and the contract which the Commissioners propose to have executed, all such claims will be rendered impossible; the contractor being compelled by the terms of his contract to complete the work for the specific sum at which he tenders to do it.

It is right, perhaps, in dealing with this question, to advert to the course of proceeding which has been adopted in different countries, in regard to the mode of letting contracts for large works.

In Canada, the first large work that was put under contract was the Great Western Railway, and its contracts were all based upon a schedule of prices, without any information being given as to the quantities of the different kinds of work to be executed.

It is perfectly notorious that the Great Western Railway cost not less than 50 per cent. beyond the amount which it was originally supposed it would cost; and a main reason for such extra cost is to be found in the following extract from the Report of that Company, dated 29th of September, 1854, and after the whole line had been opened throughout, from Suspension Bridge to Windsor, viz:—

"The Contracts before alluded to, and under which the line has principally been constructed, must now be explained, first premising that, in their general features, they are similar to most railway contracts in America, upon the model of which they were framed, by engineers and others who had been concerned in the construction of railways in that country. These contracts are wholly dissimilar to English contracts; they specify no defined sum which the works are to be constructed for, but the price is fixed in this way—they contain clauses which provide that the different kinds of work shall be executed at certain prices per yard, no word being said about the whole quantity, or gross number of yards comprised in each contract. For instance, the contract runs thus:—

" For Indurated earth,	cts., per yard measure in excavation.
" Common earth,	" "
" Hard pan,	" "
" Rock,	" "
" Masonry,	dollars per yard.
" Brickwork,	" "
" Bridging,	" per 1,000 feet, B.M.

"And so on for all the different kinds of work which the contractor may have to execute in forming the part of the line let to him."

It will be seen from this extract, that the contracts were wholly dissimilar to English contracts, inasmuch as they specified no definite sum for which the works were to be constructed.

This is exactly the course which Mr. Fleming proposes to adopt in regard to the Intercolonial Railway, and which undoubtedly, if carried out, would result in the same difficulty, litigation, and ultimate extra cost that occurred in the case of the Great Western.

So strongly did the Great Western Company feel the mistake which they had made in the letting of their contracts for the main line, that when they came to construct their branch from Hamilton to Toronto, they let it for a lump sum without any schedule of prices, and when the state of the surveys was far less satisfactory and forward than is the case for those portions of the Intercolonial Railway now to be let. In the same way, when they subsequently let the contract for the construction of their Sarnia Branch, they adopted the lump sum principle, and abandoned the schedule of prizes. In both these cases, viz : the Hamilton and Toronto and Sarnia branches, the works were completed in the terms of the contract, and for a lump sum, and no serious dispute arose afterwards in regard to claims for extras.

It may be as well, perhaps, to state here, that the different sections of the Grand Trunk Railway were all contracted for at the rate of so much per mile, and in no case was work executed on a schedule of prices.

It is right to explain here, that the accounts of the Grand Trunk Company show that the execution of the works, according to the amount per mile was done without any large claims for extras; the extra cost for the Grand Trunk line having mainly arisen from the depreciated price of its securities, and the consequent discount when they had to be realized.

A contract has been lately let in the Province of Quebec, for a line of railway, 35 miles long, from Lennoxville to the Province line, where it connects with the Passumpsic Railway in the United States.

The contract has been let at a lump sum, the contractor having tendered on a general plan and profile, without any statement of quantities, and without any detailed plans of the structures to be erected. The price is a moderate one per mile, and the contractor assumes all risks of quantities, &c.

In Ontario also, a contract has lately been let for a portion of the Wellington, Gray, and Bruce Railway, and this has been let for a lump sum, and not on a schedule of prices.

Mr. Fleming is mistaken in regard to the mode in which contracts are let in England. All contracts for a number of years past, for the execution of railway works, have been let upon a lump sum principle, a schedule of prices being attached to the contracts, to enable estimates to be made of the progress of the works, and to provide for extra work, if any, which, during the progress of the contract, might be ordered; but it is a matter about which there is really no question whatever, that English railway contracts have, for a long time past, been let only upon the lump sum principle; and that plans of the different structures are supplied after the contract is signed, and during the progress of the works, according as circumstances may, in the opinion of the engineer, seem to be desirable.

The same plan is adopted in England for other large works beside railways. For instance, the Thames Embankment in London, has been let in sections, the contractor undertaking to complete his section for a lump sum, he taking all risk of quantities, &c.

Again, in all the large Indian railways, where the payments are all cash, and where the interest and principal of the capital is guaranteed by the Indian Government, the contracts have all been at so much per mile of railway.

In the case of the Indian railways, the contracts were let when surveys were of the most incomplete description, and had simply been rough lines run by military engineers. No detailed drawings of structures were exhibited or prepared, and the contractor had, in point of fact, to survey and locate the line after he had signed his contract, and agreed as to the lump sum per mile at which he would do the work.

In the Province of New Brunswick, arrangements were made lately for the construction of lines of railway, which are known as the Western Extension from St. John, in the direction of Bangor in the United States, including a branch to Fredericton.

These lines had been let at so much per mile, the plans and surveys being less complete than is the case with the plans of the Intercolonial Railway for those portions now to be let.

But the most striking instance of the impolicy of letting large contracts on a schedule of prices is to be found in the case of the Pictou Railway, constructed within the last few years by the Nova Scotia Government. This railway is less than 50 miles long, from Truro to Pictou. It was originally let on a schedule of prices by the Government of Nova Scotia, in small sections of about five miles each. The contracts were let at what were afterwards stated to be too low prices; the price per yard for earthwork, and for masonry being, it was stated, low, and being undertaken by parties said not to be properly responsible, or having sufficient experience. The result was, that the majority of the contractors failed to execute their work, and the Government was compelled to take it entirely out of their hands. The course which they were ultimately compelled to adopt is, in the opinion of the Commissioners, a very striking example of the mistake that would be made if contracts were attempted to be let on the Intercolonial Railway on a schedule of prices.

Upon the failure of the original contractors of the Pictou line, the Government entered into an arrangement to complete it, as left by the defaulting contractors, not upon a renewed plan of a schedule of prices, but on a lump sum for the entire completion of the work remaining to be executed. This appears to the Commissioners to be most conclusive upon the question, and they are surprised that Mr. Fleming, as the Engineer for the construction of the Pictou and Truro Line, should again recommend the course which, in the case of that line, proved so disastrous and produced such serious controversy in the Country and in Parliament.

In the United States, also, the rule is now to let works on the lump sum principle, and not on a schedule of prices.

There is a very late instance to this effect. On the 24th December, 1868, the Commonwealth of Massachusetts let a contract for the completion of the Hoosac Tunnel. The contract is for a lump sum, with a schedule of prices to enable progress-estimates to be made of the work done. It contains the following clause, viz. :—

“It is understood and agreed that the Commonwealth is in no event to be responsible for the correctness of the estimates of quantities, distances, &c., given in the schedule; nor shall the specific details of work to be done, as given herein, be construed in any manner to relieve the contractors from the full and complete performance of the entire work of the completion of the Hoosac Tunnel, exclusive of the part now under contract to B. N. Farren, to be performed under this contract, nor in any way affect the gross amount to be paid by the Commonwealth to the contractors, as stated in the contract.”

It thus appears that painful experience in Canada and Nova Scotia has proved the disastrous effects resulting from letting contracts on a schedule of prices. In Canada, New Brunswick, and Nova Scotia, all late contracts have been let upon similar terms to those proposed by the Commissioners. The same plan is universally adopted for all large works in England, India, and the United States.

The Commissioners have the strongest conviction, that in adopting any other system than that of the “lump sum” for the contract, they would be sacrificing alike their own reputation and their duty to the Government and the Country.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
W. F. COFFIN,
Commissioners.

(Copy.)

APPENDIX C.

Minutes of a public meeting of the inhabitants of the counties of Westmoreland and Albert, called by the Sheriff of Westmoreland, in compliance with a requisition to him for that purpose, to consider various matters connected with the route of the Intercolonial Railway, and held in Dunlap's Hall, town of Moncton, December 17th, 1868. Meeting organized at 11 o'clock, a.m., by the appointment of Blair Botsford, Esq., as chairman.

The first resolution was moved by the Hon. Bliss Botsford, Speaker of the House of Assembly, seconded by the Hon. John Lewis, of Hillsboro', Albert County, Member of the Legislative Council of New Brunswick, and being put to vote, was carried unanimously.

The preamble and resolution is as annexed: Whereas, we have reason to believe by a recent survey of the Intercolonial line of Railway, from the Richibucto river to the European and North American Railway, at or near the point where the Major Robinson line intersects the latter, that great engineering difficulties have to be overcome by adhering strictly as possible to the Major Robinson line between those two points; and, whereas, we believe that a cheaper and shorter route can be obtained by running from the Richibucto river, over the table land between the source of the rivers that flow into the river St. John, and the gulf of St. Lawrence, traversing as it must those rivers at a point where they are of insignificant size, and where easy grades can be obtained to and through a natural level gorge, separating the high ridges of lands called the "Indian," "Lute's," and "Steere's," mountains, and thence to the European and North American Railway station, near the town of Moncton; and, whereas, the adoption of the last named route for the "Intercolonial line of Railway," as suggested by Mr. Fleming, would considerably shorten the distance between the River du Loup and the cities of St. John and Halifax, the principal emporiums of the Maritime Provinces, as well as tap the head navigable waters of the Bay of Fundy, and connect with the bridge crossing the Petitcodiac river to the county of Albert, probably destined hereafter to be the terminus of a railway traversing that valuable county.

And, whereas, it is most desirable that a thorough and minute examination of the last mentioned route should be forthwith made, with a view to subserve and advance the material interests of the people of the Dominion of Canada.

Therefore, Resolved, As the opinion of this meeting, that the "Queen's Privy Council for Canada," be respectfully solicited to advise His Excellency the Governor General, to order a survey to be made between the Richibucto river and the European and North American Railway station near the town of Moncton, or to some other point westward of the present contemplated junction.

Stephen Binney, Esq., moved, and Alex. Wright, Esq., seconded the second resolution, which also passed without dissent, and is as follows:—

No. 2. Resolved, That a petition setting forth the above facts be prepared, signed by the chairmen, and forthwith transmitted to His Excellency the Governor General.

On motion, a Committee consisting of the Hon. Bliss Botsford, the Hon. John Lewis, Stephen Binney, Esq., and the chairman, was appointed to draft a petition to His Excellency the Governor General of Canada, in accordance with the terms of the second resolution.

Alex. Wright, Esq., moved, and John Wallace, Esq., Member of the House of Commons for Albert County, seconded the third resolution, which passed unanimously, and is as follows:—

No. 3. Resolved, That a copy of these resolutions and proceedings of this meeting, duly authenticated and countersigned, respectively by the chairman and secretary, be enclosed to the Commissioners of the Intercolonial Railway.

The chairman having left the chair, John Wallace, Esq., was called thereto, when the committee appointed to prepare the petition to the Governor General, submitted their report, which was adopted.

The thanks of the meeting were tendered to Blair Botsford, Esq., for his able conduct in the chair, after which he resumed the chair and proposed three cheers for Her Most Gracious Majesty the Queen, which was heartily responded to, and the meeting dispersed..

(Signed,)

BLAIR BOTSFORD,
Chairman.

(Signed,)

H. T. STEVENS,
Secretary of Meeting.

APPENDIX D.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 9th April, 1869.

On a Report, dated 3rd March, 1869, from the Intercolonial Railway Commissioners, stating that in consequence of representations made to them, both by petition and verbally, during the recent inspection made by them of the proposed route of the Railway, they, on the 2nd January last, adopted the following Resolution, viz. :—

“Resolved, That Mr. Fleming be instructed to make a survey of the Country between Moncton and Miramichi, as prayed for in the memorial laid before the Commissioners at St. John, on the 30th December, 1868, and to report the result.”

And that the Commissioners are about to organize parties to prosecute the survey.

The Committee recommend that the survey ordered by the Commissioners be sanctioned, and that on such survey, the Commissioners do fully report on the whole subject of the location of the line between Bathurst and the European and North American Railway.

Certified.

(Signed,)

WM. H. LEE,
Clerk Privy Council.

APPENDIX E.

(Copy.)

NEWCASTLE,
October 9th, 1869.

MY DEAR SIR—By last mail I enclosed you the sections of the several River Crossings on the North Shore from Konchibouguac to Shediac, which are all that are of consequence. The sections were taken generally of sufficient length, on either side of the stream, to show the high lands adjacent.

Most of the Rivers are shallow estuaries, with channels in the centre, in no case exceeding 400 feet in width, and 30 feet deep, except at the Richibusto, which is 50 feet

deep at the present Post Road Bridge. This depth can however be reduced to 30 feet by adopting a line some 600 feet higher up the stream, where a good crossing can be had.

These rivers are not so formidable as their widths should seem to indicate. The streams above the tide-way are comparatively insignificant. It will therefore be necessary to provide a sufficient number of spans in the channel to pass the highest freshet water and accommodate the navigation. The rest of the water way may be embanked with rock or earth, the last of which, if made with flat slopes and properly protected from the wash of the tide, will stand.

You mentioned in your letter of the 28th of July, "That the Commissioners did not think it necessary to incur much expense in procuring the above information." I have therefore not deemed it necessary to "bore" these river beds, and I am unable therefore to form an accurate estimate of the cost of bridging them, but judging from the depth of silt above, the Bed Rock in the Miramichi which runs through similar strata, and which has been most carefully bored in several places within the last two months, I should anticipate an average of some 20 feet of mud and sand before a suitable foundation will be reached.

Assuming that it is the intention to erect piers and abutments of substantial masonry on permanent and approved foundations, it would not be safe to estimate the cost of these structures at less than half a million of dollars, or say some \$400,000 in excess of the bridging of the Interior line.

The difference in length of the Shore Line *via* Chatham and Richibucto, compared with the middle line ran last year, and the Interior Line surveyed this last summer, from the fact of no continuous survey having been made of the Shore Line, can only be approximate; yet I think, with sufficient accuracy for the present purpose. I measured it from the small scale map of the country, prepared in this office this spring, with great care, and in which all the lines actually surveyed had been laid, having added a reasonable amount for curvature. Starting, therefore from the *common point near Newcastle*, the Shore Line will be found at least from 86 to 87 miles in length to Painsic Junction. The Middle Line, by actual location survey, is $82\frac{1}{2}$ miles between the same points crossing.

The Interior Line (when located) from the same point at Newcastle to its intersection with the European and North American Railway at Moncton, will be between 76 and 77 miles in length, or say 10 miles less to build than the Shore Line, and $5\frac{1}{2}$ miles less than the Middle Line to form a connection with the European and North American Railway.

With regard to the cost of constructing the several lines, the quantities per mile on the Middle and Interior, are generally so similar that for this purpose the cost of each may simply be estimated by the ratio of their relative lengths.

From a careful reconnaissance of the Shore Line, I am of opinion that the quantities of work (exclusive of the extra bridging already named) will vary but little from the other two.

Assuming that a sum of \$30,000 per mile will be a fair estimate on the interior and Middle Lines for grading, masonry, bridging, track, and ballast complete, exclusive of stations and rolling stock, and taking this data as a basis for an estimate, the following sums will be obtained, which will, I think, be approximately correct:—

87 miles of Shore line, at \$30,000 per mile	\$2,610,000
Extra bridging, assumed at.....	400,000
	<hr/>
	\$3,010,000
82½ miles Middle line, at \$30,000.	2,475,000
77 miles Interior line, at \$30,000.....	2,310,000

By this it will appear that the Interior Line is \$165,000 cheaper than the Middle, and \$700,000 cheaper than the Shore Line. This is exclusive of the extra cost of additional station accommodation and rolling stock that will be incidental, ultimately, to increased length of line, to say nothing of increased running expenses that must inevitably follow.

The above figures are within the mark, as I feel confident from a careful study of the subject, that a location survey passing through Chatham and Richibucto, if ever made, will make the actual distance more than I have stated.

As there has been some discussion on this subject, both in the press and amongst other parties, where these figures have been impugned, I believe I may be permitted to state, in further exemplification, that the distance from the present crossing of the Miramichi (on the south side of the south-west branch) fully three miles beyond the common point at Newcastle to Chatham is as near as can be obtained 8 miles

From Chatham to Richibucto, by a very direct post road is..... 38 "

Mr. Lawson makes the distance from his crossing of the Richibucto to Painsec on his location to be 39 "

85 "

It may be as well to remark, in passing, that Mr. Lawson crosses the Richibucto at the mouth of Molus river, some 12 miles south-west of the town of Richibucto. Thus materially reducing the versed line of the arch to be traversed in going from Chatham to Painsec junction, and from the fact of the mouth of the Molus river being considerable to the southward of the town of Richibucto, any line passing through that place to Painsec must necessarily be longer than the corresponding portion of Mr. Lawson's location.

With regard to the effect the three lines will have upon the relative distances between Newcastle, St. John, and Halifax, respectively, the Interior Line, *via* Moncton, will be 17 miles less to St. John, and 3 miles less to Halifax than the Shore Line, *via* Painsec, to the same places, and 12½ miles less (to travel) to St. John, and 1½ miles further to Halifax than the Middle Line.

In reference to the influence these lines may have upon the settlement of the country, it may be said, generally, that the Interior opens up a new county, fully one-half of which, perhaps two-thirds, is fit for settlement. Thriving settlements are already found extending from the south-west Miramichi, for a distance of about 10 miles south of the Barnaby river, and about as many miles north over Jutz and Indian mountains out of Moncton. The residue of the distance, however, some 50 miles, is through unsettled lands.

The Middle Line traverses a county somewhat similar as regards the number of settlers and the quality of the land.

The Shore Line passes nearly its whole length through a country more or less settled, though there are considerable intervals often between the houses, and the line of settlement generally, merely fringes, as it were, the public road and the coast line, extending however in some instances miles up the larger rivers where thriving settlements are formed on the Konchibouguac, Konchibouguacis, Richibucto, and Buctouche rivers; the last named of which is as far as the shore line, arriving at Painsec, would probably follow the coast. These settlements however will soon extend back and beyond the Interior Line should it be made.

The number of inhabitants that will be affected by the adoption of either of the lines is difficult to estimate, and without a census, any statement must be considered merely as approximate. I should think that some 8000 people at least would come within the influence of the Middle and Interior Lines between the Miramichi and Moncton, including the two thriving towns of Nelson at the northern, and Matchu at the southern terminus, allowing 5000 to the towns and 3000 the intervening country.

The Shore Line also passes through the town of Nelson which in fact will be influenced equally by either of the lines. It then passes through Chatham, a town said to contain some 5000 inhabitants; then through a sparsely settled country to Konchibouguac and Konchibouguacis, containing each from 300 to 400 inhabitants. Then on to Richibucto and Kingston, whose population collectively would be under 2000. From here it is probable the line would keep near the post road, and cross the two Buctouches near the villages of the same name, which collectively may contain some 500 people. From the crossing of the Buctouche to Painsec, the line will probably pass through a very similar

country to that traversed by Mr. Lawson's line. The total number of settlers on the Shore line I should estimate as follows :—

Nelson to Chatham	2,000
Chatham Town	5,000
Chatham to Richibucto	2,000
Richibucto to Kingston	2,000
Richibucto to Buctouche	1,000
Big and Little Buctouche	1,000
Buctouche to Painsec	2,000
Total	15,000

or say, double the number at present on the Interior Line which would seem to be a full estimate of the population that would be accommodated by the Shore Line.

There are other settlements along the coast, such as Bay du Vin, Escumenac, &c., which from being some distance from the proposed line, I have not thought it necessary to take into consideration.

Trusting that I may have been fortunate enough to afford you some information upon this vexed question.

I remain,

My dear Sir,

Very truly yours,

(Signed,)

A. L. LIGHT.

SANDFORD FLEMING, Esq., Engineer in Chief,
Intercolonial Railway, Ottawa.

APPENDIX F.

(Copy.)

INTERCOLONIAL RAILWAY, OFFICE OF THE CHIEF ENGINEER,
Ottawa, October 19th, 1869.

C. S. Ross, Esq., Secretary Intercolonial Railway, &c.

SIR,—I have to day received from Mr. Light, Engineer for the Miramichi District, a letter containing the additional information desired by the Commissioners respecting that portion of the country between Moncton and the River Miramichi, and the result of various railway surveys and explorations which have been made in that part of New Brunswick.

I cannot do better than enclose a copy of Mr. Light's communication.

The three lines referred to are designated as follows :—

1st. The *Shore Line*, which runs from Newcastle to near Chatham, Richibucto, &c., to Painsec Junction.

2nd. The *Middle Line*, which runs from Newcastle more direct to Painsec Junction than the Shore Line, keeping at some distance from Chatham and the other points above mentioned.

3rd. The *Interior Line*, which runs direct to the nearest point of connection with the E. N. A. Railway west of Moncton.

It would appear, from the within information, that the probable cost of the three lines would be about in the following proportion :

The Shore Line	\$3,010,000
The Middle Line	2,475,000
The Interior Line	2,310,000

The probable length of railway to be constructed on each of these lines, from a common point near Newcastle, is estimated as follows :

The Shore Line, say	86½ miles
The Middle Line, say	82½ do
The Interior Line, say	76½ do

The running distance to St. John and to Halifax would be effected to some extent by the adoption of one or other of these lines, considering first the running distance to Halifax, the length of line from a common point near Newcastle to Painsec Junction, will show how they stand in this respect.

The Shore Line.....	86½ miles
The Middle Line.....	82½ do
The Interior Line.....	76½
Add existing Railway to Painsec Junction.....	7 83½ do

The running distance towards St. John, from a common point near Newcastle, to a common point in the existing Railway West of Moncton, will be as follows :—

By the Shore Line.....	86½ + 7	93½ miles
By the Middle Line	82½ + 7	89½ do
By the Interior Line.....	76½	do

Mr. Light estimates the number of inhabitants directly accommodated by the adoption of either of these lines, about, as follows : This is exclusive of the population in other sections of the Dominion beyond the common points near Newcastle and Moncton affected by the shorter or longer running distance on the several lines.

By the Shore Line.....	15,000
By the Middle Line.....	8,000
By the Interior Line.....	8,000

With regard to the character of the country for settlement and other particulars, I beg to refer the Commissioners to the within comments.

In drawing a comparison between these lines, it appears,

1st. That the Middle Line is the most direct line to Halifax, being one mile shorter than the Interior Line, and four miles shorter than the Shore Line.

2nd. That the Interior Line is the most direct to St. John, being three miles shorter than the Middle Line, and seventeen miles shorter than the Shore Line.

3rd. That the Interior Line is the shortest to construct, the length of railway to be built being six miles less than the Middle Line, and ten miles less than the Shore Line.

4th. That the Interior Line would prove the cheapest, the estimate of probable cost being \$175,000 less than the Middle Line, and \$700,000 less than the Shore Line.

5th. That the Shore Line passes through the best settled sections of country, the local population averaging nearly 100 per mile more than on the Middle and Interior Lines.

6th. That the Interior and Middle Lines pass through new lands, one-half or two-thirds of which are said to be fit for settlement.

The above information will now, I trust, enable the Commissioners and the Government to select the most eligible line for final location.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,)

SANDFORD FLEMING,
Chief Engineer.

APPENDIX G.

Copy of Report of the Commissioners of the Intercolonial Railway to Council, of date 21st October, 1869.

INTERCOLONIAL RAILWAY COMMISSIONERS' OFFICE,
Ottawa, 21st October, 1869.

The Commissioners for the construction of the Intercolonial Railway, to whom has been referred the question of the route of the railway between the Miramichi River and the line of the European and North American Railway, beg to report to the Governor in Council, that they have carefully considered the matter, and have had the advantage of hearing personally the views entertained by deputations from Chatham and Richibucto, now in Ottawa.

The Commissioners have also visited the locality, and personally examined into the question. They also called upon the Chief Engineer for a report upon the subject, a copy of which is appended hereto.

It appears that three lines have been suggested, which may be described as follows, viz:—

No. 1, the Shore Line, which would run near Chatham and Richibucto to Painsec Junction. This line would require the construction of 86½ miles of railway.

No. 2, the Middle Line, would run from the Miramichi, without going nearer to Chatham than six miles, and would be about ten miles inland from the Harbor of Richibucto, and would require the construction of 82½ miles of railway.

No. 3, the Interior Line, would run by the nearest course from the Miramichi to Moncton, and would require the construction of 76½ miles of railway.

The No. 1, or Shore Line, appears to be impracticable, as it would cost \$700,000 more than the Interior Line, and \$545,000 more than the Middle Line, besides lengthening the Line, both to Halifax and St. John. It does not seem possible to meet the wishes of the inhabitants of Chatham, without involving a great extra cost, both in first construction and in future working. The railway will run within six miles of Chatham, and it cannot, by the main line, be carried nearer to that town without, after crossing the Miramichi, running almost parallel to the line on the north side of the river. The Commissioners, therefore, cannot recommend the adoption of the Shore Line.

The question, as regards Chatham, being thus disposed of, the route of the line is only affected by its proximity or otherwise to Richibucto.

No. 2, or the Middle Line, will cost \$165,000 more than the Interior Line, No. 3. It would require the construction of six miles more of railway, and the permanent cost of working that additional distance. It will make a longer distance to St. John by thirteen miles, and shorten the distance to Halifax about one mile. The extent of bridging on No. 2 will be considerably greater than on No. 3, of course involving greater cost of maintenance.

Taking all the facts into consideration, the Commissioners cannot see any public

grounds to justify the increased outlay, and they therefore recommend that the Interior line, No. 3, be adopted.

(Signed,)

“

“

“

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

APPENDIX K.

(Copy.)

INTERCOLONIAL RAILWAY, OFFICE OF THE CHIEF ENGINEER,
Ottawa, March 14th, 1870.

C. S. Ross, Esq., Secretary.

SIR—As requested, I now submit a few observations on the labors of the Engineering Staff.

It does not seem necessary to allude to the exploratory survey made some years ago, it will, probably, be sufficient for me to report briefly on the general result obtained by the expenditure incurred since the union of the Provinces; distinguishing, as far as practicable, the work done by the Staff after the route was adopted by the Privy Council, from that done previously.

The whole line from Rivière du Loup to Truro, with the exception of one or two short sections between Newcastle and Moncton, where minor changes may be found advisable, is now finally located for construction; of this distance 326 miles in all are now under contract or ready for contract, and the whole of the remainder, except 76 miles between the River Miramichi and Moncton, will be ready for contract by the end of next month. By midsummer next the whole extent of the line may be placed under construction. The distance from Rivière du Loup to Truro, by the line adopted and located for construction, will be very close on 490 miles.

The above information furnishes in a few words the net results of the labors of the Staff, as well as of the expenditure incurred on engineering account up to this time. It however conveys a very imperfect idea of the actual work which has been accomplished.

A comparison can scarcely be made between the results and expenditure in this case, and that of Railway surveys in other countries, more favorable for operations of this kind. In an open country, where the Engineer can see around him, he can easily decide as to the advisability of incurring the expense of instrumental measurements in any particular direction; and in the United Kingdom, where he has the benefit of the ordnance maps, showing in minute detail every feature of the country, and giving exact vertical as well as horizontal distances, he can with great ease at once proceed to define the most suitable position for the line of railway; but in a country like that between Rivière du Loup and Truro, in great part densely wooded, some of it without inhabitants, portions of it even without roads, it is clear that surveying operations can only be conducted under great disadvantages and the comparative cost, on Engineering account, must, as a consequence, be heavy.

The circumstances of the case, as a rule, required that the Engineering Staff should find shelter at night under canvas, in all weathers. This mode of life is not objectionable for a short time in the summer season; but the personal discomfort experienced during a protracted campaign, including the rainy season of autumn, and the following months of winter, with a very low temperature (occasionally 20 to 30 degrees below zero), and snow from 3 to 5 feet deep, is not inconsiderable. A large portion of the staff remained

under canvas, without intermission, from April 1868 to May 1869; another portion has been similarly situated nearly the whole of the present winter. In justice to the staff, and in appreciation of the endurance and perseverance displayed by those members of it who have been so much exposed, it is right that I should allude to this, because an impression seems to prevail in some minds that the Engineering Staff of the Intercolonial Railway, has been and is now engaged in mere holiday work. Even in summer time railway surveying has its inconveniences and troubles; the intolerable insects, which in some sections abound, are occasionally found to be beyond all endurance.

I have already said that the length of line actually located for construction, although practically the net result of the labors of the staff, scarcely gives any idea of the work which has been done to produce this result. The engineer in a wooded country, is very much like a mariner in unexplored waters, and without a chart. If it be a flat country, his work is not so difficult, but if the inequalities of surface be great, as in much of the country through which the line is to be constructed, it is only after repeated trials, involving a great deal of laborious work, that he can tell when he approaches the best position for the railway. To show how much time and labor and expenditure has been incurred in thus feeling the way to the one end in view, I have had compiled, from various returns, the total length of lines which have been instrumentally surveyed.

From this, it would appear that in the aggregate, over 3,100 miles of trial lines have been surveyed, nearly 1,200 miles of line have actually been located, and more than 1,200 miles of cross-sections have been made, giving a gross total of more than 5,500 miles, which have been surveyed instrumentally, and of this from 5,100 to 5,200 miles have been both chained and levelled over. It may also be added that a very large proportion of this distance has been cut with the axe through the woods. This does not of course embrace an endless distance which has been explored on foot and not measured.

It needs no argument to prove that all this work has been sound economy. I am satisfied that the time and money spent in these surveys has been well spent, and that the cost of construction will be very materially reduced thereby.

A great deal of necessary work has been done other than surveys;—test-pits have been sunk wherever deemed necessary, over nearly the whole length of the line, so that contractors should have every opportunity of gaining information respecting the work to be done, and, in addition to the ordinary duties of the staff in the field, a great deal of time has been occupied in making calculations of quantities of each kind of work to be done on the sections already under contract, as well as those to be placed under contract.

The staff as now organized by the Commissioners, on my recommendation, is arranged as follows:—

The whole line is divided into 25 engineering divisions, which correspond with the same number of contracts now or hereafter to be made. These divisions are lettered from A to Z. The whole line is also formed into four districts, each of which embraces a certain number of divisions. Four district engineers are appointed, each of whom have general charge, under the Chief Engineer, of the whole work in each respective district. Division engineers have immediate charge of, and are resident on, each section under contract. They have generally two assistants, with rodmen and chainmen.

The four districts are named, The St. Lawrence, The Restigouche, The Miramichi, and The Nova Scotia Districts respectively.

The *St. Lawrence District* extends from Rivière du Loup, 129½ miles easterly, to a point beyond Lake Metapedia; it comprises divisions A to F inclusive, and is placed in charge of Samuel Hazlewood, Esq.

The *Restigouche District* extends from the easterly end of the St. Lawrence District, 127½ miles, to a point beyond Bathurst; it comprises divisions G to H inclusive, and is placed in charge of Marcus Smith, Esq.

The *Miramichi District* extends from the easterly end of the Restigouche District, to Painsec Junction on the St. John and Shediac Railway, a distance of nearly 115 miles; it comprises divisions O to U inclusive, and is under the charge of Alexander Luders Light, Esq.

The *Nova Scotia District* extends from Painsec Junction to Truro, a distance of over 117 miles ; it comprises divisions V to Z inclusive ; it is under the charge of W. H. Tremaine, Esq.

As all the divisions are not as yet under contract, the permanent appointments are not all filled up. The several engineers who have been engaged on surveys, are understood to be only temporarily appointed.

I have every reason to be well satisfied with the duties performed by each member of the staff as it now exists ; whether on survey or on construction, they have, as a rule, worked most assiduously, and have strained every nerve to carry out instructions in the best manner and in the shortest time. I think the work accomplished affords ample proof of this.

Members of the staff on construction, have labored most diligently ; under the peculiar circumstances of each case they have had a great deal to do. The contractors, during the past summer, generally began at all the light work on their contracts, and thus gave the engineers in charge more trouble in "setting out," than if the workmen had been concentrated on the heavy excavations. Again, when the contracts came to be closed, the labor in measuring up for re-letting, was very great, owing to the ground being disturbed at so many points.

Up to this time, every member of the staff has been fully employed, and it will require every exertion during the remainder of the winter to prepare the plans and necessary calculations for letting the remaining sections of the line.

I may take this opportunity of stating, that I think the principal engineers on the staff should be placed on a more liberal footing than at present, I am decidedly of opinion it is in the public interest that they should. I refer mainly to the district engineers, although, as far as the payment of necessary travelling expenses on duty is concerned, I allude, also, to those engineers immediately in charge of contracts. It would place them all in a more independent and altogether more satisfactory position.

With regard to the district engineers, three of them at all events were selected by me and engaged for a considerable time before the appointment of the Commissioners. I led them to expect that their salary would in each case be \$3000 per annum with all necessary and reasonable travelling expenses on duty allowed, and they were actually paid in accordance with this understanding up to the time the Commissioners came into office at the end of 1868. I feel satisfied that this rate of compensation is not by any means too much for the four district engineers, when the onerous professional duties they are required to perform is considered, and I avail myself of this opportunity of again recommending it.

I wrote you on this subject on the 15th of April last year, at the time when I received remonstrances from the gentlemen referred to, against a reduction in the rate of salary they were led to expect, and I enclose with this, copies of letters, which, for the purpose of conciliation, I deemed it advisable to write to them soon afterwards.

I may here observe, that owing to the languid progress which has hitherto been made in prosecuting the works, the district engineers' expenses in supervision and travelling from point to point, have not been so great as I anticipated when I wrote you on the subject in April last ; but, hereafter, when construction is carried on with vigour, their expenses must necessarily be very considerable, much more than any public officer should be called upon to pay out of his limited salary.

I am, Sir,
Your obedient servant,

SANDFORD FLEMING,
Chief Engineer.

Letters Enclosed.

To C. S. Ross, - - April 15th, 1869.
 ,, A. Hazlewood, - May 31st, "
 ,, A. L. Light, - - June 9th, "
 ,, W. H. Tremaine, June 9th, "
 ,, Marcus Smith, - June 9th, "

(Copy.)

INTERCOLONIAL RAILWAY, OFFICE OF THE CHIEF ENGINEER,
Ottawa, April 15th, 1869.

C. S. Ross, Esq.,
Secretary.

SIR,—Will you be good enough to inform the Commissioners that all the district engineers have remonstrated against paying their travelling expenses out of their salary, and that they seem to think that the decision of the Commissioners must have arisen through some oversight.

With regard to this it may not be improper to remark, that salary is the compensation which the engineer gets for his services and exclusively for his own benefit, but in order that his employers should have the utmost advantage of his experience and judgment, it is imperative that the district engineer should have free and rapid means of access to every part of the works under his charge. This entails very considerable expense, varying in amount according to locality and the progress of the work, but over the amount, the engineer has no control, and were he compelled to defray these out of his salary, the result would be, that he would be paid exactly in inverse ratio to his exertions. For the harder he worked, the more he would be out of pocket, and if he did his duty thoroughly he would often find his salary reduced below that of the junior officers of his staff. But as no one can be expected to make such a sacrifice, it follows to withhold or limit the travelling expenses of the district engineer would in one case compel him to neglect his most important duties altogether, and in the other to perform them very inefficiently. This is so well understood by the most rigid economists, that I have never known or heard of a case where all necessary expenses were not allowed and treated as totally distinct from salary.

This is indeed no question of petty economy, but one of vital importance, considering the extent of the works a district engineer has under his charge, for it is well known that he can often save in one week by personal inspection and judgment more than his travelling expenses would amount to in three or four years.

The same remarks apply to the division engineers, but as the latter have only 20 or 30 miles of railway to superintend they need never be more than one or two nights from their quarters at one time, and the travelling expenses will be proportionately lessened. But a District comprises five or six Divisions, and the engineer should be oftener abroad than at home, and until the works are well advanced he would require two pair of horses and two men to enable him to do his work thoroughly.

I think it will only be necessary to draw the attention of the Commissioners to this matter in order to have it set right.

I am, &c.,
(Signed,) SANDFORD FLEMING,
Chief Engineer.

INTERCOLONIAL RAILWAY, OFFICE OF THE CHIEF ENGINEER,
Halifax, May 31st, 1869.

S. Hazlewood, Esq., District Engineer,
Rimouski.

MY DEAR SIR,—With regard to the payment of district engineers' expenses, I feel reluctant to trouble the Commissioners further on the subject at the present time. When in Ottawa, last month, I informed them that all the district engineers remonstrated against defraying their travelling expenses out of their salary, and I represented to the Commissioners very strongly the importance and economy of placing the engineers on a more liberal footing. I urged that the salary of the engineers should be considered the compensation allowed them for their time and professional services, that it should be

such as to satisfy them, that it should be exclusively for their own benefit, and that all reasonable and necessary travelling expenses on duty, should be paid in addition, so as to secure for the public service the greatest advantage possible from their experience, judgment, and energy.

You are aware that the Commissioners have limited the amount to be paid district engineers for salary and all expenses to \$3,200, this sum after allowing \$3,000 for salary, as originally intended, leaves only \$200 for expenses, a sum which I am quite certain the Commissioners will come to see is wholly inadequate, and which I am well convinced they will ultimately supplement.

In the meantime, I sincerely trust that you will not allow this question of travelling expenses to limit your usefulness in any degree, that you will spare no reasonable and proper cost in maintaining the most efficient and vigilant supervision of all the works and services in your district; that you will keep an exact account of all necessary expenses incurred by you on these duties, and you have my assurance that in the long run they will be paid.

I am desirous that you should be in a position to devote your mind and all your energies to the important work placed under your charge. I am most unwilling that you should feel that your own compensation must be in inverse ratio to your exertions, as it would be, if you were obliged to defray the expenses referred to, and I take this means of satisfying you that I shall do everything in my power to have the matter set right.

Believe me, &c.,

(Signed,)

SANFORD FLEMING,

Chief Engineer.

(Copy.)

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,

55, Gaspé, June 9th, 1869.

MY DEAR SIR,—I would have written you sooner on the subject of travelling expenses had I not been so much engaged with other matters.

I had occasion to write Mr. Hazlewood on the subject some time ago, and as my letter to him dated 31st May, conveys my views I cannot now do better than enclose a copy to you.

You can readily understand my anxiety, in the interest of the undertaking, to see the Engineering Staff in the greatest possible efficiency, and that no trifling consideration of cost should in any degree withhold from the work the full advantages of your professional knowledge and energy. You will, therefore, I trust be good enough to consider the remarks which I have made in the enclosed, to apply equally in your own case.

I received your letter of June 3rd, at Halifax, on Monday night, before leaving, and your telegram from Richibucto, last night at Shediac. I am glad to hear of the satisfactory progress of the several surveying parties. When the surveys between Moncton and Miramichi connect, be good enough to telegraph me at Rimouski. Until you hear from me, you will use your own judgment in continuing the work until all the information required is obtained.

Believe me, &c.,

(Signed,)

SANFORD FLEMING.

A. L. Light, Esq.,

Miramichi District.

(Copy.)

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,

55, Gaspé, June 9th, 1869.

MY DEAR SIR,—I had occasion to write Mr. Hazlewood, of the St. Lawrence District, on the subject of travelling expenses some time ago, and as this letter to him

conveys my views on the subject of travelling expenses, I cannot do better then send you a copy.

I am, as you will readily understand, desirous that the Engineering Staff should be efficient, and that the work should have the fullest advantages from your energy and professional knowledge. I have, therefore, to request that you will consider my remarks in the enclosed, to apply equally in your own case, and that you will maintain in your District the most vigilant supervision possible.

Yours, &c.,

(Signed,)

SANDFORD FLEMING.

W. H. Tremaine, Esq.,
Nova Scotia District.

(Copy.)

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,
55, Gaspé, June 9th, 1869.

MY DEAR SIR,—I intended writing you sooner on the subject of travelling expenses, but I was really so much engaged, up to the moment of leaving Halifax, that it was not in my power. I had occasion, however, to write Mr. Hazlewood on the 31st May last, and as I conveyed to him my views on this subject, I cannot do better than enclose a copy of my letter to him.

In the interest of the undertaking, I am naturally very anxious that it should receive the fullest advantage from your energy and professional knowledge. You will therefore be good enough to consider the remarks in the enclosed, to apply equally in your own case, and allow no trifling consideration of cost, in travelling over your District, to interfere, in any degree, with the most vigilant supervision and the maintenance of the Engineering Staff in the greatest possible efficiency and usefulness.

Believe me, &c.,

(Signed,)

SANDFORD FLEMING.

Marcus Smith, Esq.,
Restigouche District.

SUPPLEMENTARY REPORT OF THE COMMISSIONERS OF THE INTERCOLONIAL RAILWAY.

Advances on Plant, and Percentage.

Certain contractors having made application in September last, for an advance on plant, and to get payment of the percentage retained in terms of the contracts, the Commissioner called upon the Chief Engineer, to reports upon both subjects, which he did in the following terms :

“The percentage retained in the hands of the Commissioners is, I feel assured, a great deal too much, and in view of the present circumstances, I think it would be advisable, to reduce it to a mere nominal amount, if the whole of it cannot be relinquished.

“But even with a system of certificates, which will give to the contractors the amount due to them, nearly a fortnight earlier in the month, and even yielding to them the whole of the percentage retained, I am satisfied from all I have learned, that this alone, will be insufficient to enable them to proceed with the work properly; and it will be necessary, in order to accomplish this object, to assist them still further.

“They have all made an expenditure in procuring plant, and in making preparations

of various kinds, which cannot be represented by work actually done and certified. I would go as far as to recommend an advance on this account rather than lose the present favorable season, by even a partial suspension of active operations.

"The following shows the percentage retained in each case, and as far as I have been able to gain information, it also shows the probable amount of expenditure by the contractors in making preparations, opening quarries, building shanties, and furnishing plant:—

	Percentage retained.	Plant, preparations, &c.
"Section No. 1	about \$5,381	\$ 1,600
2	about 3,670	12,000
3	1,727	13,000
4	2,775	1,000
5	about 2,810	3,200
6	2,070	6,000
7	1,817	1,000

"In consideration of the above, and in view of all the circumstances, I would very strongly recommend as liberal an advance as possible to the several contractors, feeling satisfied that ample security is afforded in the *actual value of the work executed.*"

"(Signed,)

SANDFORD FLEMING,
Chief Engineer."

Upon receipt of this report from the Chief Engineer, the Chairman reported to Council, and thereupon authority was given to the Commissioners, that the percentage so retained, be paid to the contractors applying, on the following conditions:

"1st. That the sureties for the contractors shall assent to the advance.

"2nd. That this indulgence is to be considered as extending only to the existing contracts, and is not to be invoked as a precedent, either as to the present or any future contractors.

"3rd. That it shall not be considered in any way as affecting the power of the Commissioners to deduct from future estimates and to retain a sum equal to the percentage proposed to be advanced to them as above."

Under these regulations, and in all cases with consent of the sureties in writing, the percentage, to 30th September, 1869, was paid to the several contractors upon application. The percentage which has accrued subsequently, to September, 1869, has not been paid to the contractors, although in the cases of Sections Nos. 4 and 7, when it was found the laborers were not paid, and where the Commissioners annulled the respective contracts, the percentage has been applied or retained towards payment of these wages of laborers.

Of the advances made on plant, one was to Messrs. Elliott, Grant and Whitehead, contractors on Section No. 3, for the sum of \$10,000, secured by a bill of sale of the plant upon that Section. Of this amount, \$6,028 has been covered, through subsequent estimate percentage, &c., leaving a balance of \$3,972 still secured by the plant.

The other advance, \$1,800, was made to Mr. Edward Haycock, contractor for Section No. 5, secured by bill of sale and assignment of a quarry. The whole of this advance has been repaid.

The Commissioners finding that making advances on plant, might lead to inconvenient complications, decided upon discontinuing the system, and therefore declined a subsequent application.

A. WALSH,
ED. B. CHANDLER,
A. W. MCLELAN,
Commissioners.

ADDENDA TO REPORT
OF THE
COMMISSIONERS
OF THE
INTERCOLONIAL RAILWAY.

[BB.]

To the Honorable Sir JOHN A. MACDONALD, K.C.B.,
Minister of Justice, &c., Ottawa.

SIR,—Having been favored with the opportunity of perusing a paper submitted to the Privy Council by the Commissioners of the Intercolonial Railway, bearing date the 26th January, 1869, I trust you will permit me to make a few observations on the subjects embraced in that paper. It refers to and criticises the views laid before you in an unofficial letter which I had the honor to address to you on the second of January last. In that letter I had undertaken to state the grounds on which I preferred a system of schedule prices to that of a lump sum in the contracts to be let in respect to the Intercolonial Railway.

The few remarks which I now beg permission to offer seem to me to be required in justice to myself in reference to certain conclusions arrived at by the Commissioners, which are very much at variance with those which I had come to. I trust you will see they are not conceived or urged in a spirit of controversy.

The principal aim of the letter to you, which the Commissioners have made the subject of their observations, was to show that in the circumstances under which this work was to be undertaken, the system of contracting which I considered most in accordance with the public interests, was that which is based on a schedule of prices, the contractor undertaking to do any work which might be given him, within the limits of his contract, at a fixed rate for each kind and quality of work, instead of the lump sum system, by which the contractor agrees for a round and determinate sum to construct an entire section or portion of road within defined limits.

One principal reason which I had in the present case for preferring the system I recommended, was, that the surveys on the Intercolonial Railway running as they do, over a space of over 500 miles had been set on foot only within a few months, that though they had been prosecuted ever since with all possible diligence, they were still in a very

incomplete state, and not sufficiently advanced to enable the Commissioners to furnish to intending contractors such information as was required for making Tenders at all based upon the amount and character of the work undertaken, and that, in the absence of such information, Tenders would be to a large extent a mere matter of conjecture; that particularly as regards the bridges and numerous structures over rivers and streams crossing the line, no opportunity had occurred since the organization of the survey, to obtain the information absolutely necessary before venturing to fix with precision their size, span, character, or the nature of their foundations, and that the only time when such information was obtainable, was when by the melting snows of spring the extent to which the streams were liable to be swollen by freshets could be seen, and the material be thus furnished to enable the Engineer to determine the extent and size of the necessary structures.

The Commissioners in reference to the condition of the survey, say, in their paper, that if the surveys are not so far advanced as to enable the Engineer "to give contractors statements of quantities upon which to base their tenders, he is equally unable to afford the Commissioners any satisfactory information in regard to the different quantities and the various kinds of work to be executed," and they add "the result then would be, that if the Commissioners receive a number of tenders based upon a schedule of prices, such schedule of prices covering, according to Mr. Fleming's proposal, no less than twenty-nine different items, they would be utterly unable to decide which tender it was most desirable to accept, and have no data whatever upon which to found any calculations in regard to the relative economy or otherwise of the different tenders," and to show that on such a system "it would be impossible to form any idea at all as to which was the most advantageous tender," they proceed to construct a table in which they group the data furnished by such tenders, so as to exhibit the impossibility of deducing from them any practical conclusion, they add that "no estimate ever could be made as to the most desirable tender unless the quantities were known, and this information Mr. Fleming states he cannot supply."

If the system I recommended were really open to the objections so alleged by the Commissioners, it would be indefensible, but in reality there is no difficulty in ascertaining the relative value of tenders on a schedule of prices with a tolerable degree of exactness under circumstances like the present; it is commonly done by assuming quantities based on the best data obtainable, and carrying out these, at the prices given in each tender, the total sums give the comparative or relative value of each tender. The following is an example:

QUANTITIES, &C.	Tender, No. 1.		Tender, No. 2.		Tender, No. 3.		Tender, No. 4.		Tender, No. 5.	
150 acres clearing ..	16 00	2,400 00	20 00	3,000 00	12 00	1,800 00	15 00	2,250 00	14 00	2,100 00
10 acres close cutting	20 00	200 00	10 00	100 00	12 00	120 00	17 00	170 00	8 00	80 00
10 acres grubbing ..	80 00	800 00	60 00	600 00	70 00	700 00	100 00	1,000 00	90 00	900 00
80,000 cubic yards rock excavation ..	1 20	96,000 00	0 90	72,000 00	0 95	76,000 00	1 25	100,000 00	1 10	88,000 00
700,000 cubic yards earth excavation ..	0 27	189,000 00	0 31	217,000 00	0 30	210,000 00	0 26	182,000 00	0 32	224,000 00
600 chains drains ..	13 00	7,800 00	14 00	8,400 00	16 00	9,600 00	15 00	9,000 00	18 00	10,800 00
400 cubic yards concrete	7 00	2,800 00	3 00	1,200 00	6 00	2,400 00	4 00	1,600 00	5 00	2,000 00
3,500 cubic yards 1st class masonry ..	11 00	38,500 00	12 00	42,000 00	11 50	40,250 00	10 00	35,000 00	13 00	45,500 00
4,000 cubic yards 2nd class masonry ..	7 00	28,000 00	8 50	34,000 00	7 00	28,000 00	8 00	32,000 00	9 00	36,000 00
Et ceteras, say .....	.....	73,100 00	.....	75,660 00	.....	76,774 00	.....	72,604 00	.....	81,876 00
Totals		438,600 00		453,960 00		442,644 00		435,624 00		491,256 00

The total sums obtained by these prices will give the relative value of the different tenders, even though the quantities should turn out to be not strictly correct. The accuracy of the quantities is really of little consequence in a comparison of tenders, as they are applied in the same way to each tender. For example, should the quantities turn out to be 10 or 20 per cent. too great or too little, the totals would all in the same ratio be absolutely too great or too little, but in relation to each other these totals would, for all practical purposes, remain unchanged.

It would, no doubt, be improper to assume in the comparison impossible or extravagant quantities,—this course is not necessary,—although the data furnished be insufficient to enable any one to make an exact estimate of quantities, information, such as that in possession of the Commissioners, is quite enough to enable them practically to compare the value of tenders on a schedule of prices with perfect accuracy.

The Commissioners are of opinion that the adoption of the system of schedule prices “would be certain in the end to lead to endless disputes, owing to difference of opinion between the Contractor and the Engineer, in regard first, to the quantities of each description of work executed, and then in regard to the classification of items according to the Tender under which it was to be paid for,” but the Commissioners do not seem to have considered that there can be no disputes between the Engineer and Contractor in regard to quantities of work executed, if the Contract as is usual in such cases, makes the decision of the Engineer final as to quantities, but even if it does not, the matter would be speedily settled by a re-measurement by both parties. If cross-sections of the earth-work are made before the work is commenced, and exact drawings of all mechanical structures as they are executed, no material difference can possibly arise between the parties; in fact, as regards quantities, these could be ascertained with mathematical precision, while, as regards classification of work done, no serious difference could possibly arise, if the simple and clear definitions adopted in the original specification were adhered to.

The Commissioners urge that the certificates of the Engineer, upon which, under the system of schedule prices, Contractors are ultimately to be paid, could not be founded on the personal knowledge of the Chief Engineer; that the duty of making these measurements would practically devolve, as a matter of necessity, upon the youngest Engineers, who were brought into immediate contact with the Contractors, and that, therefore, there could be no reliance upon the accuracy of surveys made by such persons, and under such circumstances; but in point of fact, the measurement of the works mainly devolves on the Division Engineer and his two assistant Engineers, and no one should be appointed to or kept in either of these offices, without high character and sufficient experience.

Under a proper organization and system of measurements and records, any erroneous return of quantities could readily be detected by the District Engineer, by the Chief Engineer, or by any one else appointed by the Commissioners.

The Commissioners express “their regret that after Engineers have been so long engaged in preparing the plans, and have had necessarily so many months opportunity to judge of the sizes of the streams, and of obtaining information on the subject from the people in the country, they are now unable to give anything like definite information as to the size of the structures to be put up.” It is but right to say in reply, that the Engineers have been but a short time preparing the plans, most of their time has been engaged in making explorations, preliminary surveys, and subsequently in locating the line; when so engaged, the Engineers were seldom more than a few days in one locality, and they have had no opportunity of observing the flood level of the streams. It is only in the spring when the water channels are flooded with melted snow, and after the line is located and divided into Districts, and after District, Division, and Assistant Engineers have been appointed, and stationed at their different posts, that the necessary information respecting streams can properly be obtained. I am now taking steps to procure this information, but the opportunity never presented itself before. I may add, that as regards many of the streams to be spanned, we have not had the advantage which a settled country affords. In that case, information of some kind, even if not entirely accurate or reliable,

can be obtained from the inhabitants; but the sites of many of the bridges and culverts on this line, are in places where there are no inhabitants, and where, therefore, information of the character of the stream to be spanned is not obtainable in the neighborhood.

The Commissioners express themselves at a loss to understand upon what principle the plans are made to show culverts and bridges of varying sizes and dimensions, if the necessary information has not already been procured, but the bridges and culverts marked on the plans cannot be understood to be determined on. They are marked of such varying sizes and dimensions, as the locating engineers under the circumstances above described conjectured, with the very limited information they possessed, might be suitable; and they are only given to enable contractors to form some idea of what might possibly be required, in order that they might make their calculations and arrangements with regard to the supply of stone and other materials.

The Commissioners are of opinion that to attempt to carry out the system of schedule prices would lead to disaster, and they make this declaration more emphatic, by repeating it in another part of their paper in almost the same form, but I confess I do not see how that is possible, when it is the very essence and foundation of the system in question, that no work shall be done except what the Commissioners wish, and that the Contractor shall be paid for what he does, and that only, and paid at the price which by Tender is fixed as the lowest at which it can be done.

"The Commissioners believe from the examination that they have made, and the plans and profiles prepared, that Contractors will have no difficulty whatever in forming their own opinion as to the amount of work to be executed upon each section," but no intending Contractor can possibly know more of the work to be done than the Engineers who have been engaged on the survey, and at the present moment even they can do little more than make a guess at the quantities, how then can intending Contractors arrive at a closer result? Many of them have never been on the ground at all, and not a few of those who have visited the localities have driven rapidly along the public road, only catching glimpses of the line at intervals.

The Commissioners are of opinion that "parties would be found to tender, on a schedule of prices who have no experience or knowledge of the work which they would have to execute, they would put in tenders at very low prices per yard for the different description of work, trusting to be able in the long run to establish claims for 'extras,' and to use political influence to get such claims allowed;" they say "that according to the conditions of contract, and the contract which the Commissioners propose to have executed, all such claims will be rendered impossible, the contractor being compelled by the terms of his contract to complete the work for the specific sum at which *he tenders to do it.*" I think I have pretty conclusively proved in the letter which I had the honor to address to you on the 27th day of January last that the result would be diametrically opposite. The schedule system does not admit of extras. A lump sum contract, unless it clearly and minutely describes everything intended to be done invariably leads to them. It may almost be laid down as an axiom that everything which is not particularly defined in the specification or represented on the plans, will be claimed to be outside of the contract, and therefore constitute what is called extra work. Experience goes to prove that no contract, however stringently worded, can debar a contractor from obtaining compensation for work done in excess of what is shown on the plans, or otherwise defined. In the case in question, much of the work cannot be defined, because what is actually required is not yet known.

The Commissioners say that the Great Western Railway cost not less than 50 per cent. beyond the amount it was originally supposed it would cost, and they ascribe this excess to the fact that the "contracts specified no definite sum for which the works were to be constructed," being "the same course which Mr. Fleming proposes to adopt in regard to the Intercolonial Railway." The Great Western may have cost 50 per cent. more than the Engineer's estimate, but it does not follow that letting it by a schedule of prices was the cause. It is, indeed, highly probable that had the Directors of that Company placed the work under lump sum contracts (with the insufficient data which

they had in their possession at the time, and with all the changes that were made during construction); this line would have cost for litigation, arbitration, and extras a great deal more. The advantages of the system of letting by schedule of prices under circumstances like those in the present case, notwithstanding what may have occurred on the Great Western Railway, are sufficient to enable it to stand on its own merits; but it is scarcely fair to bring the cost of the Great Western Railway over the Engineer's estimate, as a charge against this system. It was generally believed by those not connected with this company that the Engineer's estimate was made low purposely, in order to get the stock taken up, and thus secure the construction of the work, and it was also commonly understood at the time that the management during construction was not of the most perfect description; be this as it may, the Directors give their explanation of the various causes which led to the large increase of cost in their report dated Sept. 29, 1854; by reference to this report, of which an extract is annexed, it will be seen that they give a variety of reasons for this excess, but I do not perceive that the schedule system of contract is one of them. They certainly allude to it, but not to condemn it, or express regret that the lump sum system had not been adopted. They disapprove of the plan of paying different prices for different kinds of earthwork; and in this I fully agree with them.

The Commissioners give in their paper a short extract from the Report of the Directors of the Great Western Railway alluded to, but as I am desirous that you should have the fullest information on every point which bears on the important question under consideration, I have appended to this letter the whole of that portion of the Report which refers to the subject mentioned by the Commissioners.

On reading this document you will find that the Directors of the Great Western Railway attributed the increased cost of their line above all previous calculations to an important change in the route of the railway. By this change the line, instead of following the level table land from Niagara Falls in a direct line to Detroit, was carried down the mountain side to the level of Lake Ontario at Hamilton, and in consequence to ascend again to its original position; thus involving the construction of enormously expensive works over forty-two miles, and which were not originally contemplated.

They also give as another reason an extraordinary advance which took place in the price of material, land, labour, provisions for men and horses, and in everything relating to the construction of a railway. They also state that the iron and permanent way cost a great deal more than was originally calculated. They say that a very large increase took place in the supply of rolling stock. They further intimate that they were led astray by basing their original calculations of cost on estimates of quantities which they required the Engineer to furnish before accurate data was obtained. They adduce other reasons why their line of railway cost so much more than the Engineer's original estimate, but, if I read their report correctly, they do not say that the schedule system of contract was the main reason or any one of the reasons.

The Commissioners allege that "so strongly did the Great Western Company feel the mistake which they had made in the letting of their contracts for the main line, that when they came to construct their branch from Hamilton to Toronto they let it for a lump sum without any schedule of prices, and when the state of the surveys was far less satisfactory and forward than is the case for those portions of the Intercolonial Railway now to be let. In the same way, when they subsequently let the contract for the construction of their Sarnia Branch, they adopted the lump sum principle and abandoned the schedule of prices. In both these cases, namely, the Hamilton and Toronto and Sarnia Branches, the works were completed on the terms of the contract and for a lump sum, and no serious dispute arose afterwards in regard to claims for extras."

The Hamilton and Toronto Railway, although now purchased by and incorporated with the Great Western Railway Company, was originally established by another Company. It was understood at the time that this latter Company entered into a private contract with a well known English Contractor to construct and completely finish the line for a certain fixed lump sum, one of the primary conditions of this contract was, that he should

subscribe the capital of the Company. Under these circumstances, it is not difficult to perceive that he was in a position to stipulate his own price for doing the work which was virtually *his own work*, and it is not to be wondered at, that no serious disputes arose in arriving at a settlement. This line subsequently passed into the hands of the Great Western Railway Company, and I believe I am correct in stating that although the original contractor undertook to finish it for a fixed round sum, it cost not less than \$400,000 in addition to complete it. The Sarnia Branch I believe was similarly let by private contract at a very large price, although the works of construction were notoriously light.

The Commissioners say that "the different sections of the Grand Trunk Railway were all contracted for at the rate of so much per mile, and in no case was work executed on a schedule of prices." But the chief contractors on the Grand Trunk were, as every one knows, the financiers of the Company and had to find the capital, while the contracts for the actual construction of the work were as a rule based on quantities and prices in the usual way that such works are executed, and they were generally entered into as private agreements, competent contractors having been selected to perform the work at remunerative prices.

With regard to the Western Extension Railway from St. John, N. B., to Bangor in Maine. The circumstances were not unlike those above described and very different from those which obtain on the Intercolonial Railway. The contractors employed to execute the work were selected on account of their practical knowledge and integrity; private bargains were made with them at prices which were believed to be remunerative by both parties, and on terms considered mutually advantageous. There was no public competition in this case, the contracts were let as on the Grand Trunk Railway by private bargain.

In reference to the contract for a portion of the Wellington, Gray, and Bruce Railway which the Commissioners say has recently been made for a lump sum, I may say that this contract was let exactly on the system which I have described as the English system. A Bill of quantities was prepared and submitted to Contractors. To this they applied their prices and thus made up a bulk sum. A Schedule of prices accompanied their tender as a guide for payments of work performed, the system is explained in the following clause in the terms of contract.

"Whilst this contract is let in the form of a 'bulk sum contract' the whole of the work 'is to be finally paid for according to the Schedule of prices attached to the Contractor's tender.'" Approximate measurements will be made by the Engineer every month for the "usual monthly estimates, and on the completion of the work, the whole will be accurately measured and paid for at the Schedule prices."

With regard to the Pictou Railway it can easily be shewn that any difficulties that arose on this line were attributable to the lump sum contract system. The circumstances which bear on the question were these.

Soon after the legislature had decided to build the Railway, the public and intending contractors, more especially perhaps the latter, became exceedingly impatient to have the work commenced, they could not wait until the survey was properly completed. Tenders were actually invited before the line was located. A great number of persons expected or desired contracts. The Province of Nova Scotia had a short time before built about 90 miles of railway connecting Halifax with Truro and Windsor, by the lump sum contract system, and it was notorious that the contractors on this line had succeeded in obtaining large sums beyond their contract prices and thus realized handsome profits.

Contracts on the Pictou Line, were awarded to the lowest bidders and security taken for their fulfilment. The work went on for a time, but it was soon discovered that the prices were altogether too small. The specifications were strict, the system would not admit of extras and the work in consequence came to a stand. This difficulty was clearly the fruit of the system previously adopted in the Province, viz, the lump sum system, and it was felt to be so at the time.

The Government of Nova Scotia subsequently took other means of finishing the Pictou Railway, but it was the lump sum contract which they then entered into, not

the schedule system, which produced such serious controversy in the country and Parliament. It is quite true that in this instance, difficulties were experienced with the schedule system, but these difficulties were clearly the fruit of a bad system which had been adopted on the previous works. Had the lump sum system been adopted at first for the Pictou line, it is believed throughout the length and breadth of the Province that the difficulties would have been increased ten-fold and the total cost of the work would have been greatly enhanced.

Having frankly admitted that there were difficulties on the Pictou Railway where the schedule system was adopted, and indicated the direct cause of those difficulties, I should also state that in advising the Government in November last as to the best mode of proceeding with the work, it was my desire that the Intercolonial Railway should profit by the experience gained on the Pictou Railway. I felt that contractors tendering should distinctly understand from the beginning that the work should be executed in the best manner, that there could be no extras, that everything done should be paid for according to specification and contract *only*, and that nothing should be paid for that was not done. This was the object of the special notice to contractors published with the first specification, and this was the aim and intent of the specifications themselves.

I further suggested to members of the Government other precautions which I thought would be useful in securing competent contractors, and these or similar precautions had they been adopted by the Commissioners would, I am convinced, have secured good men to do the work, and that at prices fairly remunerative, conditions without which the result must be extremely unsatisfactory.

I have not referred to the system of contracts adopted in the building of the Thames Embankment and to which the Commissioners allude. I am, however perfectly satisfied that what I have, in previous letters to you, designated as the English system, is the one which has been adopted. It is the one commonly used in all cash contracts in England, and an exception could scarcely have been made in this particular case. I shall probably, however, be able in a few weeks to satisfy you on this point by furnishing an actual copy of the form of contract used.

The Commissioners also refer to the Pasumpsic Railway and the Hoosac Tunnel in the United States. It could easily be shown that the circumstances connected with these works are entirely different from those which exist on the Intercolonial Railway, moreover these contracts can hardly be considered illustrations of the advantage of the lump sum system, even if the circumstances were alike, until the works shall have been successfully carried out under the contract, and for the original contract sum.

That this system, unless under peculiar conditions has little on the score of economy to recommend it, could be satisfactorily established by reference to its results in different parts of the world, but it is not necessary to go outside the Dominion for some familiar examples. One or two will be sufficient, and I will refer only to those in which large sums of public money, if not of the Dominion, at all events of the late Province of Canada, have been sunk within a very recent period.

The Northern Railway of Canada was originally contracted for at a lump sum per mile, including rolling stock, station accommodation, and everything supposed to be necessary; but before it was well in operation it had actually cost something like double the original contract sum. In a few years afterwards, about three-quarters of a million dollars in addition, had to be expended in rebuilding it and substituting iron bridges for its original perishable structures of timber, which were then in a state of decay and unsafe for public traffic.

The Cobourg and Peterboro' Railway was built mainly with public money, all of which may be considered hopelessly sunk. This line was also built for a lump sum. It proved a disastrous enterprise to the Municipalities which had lent their credit, the whole soon fell into utter ruin, and the greater portion of the line has been abandoned for years back.

The erection of certain Court Houses and Jails in Lower Canada will be well remembered. These too were constructed for lump sums. The Contractors and the

Government were led into all kinds of difficulties, a great deal of time of the Parliament was occupied thereby, and what was originally undertaken under a stringent contract to be completed for \$228,300, actually cost the country \$378,973, or nearly 70 per cent. more than the contract price.

But perhaps the best known and most familiar illustration of the system and its results is the erection of the Parliamentary Buildings and Offices at Ottawa. These, as originally undertaken, under three contracts, were to be built for \$688,595. The actual expenditure, according to the Public Accounts, exclusive of furnishing, &c., amounts to \$2,572,193, and it will yet require an additional outlay, estimated at \$185,000, to complete the main Tower and Library, both of which were originally embraced in the first contracts. These buildings were placed under contract for a lump sum before the most important and indispensable information was obtained with regard to what was really required to be done, and in consequence, what it was originally supposed would cost \$688,595, involved an expenditure of \$2,757,193, or over two million dollars in excess of the original contracts.

No doubt, in the matter of the Parliamentary Buildings, there was much that was exceptional, but the same may yet be said of the Intercolonial Railway before it is finally completed and in operation.

When we find that in all the cases above referred to, the lump sum contracts gave no protection against claims for large additional amounts, and that whether these claims were just or not, they were allowed, it seems to follow that this system does not successfully accomplish the object for which it is intended, and that while it professes to afford the actual cost of the work the moment the contracts are let, it would be extremely unsafe to rely upon this as the limit of the public liability. The Commissioners say that with the schedule system "there could be no estimate of what each section would cost until it was completed," but I think it follows from what has already been urged, that this statement is much more applicable to the system of lump sums, with the addition that the public liability is not ascertained even on the completion of the works, and sometimes even not for years afterwards, till the amounts are settled by litigation or arbitration. While, as regards the other system, the amount of liability may be estimated sufficiently close for all practical purposes, soon after the tenders are received.

With regard to the Parliamentary Buildings at Ottawa, I should add that although commenced under stringent lumpsum contracts, it was found necessary after an enormous sum of money had been expended, to pay for their erection by measurement and schedule prices.

If the system proposed by the Commissioners be tried, I apprehend that the same course must, in the long run, be resorted to in the Intercolonial Railway, but unfortunately this will involve an entire change in the contracts, as the Commissioners have expunged from my specification of works all the clauses which are necessary for clearly defining the various classes of work, and how they should be measured, as well as other conditions which I considered necessary to introduce to prevent disputes.

In my previous letters to you, I described the mode in which contracts are let in England. My object was to point out that the schedule system recommended by me was practically the same, (at least, as far as the peculiar circumstances of the case in question would admit), as the system commonly adopted in England, the leading principle in both being that the contractor was assured on tendering for the work that he should be paid at fixed rates and according to clearly defined rules for all the work which he might be required to perform, and for that only.

The Commissioners affirm that I am altogether mistaken with regard to the English contract system, and that the plan proposed by them for the Intercolonial Railway is the one universally adopted.

The Commissioners may be quite correct in this, but it seems most certainly at variance with all the information in my possession.

I have in both my previous letters (January 2nd and January 27th,) described at some length what I conceive the English contract system to be, and I need scarcely do so again at length.

According to my knowledge, it is carried out substantially as follows. After elaborate detail measurements, plans, and calculations are made, and the exact nature and extent of the work intended to be done ascertained, the whole is exhibited to contractors, generally on a schedule which by some engineers is designated "The Bill of Works." The contractor moneyed out the quantities thus given him at his prices, and thus arrives at a total amount; this forms the basis of the contractors tender. If more or less work is actually performed than that shown on the Bill of Works, a corresponding addition or deduction is made at the schedule prices given in the contractors tender.

This, as I understand it, embraces the leading principle on which *Cash Contracts* are commonly let in England, there are doubtless exceptions such as those which I referred to in my letter of the 2nd January last, but as a rule this principle is the one which generally runs through and governs not only in Railway Contracts, but in Contracts for the various other Engineering works executed. Different Companies or Corporations or individuals may vary the mode in which it is carried out, but the principle remains the same.

I have abundant evidence in my possession to satisfy you on this point, the evidence is altogether too voluminous to append to this letter, I shall however be happy to submit it any time; for the present it will be a sufficient illustration to select from a great number, a common Form of Tender and Bill of quantities recently used in connection with a new line of Railway in England, an extension of the London, Brighton and South Coast Railway system.

Copies of these documents are appended to this letter, on examining them it will be found that the Bill of Works embraces 186 different items, all of which must be moneyed out by each Contractor Tendering. At the end of the Bill of Works the following clause will be found. "No Tender will be received unless accompanied by the above Bill correctly priced and moneyed out in accordance with the Schedule of prices," and near the beginning of the Tender it will be seen that the Contractors undertake as follows "to provide all materials and labor and to execute all the works &c., &c., in strict accordance with the plans, sections, drawings and list of quantities exhibited to me (or us) for the sum of £ Sterling, and I (or we) further agree that all additions to and alterations and omissions in the works hereby contracted for shall be valued and paid for, to or deducted and allowed for, by as the case may require according to the several prices set opposite to each description of work in the Schedule of prices hereunto annexed."

I need scarcely say that this form is varied in different cases and by different persons; in some instances the exact work intended to be done is defined in a different way or not so much in detail, in others the precise quantities of every denomination, and in every single portion of the undertaking are given with the greatest possible precision.

For example, I have in my possession the Specification, Form of Tender and Bill of quantities recently used in England in connection with the construction of a Railway less than 20 miles in length. The Bill of quantities is given on 59 printed pages of foolscap, and notwithstanding this extraordinary precision indicating the most careful measurements, prolonged consideration and final determination as to the exact extent of the work intended to be executed in every minute detail, and which one would think might justify, if anything would, a lump sum Contract such as that proposed by the Commissioners for the Intercolonial Railway under very different circumstances,—notwithstanding all this I find the following clauses in the conditions of Contract.

"The Company shall have full power to add to, or take away from, or to alter in any way that they shall think fit, the whole of the works referred to in the Specification, and the accompanying drawings, without any claim upon the part of the Contractor beyond the prices to which he is entitled under his Schedule for work actually performed."

"The quantities shown upon the section attached hereto have been computed from actual measurement of the additional width required, are believed to be correct; The Contractor will however, be paid for the total quantity of excavation actually executed, such quantities to be measured in the cutting and not in the bank."

"The Tender shall be made out and sent in on the form hereto appended, and the total amount shall be based on the quantities supplied to the Contractor, the several descriptions of work being valued at the prices respectively set opposite to each in the List of Prices appended hereto."

"No Tender will be received unless accompanied by the Schedule of prices correctly and fully made up, and no contract will be entered into until it shall have been examined and approved by the Engineer."

"Payments will be made upon the Engineer's Certificate to the amount of 90 per cent. upon the value of the work so measured up from time to time, and actually completed to the satisfaction of the Engineer; the work so measured shall be valued according to the Schedule of Prices attached to the Contract."

"Notwithstanding any custom to the contrary, net measurements only will be allowed and paid for upon all extra works executed, and materials delivered in accordance with the terms of the Contract and Specification, and all prices given in the Schedule attached hereto shall include labor and materials unless otherwise specially specified in the case of any particular item."

"The Contractor to include in his Tender the following works, which may from time to time be required, but the precise nature and position of which cannot at present be defined. In the event of any portion of them not being required, their value calculated by the Schedule of prices, will be deducted from the amount due to the Contractor."—(*Here follows additional quantities not included in Bill of Works.*)

"The Company reserve the right of altering the works in any manner they may think fit, and such alteration shall not invalidate the contract; * * the quantities of work so altered, whether above or below the original quantities, shall be ascertained and valued according to the schedule of prices appended to the tender, and the amount shall be added to, or deducted from the amount of the original tender, and the amount so altered shall be considered and settled as the true amount of the contract."

I could easily furnish additional evidence illustrative of the English system, but I think I have submitted sufficient to convince you that I had some grounds for describing it as I did in my previous letters to you, and that the same principle which in the interest of the Dominion I advocated as the proper one for the Intercolonial Railway contracts is commonly adopted in the mother country in contracts for railways and other works there.

The Commissioners in their paper refer to an engineering question which it is proper I should explain.

The Commissioners are unquestionably right in the opinion that it would be false economy to make the waterways of structures so small that the destruction of the works would follow. This is exactly what I am solicitous to avoid, by asking the Commissioners to wait until the experience of at least one spring freshet will afford some proof that none of the waterways are too small.

Whilst I admit this to be a point of great importance, the Commissioners will, I think, pardon me for desiring on the score of economy to avoid the opposite mistake of making the structures a great deal larger than necessary, or of a character least suitable for the purpose.

The Commissioners seem to have been advised that it is a matter of no great importance as regards cost, what kind of structure is adopted for the passage of the water, and that in regard to culverts, the most judicious plan is to build what are known as Beam Culverts, or open bridges instead of arched openings covered by earthen embankments. They farther seem to have been advised, that when an embankment reaches 40 feet in height it is absolute economy to substitute viaducts with stone or brick piers.

I have long since arrived at the conviction that, in this climate, brick as we ordinarily find it, should not be employed in any form in any railway works not under a roof. I am also decidedly of opinion that there should be no bridge or opening of any description on a railway where the circumstances will admit of a solid embankment being formed. I have arrived at this opinion on grounds which will be readily appreciated, viz. :—

1. An embankment, when once properly made and consolidated, may, humanly

speaking, be considered everlasting, and in this respect far better than any bridge or viaduct, whatever be the material employed in their construction.

2. An embankment, properly consolidated and completed, costs nothing to keep up; whilst bridges require constantly to be looked after, and, if made of perishable materials, to be renewed periodically.

3. An embankment, as a rule, is more economical than a mechanical structure, unless the latter be one of the most temporary and perishable kind.

In proof that an embankment, in addition to its other recommendations, is absolutely cheaper than a viaduct for all ordinary heights and under all ordinary circumstances, I submit the following tabular comparison of the relative cost of an embankment and of a viaduct, each 1000 feet in length, and for various elevations.

The several kinds of work are calculated at ordinary and fair prices in each case, the piers and abutments are of masonry, and to make the comparison complete, in the table will be found the estimated cost of wooden as well as iron viaducts, of various spans as well as heights.

Height of Embankment or Viaduct.	Cost of Embankment.	Iron Viaduct, Spans 100 feet.	Iron Viaduct, Spans 50 feet.	Wooden Truss, Spans 100 feet.	Wooden Truss Spans 50 feet.
Feet.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
30	21,000 00	94,360 00	84,064 00	62,666 00	63,264 00
40	34,666 00	106,610 00	101,452 00	74,160 00	79,056 00
50	51,666 00	119,392 00	119,946 00	86,060 00	95,688 00
60	72,000 00	132,706 00	139,798 00	98,744 00	114,210 00
70	95,666 00	146,748 00	160,952 00	112,030 00	133,768 00
80	122,666 00	161,420 00	183,702 00	125,946 00	154,922 00

From this it will be seen that the net cost of an embankment 40 feet high and 1,000 feet in length is under \$35,000, whilst a viaduct with a wooden superstructure on stone piers would cost from \$74,000 to \$79,000, or more than double.

As to the relative durability of a solid embankment and of a timber structure, or the economy of maintaining them, there really can be no comparison.

To show that it is really a matter of some consequence, that the fullest information respecting the greatest volume of water in streams should be obtained before the character of structures is determined on, and that it is not at all consistent with true economy, either to act in a haphazard way, or on the principle of erring on the safe side, by making all the waterways much larger than necessary, I will now show the comparative cost of structures of various kinds.

Taking a 40 feet embankment, and calculating the quantity of masonry in each, at the same price per yard, the comparative cost would be as follows.

A box culvert, 2 ft. 6 in. by 2ft. 6 in.	\$1,280
An arch culvert, 4 ft. span, by 5ft. 9 in. high in the clear	3,330
An arch culvert of 6 ft. span by 7 ft. high	4,170
An arch culvert of 10 ft. span by 12 ft. high	7,400
A beam culvert, two vertical walls with stringers of timber	17,500

These figures show very clearly that the size of a stream is a question of no little importance, and one which cannot very well be disposed of, simply by making all the structures of one size and character. If a stream were such that a culvert costing \$3,330, would allow ample passage way for all the water that will ever in the course of nature run through it, it would be unwise and wasteful to build a culvert that would cost \$4,170 or \$7,400, still more so to erect a structure that would cost no less a sum than \$17,500.

Again, if we take very small streams, those for which under any circumstances, a clear waterway of 2 ft. 6 in. square would be quite large enough, and make an estimate of the cost of a culvert of this size for different heights of embankment, and make a comparison with the cost of an open beam culvert for the same heights of embankment, we shall see the following very striking differences.

Height of Embankment.	Open Beam Culvert.	Box Culvert.
5 feet.	\$430	\$310
10 feet.	1,010	480
20 feet.	4,040	810
30 feet.	9,200	1,113
40 feet.	17,500	1,280

If these calculations are well founded, it will be obvious how important it is, before coming to any decision as to the size and character of a bridge or culvert to be adopted, at any given place, to be in possession of the information upon which alone such a decision could safely be based. If made too small the cost is entirely lost, and the reconstruction more expensive than building it of the right dimensions in the first instance, while if built unnecessarily large, the loss is much greater than without accurate calculation could be supposed. An excess in either way is great want of economy and should be avoided if possible.

Although it may seem of little or no consequence to a non-professional man, what kind or character of structure is erected, the above will satisfy you, and I am glad the Commissioners have raised the question, that it is really a matter of very grave importance. You will readily perceive that the fullest possible information respecting what the circumstances of each case requires, should first be obtained before the character of the structure should be finally decided on, and until this is done, until what is wanted is known, no contract should be entered into, except one on the principle of the schedule system.

I have now made all the observations I consider necessary respecting the statements which the Commissioners were pleased to submit to the Government, in reply to my un-official letter to you, dated January 2nd last. I need scarcely say that my opinion remains unchanged with regard to the principle upon which the contracts should be based. There is one point however which I should allude to before closing this letter, and it is this: Tenders consisting simply of a schedule of prices and no more, would not on the face of them give any idea of the probable cost of the work to be done, and although I have shown how the relative value of tenders of this kind may be correctly ascertained, I admit that a considerable number of them would cause some delay in making the computations and comparisons. If this be an objection it could easily be removed by furnishing contractors with a statement of quantities made up roughly from the best data obtained, such as the approximate estimates in the possession of the Commissioners, and requiring each party tendering to money out these quantities each with his own prices, exactly as in England. This would transfer to the contractors the operation of calculating the amounts, which, under the first plan, would be done by the clerks in the Commissioners Office.

I would farther suggest, that although it is impossible with our present information, to prepare a statement of quantities with any pretensions to accuracy, every care should be taken that the quantities furnished contractors should be ample to cover every possible contingency, that they should in fact be *maximum quantities*.

If this were done, not only would the Commissioners on receipt of the tenders be able to judge of their relative value, but both them and the Government would know the *maximum liability incurred* by each contract. It would then be the duty of the Commissioners and the Engineer to take advantage of information gained by farther surveys and of every circumstance which would tend to reduce the quantities actually executed in the work without impairing its efficiency. The contract would provide for this as in the English contracts, and the contractor would be paid for all that he actually performed at his own prices, and for that only.

This modified plan of carrying out the Schedule system in connection with the Inter-colonial Railway is, I think, worthy of consideration, it would meet fully the only objections raised by the Commissioners, while it would avoid the perplexing difficulties to which the lump sum system will be sure to lead, and which I have so frequently alluded to in my previous letters.

It is just possible that I may over rate these difficulties or perhaps looking at the matter from an Engineer's point of view, I may see difficulties which may not strike with equal force the minds of persons who have not practically had to deal with such questions professionally; be that as it may, I would have considered myself wanting in my duty to the Government, had I not laid before you my honest convictions on matters which I conceive of great public importance.

In conclusion I may say that if I have urged the views I hold with earnestness and vigor, it is because I am strong in my opinion of their soundness.

Having done so I shall have discharged my duty, but I shall consider it equally my duty faithfully to carry out to the best of my ability any system which the Commissioners with the sanction of the Government think fit to adopt.

I shall certainly not allow my preference for any other system to interfere in the slightest degree with my making every effort to give effect to the wishes and views of the Government, so as to give the system adopted, whatever it may be the fullest opportunity of success.

I have the honor to be Sir,

Your obedient Servant,

SANDFORD FLEMING,

Chief Engineer.

Intercolonial Railway Office,
Halifax, March 10th, 1869.

EXTRACT from the published Report of the Directors, Great Western Railway of Canada, dated September 29th, 1854, referred to in Mr. FLEMING's letter of 10th March, 1869, to Sir JOHN A. MACDONALD, K.C.B. (See foot note, page 14.)

"The total cost of the line and plant having so much exceeded all previous calculations, the Directors will endeavour to explain the causes which led to this large increase of cost.

"The original estimate of the line was made several years ago, when the price of labor, materials, land, and everything relating to the construction of a railway was extremely low in Canada. It appears that the estimate was framed upon the assumption that the line starting from the Falls of Niagara, about 100 feet below the level of Lake Erie, would keep on that level, and so have not much rise to overcome in reaching the Detroit River. It seems also, that no detailed surveys and estimates of quantities was then made.

"A year or two after this, the then Engineer reported that he thought the line could be carried through for the sum originally estimated.

"It appears that even at that time no detailed and accurate surveys and measurements had been made, as many parts of the line were not even finally located, but the engineer was instructed to show in detail the exact cost of every part of the line. It is necessary here to mention that in 1851 and 1852, contracts for the construction of the whole of the line had been let to various parties, based upon plans and profiles made at that time, and containing stipulations that the contractors would proceed with the works when ordered to do so, these contracts will be hereafter referred to.

"The above mentioned Report was received in September, 1852, and shewed that the cost of the line, exclusive of land, interest, management, &c., would exceed the first estimate by about £300,000 currency. It had always been understood that the Great

Western Railway would be nearly as easily constructed as the lines in the prairies of the west, and that its cost would therefore bear something like a proportion to the cost of those Western Railways, but such turned out not to be the case, as will appear from the following extract from a Report made in June, 1853, by the then Engineer of the Company, viz.:

“From a pretty large experience, both professionally and as a contractor on public works, I had supposed myself familiar with many hard and difficult points of execution, but I am fully satisfied that with the exception of rock excavation, more difficult obstacles and inveterate, and extended in their character, are seldom found even on as extended lines as the Great Western, than are encountered between Niagara Falls and Windsor.”

“In proof of this it may be remarked that the original design of the line to keep on the high grounds, 300 to 400 feet above the level of Lake Ontario, was changed, and it was determined that the line should strike the Lower Lake at Hamilton. To accomplish this, the line is brought gradually down the side of what is termed the mountain which forms, it is supposed, the original boundary of Lake Ontario. The works on this part of the line are very heavy indeed, as appears from a return of the cost of the first 18 miles from Niagara Falls, this portion without land, rolling stock, or any charge but the mere cost of the line itself, has reached the large sum of £17,900 currency per mile. This brings the line to the level of Hamilton, where extensive station grounds, with large water frontage, have been secured (about 30 acres), which were once covered with water and have now been filled in with earth, from Hamilton the line rises about 800 feet above the level of Lake Ontario, and for about 30 miles has very heavy work indeed.

“The cost of 24 miles of the line from Hamilton Westward, again exclusive of land, Rolling Stock, &c., has reached £21,500 currency per mile.

*“The contracts before alluded to and under which the line has principally been constructed, must now be explained, first premising that in their general features they are similar to most railway contracts in America, upon the model of which they were framed by Engineers and others who have been concerned in the construction of railways in that country. These contracts are wholly dissimilar to English contracts they specify no defined sum which the works are to be constructed for, but the price is fixed in this way. They contained clauses which provide that the different kinds of work shall be executed at certain prices per yard, no word being said about the whole quantity or gross number of yards comprised in each Contract, for instance, the contract runs thus:

“ For indurated earth ()	cents per yard,	measured in excavation.
“ Common	“	“
“ Hard fan	“	“
“ Rock	“	“
“ Masonry	dollars per yard	
“ Brickwork	“	“
“ Bridging	“	1000 ft. B. M.

“and so on for all the different kinds of work which the contractor may have to execute on forming the part of the line let to him.”* The paying of different prices for different kinds of earth is obviously a bad one, because disputes almost impossible of a clear and satisfactory solution invariably arise as to the exact quantities of the different kinds of material, but it must be at once obvious that the only proper guide with such contracts as to the whole cost of the line must entirely depend upon accurate measurements of the quantity of work to be performed.

“After the Engineer’s Report of September, 1852, before referred to, a change took place in the Engineering Department, and in June, 1853, the then Engineer

*—** This portion only is quoted by the Commissioners in their paper dated 26th January, 1869.

made a report in which he stated he had caused careful estimates to be made of the different kinds of work throughout the entire line and handed in detailed estimates of the quantities and cost of every part of the line—the cost being based upon the prices contained in the contracts, his report showed that the aggregate cost of the line would, according to his calculations, exceed the estimate rendered in September, 1852, by about £340,000 currency. It was about this time that an extraordinary advance took place in the cost of labor, provisions, materials, land, and indeed almost everything in Canada, and this had a very important and unfortunate effect upon the cost of Great Western Railway. Contractors in Canada are (necessarily) in most cases men of small capital, and it is clear that unless they get remunerative prices for their work they are unable to carry it forward, because they depend upon being able to pay their men, buy provisions for the men and horses, purchase materials and implements out of the money they monthly receive from the Company on account of the estimates of the work they have done. The result of this is that when a contractor failed as many of them did, the only course to pursue was to relet the works at prices which would enable them to be carried on. This applied peculiarly to all mechanical work, such as masonry, bridging, &c. The wages of skilled labourers having risen to an enormous price, as also the price of timber and iron.

“It must also be mentioned that in many instances the character of the mechanical structures has been much improved, thereby adding to the cost.

“It is easily to be seen how these various facts tended to increase the cost of the line, but in addition to this it now appears that the estimated quantities of work fall in many cases considerably below the actual fact.

“For instance it now appears that the earthworks was short estimated by about 600,000 yards.

“In the item of bridging there has been an under estimate of upwards of 2,300,000 feet

B. M.

“The cost of the station buildings will exceed the estimate by about \$60,000.

“In superstructure that is the cost of iron, sleepers, spikes, &c., and laying them there has been a very large increase. In the early estimates the rails were put down at the first cost in Wales, and no allowance made for transportation, insurance or duties, In the report of June, 1853, the Engineer endeavoured to remedy this omission and made out what he supposed then to be liberal allowances for these items. But his calculations have been greatly upset by the large increase in price before referred to, as having taken place in Canada towards the close of last year. The necessity for delivering the iron at various different points, making it necessary to cart it along miserable roads from the various ports on Lake Erie, Ontario, and St. Clair, to the line of railway, added very largely to the cost under this head. The extent of siding estimated in June, 1853, turns out to be far below the absolute requirements of the traffic, it was then estimated that 17 miles of sidings would be sufficient, but as there are now 33 stations, with the certainty of a very large freight traffic, it is perfectly clear that far more will be needed.

“It appears again that it is not usual for Engineers in this country to add a percentage to their estimates for extras or contingencies, but the fact shews that extra bills which could not be avoided and which could not have been estimated except in the shape of contingencies, have been passed by the Engineer to the amount of upwards of \$300,000.

“The cost of the land is another item of increase, arising to a large extent from the great progress of the country and the prospects of large traffic, shewing the necessity of requiring more land at stations than was at first anticipated. The cost of land was first estimated at about £20,000. It will cost in all about £175,000 currency.

“The next important item is that of rolling stock where a very large increase has taken place. It will need no explanation to point out that this expenditure, when really necessary, as in this case is the best expenditure than can be incurred.

ENGLISH Form of Tender referred to in Mr. FLEMING's letter of 10th March, 1869, to
Sir JOHN A. MACDONALD, K.C.B.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

SOUTH LONDON, TOOTING, AND SUTTON JUNCTION LINES.

TENDER FOR WORKS.

To the Directors of the London, Brighton, and South Coast Railway Company.

GENTLEMEN,—

I (or we) _____ of _____ do hereby agree and undertake to provide all the materials and labour, and to execute all the works required in the construction, completion, and maintenance of the intended new Line of Railway between Peckham and Sutton, including the intermediate Junction Lines, and the alteration of the Croydon and Wimbledon Line, being a total length of eleven miles and seventy-eight chains, or thereabout, within the time and upon the terms and conditions stipulated in the specification, and in strict accordance with the plans, sections, drawings, and list of quantities exhibited to me (or us) for the sum of £ _____, say _____ pounds sterling.

And I (or we) further agree that all additions to, and alterations and omissions in the works hereby contracted for shall be valued and paid for to _____, or deducted and allowed for by _____, as the case may require, according to the several prices set opposite to each description of work in the Schedule of prices hereunto annexed.

And, in case this Tender shall be accepted, hereby undertake to execute a contract deed, to be prepared by your solicitor in accordance with the terms of the aforesaid specification, within two weeks from this date, or as soon thereafter as may be required by you so to do.

And we propose Mr. _____, of _____, and Mr. _____ of _____, as sureties for the due performance of such contract.

And, further, undertake that they shall, within one week after receiving notice from you so to do, execute a Bond, to be prepared by your Solicitors conditional for that purpose in a penal sum equal in amount to 10 per cent. on the said sum of £ _____

And, lastly, _____ do hereby agree and undertake that in case said contract and Bond shall be executed by _____ and _____, said two sureties, within the time above mentioned, the London, Brighton, and South Coast Railway Company shall not (unless they think fit) be bound by this Tender and Contract, but the same shall be absolutely nul and void if so desired by the said Company, nor shall they in such case be liable to any claim from _____ in respect of any works then already done, or of materials and plant then delivered by _____ upon the site of the intended contract.

And witness _____ hand this 3rd day of January, 1865.

Contractors' signature

Address

SOUTH LONDON, TOOTING, AND SUTTON JUNCTION LINES.

BILL OF QUANTITIES.

Being an approximate estimate of the total quantities of work required in the execution of the above contract, from which the aggregate amount of the foregoing Tender has been computed.

			£ s. d.
45,000	lineal yards	Larch post and four rail fencing	
8,500	do	Larch post and three rail fencing	
500	do	Rough six feet larch palisade fencing	
500	do	Rough six feet close board fencing	
1,100	do	Oak park paling, with oak coping 5 feet high	
1,000	do	Oak park paling without coping 6 feet 6 inches high	
1,400	do	Open wrought and painted iron fencing, Thuming & Son's make	
3,500	do	Wrought paled and painted 4 feet 6 inches fencing	
350	do	Wrought paled and painted 6 feet fencing	
2,600	do	Wrought oak and fir rail	
53,000	do	Ditch mound and quick sets	
20	No.	Wrought and painted oak field gates	
10	do	Wrought wicket footgates	
20	do	Wrought and painted paled 12 feet gates 6 feet high	at
10	do	Wrought and painted paled 3 ft. 6 in. gates 4 ft. 6 in. high, at	
826,300	cubic yards	Excavation for double line of way throughout including the alteration of the Croydon and Wimbledon line.	
N.B. This quantity is fixed (see spec., page 11.)			
35,000	do	Extra excavation for stations and other purposes	
40,000	do	Excavations in diversions of streams and roads, and in sunk approaches to bridges	
20,000	do	Excavation for foundations, sewers, culverts, and drain pipes.	
118,000	do	Extra upon earthwork in embanked approaches to bridges	
5,000	do	Extra excavation in tunnels	
620	lineal yards	Fencing Severn bank at Mitcham including trimming, soiling and planting (see specification, pages 15 and 16.	
500	cubic yards	Dry rubble drains at back of walls and bridges	
300,000	superficial yards	Trimming and soiling slopes of cuttings and banks.	
137,000	cubic yards	Ballasting permanent way of main line and sidings	
400	do	Covering girder bridges with ashes or cinders	
5,000	superficial yards	Metalling road, approaches, and yards 18 inches thick (large stone in both 9 in., flint and gravel 9 in.)	
100,000	do	Metalling road, approaches, and yards, large stone 6 in. flints 6 in.—12 inches	
9,000	do	Metalling road, approaches, and yards, 4 in. coarse gravel and chalk, 4 in. screened gravel	
42,000	cubic yards	Best stock brickwork in grey lime mortar	
13,000	do	Best stock brickwork in blue lias mortar	
600	do	Best stock brickwork in Portland cement	
1,000	do	Best stock brickwork in culverts and sewers	
1,200	do	Best stock brickwork in extra thickness in tunnels.	
775	lineal yards	Tunnels driven, lined, and drained completely, as per specification	
150	cubic yards	Extra gault bricked in lining tunnels.	
500	do	Old brick felled down, including all expenses of shoeing, &c.	
12,000	superficial yards	Face work of picked red stocks, tuck pointed in black	
500	do	Face work of white Suffolk malms—Tuck pointed.	
2,000	do	Face work of picked Huntingdon or Southall white bricks.	
8,000	do	Tuck pointing only	
300	superficial feet	Cut and nibbed work in arches and groins.	
2,000	do	Gauged arches set in putty mortar	
7,000	lineal yards	Bevelled plinth courses set in cement tuck pointed	
7,000	do	Moulded white or red brick cornices, plinths, neck mouldings, &c	
2,000	lineal feet	Nail head brick courses, white, black, or red.	
150	do	Dogtooth do do	

BILL OF QUANTITIES.—Continued.

			£	s.	d.
92	No.	Terra Cotta arch keys (P. C. 30), each			
88	No.	Terra Cotta medallions (P. C. 25), each			
4,200	lineal feet	Terra Cotta open parapets (P. C. 5), per foot lineal			
1,000	lineal yards	Staffordshire-blue brick coping for parapets, 14 inches by 4½ inches			
700	do	Staffordshire blue brick coping for parapets 18 inches by 4½ inches			
1,600	do	Staffordshire bullnosed blue brick coping for platform 14 inches by 6 inches			
1,000	do	Drain pipes 12 inches diameter, including bends, &c.			
2,500	do	do 9 do do			
1,000	do	do 6 do do			
1,200	do	Half round pipes 9 do including bends, &c. laid in puddle			
5,000	cubic feet	Bramly Fall stone in imposts, including plain face work			
28,000	do	Hollington stone, ashlar, and other work, including plain face work			
20,000	do	Bath stone coping, caps, strings, &c. including plain face work			
12,000	superficial feet	Moulded and circular tooled work (labour only)			
500	do	Yorkshire self faced paving 3 inches thick			
20	No.	Extra labour on spherical finials			
500	lineal feet	Chamfered and tooled joints			
1,000	superficial yards	Granite pither paving			
2,000	lineal feet	Purbeck stone curbing 12 inches by 6 inches			
500	do	Granite stone curbing 12 inches by 9 inches			
6,500	cubic yards	Concrete in foundations			
3,000	do	Concrete in backing and counterfoils			
12,000	superficial yards	Coating arches with asphalte and fill one inch thick			
9,000	do	Raking out and pointing soffit of arches			
6,000	cubic feet	Memel timber in sleepers, nailing joists and creosoted and fixed			
2,500	do	Memel timber in guage and sheet piles, creosoted, hooped, shod, and driven, including iron work			
5,000	do	Ditto, including longitudinals and joints burnettized and fixed			
2,000	do	Ditto, wrought, framed, painted, and fixed			
23,000	superficial feet	Three inch planking burnettized and fixed			
700	lineal feet	Moulded oak coping to parapets 9 inches by 4 inches, painted and fixed			
5,000	superficial feet	One inch matched and beaded boarding wrought and fixed			
390	tons	Cast iron work in heavy castings fixed and painted			
130	do	Ditto on light castings fixed and painted			
650	do	Ditto on ornamental castings fixed and painted			
850	do	Wrought iron in girders, joists, &c. fixed and painted			
20	do	Ditto, in bolts, straps, ties, &c. fixed and painted			
1,300	superficial feet	Galvanized corrugated iron, No. 18 guage, fixed in parapet			
3,000	do	Ditto, curved and fixed as being on rest posts of tunnel			
2,000	superficial yards	Painting two coats in plain colours			
1,000	do	Bronzing iron work, including two first coats plain			
5	tons	Lead in joints, flashing, &c.			
1,500	superficial feet	Croggon's patent asphalted felt 1 inch thick			
45,000	lineal yards	Single line of permanent way laid complete			
1,000	do	Intermediate way laid complete			
40	No.	Sets of points and crossings laid complete (laying only)			
10	do	Ditto, three throw and crossings, ditto			
10	do	Diamond crossings ditto			
20	do	Single ditto			
12		Months maintenance of the whole of the works after completion and opening for public traffic			
		Total			

BILL OF QUANTITIES.—Continued

			£ s. d.
PROVISIONS.			
Contractor to provide as follows, viz. :			
	For carving in stone to ornamental bridges viaducts and tunnel fronts		
	For extra cost in patterns of ornamental works		
	For carrying works over and under other railways		
	For removing and rebuilding over Leigham Lane		
	For alteration of bridges under York Road near Lower Norwood Station		
	For diversion of traffic on Croydon and Wimbledon Line, including watching and signalling during progress of the works		
	For preparing copies and detail drawings		
	For taking borings or sinking trial holes		
	For setting outworks and giving levels		
	For office for Inspectors		
	For temporary roads and access to works		
	For watching, lighting, and signalling		
	For interference with and making good all existing gas and water manes or pipes and all culvert sewers and drains		
	For obtaining approval of new or altered roads and approaches		
	For fees to local boards, vestries, and surveyors		
	For clearing the ground as specified		
	For law costs of contract and bond		
	For taking out quantities and measuring up works		
	For printing and lithography		
	For all other contingencies whatsoever		
TOTAL AMOUNT OF TENDER			

N.B.—No tender will be received unless accompanied by the above bill correctly priced and moneyed out in accordance with the schedule of prices.

INTERCOLONIAL RAILWAY.

Supplementary Return to an Address of the House
of Commons, of date 28th February, 1870.

INTERCOLONIAL RAILWAY.

SUPPLEMENTARY RETURN to an Address of the House of Commons, of date
28th February, 1870.

COPY OF MONTHLY CERTIFICATE OF CHIEF ENGINEER, INTERCOLONIAL RAILWAY.

Chief Engineer's Certificate, No. 50, (in duplicate.)

I hereby certify that work has been done, and materials have been delivered, on Section No. 3, up to the end of December, 1869, by Elliott, Grant & Co., contractors, the approximate value of which, as computed from the returns of progress, measurements, &c., and in accordance with the directions and authority of the Commissioners, is as follows :—

Per Cent of whole Contract.		Gross.
9.02	Total work done to end of month.....	\$28,575
	Total work previously certified	25,977
	Balance.....	\$2,598

18th March, 1870.

(Signed,)

SANDFORD FLEMING,

Chief Engineer.

NOTE.—Similar certificates, for Sections Nos. 4, 5, 6 & 7, with amounts of gross work done, as on next page, have been received from the Chief Engineer, and are filed in Commissioners' Office.

POSITION OF "CANCELLED CONTRACTS," (31st December, 1869), Sections Nos. 3, 4, 5, 6 and 7.

Section.	Gross Value per Chief Engineer's certificate.	Nett Estimates paid or applied.	Percentage paid or applied.	Percentage unpaid.	Total payments	Balance due.
	\$	\$	\$	\$	\$	\$
No. 3.....	28,575	24,878	2,526 paid 1,170 applied.	None.	28,574	None.
No. 4.....	46,200	40,255	3,975 paid. 1,970 applied	None.	46,200	None.
No. 5.....	48,762	42,389	4,497 paid.	1,875	46,886	1,875
No. 6.....	26,325	22,754	2,817 paid.	753	25,571	753
No. 7.....	53,730	47,235	3,364 paid.	3,129	50,599	3,129
	203,592	177,511 20,319	29,319	5,757	197,830	5,757
		197,830 5,757	Total paid & applied Total balances due.			
	\$203,592	203,587				

C. S. ROSS,
Secretary.

INTERCOLONIAL RAILWAY COMMISSIONERS' OFFICE,
Ottawa, 2nd April, 1870.

RETURN

To an Address of the HOUSE OF COMMONS, dated 23rd February, 1870, for Copies of all Orders in Council and of all correspondence between the Imperial and Canadian Governments, touching the Intercolonial Railway Loan and the application of the proceeds thereof.

By Command.

J. C. AIKINS,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, 9th March, 1870.

GOVERNOR GENERAL'S OFFICE,

OTTAWA, 19th June, 1869.

The Secretary of State
to the Governor General,
No. 96—May 30th, 1868.

The Secretary of State
to the Governor General,
No. 110—June 20th, 1868.

The Secretary of State
to the Governor General,
No. 97—June 1st, 1868.

The Governor General
to the Secretary of State,
No. 148—July 20th, 1868.

The Governor General
to the Secretary of State,
No. 95—June 1st, 1868.

The Governor General
to the Secretary of State,
No. 56—May 31st, 1869.

The Governor General
to the Secretary of State,
No. 67—June 20th, 1869.

SIR,—I have the honor to transmit, herewith, copies of correspondence noted in the margin, relative to the Intercolonial Railway Loan, and the application of the proceeds thereof, to be communicated to the House of Commons in answer to the Address of the 16th inst., herewith returned.

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

F. TURVILLE,
Governor General's Secretary.

E. Parent, Esq.,
Under Secretary of State.

P.S.—Part of the correspondence on this subject, was included in the return made on the 12th May last, in answer to an Address of the House of Commons for copies of correspondence respecting the selection of the line of the Intercolonial Railway.

The Duke of Buckingham to the Governor General.

(Copy.—CANADA.—No. 96.)

DOWNING STREET, 30th May, 1868.

MY LORD,—I have the honor to transmit to you, for your information and guidance, the enclosed copy of a correspondence with the Treasury upon the Intercolonial Railway. Your Lordship will perceive that for the reasons set forth in that correspondence, Her Majesty's Government will be willing,

in case the Line by the Bay Chaleur be adopted, to accept the provision of one million Sterling, made in the Act already passed by the Canadian Parliament, in addition to the amount of three millions, upon which a Loan is to be guaranteed by the Imperial Government.

(Signed,)

I have &c.,

BUCKINGHAM & CHANDOS.

Governor, the Right Honorable
Viscount Monck, &c., &c., &c.

Mr. Adderly to the Secretary to Treasury.

(Copy.)

DOWNING STREET, 16th May, 1868.

SIR—I am directed by the Duke of Buckingham and Chandos, to refer to the letter from this Department, dated the 5th of February last, and to your answer of the 13th February, relative to the Act of the Canadian Legislature, 31 Vic. Cap., 13, respecting the construction of the Intercolonial Railway, in addition to the sum of £3,000,000 Sterling, for which a guaranteed Loan is proposed to be raised in England, that Act provides for raising, if necessary, an additional million without guarantee, in order to complete the Railway.

Their Lordships agreed with the Duke of Buckingham and Chandos, that the provision of this additional amount was less than it might be prudent to require, especially in the uncertainty what line might be selected.

But His Grace has since understood it to be probable that the route by the Bay Chaleur will be selected, which is the one that would best suit Imperial purposes.

Major Robinson, of the Royal Engineers, made a report in 1848, for the Imperial Government, in which he estimated the length of the entire road from Halifax to Quebec at 635 miles, and the cost, including 10 per cent. for contingencies, at £4,889,500. This gives a cost of £7,700 per mile. The road has since been constructed from Halifax to Truro, and from Quebec to Rivière du Loup, a distance taken in Major Robinson's estimate at 165 miles, so that according to that estimate 470 miles remain to be constructed. At the above rate per mile, this would cost £3,619,000 much less than the total sum of four millions sterling.

Mr. Sandford Fleming was a Civil Engineer, appointed in 1863, with the joint opinion in his favor of the three Provincial Governments and of the Duke of Newcastle, who was then Secretary of State. He bears a high reputation for accuracy and caution. Mr. Fleming thought that, allowing for curvature, the distance might exceed Major Robinson's estimate, and he expressed a general opinion that although the actual results might prove more favorable, the total cost should be taken in round numbers at twenty million dollars. (\$20,000,000).

But then Mr. Fleming caused a thorough survey to be made of a portion of the Line, 70 miles in length, described by Major Robinson as the "most formidable" part of the whole, and the result confirmed Major Robinson's account of the distance, whilst the cost was estimated by Mr. Fleming, at \$39,786, or about £8,290 per mile. If this rate of cost calculated on one of the most difficult portions of the Line be extended to the whole, the required distance of 470 miles would not cost more than £3,896,300.

Reviewing these circumstances, the Duke of Buckingham and Chandos would be prepared, if the Lords Commissioners of the Treasury concur, to instruct the Governor General, that in case the line by the Bay Chaleur be adopted, Her Majesty's Government will be willing to accept the provision of one million sterling, made in the Act already passed by the Canadian Parliament.

(Signed,)

I have, &c.,

L. C. E. ADLERLY.

The Secretary to the Treasury.

Mr. Hamilton to the Under Secretary of State, Colonial Office.

(Copy.)

TREASURY CHAMBERS, 22nd May, 1868.

SIR,—The Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 16th instant, stating that the Duke of Buckingham and Chandos has had under his consideration the estimates for the Canadian Intercolonial Railway; and that upon a review of the circumstances, His Grace is disposed to consider that, if the route by the Bay of Chaleur is adopted, the provision of £1,000,000, already made in the Act passed by the Canadian Legislature, will be sufficient, in addition to the £3,000,000 guaranteed by Her Majesty's Government, and requesting the concurrence of My Lords in this view.

My Lords request that you will inform His Grace, that under the circumstances represented, they are not prepared to refuse their assent to the proposal of the Secretary of State.

I am, &c,

(Signed,)

GEORGE A. HAMILTON.

The Under Secretary of State.
Colonial Office.

Lord Monk to the Duke of Buckingham and Chandos.

(Copy.—No. 95.)

OTTAWA, June 1st, 1868.

1st June, 1868. MY LORD DUKE,—I have the honor to transmit for your Grace's information an approved Minute of the Privy Council of this Dominion, appointing Messrs. Thos. Baring and G. C. Glyn, trustees, on the part of the Government of Canada, of the sinking fund for the extinction of the loan to be raised for the construction of the Intercolonial Railway, under the provisions of Canada Railway Loan Act, 1867.

I have, &c.,

(Signed,)

MONK.

His Grace the Duke of Buckingham and Chandos, &c., &c., &c.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on 1st June, 1868:

On a memorandum, dated 1st June, 1868, from the Honorable the Minister of Justice and Attorney General, recommending, in the absence of the Honorable the Minister of Finance, that Thomas Baring, Esquire, merchant, and George Carr Glyn, Esquire, Banker of London, England, be appointed trustees for the Government of Canada, under the provisions of the Act of the Imperial Parliament, 30 Vict. c. 16.

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

Certified.

WM. H. LEE,
Clerk to Privy Council.

Lord Monk to the Duke of Buckingham and Chandos.

(No. 110.)

QUEBEC, 20th June, 1868.

MY LORD DUKE,—I have the honor to transmit for your Grace's information, a copy of an approved Minute of the Privy Council of Canada, by which you will observe that the Honorable John Rose, M.P., Finance Minister of the Dominion, is fully authorized and empowered to enter into and complete all the necessary arrangements with Her Majesty's Government, for carrying into effect the provisions of "The Canada Railway Loan Act, 1867."

I have, &c.,

(Signed,)

MONCK.

His Grace the Duke of Buckingham and Chandos, &c., &c., &c.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 20th June, 1868:

On the recommendation of the Honorable the Minister of Justice and Attorney General, the Committee advise that the Honorable John Rose, Minister of Finance of Canada, who has lately proceeded to England, be fully authorized and empowered to enter into and complete all the necessary arrangements with Her Majesty's Government for carrying into effect the provisions of "The Canada Railway Loan Act, 1867."

Certified.

WM. H. LEE,
Clerk Privy Council.

The Secretary of State for the Colonies to the Governor General.

(Copy.—CANADA.—148.)

DOWNING STREET, 20th July, 1868.

MY LORD,—I have the honor to inform your lordship that Her Majesty's Government have nominated Sir F. Rogers, the Permanent Under Secretary of State for this Department; and Mr. Wm. Law, the Auditor of the Civil List, as Trustees of the Sinking Fund of the Intercolonial Railway Loan, to be associated with the Trustees appointed by the Government of Canada, whose names are given in your despatch No. 95, of the 1st of June.

I have, &c.,

(Signed,)

BUCKINGHAM AND CHANDOS.

Governor the Right Honorable Viscount Monck.

Sir John Young to Earl Granville.

(Copy.—No. 56.)

GOVERNMENT HOUSE,

OTTAWA, 31st May, 1869.

29th May, 1869. MY LORD,—I have the honor to enclose, for your lordship's information, an approved Minute of the Privy Council, relative to the measures adopted by the Canadian Government to provide temporary investment for the money raised under the Imperial guarantee for the construction of the Intercolonial Railway.

I have, &c.,

(Signed,)

JOHN YOUNG.

The Right Honorable the Earl Granville, K.G.

The Secretary of State to the Governor General.

(Copy.—CANADA.—No. 97.)

DOWNING STREET, 1st June, 1869.

SIR,—The Treasurer of the Dominion has recently transmitted to this Department a paper presented to the Canadian Parliament containing, among other documents, a Minute of the Privy Council, approved by the Governor General on the 27th of August last. It would appear that under that Minute money raised under Imperial guarantee for the construction of the Intercolonial Railway, was to be temporarily applied to the purpose of defraying the general debts of the Dominion.

This mode of employing a Loan, guaranteed by the Parliament of this Country for a specific purpose, appears to Her Majesty's Government not to be justifiable. I wish, therefore, to learn from you to what extent and in what way the Loan has been employed under authority of that Minute, and I have to instruct you to refuse your concurrence in any mode of dealing with the money remaining in the hands of Government other than that of investment properly so called.

I should also wish to receive from Mr. Rose any observations respecting the Minute of August 27th, which he may consider calculated to remove the strong objections which at first sight attach to it.

I have, &c.,

(Signed,)

GRANVILLE.

Governor General,

The Rt. Hon. Sir John Young, Bart., G.C.B., G.C.M.G., &c., &c. &c.

The Governor General to the Secretary of State for the Colonies.

(Copy.—No. 67.)

GOVERNMENT HOUSE,

OTTAWA, 20th June, 1869.

MY LORD,—I have the honor to acknowledge the receipt of your despatch of the 1st instant (No. 97), and to transmit in reference thereto a Minute adopted by the Privy Council of Canada deprecating the construction which has been placed on their action, as well as objecting to the opinions expressed and the instructions given in the premises by Her Majesty's Government.

I have, &c.,

(Signed,)

JOHN YOUNG.

The Right Honorable

The Earl Granville, K.G.

GOVERNOR GENERAL'S OFFICE,

OTTAWA, March 5th, 1870.

SIR,—I have the honor to enclose to you, copies of correspondence on the subject of the Intercolonial Railway Loan, to be communicated to the House of Commons in answer to the address of the 23rd instant, which I beg to return herewith.

I have the honor to be, Sir,

Your most obedient Servant,

F. TURVILLE,

Governor's Secretary.

The Honorable the Secretary of State for Canada.

Schedule of Despatches on the subject of the Intercolonial Railway Loan.

Sir J. Young to Earl Granville, No. 67, June 20th, 1869.
 Do. do. No. 70, June 24th, 1869.
 Earl Granville to Sir J. Young, No. 129, July 8th.
 Sir J. Young to Earl Granville, No. 112, October 28th, 1869.
 Earl Granville to Sir J. Young, No. 216, November 30th, 1869.

The Governor General to the Secretary of State for the Colonies.

(Copy—No. 67.)

GOVERNMENT HOUSE,

OTTAWA, 20th June, 1869.

2 Copies. MY LORD,—I have the honor to acknowledge the receipt of your 18th June, 1869. Lordship's despatch of the 1st June (No. 97), and to transmit in reference thereto, a Minute adopted by the Privy Council of Canada, deprecating the construction which has been placed on their action, as well as objecting to the opinion expressed, and the instructions given in the premises by Her Majesty's Government.

I have, &c.,

(Signed,)

JOHN YOUNG.

The Secretary of State for the Colonies, &c.

The Governor General to the Secretary of State for the Colonies.

(Copy—No. 70.)

GOVERNMENT HOUSE,

OTTAWA, 24th June, 1869.

MY LORD,—On the 20th inst. I briefly acknowledged the receipt of your despatch of the 1st inst., adverting to the Minute approved by my predecessor of the 27th of August last, and making enquiries as to the alleged application of money raised under the Imperial guarantee for the construction of the Intercolonial Railway, to the purpose of defraying temporarily the general debts of the Dominion.

I send several additional copies of the papers which I enclosed, viz. :—correspondence respecting the Intercolonial Railway Loan, and Minutes of Council of dates 29th May, and 18th June. These documents furnish, on the part of the Privy Council of Canada, replies to the queries as to what extent, and in what way the loan has been employed, under authority of the Minute of the 27th August of last year, and contain the observations which Mr. Rose and his colleagues unite in offering as the explanation of the course they have pursued.

In compliance with your Lordship's wish to learn from me to what extent, and in what way the loan has been employed under the Minute of the 27th August, I can only say that the statements—1 and 2—appended to the Minute of the 18th inst., are derived from distinct and independent sources, and seem to furnish the required information.

Statement No. 1 shews in what way the total (guaranteed and unguaranteed) Intercolonial Loan has been invested, and it will be seen that in addition to the special securities set apart by the Order in Council of August last, Exchequer Bills amounting to \$7,627,900 are held for account of the total Loan. These Exchequer Bills, of which I enclose a form, being receivable in payment of all public dues, would seem to form a security of as high a character as it is possible to procure, and to be readily convertible into cash, irrespective of any reliance on the Bank credits.

As to the extent of the application of the guaranteed loan, for the purpose of defraying the general debts of the Dominion, it appears, by statement 2, that the receipts of the Dominion, from other sources, (and wholly irrespective of its ordinary revenue) have been sufficient to defray all these debts, without relying on the guaranteed portion of the loan at all, (except by about £2,000 sterling) and against this £2,000, besides the ordinary cash balances in hand, a credit of £250,000 was at any moment available in London, and twice as much more in Montreal.

I have, &c.,

(Signed,)

JOHN YOUNG.

The Right Honorable The Earl Granville, K.G., &c.

The Secretary of State for the Colonies to the Governor General.

(Copy.—CANADA.—No. 129.)

DOWNING STREET, 8th July, 1869.

SIR,—I have to acknowledge the receipt of your despatch, No. 67, of 20th June, transmitting a Minute adopted by the Privy Council of Canada, in relation to my despatch, No. 97, of June 1st, relating to the disposal of moneys raised under Imperial guarantee, for the construction of the Intercolonial Railway. I desire first to explain, that in requesting you to submit this question to Mr. Rose, for his observations, my only object was to obtain information from that Member of your Government, who was presumably most competent to give it, and not as your Ministers appear to suppose, to fasten on Mr. Rose any special or personal responsibility.

You will assure your advisers, that I have never had any intention to call in question the financial integrity and upright dealing of the Dominion of Canada, still less the personal honor of Mr. Rose and his colleagues.

I have been led to the conclusion, that the spirit, if not the letter, of the Canada Loan Act, (30 Vic. cap. 16, Imperial) required that all money raised under it, should not only be expended on the construction of the Intercolonial Railway, but, "appropriated" to that purpose, that is, that it should be kept, or invested as a distinct fund, applicable to that construction, and to no other purpose.

I enclose copies of two opinions of the Law Officers of the Crown, sought and given I can assure you, with no unfriendly feeling towards the Canadian Government, nor any wish to impose on them any obligation beyond what is implied in the terms of the arrangement, as sanctioned by Parliament.

You will observe, that the first of these opinions, more than bears out the conclusion at which I had arrived, and that this opinion is not altered by the Minute of your Privy Council, which I at once referred to them.

I have full confidence in the powers of the Canadian Government to replace, at any time, the sums which have been so employed, under a belief that there could be no doubt as to the propriety of that course.

The opinions of the Law Officers and the Treasury, whom I have consulted, show that that belief is not well founded.

With these opinions before them, your advisers, will, I am sure, see that my despatch was not written hastily, or without necessity, and even if they do not concur in the views which I am led to entertain, I hope they will acquiesce in the propriety of avoiding all occasion for cavil by placing the money, in the shape of a distinct fund, applicable in its entirety, and at any moment to the object for which it is destined.

I have, &c.,

(Signed,)

GRANVILLE.

Governor General, The Right Honorable Sir John Young, Bart.,
G.C.B., G.C.M.G., &c., &c., &c.

The Law Officers of the Crown to Earl Granville.

(Copy.)

TEMPLE, 28th June, 1869.

MY LORD—We are honored with your commands signified in Sir Frederick Rogers' letter of the 17th instant, stating:—

1. That he was directed by your Lordship to request that we would favor your Lordship with our opinion upon the following case..

2. That by the Imperial Act 30 and 31. Victoria, Cap. 16, the Commissioners of Her Majesty's Treasury were empowered to guarantee payments of interest at a rate not exceeding 4 per cent. per annum on any principal money not exceeding three millions Sterling, to be raised by way of Loan by the Government of Canada, for the purpose of the construction of a Railway connecting Quebec and Halifax.

3. That by the third section of the Act this guarantee was not to be given until certain provisions had been embodied in an Act of the Parliament of Canada, and that he was directed to call our attention to the first of these provisions which related to the "appropriation" for the purpose of the construction of the Railway, of a Loan not exceeding three million pounds sterling.

4. That an Act of Parliament of Canada was, in due course passed, 31 Vic. Cap. 13, and that a copy of it was annexed for reference.

5. That it would be seen that the Act was in operation, and that it might be assumed that that Act fulfilled the requirements of the Imperial Act, though it had not received as yet the formal sanction of Her Majesty.

6. That subsequently to the passing of that Act, a Loan was raised and the substance of the terms and conditions upon which the Loan was raised, and the form of Debentures would be seen from the letter of the 11th July, 1868, from Mr. Rose the Financial Minister to the Treasury, and from the reply thereto, of the 15th July, and that copies of those letters were annexed for reference.

7. That from a Minute of the Privy Council of Canada, approved by the Governor General on 27th August, 1868, it appeared that the money raised under the Imperial guarantee for the construction of the Railway, was to be temporarily applied to the purpose of defraying certain debts of the Dominion bearing a high rate of interest, and that a copy of such Minute was annexed for reference.

8. That the Minute gave rise to an enquiry in the House of Commons, whether such application was not in contravention of the Canada Railway Loan Act, 1867, and a full Report from Mr. Rose, the Financial Minister, which was approved of by the Privy Council of the Dominion had lately been received in answer to such enquiry, and that a copy of such Report was annexed for reference.

9. That under these circumstances our opinion was requested on the following questions:—

1. Whether this appropriation of the proceeds of the Loan was in contravention of the Canada Railway Loan Act, 1867? or

2. Whether in the absence of any special provision as to the custody or investment of the proceeds of the Loan until they were wanted for the purpose for which they were raised; the Canadian Government were, or were not within their legal rights in making this temporary use of the paid up instalments?

In obedience to your Lordship's commands, we have considered the questions submitted to us, and have the honor to report:—

That we regret to be unable to advise that the investment of the money under the Minute of the Privy Council of Canada is in conformity with the Imperial Act of 30 and 31 Vic. Cap. 16.

We think that it was not the intention of the Imperial Legislature that the money should be invested at all. It was to be appropriated or set aside. The only sort of investment within the provisions of the Imperial Act would be, we think, an investment (if any such exists or can be conceived.) the value of which does not fluctuate and which is

convertible at any moment without loss. Paying off with the Railway Loan, Canadian Government debts, bearing a high rate of interest, may be perhaps an useful investment of the money raised, but does not seem to us to be a appropriation of it, and we think therefore the spirit and intention of the Canada Railway Loan Act, 1867, has not been complied with.

We have, &c.,

(Signed,)

R. P. COLLIER,

"

J. D. COLERIDGE.

The Right Honorable,
The Earl Granville, K. G., &c., &c., &c.

The Law Officers of the Crown to Earl Granville.

(Copy.)

TEMPLE, 6th July, 1869.

My LORD,—We are honored with your commands, signified in Sir. F. R. Sandford's letter of this date, stating that he was directed by your Lordship to forward an enclosed copy of a despatch from the Governor General of Canada, transmitting a copy of a Minute, adopted by the Privy Council of Canada on the 18th June last, on the subject of the Intercolonial Railway Loan, and further stating that your Lordship requested to be informed, at the earliest possible date, whether the Minute affected the opinion expressed by us in our letter of the 28th of June.

In obedience to your commands we have the honor to report that the Minutes does not affect the opinion expressed by us in our report of the 28th June.

We have, &c.,

(Signed,)

R. P. COLLIER,

"

J. D. COLERIDGE.

The Right Honorable,
The Earl Grenville, K. G., &c., &c., &c.

The Governor General to the Secretary of State for the Colonies.

(Copy.—No. 112.)

GOVERNMENT HOUSE, OTTAWA, 28th October, 1869.

12th August. My LORD,—With reference to previous correspondence, I have the honor to transmit a copy of a Minute of the Privy Council of Canada, on the subject of the Intercolonial Railway Loan.

I have, &c.,

(Signed,)

JOHN YOUNG.

The Secretary of State for the Colonies.

The Secretary of State for the Colonies to the Governor General.

(Copy.—CANADA.—No. 216.)

DOWNING STREET,

30th November, 1869.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 112, of the 28th of October, enclosing a Copy of a Minute of the Privy Council, dated the 12th of August, on the subject of the Intercolonial Railway Loan.

I have, &c.,

(Signed,)

GRANVILLE.

Governor General,

The Right Honorable Sir John Young, G.C.B., &c., &c., &c.

FINANCIAL DEPARTMENT,

OTTAWA, March 8th, 1870.

SIR,—In conformity with the Address of the House of Commons, of 23rd ultimo, I have the honor to transmit Copies of all Orders of Council touching the Intercolonial Railway Loan, and the application of the proceeds thereof, as far as the Records of the Department permit.

I have the honor to be, Sir,

Your obedient servant,

WILLIAM DICKINSON,

D. I. G.

E. Parent, Esq.,

Under Secretary of State, Ottawa.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 29th May, 1869 :

The Committee have had under consideration the annexed Memorandum from the Honorable the Minister of Finance, having reference to the measures adopted by the Canadian Government to provide temporary investment for the money raised under the Imperial Guarantee, for the construction of the Intercolonial Railway, until it was required for actual outlay, and they respectfully report their entire concurrence in the statements made and the views expressed in the said Memorandum, and advise that a copy thereof be transmitted by Your Excellency to the Right Honorable the Secretary of State for the Colonies, for the information of Her Majesty's Government.

Certified.

WM. H. LEE,

Clerk, P. C.

The Minister of Finance has had his attention called to an inquiry in the House of Commons, whether the Governor General has approved of a "Recommendation of Council, that money raised under the Imperial Guarantee, for the construction of the Intercolonial Railway, should be applied to the payment of the general debts of the Canadian Dominion, and whether such application is not in contravention of the Canadian Railway Loan Act, 1867," and he thinks it proper to call Your Excellency's

attention to the circumstance, in order that the imputation which is impliedly made on the good faith of the Government may be promptly repelled.

1st. The Act of Union provided that, "it shall be the duty of the Government and Parliament of Canada to provide for the commencement, within six months after the Union, of a Railway connecting the River St. Lawrence with the City Halifax, in Nova Scotia, and for the construction thereof without intermission, and the completion thereof with all practicable speed."

The Government felt it to be their duty to carry out this provision of the Constitution with all possible diligence. A great portion of the route had been so far surveyed in former years that it was believed it could be placed under contract in the course of last summer or autumn.

2. It was, however, necessary, before doing this, to place the Loan; and the Finance Minister, in the course of his negotiations with the Imperial Government, in July, 1868, intimated that he would only raise one-half the authorised amount until the progress of the works made it necessary to provide the remainder.

3. In the course of negotiations with the Financial Agents, Messrs. Baring & Glyn, the Finance Minister endeavoured to postpone the payments on the Loan to as remote a day as possible; but it was thought that it would militate against the success of the operation if the last instalments were deferred beyond April, 1869, or if the privilege of paying by anticipation were not accorded to the subscribers.

4. When the Loan was contracted for, a considerable number of the subscribers availed themselves of this option, and a large amount of money was paid in by anticipation.

As interest on the entire Loan of Two Millions ($\frac{3}{4}$ ths bearing 4 per cent. and $\frac{1}{4}$ th bearing 5 per cent.), began in July, 1868, and was payable by Canada from that day, it became the obvious duty of the Government so to place the money received, as that an undue loss of interest might be avoided.

5. The Minister of Finance accordingly requested Messrs. Baring & Glyn, the Financial Agents, to endeavor to do so at the best rates they could, "compatible with perfect security and immediate convertibility;" but these gentlemen informed the Government that in the present state of the money market, and consistently with these conditions, they could not obtain a higher rate of interest than one per cent. per annum.

Had they been able to have placed the deposits at any reasonable rate, the Government would have been relieved from the necessity of seeking other means of temporarily employing the instalments.

6. Under the circumstances mentioned, the Government had, however, to consider what other means, on the like conditions of immediate convertibility and perfect security, were open to them as a temporary investment.

7. The Government of Canada was, at that time, about issuing securities to provide for certain engagements of the Dominion, which it was desirable to fund or otherwise meet; and it was considered that no better or more perfect security than those adverted to could be provided in which to place a portion of the moneys lying comparatively unproductive, until these moneys were required to be disbursed to the contractors on the works.

8. The Government had not ceased to urge the completion of the surveys with all possible speed, and they endeavoured to push on the letting of the works as rapidly as possible. All the sections, on which the location surveys were sufficiently advanced, were accordingly let last winter by public tender. They are seven in number, 162 miles in length, and the cost is estimated at \$5,000,000. On these sections operations are being actively prosecuted, and the contractors are entitled to payment as the works proceed.

9. The Engineers have been continually engaged in locating the remaining sections, and these will be placed under contract as rapidly as possible. On one portion of the route a railway has been already built, by a private company—about 36 miles in length. The propriety of acquiring this line, and making it a portion of the Intercolonial, was always contemplated as a possibility, and if the negotiations having that object in view, which began some time ago, are concluded, it will involve an immediate large cash outlay in addition to the payment of the current works, out of the Intercolonial Fund.

10. It will thus be seen that the most energetic steps were taken from the outset to accelerate the progress of the works, and that the Government are not open to the suspicion of having deferred their prosecution of the work for one hour, but that on the contrary they have endeavoured to carry out, with the utmost promptitude and good faith, the obligation entailed upon them by the Act of Union, with reference to the Intercolonial Railway.

11. It may be asked why the Loan could not have been postponed for some months, or a less amount issued, inasmuch as it now appears that the whole of the money will not be spent for some time? To this inquiry there are obvious and conclusive answers. The Government could enter into no contracts, nor negotiate for the acquisition of any intermediate portion of the Line, until they saw that the money was available. A considerable sum had actually been spent on surveys, etc., etc., by anticipation. The money market was then unusually favorable, and it might have been a most serious matter, in a pecuniary point of view, to the Dominion, if the Loan had been deferred until a condition of things arose, which might have entailed on Canada the payment for 35 years of a higher rate of interest. The Financial Agents of the Government considered the time unusually opportune. Her Majesty's Government were in full possession of all the circumstances, and gave their unqualified consent to the operation on the terms and to the extent to which it was carried out.

12. The Government of Canada had, therefore, under these circumstances, to deal with the alternative of allowing the large deposits to remain unproductive and entail a loss of about \$325,000 a year, or of placing them temporarily, and in a way that would be available as the money was required for actual outlay.

It was not unnaturally to be supposed, that if the Imperial Government had sufficient confidence in Canada to guarantee or endorse her Bonds, the same confidence also extended to trusting her with the outlay of the money on the work for which it had been raised; a work which was declared to be essential to the consolidation of the Union of British North America, and a condition of the assent thereto, of Nova Scotia and New Brunswick; and one to the completion of which the good faith and interest of every Province of the Dominion were pledged.

If the Imperial Government had conveyed the intimation that Canada could not be entrusted with the money for the prosecution of its own works, or had sought to impose restrictions on its outlay, which would necessarily have presupposed that distrust, the Finance Minister believes it would have been the unanimous opinion of the people of Canada, that the guarantee of Her Majesty's Government to the Loan,—however highly they might have prized the granting of it—and, however advantageous it might have been, ought not to have been accepted on such a condition.

13. The meaning of the inquiry made in the House of Commons plainly is, that under the pressure of Financial necessity, Canada used the Intercolonial money; if indeed the inquiry be not meant to convey the imputation that Canada raised the Loan prematurely with that object. The Minister of Finance believes it to be his duty to repel an insinuation, which would be alike unworthy of the Government, as it would be utterly opposed to the character for good faith and straightforward integrity, which the people of every Province of the Dominion have justly earned, and for the maintenance of which they have ever held the representatives in whom they place confidence to a strict observance.

14. It is only necessary to advert to the Financial condition of Canada at the time, to prove how irreconcilable with the actual facts such a supposition is.

It is true that there was a certain amount of floating liability due by the Dominion, but only to its fiscal Agents in London, its Bankers in Canada, and a small amount to one of the Provinces of the Dominion.

This liability, so far from being pressing, was one which the public creditor would have too gladly allowed to remain, but the Government thought it proper to make provision for its gradual funding, partly out of deposits in the Government Savings' Banks; partly out of deposits required from Insurance Companies, under the law, and by other equally

certain means. Had they been disposed to place a loan for this purpose on the market, it could have been successfully accomplished without any difficulty; for the only loan issued since the Union (except the Intercolonial) was promptly taken up in Canada; the 6 per cent. Stock being now readily saleable and in continued demand at a premium of 8 to 9 per cent.; and the Government has been compelled to decline repeated applications for further issues.

A certain amount of bonded debt also fell due last autumn, for which ample provision had been made, but the great bulk of the holders expressed in advance their wish either to renew it or convert it into the Dominion Stock already mentioned—an offer which the Government thought it proper in the public interest to decline.

15. It is unnecessary to say more to prove how unfounded is any imputation that the motive of financial necessity had any part, whatever, in inducing the arrangements with reference to the temporary investment of the Intercolonial money, or to show that the Government was influenced solely by the one single consideration of finding a temporary investment for it, on the condition of perfect security and immediate convertibility, by which a heavy loss of interest might be avoided.

In carrying this out, the Government took unwonted and exceptional precautions in order that by no possibility, whatever, might there be any doubt that the money borrowed would be as safe and as immediately available as it would have been, where it deposited at call in the Bank of England.

16. Some of these precautions are indicated in general terms in the Order in Council, approved of by His Excellency the Governor General in August last, a copy of which with the accompanying report of the Minister of Finance, it is presumed, was transmitted to the Secretary of State for the Colonies by His Excellency.

The Minister of Finance is not aware that any exception has ever been taken to the arrangements so made.

17. It is proper briefly to recapitulate the means immediately and prospectively available to the Government of Canada for the purposes above mentioned.

a. The Government have a cash balance in the hands of their Bankers of upwards of \$2,750,000, a portion of which they are now endeavouring—though so far unsuccessfully—to place on special deposit at interest.

b. They have a further special deposit with their Bankers at 4 per cent. interest of \$1,500,000.

c. They have in the hands of Messrs. Baring & Glyn, an amount estimated by the last advices at \$2,900,000.

d. They have India Bonds in the hands of Messrs. Baring & Glyn worth about \$750,000.

e. They have preferential securities, of undoubted value, payable in 1, 2, 3, and 4 years from January last, with interest, of the Great Western Railway Company of Canada, amounting to \$2,750,000.

f. They have receipts from the Post Office Savings' Bank, which, since their establishment, have averaged about \$50,000 per month, and which in the course of the next year are estimated (beyond the cash in hand) at \$600,000.

g. They have deposits by Insurance Companies of Consols, Stocks and Bonds, about to be converted into cash, within 2 years, of \$1,500,000.

h. They have purchased Bonds in anticipation of the requirements of the Intercolonial Sinking Fund to about \$270,000.

i. They have provided—over and above the foregoing means—special credit with the Bankers and Financial Agents of the Government for the express purpose of meeting any possible call on Intercolonial account, viz., with

Messrs. Baring & Glyn \$1,250,000.

The Bank of Montreal \$2,500,000.

18. It will thus be seen, that the statement of having applied the money raised under the Canada Loan Act, 1867, in payment of the general debts of the Dominion in contravention of that Act, is without a shadow of foundation.

The credit of the Dominion of Canada stands too well to render the recourse to any indirect or unworthy means for the payment of her debts necessary, and she prizes her reputation for good faith too highly to resort to them. Canada has but to offer her own securities to her own people, or on the London money market, as she may think most for her advantage, to find whatever means are needed for the maintenance of the public credit, or for the prosecution of enterprises which her people think can be prudently and advantageously undertaken. And while her obligations to complete the Intercolonial Railway will be fulfilled to the letter, she claims the right of making such subsidiary arrangements, whether in regard to the Loan or the works themselves, as her own interests may require.

19. Her Majesty's Government has hitherto extended a most generous confidence to Canada in connection with all the antecedent negotiations on this subject, and there is no reason to believe that in future that confidence will be abridged. This feeling induced the Minister of Finance to recommend to His Excellency the propriety of making the extraordinary and unwonted provisions already referred to—provisions which under ordinary circumstances need not have been made,—and it now impels him to submit these observations for Your Excellency's consideration, in order that Her Majesty's Government may have the means of justifying the confidence, which in this matter, as in all others, they have invariably reposed in the good faith of the inhabitants of British North America.

It is the duty of Canada to see that the amount of the Loan is faithfully expended on a work in which Her Majesty's Government and the Dominion have confessedly a common interest. Of that duty Canada is fully sensible, and it will be performed with the most exact integrity.

JOHN ROSE,
Minister of Finance.

OTTAWA, 29th May, 1869.

MINUTE OF THE TREASURY BOARD OF THE 11TH AUGUST, 1869, ON THE INTERCOLONIAL RAILWAY LOAN, AND THE MINUTE OF THE HONORABLE THE PRIVY COUNCIL THEREON, OF 20TH AUGUST, 1869.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 20th August, 1869:

The Committee of Council have given their attentive consideration to the annexed Memorandum, dated 11th August instant, from the Honorable the Board of Treasury to whom was referred the Despatch of the Right Honorable Her Majesty's Secretary of State for the Colonies, No. 129, dated 8th July, 1869, communicating to Your Excellency the opinion of the Law Officers of the Crown in England, and the views of Her Majesty's Government on the subject of the temporary investment of a portion of the moneys raised under the Imperial Guarantee for the construction of the Intercolonial Railway.

The Committee entirely concur in the opinion expressed by the Treasury Board in their said Memorandum, and advise that a Copy of that Memorandum and of the present Report be transmitted by Your Excellency to Earl Granville, as embodying the views entertained by the Canadian Government on the important subject to which they refer.

Certified.

W. H. LEE.
Clerk Privy Council.

*Minute of the Treasury Board, adopted 11th August, 1869.***MAY IT PLEASE YOUR EXCELLENCY :**

The Treasury Board have had under consideration the despatch of Earl Granville of the 8th July, 1869, on the subject of the Intercolonial Railway Loan, transmitted to the Privy Council by His Excellency the Governor General, and referred to the Board for its consideration and report. The Board have to express their satisfaction at the declaration of His Lordship, that it was not the intention of Her Majesty's Government to call in question the financial integrity and upright dealing of the Dominion of Canada with reference to the employment of those moneys.

His Lordship transmits copies of two opinions of the Law Officers of the Crown, which in his judgement, lead to the conclusion that the Canada Loan Act of the Imperial Parliament, in using the word "appropriate," required that the money should be kept or invested as a distinct fund, applicable to the construction of the road, and to no other purpose.

The conclusion arrived at by the Law Officers would appear to be threefold :

1st. That it was not the intention of the Imperial Act, that the money should be invested at all, but that it should be set apart or appropriated.

2nd. That the only sort of investment within its provisions, would be one, the rate of which does not fluctuate, but which is convertible at any moment without loss,

3rd. That the temporary application of a portion of the Loan to the redemption of the debt of Canada, (in other words, the acquisition of Canadian securities), may be a useful investment, but is not an appropriation of the Loan.

The Board have given careful attention to the statements of the Law Officers, and have, in the first place, to notice that it would appear that their opinions are based solely on the wording of the Imperial Act, and that they make no allusion to the Act of the Canadian Parliament, 31 Vic., cap 13.

The Board would observe that the Imperial Act is silent as to the investment, or custody, of the moneys to be raised under the guarantee. It provides that the guarantee shall not be given, "unless and until" an Act has been passed by the Parliament of Canada, providing to the satisfaction of the Commissioners of Her Majesty's Treasury, for the "raising, appropriation, and expenditure" of the loan.

A Canadian Act was passed, making provision for the "raising, appropriation, and expenditure" of the loan, and it "satisfied" the Commissioners of Her Majesty's Treasury, as is evidenced by the fact, that the guarantee was given.

The terms of the Imperial Act are therefore complied with; that Act is executed; its force is spent, and it appears to the Board that reference must now be had to the Canadian Act, and the financial system which obtains in Canada, for direction as to the proper custody and disposition of the money raised.

Her Majesty's Government, having once accepted that Act as sufficient, the Canadian Government is bound by its terms, and it is its duty temporarily to administer the money in the same way as other moneys at its disposal, having due regard to its ultimate expenditure on the work.

The Canadian Act contemplated the ordinary action of the constitutional power of Parliament to be from time to time exercised in appropriating the public money under its control. The construction of the Railway; the contracts and payments, were left to the control, and are within the jurisdiction of the Canadian Parliament, without any other limit or restriction on the part of the Imperial Government than the general power of the Crown to disallow its Acts. It is not contended that the Act of the Canadian Parliament has not been complied with by the Government in dealing with the Loan, or that the ordinary mode of administering Trust moneys by that Government has been departed from.

The Board do not think it necessary in discussing an objection which is now limited to a point of technical construction, to dwell further on this view which appears to them so well founded, that the measure of discretion which the Government may exercise in the management of the Fund, is to be looked for in the terms of the Canadian and not of the Imperial Act of Parliament.

The Board deem it respectful, however, briefly to advert *seriatim* to the three points they have noted as embraced in the opinions which accompanied Earl Granville's Despatch.

First.—That there should be an appropriation in specie kept distinct and apart.

If this view is the true one, it would appear to be equally objectionable to place the money for safe keeping into the hands of the Agents of the Government, or to deposit it in any Bank whatever. It would merge, in either case, into the general mass of deposits, would not be "set aside" or "kept apart," but would be invested by them on their discretion and responsibility with other moneys in their hands. The merging of the loan by the Government with the other moneys in its hands, cannot surely be more objectionable than the merging of it with the ordinary money of any Bank into which it might be placed. The only mode of complying literally with the Act, as sought to be construed by the Law Officers, would appear to be to place away the identical money received from the lenders, in packages, to keep these physically separate during the entire period of construction, and to pay away the same money to the persons employed in the prosecution of the work. Anything less would fail to carry out, literally, the view of the Law Officers as to the complete setting aside and separation of the loan from other moneys, which is, in their opinion, implied by the word "appropriate."

It can hardly be supposed, however, that the Imperial Parliament had any such operation in view. If it had not, then the keeping of distinct accounts and the expenditure with due promptitude of an equal amount to that raised on the Road would seem to be a satisfactory and rational compliance with the provisions of the Act.

The Public Revenue is the produce of loans and taxes, and is not distinguishable in respect of its origin. That Revenue or Fund has been increased by the amount of the Railway Loan. The construction of the work is being proceeded with. Parliament has authorized the "payment" of the requisite amount out of that General Fund to meet the outlay.

The Board cannot regard the appropriation by Parliament as a direction to deal with it in specie, but only as an authority to the proper officer to pay out of the General Fund for the specific object for which the appropriation is made.

Second.—But the Law Officers would appear to admit that there may be some sort of an investment into which the Loan could properly be placed, viz. :—one "the rate of which does not fluctuate, and which is convertible, at any moment, without loss."

If this be granted, it is a sufficient answer to say, that the Board consider the securities which have been set apart, as of that character.

If, in the realisation of these securities, there would be any loss, that loss would not fall on the Intercolonial Fund, but on the General Revenue of Canada.

It would seem as if the Law Officers of the Crown considered that any loss in the value of the securities would be charged to the Intercolonial Fund, and diminish it by so much; and that the Government of Canada was not under the obligation of making the loss good.

The Board cannot take so restricted a view of the responsibility of the Canadian Government.

On the contrary, they believe that the duty of managing the Fund devolved on them, and that it carries with it the corresponding obligation of making it good against loss and disaster of every kind, and of expending the total sum raised on the work; no matter what intermediate diminution from failures, depreciation, or other losses may take place.

The Canadian Government know that the securities set apart are convertible at any moment before the money is required, with certainly no loss whatever to the Fund, and, probably, no loss even to the Government.

Third.—The Law Officers consider that the temporary application of the Loan to the reduction of the debt of Canada, is not an appropriation of the money.

The Board cannot but take exception to the form in which the operation is made to appear by the expression which the Law Officers, in their first opinion, made use of, viz. :—“paying off with the Railway Loan Canadian Provincial debt,” inasmuch as there was really an investment in the Exchequer Bills of the Dominion of the Intercolonial money to the extent to which it was applied in reduction of debt. For the payment of these Exchequer Bills, the whole revenues of the Dominion are pledged by anticipation.

The Law Officers admit that the money may be invested *in some form*, and that there may be a class of investment within the Provisions of the Imperial Act. They add that the securities of the Government of Canada may be a *useful investment* of the money raised, but do not seem to be an appropriation of it.

If it be admitted that the Loan may lawfully be invested at all, and that securities which are immediately convertible, and not of a fluctuating nature, would be an investment within the Provisions of the Act, the only other question would seem to be, who is to judge whether those conditions have been satisfied. Her Majesty's Government, or the Government of the Dominion, on whom the responsibility of making good any losses that may arise, rests?

The Board fail to see why, if an investment in securities of the character described by the Law Officers, would be within the Provisions of the Imperial Act, an investment in the securities of Canada, which, in the opinion of its Government, fulfil, and which it has never been alleged do not fulfil the conditions which the Law Officers lay down, should not be equally within its Provisions?

Earl Granville, in the conclusion of his Despatch, expresses the hope that the Canadian Government, even if they do not concur in the views he has been led to entertain, will acquiesce in the propriety of avoiding all occasion of cavil, by placing the money in the shape of a distinct fund, applicable in its entirety and at any moment to the object for which it is destined.

The Treasury Board, while sensible of the courteous terms in which his Lordship expresses this hope, and in which he declares his full conviction in the power of the Canadian Government to replace, at any time, the sums which have been employed by it, believe that Her Majesty's Government would not desire to suggest the adoption of any course which, on due consideration, might be shewn to involve an abnegation on the part of the Canadian Government of their constitutional responsibility, or which would inflict unnecessarily a heavy loss on the Canadian Exchequer.

The Board fail to see, after the fullest consideration of all the arguments that have been used, that in dealing with the money, Canada has exceeded its constitutional right, or that the Government have done anything which was not their bounden duty; and they equally fail to see that there has been any technical departure from the wording of the Law. The case has been put as if a permanent application of a portion of the Loan to another purpose had taken place, or been contemplated instead of, as is the fact, that Canada wished to procure some temporary return for moneys which she could not, at the time, by any possibility, employ for the purposes of the work;—and which, if not placed on security, would have been unproductive, and thereby have subjected her people to serious loss. The ability of Canada to replace the amount at any moment, is now acknowledged by Her Majesty's Government; the most rapid prosecution of the work practicable is unquestioned, but it is yet asked that the money may not be used in the interval at all, that it may be set aside and kept intact, without any regard to the questions of productiveness, that this loss of interest must be incurred, although an opportunity of investing a portion productively has offered, and although the character of the investment is admittedly undoubted!!

If, at the time the Loan was contracted, the Government of Canada could have placed the amount with their Bankers at a reasonable rate of interest, they would undoubtedly have done so, and made other arrangements respecting the maturing debt. They were, however, compelled to avail themselves of the only safe investment which

offered,—their own Bonds,—which they were about issuing, and they desire to call Lord Granville's attention to the fact that they did, by Order in Council, at that time, create a distinct Fund for the Loan, and set the securities in which that Fund was invested aside, to be applied when realized to the object for which the Loan was destined. As those securities mature, or can be advantageously placed, the cash will, in like manner, be set aside as a distinct Fund.

While ready to give every consideration to any suggestion on the part of Her Majesty's Government, the adoption of which may not be at variance with the duty which the Government of Canada believe is imposed upon them, of managing this Fund, subject only to their constitutional responsibility towards the Parliament and people of Canada, the Board would desire to call his Lordship's attention to the aspect of the case which is now presented, and to the fact which is shewn in the previous Minute of Council, that ever since the money was raised, there has, except during a very brief interval, and by a very insignificant amount, been a larger sum on call at their Banker's than the total amount of the Guaranteed Loan. They would also remind his Lordship that the Government have special credits beyond this, amounting to seven hundred and fifty thousand pounds sterling, which are practically so much money on call with their Bankers, available at any moment for the purposes of the work, while securities, of the most undoubted character, on which they could obtain further advances, or dispose of, at any moment, have been set apart to meet the drafts on this Loan.

They would further call his attention to Statement Number 1, attached to the Minutes of Council of the eighteenth of June last, by which it will be seen that a special account is kept in the books of the Canadian Treasury for this Loan. The Government have already made full provision to meet the outlay on the work to the extent of the Loan, and the amount stands in the books of the Treasury as a separate Fund, distinguished from the accounts for all other works. They cannot but believe that those arrangements already made fully carry out the hope expressed by his Lordship, that the amount raised should be placed to a distinct Fund, available at any moment to the object for which it is destined.

It is unnecessary to say that it has been, and is, the anxious wish of the Canadian Government, to fulfil with implicit exactitude, and in the largest sense, both the letter and the spirit of their undertakings towards Her Majesty's Government, connected with this Loan. The Board is therefore unwilling to believe, in view of the fuller explanations now given, that Earl Granville will fail to recognize, in the measures which were adopted at the outset for placing this Fund beyond the reach of any possible loss, not only a practical evidence of this desire, but a satisfactory compliance with the Law. They feel assured that His Lordship will acknowledge it to be their duty to guard the public Exchequer of Canada from unnecessary loss, and that he would not urge any course which the Canadian Government might conceive to conflict not only with that duty, but with the Constitutional obligations they owe to Parliament.

Treasury Board, Ottawa, 11th August, 1869.

COPY of a Minute of the Queen's Privy Council for Canada, adopted June 18, 1869 ;

MAY IT PLEASE YOUR EXCELLENCY :—The Privy Council have had under consideration the despatch of the Secretary of State for the Colonies under date of the 1st June, on the subject of the Intercolonial Railway Loan, which was referred to them by your Excellency, and have now the honor to report as follows :—

The Secretary of State wishes to learn from your Excellency to what extent the Loan has been employed under the authority of the Minute of Council of the 27th August last, and conveys his instructions to refuse concurrence in any mode of dealing with the money other than that of investments, properly so called, and he desires to receive from the

Minister of Finance any observations respecting the minute in question, which he may consider calculated to remove the strong objections, which, in the opinion of the Secretary of State, at first sight attach to it.

Your Excellency's advisers, while they will most readily afford the amplest information on the subject of the Loan, and respecting the manner in which it has been dealt with, would desire at the outset to say that they are all equally responsible with the Minister of Finance for the arrangements, as well touching the Loan, as for the subsequent employment of any part of the moneys;—that they participated in recommending to your Excellency's predecessor the course which was taken with reference to it, and they cannot recognise the principle of permitting one of your advisers to be charged with a special measure of responsibility, or to be individually called on to account for acts which they collectively approved.

On the subject of the alleged temporary application of the money to the purpose of defraying the general debts of the Dominion, Your Excellency's advisers would say that the facts are so fully set forth in the Minute of Council approved of by your Excellency on the 29th May last, that it would be superfluous to repeat them here. They cannot but believe that the explanations given in that Minute will be satisfactory to Her Majesty's Government, and that the despatch now under review was written without a full cognizance of all the circumstances connected with the proposed possible temporary investment of a portion of the money.

It may not be unadvisable, however, again to call attention to the fact, that the Intercolonial Loan Act provided that Canada, and not the Imperial Government, should raise the Loan; that the duty of determining the mode in which the road should be constructed devolved wholly on Canada; that she has accordingly provided, with the sanction of the Imperial Government, that the work shall be done by a Commission appointed by Canada and responsible only to the Government and Parliament of Canada.

It is further required that Canada shall provide for the raising, appropriation, and expenditure of the money; and by the Act of the Canadian Parliament, it is provided, that payment for the works shall be made by the Receiver General to the Commissioners, in such way as the Governor in Council may direct.

The only reservations, which Her Majesty's Government would appear to have considered it necessary to make in the Intercolonial Railway Act, were that the interest on the guaranteed portion of the Loan should be a charge on the Consolidated Revenue of Canada, in a specified order; that provision should be made for a sinking fund which might be invested in securities either of the Province of Canada, Nova Scotia, or New Brunswick, issued before the Union.

The whole scope of the Legislation, as well of the Imperial as of the Dominion Parliament, shows that it was intended to impose on Canada the entire responsibility of raising and managing the Loan for constructing the Road. In this essential feature it is in direct variance with the former guaranteed Loan of 1842, which was raised not by Canada but by the Imperial Government itself, and managed by it; whereas in the present case, the Imperial Parliament would appear to have purposely dissociated Her Majesty's Government from all connection either with the work itself, the raising of the Loan, or the management of the Fund. So implicit indeed would the confidence in Canada appear to have been, that it was provided that the Sinking Fund might be invested in the Securities of the Dominion, thus practically accepting the credit of Canada as the sole security, not only for the construction of the work, but for the ultimate repayment of the money.

The negotiations attending the Loan in July last were conducted obviously in the spirit of this legislation. Her Majesty's Government wished only to reserve their approval of the route before endorsing the Bonds.

It was thought proper, however, that the proposed terms of the Loan should, in the minutest particulars, be communicated to Her Majesty's Government;—exhibiting the amount proposed to be raised—the mode and time of paying the instalments, and even the form of Bonds to be issued. It was at that time perfectly apparent that the moiety

of the Loan which was then raised would not all be required for a considerable interval of time, inasmuch as the sanction of Her Majesty's Government had only then been given to the route; until which sanction no contracts could be entered into, or outlay incurred.

The Privy Council would invite attention to the fact, that although every detail was in possession of Her Majesty's Government, no objection whatever was made to the terms so proposed; it was not suggested that the Loan was premature or needlessly large, nor did they on any occasion express any wish whatever to participate in controlling or managing the appropriation of the moneys in the interval. That duty had, beyond all question, been delegated to Canada alone.

If Her Majesty's Government had evinced a confidence in Canada, more limited than Parliament had reposed, or, by seeking to interpose a joint control, had exhibited a distrust either of the credit of Canada or of its good faith in expending the money on the works as rapidly as they could be pushed forward; the duty of Your Excellency's advisers would have been plain; they could not have accepted the guarantee on these terms.

But no such distrust was ever suggested, nor the faintest wish expressed on the part of Her Majesty's Government to direct the temporary administration of the money.

If any suggestions in the spirit of extending co-operation or advice, as to providing temporary employment for the instalments had been made on the part of Her Majesty's Government, they would then, as now, have received fitting appreciation.

The Privy Council cannot but regret that after arrangements conducted in this spirit have been completed, that after the entire responsibility of managing the funds has been thrown on Canada, Your Excellency should now, for the first time, be called upon to interpose your authority for the purpose of refusing your concurrence in the mode of dealing with the money, which the Canadian Government have deemed it expedient to adopt.

Your Excellency's advisers have, throughout these negotiations, been perfectly unreserved with Her Majesty's Government, and have besides taken the promptest and most energetic steps to further the prosecution of the work.

It is unnecessary to repeat the circumstances attending the contemplated temporary investment of a portion of the money, or the extreme precautions which the Minister of Finance took to provide for its immediate return in case it was deemed advantageous to invest any portion of it in the securities of the Dominion.

These precautions were dictated by a desire to provide for contingencies, which, though within the range of possibility, were not reasonably to be anticipated, and to guard against any possible loss to Canada, in replacing the money, should circumstances make it more for her interest to use for a time a portion of the receipts of the Intercolonial Loan, lying unproductive and idle, rather than have recourse to the other means which were always available, and which Canada has always at command to meet any temporary drafts on the Treasury.

In compliance with your Excellency's wishes, the Privy Council have caused a statement to be made, showing the extent to which that portion of the Intercolonial Loan guaranteed by Her Majesty's Government may be considered to have been drawn on.

It is proper to state that all the receipts from Loans and from other sources, go into the ordinary cash balances in the hands of the Bankers and Fiscal agents of the Dominion, out of which all calls are met, and it cannot therefore be said in strictness that any portion of such balances has been specifically used for one purpose or another.

In former statements it has been assumed that the Intercolonial money would be available for the payment of a certain part of the debt since redeemed without reducing the ordinary Bank balances at all. In the statement now transmitted to Your Excellency, the Intercolonial payments are included in the Bank balances, and these balances are regarded as available for the Intercolonial Fund so guaranteed.

Keeping this explanation in view, it will be perceived, that after deducting the the expenditure on the road since Confederation, the India Bonds and other investments, and the cash balances, at no time, since the Loan was contracted, has the amount raised on the Imperial guarantee been really drawn upon; and it was only during the first few

weeks, when the proceeds of the Loan, as paid in to the Fiscal Agents, more than covered the amount by which they were in advance to Canada, and before the instructions for other investments could be carried out, that this has even apparently been the case.

If, as formerly stated, certain redemptions of the Public Debt were considered as being made out of a portion of the Intercolonial payments, the Bank balances became correspondingly larger than if these redemptions had been met out of ordinary funds, But if a close examination is made into the state of the Banking accounts, the very important fact is disclosed that the ordinary Bank balances, wholly irrespective of that portion of the Intercolonial money raised on the Imperial Guarantee, have at every date (except during a portion of the quarter ending 30th September, 1868, when there was a small difference of \$339,000, or £69,657 sterling), been *more than adequate to meet the redemptions and all other payments whatever, without using one shilling of the guaranteed Intercolonial money.* In other words the Government have always, except at that one date, and by that limited sum, had at call in their Banker's hands, more than the amount of the Loan raised on the Imperial Guarantee; and it may be literally said that except as to the sum of £69,657 sterling, no part of the Guaranteed Loan as ever been used. That sum was almost immediately replaced by further incomings of ordinary revenue.

It is true that, in this view, the possession of the Intercolonial money permitted the Government to allow their Bank balances to run lower than they would otherwise have done, but it is equally true that the Bank credits at the disposal of the Government were more than ample to have met any possible demand without relying on the Intercolonial money even as an available reserve.

The annexed Statement (No. 3) prepared by the Auditor, the Deputy Inspector General, and the Deputy Receiver General shows that in the quarter ending 30th September, 1868, the payments on the guaranteed Intercolonial Loan, after deducting a portion only of the expenditure on the work, amounted to..... \$2,927,773

while the funds on hand were	2,588,058
In the quarter ending 31st December, 1868, the payments had amounted to	5,468,523
while the funds on hand and invested were	5,497,688
In the quarter ending 31st March, 1869, the payments had amounted to	6,488,165
while the funds on hand were	6,972,881
And up to the 16th June instant, the payments have been	7,363,654
while the funds on hand were	9,632,055

whereof \$2,000,000 will be required for the payment of interest at an early day.

From this official statement, it is therefore manifest, and Your Excellency's advisers deem it their duty to re-affirm, that the possible measures contemplated in the Minute of August last, were prompted not with the object of providing for any temporary necessities of Canada, but solely as a means of avoiding the loss of interest which would otherwise have arisen. Ample arrangements had been made previous to floating the Loan for meeting the accruing engagements of Canada. These arrangements were actually countermanded, the maturity of other Loans was anticipated, and payments made in advance when the possible expediency of finding employment for a portion of the Intercolonial instalments forced itself upon the consideration of the Canadian Government.

As to the means provided for making such portion of the Loan as might have been or may be used, instantly available, it is perhaps even less necessary again to enumerate them in view of the facts disclosed in the reports of the Auditor General and the Deputy Receiver General.

The work of the Intercolonial Railway is admitted to be one for the benefit of the Empire at large, as well as of Canada, and it is certain that for many years it will be a heavy charge on the Canadian Treasury.

The Government of Canada believe they would have been greatly wanting in their duty, had they not sought to avail themselves of every proper means of making the burden, in the way of interest, as light to the Dominion as possible, during the progress of construction, especially at the present moment, when the consolidation of British

interests in North America, by the union of new provinces, and the acquisition and government of new territories, create an exceptional strain on the resources of the country. Had they wantonly allowed the money to remain unemployed, without making an effort to invest it temporarily, on the conditions of perfect security and instant convertibility, or declined to consider it as an available reserve, they believe they would have exposed themselves to the just censure of the Parliament, to which alone they are responsible for the management and prosecution of the work, and to which they must look for the means of meeting the Loan; and they cannot believe that it either was or is the deliberate wish of the Imperial Government to have subjected them to any such loss.

As the matter now stands it has been shown above, that the Government has at all times, had available cash to the full extent of the uninvested portion of the proceeds of the Loan; but a very considerable reserve must always be kept in the hands of the Bankers in Canada, and Agents in London, and if instead of placing all the moneys received in one account, a separate account had been kept of the proceeds of the Intercolonial Loan, the effect would have been, that to this extent the Dominion would have been paying the Agents five per cent. on their advances, whilst they were allowing one per cent. on the special deposit. There would have been a similar loss of interest with the Bankers in Canada; a loss which the Government did not feel itself justified in incurring for the sake of a nominal separation of the accounts.

No other investment is either so available at a like rate of interest as the securities of Canada, nor is there any in which the Government of Canada felt it could with such entire confidence place a portion of the surplus funds at its disposal. For every farthing not otherwise invested, Exchequer Bills were delivered to the Receiver General and held by him specially for the Intercolonial Fund, under an Order of Council. The Exchequer Bills were held in case the other means provided should by any possibility be inadequate, over and above the cash balances in the hands of our Bankers and Fiscal Agents, which were always available to the full extent of the Loan. They are receivable in payment of duties of Customs and Excise amounting to about \$12,000,000 per annum, and it is therefore beyond all question that the amount would be forthcoming even from that source alone, to meet any sums needed to replace the Intercolonial Loan. In truth, the entire revenues of the Dominion were pledged by anticipation to meet any part of the Intercolonial Loan which might be temporarily used.

Your Excellency's advisers think they may not unreasonably suggest whether the solicitude evinced by Her Majesty's Government respecting the custody of the money may not have its origin in the extreme precautions taken by the Canadian Government, and in the arrangements they made to provide for a much larger amount of that Loan, than it has been in their power to invest with a due regard to the conditions of perfect security and immediate convertibility.

They now challenge the fullest investigation into the sufficiency of the provision they have made for the instant availability of the moneys to the Treasury, for the purpose of being expended on the works,

While Your Excellency's advisers thus assert the right, and believe it to have been their unquestionable duty to have dealt with the Funds in the manner they have done, and to a much greater extent than it has been practicable for them to do, they would be unwilling that any issue of an unsatisfactory nature should arise between them and Her Majesty's Government.

If the right of controlling the funds had been asserted by Her Majesty's Government before the Loan was issued, your Excellency's advisers have already indicated what their duty would have been. But now that the securities have been actually issued, and that obligations of good faith on the part of both Governments, as to this instalment of the Loan, make the issue irrevocable, and when the amount cannot be returned to the public, grave difficulties arise, and they will await the judgment of Her Majesty's Government on the facts now communicated to them, before submitting any recommendation to your Excellency on the subject.

Meanwhile they cannot, with a proper regard to the responsibilities of their position, recede from the assertion of what they believe to be their undoubted right and bounden duty, of continuing to control and manage the Loan to the exclusion of all other authority, however much they may regret that the necessity of making such an assertion is now for the time forced upon them.

In conclusion, your Excellency's advisers feel that it is no light thing at the outset of the new career on which Canada is entering, that any suspicion should attach to its reputation for financial integrity and upright dealing; and they cannot but express their deep regret, that in a matter which, in their judgment admits of no possible question, and of which they believe neither the right nor propriety is open to controversy, expressions should have been publicly used, having a tendency to throw doubt on the scrupulous exactitude of the Government in its financial dealings.

They do not doubt that, on due consideration, Her Majesty's Government will frankly recognise that Canada has the undoubted right to control and manage the Fund in question; that considerations of what is due to her own honor, and the trust under which that fund was received must alone guide her; that no arrangements have been made or proposed with reference to it, which are open even to criticism; and that the opinions expressed and instructions given to your Excellency under a misconception of the facts will be recalled.

WM. H. LEE,

Clerk of Privy Council.

STATEMENT No. 1 of the Intercolonial Railway Account.

The proceeds of the International Loan went into the General Cash Balances in the hands of the financial agents in London and in Canada: but by Order in Council a special account was to be kept, without distinguishing the proceeds of the £1,500,000 of the Guaranteed Loan from the £500,000 raised for the same purpose on the sole security of Canada. The account was to be credited with the proceeds of the loan as received, and debited with the charges incidental to the negotiation, and with the expenditure on the works. Certain securities were to be held as an investment, and certain special receipts, apart from ordinary revenue, viz.: the deposits in Government Savings' Banks, the deposits under the law by Insurance Companies, and the repayments of the original loan to the Great Western Railway Company, were to be further invested as they came in. Any balance of the special account not covered by such investments, was to be invested in Exchequer Bills, bearing five per cent. interest, and receivable for all public dues. A statement is made out monthly of the account, including interest accrued, and the investment in Exchequer Bills is revised monthly, either by the cancelling of those already issued, or by a further issue, as the state of the account may require.

The Intercolonial Loan Account and the corresponding investment stood as follows, on June 1st, 1869, since which date, instructions have been sent to the financial agents in London, to purchase a further amount of £50,000 of Canadian securities; and a further investment of \$500,000 has been made by special deposit in the Bank of Montreal at four per cent. On the 1st July, the Exchequer Bills will be reduced by a similar amount.

INTERCOLONIAL RAILWAY ACCOUNT.

Dr.

	\$	cts.
To charges of negotiating loan	168,658	04
To expenditure on works	220,081	64
To investments, India bonds	681,333	32
To do. Canadian securities purchased in London...\$243,333 33		
Less—applied to Sinking Fund	36,500	00
	206,833	33
To do. Canadian securities purchased in Canada	27,166	67
To invested with Bank of Montreal	1,500,000	00
To Balance invested in Exchequer Bills	7,627,910	18
Total	\$10,431,983	18

Cr.

By Loan of £2,000,000 sterling	9,733,333	34
By premium	546,973	22
By interest accrued on investment	151,676	62
Total	\$10,431,983	18

STATEMENT No. 2, of the Canadian Debt redeemed since 1st July, 1868, and of the proceeds of other loans and special deposits available for that purpose.

As the whole proceeds of this Loan went into the general cash balances, no portion of it can be said to have been specifically applied to any particular purpose; but the following statement will show what changes have been made in the Debentures and floating debt of the Dominion since July 1st, 1868, leaving out of account the proceeds of the Guaranteed Loan.

	\$	cts.
Imperial Guaranteed Loan redeemed	681,333	32
7 per cent. Debentures redeemed	873,200	00
Other redemptions	119,700	00
Balances due Messrs. Glyn, Mills & Co., repaid	284,488	36
Do. do. Barings, do.	1,077,816	33
Special advances Bank of Montreal, do.	2,500,000	00
Total	\$5,536,538	01
$\frac{1}{4}$ of net proceeds of Intercolonial Loan, being the proportion of Canada		
Debentures not guaranteed	2,527,912	13
Deposits of Insurance Companies	1,814,605	22
Savings' Banks deposits	648,559	22
Provincial Notes issued, less 24 per cent. as a specie reserve	534,600	00
Total	\$5,525,676	57

STATEMENT No. 3, of the proceeds of the Guaranteed Intercolonial Loan, and of the application of it at the end of each quarter, and at the present date.

Net proceeds of Loan to September 30th.....		\$3,970,473 09
$\frac{2}{3}$ as proceeds of Guarantee Loan		2,977,854 82
Expenditure on Works to date, since Confederation		50,081 64
		<u>\$2,927,773 18</u>
Cash Balance available in Canada, Sept. 30th	\$2,588,058 97	
Net proceeds of Loan, from Sept. 30th to Dec. 31st		3,454,334 14
$\frac{2}{3}$ as proceeds of Guarantee Loan		2,590,750 61
Balance from last Quarter		2,927,773 18
		<u>\$5,518,523 79</u>
Expenditure on Works during Quarter.....		50,000 00
		<u>\$5,468,523 79</u>
Cash Balances available in Canada, Dec. 31st	\$2,507,816 83	
In Financial Agents' hands in London.....	2,038,037 95	
Investments in London in advance for		
Sinking Fund.....	\$243,333 33	
Do. Canada	27,166 67	
Do. India Bonds	681,333 33	
		<u>951,833 33</u>
Total available.....	\$5,497,688 11	
Net proceeds of Loan from Dec. 31st to March 31st		\$1,466,189 17
$\frac{2}{3}$ as proceeds Guaranteed Loan		1,099,641 88
Balance from last Quarter		5,468,523 79
		<u>\$6,568,165 67</u>
Expenditure on Works during Quarter.....		80,000 00
		<u>\$6,488,165 67</u>
Cash Balances available in Canada, March 31st	2,434,923 82	
In Financial Agents' hands, London.....	2,086,124 74	
Investments as above	951,833 33	
Special deposit, Bank of Montreal.....	1,500,000 00	
		<u>2,451,833 33</u>
		<u>\$6,972,881 89</u>
Net proceeds of Loan from March 31st to June 16th.....		1,220,652 12
$\frac{2}{3}$ as proceeds Guaranteed Loan.....		915,489 09
Balance from last Quarter		6,488,165 67
		<u>\$7,403,654 6</u>

		\$7,403,654 76
Expenditure on Works to date		40,000 00
		\$7,363,654 76
Cash Balances available in Canada, June 16th.....	3,657,394 33	
In Financial Agents' hands, London.....	3,022,828 29	
Investments and special deposits as above...	2,451,833 33	
Additional, Bank of Montreal.....	500,000 00	
	2,951,833 33	
		\$9,632,055 95

Of this available cash about \$2,000,000 will be required to pay the July Interest leaving still available \$7,632,055,05.

N.B.—The expenditure on works only represents the expenditure by the Commissioners since the Union, and does not include the large outlay for surveys and other preliminary work previously made. No payments on contracts now in progress will be made till after July 1st.

T. D. HARINGTON,
Deputy Receiver General.
WM. DICKINSON,
Deputy Inspector General.
JOHN LANGTON,
Auditor.

Ottawa, June 16th, 1869.

—————

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 27th August, 1868 :

The Committee have had under consideration, the annexed memorandum of the Honorable the Minister of Finance, reporting, for Your Excellency's information, the proceedings adopted by him whilst recently in England, for the negotiation of the Intercolonial Railway Loan, and the arrangements entered into with the Financial Agents of the Dominion in London in relation thereto, and they respectfully report their concurrence in the measures so adopted by the Finance Minister, and submit the same for Your Excellency's sanction.

Certified.

WM. H. LEE.
Clerk Privy Council.

—————

The undersigned has the honor to submit for the information of His Excellency the Governor General, the following report of his proceedings in England, on the subject of the Intercolonial Railway Loan.

It was important that the preliminary arrangements with Her Majesty's Government should be made without delay, in order that advantage might be taken of the unusually favorable state of the money market, and that the Loan should be placed before the summer holidays, as well as previous to certain anticipated loans by the Governments of France, Egypt, and Sweden; communication was accordingly immediately had with His Grace the Duke of Buckingham and Chandos, for the purpose of obtaining the required assent to the sufficiency of the Legislation here, and of having that assent conveyed to

the Chancellor of the Exchequer, and the Lords Commissioners of Her Majesty's Treasury.

Copies of the correspondence which took place are herewith submitted.

After full discussion with Messrs. Baring Brothers, and Messrs. Glyn, Mill, Currie, and Company, the Financial Agents, it was considered proper to offer the Loan on the terms stated on the accompanying prospectus, which terms were accordingly communicated to the Chancellor of the Exchequer and the Lords Commissioners of the Treasury.

The approval of the Secretary of State for the Colonies having been obtained, the general conditions, and the terms of the proposed Loan, were discussed at a meeting with His Grace the Colonial Secretary, the Chancellor of the Exchequer, and the Secretary of the Treasury, at which Mr. Baring and Mr. Glyn were present, and these terms were finally settled.

The correspondence on that subject is annexed to this report. Every publicity was given by advertisement through the press and otherwise respecting the Loan.

The minimum price was settled by the undersigned, and placed in a sealed paper, in the hands of the Financial Agents, in the presence of the bidders for the Loan; but was not communicated to any one.

The sealed tenders (335 in number) were opened by the Financial Agents in the presence of the parties tendering. A schedule of those bids is herewith submitted

A good deal of communication took place on the subject of Letters dated London, J. Rose, to Baring Bros., the commission to be charged by the Financial Agents. The result and Glyn, 18th July, 1868, of those communications will be found in the correspondence noted Reply, dated 28th July, in the margin. Reply, dated 29th July.

The undersigned thinks it right to acknowledge the exertion made by the Financial Agents to place the Loan on the most advantageous terms possible; and to say, that he believes the arrangements touching the commission and management of the Sinking Fund are more favorable to Canada, than are ordinarily recorded by London Agents to Foreign Governments on like operations.

We cannot close this report, without mentioning the courtesy and ready assistance which were on all occasions extended to him by His Grace the Secretary of State for the Colonies, the Chancellor of the Exchequer, and by the Lords Commissioners of Her Majesty's Treasury.

But for the facilities which were at all times so kindly afforded, it might have been difficult to have placed the Loan on the market during the present season.

(Signed,)

JOHN ROSE,
Minister of Finance.

Ottawa, 14th August, 1868.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 27th August, 1868:

The Committee have had under consideration the annexed Memorandum from the Honorable the Minister of Finance, submitting for consideration and approval certain arrangements which he suggests should be made in view of the exceptional state of the Financial affairs of the Dominion, and reporting the measures he has adopted in reference thereto.

The Committee advise that the action taken by the Minister of Finance be approved; and further that the balance due to the Financial Agents in London be paid out of the amounts on deposit with them, that the maturing Bonds and other Engagements mentioned in the Memorandum of the Finance Minister to be paid, and that his recommendation as to the issue of Exchequer, Bills or Bonds, be carried into effect through the Treasury

Board, in such form as may be deemed expedient, and finally, that the Finance Minister be authorized to carry out his suggestion with reference to Exchange, in such manner as he may deem most advantageous.

Certified.

WM. H. LEE,
Clerk Privy Council.

The undersigned has the honor to submit a statement of the amount deposited on account of the Intercolonial Loan, together with the other balances available to the Government in the Banks here, amounting in the aggregate to about \$6,200,000, accompanied with a statement of the engagements which the Dominion has to meet at an early day.

The Loan of two and one-half millions of dollars from the Bank of Montreal, and the Bonds amounting to \$880,000 issued in 1866, both bear 7 per cent. interest, while the amount payable to Ontario bears five per cent.

The balance on the accounts of the Financial Agents in London also bears five per cent interest.

These Agents report that they are unable at the present moment to obtain in England more than one per cent. per annum on the sums in their hands. It is obvious therefore that unless other employment can temporarily be found for the money, a serious loss of interest may take place, for the Dominion is paying at the rate of 7 per cent. interest on all its old current Loans, four per cent. on three-fourths and five per cent. on one-fourth of the Intercolonial Loan, and five per cent. to Ontario, and a like rate on any balance due the Fiscal Agents in London.

The Minister of Finance begs to bring under the notice of His Excellency in Council, the following suggestions, by which it is sought to accomplish the double purpose of finding such employment for the money as will avert a serious loss to the Dominion in the way of interest, and at the same time provide beyond all possible eventuality for having the Intercolonial money immediately available whenever it may be required for the prosecution of the works.

The credit with Messrs. Baring and Glyn, which the Dominion may avail of to the extent of £250,000 Sterling, he proposes shall be specially used if need be to recoup any portion of the Intercolonial money that may now be invested in any interest bearing securities issued for the reduction of such Dominion liabilities as bear a high rate of interest, and the Bank of Montreal have agreed to grant a further credit for the like purposes of the Intercolonial Railway to the extent of £500,000 Sterling.

He suggests further, in addition to these special credits provided for recouping the Intercolonial Loan, that Exchequer Bills of the Dominion, bearing a like rate of interest as is payable on that Loan be prepared, that these Exchequer Bills shall be receivable in payment of all dues to the Government, and be placed in the hands of the Receiver General as Trustee for the Intercolonial Fund, and not be issued by him unless needed for that work.

There will thus be available for recouping the Intercolonial Fund, apart from the general resources of the Dominion, the special credits of the Financial Agents and of the Bank of Montreal, and Exchequer Bills convertible at any moment as they are receivable in payment of public dues at short date.

Although the undersigned does not contemplate the probability of any occasion arising which will render it necessary for the Dominion to avail itself of any of these special means provided for replacing the Intercolonial Fund, and although under ordinary circumstances the surplus Revenue of the Dominion and the incomings from good debts actually due to it from Savings Bank deposits, and the issue of Dominion Stock to Insurance Companies and the public, as demand for it may arise, might be relied on to meet the payments on the works according to their progress, yet in view of the circumstances attending the issue of the Intercolonial Loan, he is of opinion that the special provision before suggested should be supplied before even a temporary use of any portion of the Fund is made.

If Council deem it expedient to invest any portion of the Intercolonial money in such way as to reduce the interest payable by the Dominion, it will be necessary to bring the funds now in deposit with the London Financial Agents to Canada.

In anticipation of the possibility of that operation, the undersigned had, in formal communications with the Bank of Montreal, the substance of which is contained in the correspondence and telegrams herewith submitted.

It will be seen that the Bank is willing either to sell the Bills of Exchange of the Government for a Brokerage, and place the proceeds to the credit of the Dominion at Ottawa, or themselves to purchase the Exchange at the rate specified in the Manager's letter placing the proceeds to the credit of the Government, at once to bear 4 per cent. interest.

The undersigned has considered the propriety, first of importing Gold from England, and secondly of asking public tenders for Bills of Exchange.

In the former way the money could not be laid down here except at a considerable loss as compared with the present quoted rates of Exchange in New York, and if the latter course were adopted, he believes that it would lead to a serious decline in the rates as well in Canada as New York.

He is of opinion that the same result would follow if the Government were to offer its own bills drawn on the Financial Agents in London, for sale through any Broker or through the Agency of the Bank of Montreal; and he thinks it would be for the interest of the Government to allow the Bills of the Bank of Montreal on the Union Bank of London, its Agents there, to be used. This course will subject the Government to the payment of a Brokerage to the Bank of Montreal, on the sale of the Bills in New York, and the transfer of the funds thence to Canada, as well as to the cost of recouping that Institution for the Commission it may have to pay to its London Agents on their acceptance and payment of the Bills it may draw. But he considers it probable that the cost to the Government of that plan would be less than the loss which would be occasioned by the decline in the rate of Exchange, were the Government to draw its own Bills on Messrs. Baring and Glyn.

From the best information within his reach the undersigned is inclined to the opinion that the price of Exchange is less likely to rise than to decline for some time to come.

The present demand for American securities in Europe, the probable heavy export of Grain and other products in the autumn, the prospect of a considerable Cotton crop, and the light Fall importations into Canada, are among the causes which prompt this belief, and he thinks it improbable that the Government would gain as much by waiting for a rise, as it would lose in the way of interest which the deposit of money on the sale of the Bills would otherwise give.

He therefore submits for the consideration of Council the expediency of realizing the Exchange as expeditiously as practicable in New York, and placing the amount at four per cent. interest.

But in view of the impossibility of making any certain calculation with reference to the result, and in order that the Government may have the advantage of any rise in Exchange, and at the same time place a considerable sum at once at interest, he proposes:—

1st. That the offer of the Bank to purchase at the rate specified in Mr. King's letter, be accepted as to the half of the £500,000 Sterling only.

2nd. That the other half be sold by the Bank on Commission, on the terms stated by him either *pari passu* with the purchased half, or at a minimum rate to be fixed from day to day by the Government when apprised of the daily quotations in New York.

3rd. That the sum of £500,000 be placed by the Financial Agents in London at the disposal of the Bank of Montreal by letter of instruction to that effect, to meet the drafts of the Bank and on the understanding that if the payment of stamps and Commission to the Bank Agents is hereby avoided, these charges will be allowed to the Government.

(Signed),

JOHN ROSE,

Minister of Finance.

Ottawa, 27th August, 1868.

RETURN

To Address, dated 24th February, 1870, for a detailed statement of all Costs and Charges connected with the Office of the Intercolonial Railway Commissioners, and all their Travelling Expenses in connection with said Road, from the date of their Appointment, up to the present time.

By command,

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, 15th March, 1870.

STATEMENT.

	\$	cts.	\$	cts.
SALARIES :—				
Salaries of Commissioners from 11th December, 1868, the date of their appointment, till 1st March, 1870	15,913	50		
Salaries of Secretary, Accountant, Assistant Secretary, and Messenger for same period	6,557	26		
			22,470	76
TRAVELLING EXPENSES :—				
Expenses of Commissioners over line of Railway, December, 1868, and January, 1869	865	126		
Expenses of Commissioners over line of Railway, July and August, 1869	598	00		
Expenses of Chairman and Secretary to Montreal	24	25		
Expenses of Chairman to Boston to meet Chief Engineer	49	25		
			1,536	76
OFFICE FURNITURE :—				
Amount paid on this account to date	219	69		
			219	69
INCIDENTAL EXPENSES :—				
Amount paid on this account to date	98	73		
			98	73
			\$24,325	94

WILLIAM WALLACE, Accountant.

INTERCOLONIAL RAILWAY OFFICE,
Thursday, 3rd March, 1870.

RETURN

To an Address from the HOUSE OF COMMONS, dated 28th February, 1870, calling for a "Statement shewing the names of the Contractors on the " the Intercolonial Railway who have thrown up their contracts, together " with the names of their sureties, the length of the road, the nature and " description of the work to be done, and the price agreed to be paid on " each Contract so thrown up, the work done by each of them respectively " and the amount paid to each: the Contracts resumed by the Commis- " sioners, and the amount paid to them by the sureties in order that they " might be released from their warranty, and by what sureties paid: shew- " ing, also, whether any of the work so resumed by the Commissioners " has been again given out by Contract, and if so when, to whom, and " at what price: also, shewing who are the sureties, where they reside, " and the nature of their occupation."

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

Ottawa, 15th March, 1870.

[*Printed as Condensed.*]

PART No. 1.—Names of Contractors who have thrown up their Contracts, together with names of their sureties: the length of road, nature and description of work to be done, and the price agreed to be paid on each Contract so thrown up: the work done by each of them respectively, and the price paid to each.

PART No. 2.—The Contracts resumed by the Commissioners, and the amount paid to them by the sureties in order that they might be released from their warranty, and by what sureties paid.

PART No. 3.—Whether any of the work so resumed by the Commissioners has been again given out by Contract, and if so, when, to whom, and at what price: also, shewing who are the sureties, where they reside, and the nature of their occupation.

ANSWER TO PART No. 1.—None of the Contractors have thrown up their Contracts, so that no reply can be given in answer to the points alluded to in Address.

PART No. 2.—The Commissioners have annulled the Contracts for the following sections:—

Sections No. 3 & 4, Contractors, Messrs. Elliott, Grant and Whitehead.
“ “ 5 “ Edward Haycock
“ “ 6 “ Jacques Jobin.
“ “ 7 “ Messrs. Sutton and Angus.

The respective sureties for these Contractors have been duly notified that they are held responsible to the Commissioners for whatever additional cost may be incurred by reason of the Contractors not completing their Contracts, and they have not paid any amount whatever in order that they might be released from such responsibility.

PART No. 3.—None of the Sections of which the Contracts have been annulled, have, as yet, been re-let. Sections No. 3 and 4 are advertised to be re-let on 4th April, when profiles and quantities shewing the present position of Sections Nos. 5, 6 and 7 are prepared, these Sections will also be advertised for re-letting.

The sureties for the Contractors on these Sections, are:—

Sections 3 and 4—The sureties for Elliott & Co., are—

JAMES WEYMS, of Brantford, Ontario, Esquire.
 WM. H. SCOTT, of Brantford, Ontario, Esquire.
 WM. W. FARRAN, of Clinton, Ontario, Esquire.

Section No. 5—The sureties for E. Haycock, are—

RICHARD H. HAYCOCK, of Hull, Quebec, Esquire.
 JAMES W. RITCHIE, of Simcoe, Ontario, Esquire.
 ROBERT LYON, of Ottawa, Ontario, Esquire.

Section No. 6—The sureties for Jacques Jobin, Contractor, are—

GEORGE COUTURE, of Levis, Quebec, Merchant.
 LOUIS CARRIER, of Levis, Quebec, Merchant.

Section No. 7—The sureties for Messrs. Sutton and Angus, are—

WM. THORKELL, of Lindsay, Ontario, Druggist.
 DAVID BROWN, of Lindsay, Ontario, Stove Dealer.
 HUGH FINLAYSON, of Paris, Ontario, Tanner.

SUPPLEMENTARY.

Statement shewing the percentage of work done on sections Nos. 3, 4, 5, 6 and 7, and gross value of work done, as per Monthly Progress Estimates of the Chief Engineer.

Section No. 3, Percentage	9.01	Value	\$28,575
“ “ 4 “	14.14	“	46,200
“ “ 5 “	12.26	“	48,762
“ “ 6 “	9.91	“	26,325
“ “ 7 “	11.08	“	53,731

(Copy.)

Intercolonial Railway.

Month ending 31st December, 1869.—Contract No. 3.

I hereby certify that the following Progress Return, (approximately) shows the work which has been done, and the materials which have been delivered upon this Contract, up to the end of December. It also shows the proper value of the same in relation to the whole Contract.

Total quantities in Contract, so far as ascertained.	Description of Work.	QUANTITIES.		
		Total executed to end of December.	Total previously returned.	Executed in Month of December.
210 Acres.....	Clearing, and Close Cutting acres.....	123	123	Nil.
10 do	Grubbing..... acres.....	3 ³⁷⁵ / ₁₀₀₀	3 ³⁷⁵ / ₁₀₀₀	Nil.
78,546 Cubic Yards.	Rock Excavation..... cubic yards	13,987	12,511	1,476
680,398 do	Earth Excavation..... cubic yards	95,800	95,400	400
40,000.....	Underdrains.....lineal feet.	10.00	10.00	Nil.
2½ Miles.....	Road Diversion.....	0 ⁹⁷⁵ / ₁₀₀₀	0 ⁹⁷⁵ / ₁₀₀₀	Nil.
Cubic Yards.....	Materials delivered, 1st class stone at Chatham.....	200	200	Nil.
do	2nd Class stone near works.....	510	510	Nil.
No.....	Fence Poles cut to length.....	16,500	16,500	Nil.
100 per cent.....	Proportion of the whole contract.....	9.01 per cent	8.7 per cent.	0.31 per cent.
\$288,000 00..... (Contract sum.)	Relative Value.....	\$25,949 00	\$25,050 00	\$899 00

I hereby certify the above to be correct.

(Signed,) HENRY A. F. MACLEOD,
Engineer in charge of Contract.

I have examined the above and hereby confirm it as being correct.

(Signed,) MARCUS SMITH,
Engineer Restigouche District.

(Date,) 31st December, 1869.

(Copy.)

Intercolonial Railway.

Month ending 31st December, 1869.—Contract No. 4.

I hereby certify that the following Progress Return, (approximately) shows the work which has been done, and the materials which have been delivered upon this Contract, up to the end of December. It also shows the proper value of the same in relation to the whole Contract.

Total quantities in Contract, so far as ascertained.	Description of Work.	QUANTITIES.		
		Total executed to end of December.	Total previously returned.	Executed in month of December.
300	Clearing and Close Cutting. acres	185.20	157.70	27.50
25	Grubbing	6	3	3
300,000	Fencing	Nil.		
28,583	Rock Excavation	5,905	5,796	109
739,810	Earth Excavation	173,398	169,141	4,257
100,000	Underdrains	6,255	6,000	255
700	Riprap	24.20	17.40	6.80
500	Concrete	Nil.		
4,460	First class Masonry	Nil.		
6,100	Second class Masonry	545	483	62.
650	Paving	55.5	54.5	1.
	Materials delivered	\$935 87		
100 per cent.	Proportion of the whole contract	14.14 per cent.	13.44 per cent.	70 per cent.
\$297,000 00	Relative Value	\$42,000 00	\$30,920 00	\$2,080 00
(Contract sum.)				

I certify the above to be correct.

(Signed,) GEO. H. HENSHAW,
Engineer in charge of Contract.

I have examined the above and hereby confirm it as being correct.

(Signed,) W. H. TREMAINE,
Engineer, Nova Scotia District.

(Date,) January 6th, 1870.

(Copy.)

Intercolonial Railway.

December 15th, 1869.—Contract No. 5.

I hereby certify that the following Progress Return, (approximately) shows the work which has been done, and the materials which have been delivered upon this Contract, up to the 15th December. It also shows the proper value of the same in relation to the whole Contract.

Total quantities in Contract, so far as ascertained.	Description of Work.	QUANTITIES.		
		Total executed to 15th Dec. 1869.	Total previously returned.	Executed in month of December, up to 15th.
111	Clearing, and Close Cutting, acres	54	54	
7	Grubbing			
2,722	Fencing per 100'			
102,637	Rock Excavation	13,503	12,440	1,066
878,409	Earth Excavation	189,454	188,000	1,454
350	Underdrains per 100'	5½	5½	
500	Riprap			
4,200	First class Masonry			
7,237	Second class Masonry	315	315	
767	Paving	20	20	
	Foundations	160	160	
552 Feet	Bridge Superstructure			
	Road Crossings and Diversions	52	52	
	Materials delivered	2,530	2,210	320
100 per cent.	Proportion of the whole contract	12.26 per cent.	11.89 per cent.	0.37 per cent.
\$361,574 00. (Contract sum.)	Relative Value	\$44,329 00	\$42,990 00	\$1,339 00

I certify the above to be correct.

(Signed,) R. McLENNAN,
Engineer in charge of Contract.

I have examined the above and hereby confirm it as being correct.

(Signed,) SAMUEL HAGLEWOOD,
Engineer, St. Lawrence District.

(Date,) 15th December, 1869.

(Copy.)

Intercolonial Railway.

Month ending 31st December, 1869.—Contract No. 6.

I hereby certify that the following Progress Return, (approximately) shows the work which has been done, and the materials which have been delivered upon this Contract, up to the end of December. It also shows the proper value of the same in relation to the whole Contract.

Total quantities in Contract as far as ascertained.	Description of Work.	QUANTITIES.		
		Total executed to end of December.	Total previously returned.	Executed in month of December.
199	Clearing, and Close Cutting, acres	128 $\frac{33}{100}$	128 $\frac{33}{100}$	Nil.
4.5	Grubbing	2 $\frac{32}{100}$	2 $\frac{32}{100}$	do
17,200	Rock Excavation	1,709	1,709	do
704,128	Earth Excavation	135,000	535,000	do
54	Concrete	13	13	do
6,278	Second Class Masonry	156	156	do
528	Paving	9	9	do
15,226	Foundations	803	803	do
70,720	Timber in Crib Work	25,800	25,800	do
7,740	Stone in do	1,929	1,929	do
	Materials delivered	\$3,614 00	\$3,544 00	\$70 00
100 per cent.	Proportion of the whole contract	9.91 per cent.	9.88 per cent.	0.03 per cent.
\$241,500 00. (Contract sum.)	Relative Value	\$23,930 00	\$23,860 00	\$70 00

I certify the above to be correct.

(Signed,)

E. LAWSON,
Engineer in charge of Contract.

I have examined the above and hereby confirm it as being correct.

(Signed,)

MARCUS SMITH,
Engineer, Restigouche District,

(Date,) 10th January, 1870.

(Copy.)

Intercolonial Railway.

Month ending December, 1869.—Contract No. 7.

I hereby certify that the following Progress Return, (approximately) shows the work which has been done, and the materials which have been delivered upon this Contract, up to the end of December. It also shows the proper value of the same in relation to the whole Contract.

Total quantities in Contract, so far as ascertained.	Description of Work.	QUANTITIES.		
		Total executed to end of December.	Total previously returned.	Executed in month of December.
292	Clearing, and Close Cutting acres	232.5	241.5	.....
25	Grubbing	5.21	4.0	1.21
260,000	Fencing .....	.....	.....	.....
54,516	Rock Excavation	3,332	3,189	143
1,180,902	Earth Excavation	211,512	193,950	17,562
75,000	Underdrains	1,786	2,410	.....
1,000	Riprap	29	20	9
380	Concrete .....	.....	.....	.....
3,617	First class Masonry	416	433	.....
8,893	Second class Masonry	233	128	105
922	Paving	44	23	21
.....	Foundations 6" flatted timber lineal feet	2,604	2,604	.....
400 feet	Bridge Superstructure .....	.....	.....	.....
50	Road Crossings and Diversions .....	.....	.....	.....
600 feet	Special Works, tunnels 9' diam .....	.....	.....	.....
.....	Materials delivered .....	.....	.....	\$1,350 53
100 per cent	Proportion of the whole contract	11.8 per cent.	10.93 per cent.	.87 per cent.
\$413,955 00	Relative Value	\$48,847 00	\$45,245 00	\$3,602 00
(Contract sum.)				

I certify the above to be correct.

(Signed,) JAMES RUBIDGE,
Engineer in charge of Contract.

I have examined the above and hereby confirm it as being correct.

(Signed,) W. H. TREMAINE,
Engineer, Nova Scotia District,

(Date,) December 30th, 1869.

(Copy.)

Approximate Estimate of quantities of the several principal kinds of work to be executed on sections Nos. 3 and 4, as furnished to the Commissioners by Sandford Fleming, Esq., Chief Engineer, under date 9th February, 1869, and in sections Nos. 5, 6, and 7, as furnished by the said Sandford Fleming, Esq., Chief Engineer, under date 4th March, 1869.

SECTION No. 3.

150 acres Clearing.
 5 do Close Cutting.
 15 do Grubbing.
 2,500 chains (100 feet) Fencing.
 80,000 cubic yards Rock Excavation.
 700,000 do Earth do.
 40,000 one hundred lineal feet Drains.
 4,000 cubic yards Riprap.
 10,000 one hundred lineal feet 12" Timber in foundations.
 20,000 do do Piling.
 1,000 cubic yards Concrete.
 2,000 do First-class Masonry.
 10,000 do Second-class do.
 1,000 do Paving.
 Excavations and Coffier Dams, for foundations of structures.
 350 feet Bridge Superstructure.
 Public and private Road Crossings.
 4 miles Road Diversions.
 Catchwater Ditches.

SECTION No. 4.

300 acres Clearing.
 25 do Close Cutting.
 25 do Grubbing.
 3,000 one hundred lineal feet Fencing.
 60,000 cubic yards Rock Excavation.
 700,000 do Earth do.
 1,000 one hundred lineal feet Drains.
 300 cubic yards Riprap.
 60 one hundred lineal feet 12" Timber.
 200 do do Piling.
 500 cubic yards Concrete,
 3,500 do First-class Masonry.
 8,000 do Second-class do.
 1,500 do Paving.
 Foundations.
 Bridge Superstructure.
 Public and private Road Crossings.

SECTION No. 5.

90 acres Clearing.
 3,000 chains of 100-foot Fencing.
 160,000 cubic yards Rock Excavation,
 950,000 do Earth do.
 500 chains of 100-foot Drains.

- 500 cubic yards Riprap.
- 500 do Concrete.
- 6,000 do First-class Masonry.
- 3,750 do Second-class do.
- 400 do Paving.
- 630 lineal feet Bridge Superstructure.

To the above have to be added all other works required by the specifications and terms of contract.

SECTION No. 6.

- 100 acres Clearing.
- 10 do Grubbing.
- 2,100 chains of 100-feet Fencing.
- 25,000 cubic yards Rock Excavation.
- 700,000 do Earth do.
- 250 chains of 100-feet Drains.
- 10,000 cubic yards Riprap.
- 1,000 do Concrete.
- 9,000 do First-class Masonry.
- 4,000 do Second-class do.
- 400 do Paving.
- 900 lineal feet Bridge Superstructure.

To the above have to be added all other works required by the specifications and terms of contract.

SECTION No. 7.

- 300 acres Clearing.
- 25 do Grubbing.
- 2,600 chains of 100-feet Fencing.
- 100,000 cubic yards Rock Excavation.
- 1,100,000 do Earth do.
- 1,500 chains of 100-feet Drains.
- 2,000 cubic yards Riprap.
- 1,500 do Concrete.
- 3,800 do First-class Masonry.
- 10,000 do Second-class do,
- 1,500 do Paving.
- 410 lineal feet Bridge Superstructure.
- 600 do Tunnels for drains (9-feet diameter).

To the above have to, be added all other works required by the specifications and terms of contract.

Section No. 3.....	24	miles in length.	
Do 4.....	27	do	do.
Do 5.....	26	do	do.
Do 6.....	21	do	do.
Do 7.....	24	do	do.

No. 13.

SUPPLEMENTARY RETURN

To an Address of the HOUSE OF COMMONS, dated 19th April, 1869; For a detailed Statement of all costs and charges connected with the survey and management of the Intercolonial Railway, since the 1st April, 1868.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 24th February, 1870.

No. 13.

RETURN

To an Address of the HOUSE OF COMMONS, dated 27th April, 1870; For a Return of the names of all persons (including paymasters) now employed on the Survey of the Intercolonial Railway, in the County of Northumberland, in the Province of New Brunswick, and the salaries paid to each.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 2nd May, 1870.

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

 No. 14.

RETURN

To an Address of the HOUSE OF COMMONS, dated 21st June, 1869; For Copies of all Reports, Estimates, Letters, and other papers, in relation to the construction of the road called the St. Lawrence and Gaspé Road.

By Command.

J. C. AIKINS,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 28th February, 1870.

No. 15.

RETURN

To an Address of the HOUSE OF COMMONS, dated 7th June, 1869; For Copies of all letters from T. A. Begley, Esquire, and his Solicitors, since the year 1858, to the Government and the Ordnance Department at Ottawa, relating to the claim of Mrs. Begley (formerly widow of Hugh Fraser), for Dower on Ordnance Lands in Ottawa, and the replies thereto; a list of all actions of Dower commenced by the said T. A. Begley and wife, against the several purchasers from the Ordnance Department in the City of Ottawa; Copies of all letters from the defendants in those suits and their Solicitors to the Government, the Secretary of State and the Minister of Justice, requesting to be defended by the Crown, or to have their costs paid, with the replies thereto; Copies of all petitions from the defendants, or any of them since the year 1858, requesting the Government to defend the said suits, or to pay the cost of defence, with replies thereto; a statement of the amount paid by Government to T. A. Begley, as Administrator of Mrs. Begley, for her release of Dower on said Ordnance Lands, when, and out of what fund, the said amount was paid; all instructions to Counsel to defend all or any of said suits, and the amount paid therefor, together with a copy of all Orders and Minutes of Council relating to the settlement of said claim for Dower.

By Command.

J. C. AIKINS,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 24th February, 1870.

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

No. 16.

RETURN

Shewing the Dominion Notes in circulation, and the Securities and Cash Reserves held to meet the same on the 9th day of February, 1870; also, a Return of the average circulation of Dominion Notes from July 1st, 1869, to January 31st, 1870, and of the amount of such Notes held by the Chartered Banks; also, a Return of the circulation of Chartered Banks for the same period.

CIRCULATION AND SECURITIES, FEBRUARY 9TH, 1870.

Dominion Debentures held by Receiver General \$4,000,000 SPECIE RESERVE :— Ontario and Quebec \$1,004,350 Nova Scotia .. 47,000 New Brunswick 56,400 <hr/> 1,107,750 Excess of circulation over Gold and Securities 323,250 <hr/> \$5,431,000	CIRCULATION :— Ontario and Quebec \$4,914,000 Nova Scotia 235,000 New Brunswick 282,000 <hr/> \$5,431,000
---	---

To meet this balance there is in the Receiver General's Issue Account held specially against the circulation :

In Ontario and Quebec..... \$703,650 Nova Scotia 12,000 New Brunswick..... 600 <hr/> 716,250 Excess of circulation over Gold and Securities 323,250 <hr/> \$393,000 Balance available to meet fluctuations in the circulation Besides the ordinary cash balances, \$945,056.98.	<hr/> 716,250 <hr/> 323,250 <hr/> \$393,000
--	---

Average Circulation of Dominion Notes from July 1st, 1869, to January 31st, 1870.

	Circulation.	Held by Banks.
1869, July	\$4,716,250	\$2,475,634
„ August	4,583,500	2,395,468
„ September	4,679,400	2,102,548
„ October	5,388,750	2,526,199
„ November	5,805,000	2,948,348
„ December	5,910,200	2,830,294
1870, January	5,476,500	2,784,982
Average of seven months	\$5,222,800	\$2,580,499

Circulation of Chartered Banks.

1869, July	\$8,056,132 00
„ August	8,348,399 00
„ September	9,161,050 00
„ October	10,725,296 00
„ November	11,679,940 00
„ December	11,421,641 50
1870, January	11,488,386 50
Average	\$10,125,792 35

AUDIT OFFICE,
February 23rd, 1870.

JOHN LANGTON,
Auditor.

RETURN

Showing the Amount of Dominion Notes in circulation, according to the Periodical Returns, from 1st October, 1869, to 1st February, 1870; and the Gold and Debentures held to meet the same, under the provision of Act, 31 Vict., cap. 46.

No. 1.

			\$				\$
1869	October 1st	Circulation	5,050,000		Debentures	4,000,000	
						Specie .....		1,012,500
					Deposits in Bank of Montreal....	37,500	
			\$5,050,000				\$5,050,000
1869	November 1st	Circulation	5,821,000		Debentures	4,000,000	
						Specie .....		1,205,450
					Deposits in Bank of Montreal....	615,550	
			\$5,821,000				\$5,821,000
1869	December 1st	Circulation	5,949,000		Debentures	4,000,000	
						Specie .....		1,237,250
					Deposits in Bank of Montreal....	711,750	
			\$5,949,000				\$5,949,000
1870	January 1st	Circulation	5,834,000		Debentures	4,000,000	
						Specie .....		1,208,500
					Deposits in Bank of Montreal....	625,500	
			\$5,834,000				\$5,834,000
1870	February 1st	Circulation	5,405,000		Debentures	4,000,000	
						Specie .....		1,101,250
					Deposits in Bank of Montreal....	303,750	
			\$5,405,000				\$5,405,000

RETURN

Showing the Specie and Debentures that would have been held, under the system proposed by the Government, against the circulation, during the same periods included in Return 1.

No. 2.

			\$		\$
1869	October 1st	Circulation	5,050,000	Debentures	4,000,000
				Specie	1,050,000
			\$5,050,000		\$5,050,000
1869	November 1st	Circulation	5,821,060	Debentures	4,000,000
				Specie	1,821,000
			\$5,821,000		\$5,821,000
1869	December 1st	Circulation	5,949,000	Debentures	4,000,000
				Specie	1,949,000
			\$5,949,000		\$5,949,000
1870	January 1st	Circulation	5,834,000	Debentures	4,000,000
				Specie	1,834,000
			\$5,834,000		\$5,834,000
1870	February 1st	Circulation	5,405,000	Debentures	4,000,000
				Specie	1,405,000
			\$5,405,000		\$5,405,000

REPORT
OF THE
SECRETARY OF STATE
OF
CANADA,
FOR THE YEAR ENDING ON THE 30TH JUNE, 1869.



OTTAWA :
PRINTED BY I. B. TAYLOR, 29, 31, & 33, RIDEAU STREET.

1870.

REPORT
OF THE
SECRETARY OF STATE
OF
CANADA,

FOR THE YEAR ENDING ON THE 30TH JUNE, 1869.

*To His Excellency the Right Honorable Sir JOHN YOUNG, Baronet,
Governor General of Canada, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor to present to your Excellency my Annual Report for the year ending on the 30th of June, 1869.

The Department, as organized last year, has worked well, and the officers appointed to conduct its business have discharged their duties with zeal, intelligence and fidelity.

In the corresponding Branch, properly so called, the number of letters received was five thousand nine hundred and sixty-nine, and the number of letters sent was two thousand four hundred and ninety-five.

In the Registering Branch the system of registration and the mode of keeping an index are as perfect, and as favorable to expedition, as possible. The new indices to registrations, prior to Confederation, as well as for those since, are in a forward state, and when completed will greatly facilitate searches in the Registers.

The sales of Ordnance Lands continued during the year 1868-9, and the receipts from the year's sales, as well as for interests on, and instalments of, the prices of previous sales,

amounted in the twelve months to \$48,219. I took steps, with the assistance of the Head of that Branch, whose report accompanies this, to diminish the cost of agencies and other expences, and to sell at once, or prepare the way for selling all land not required by the Government for public purposes. With the same view, orders were given to ascertain if it would not be of advantage to dispose of the rights of the Crown in the Seignior of Sorel.

I may add, that since the Ordnance Lands were transferred to Canada, that is to say, within the last twelve years and a half, the sums received for the price of land sold, for interest and for rent, have amounted to \$372,601.

I come now to Indian affairs, and I am happy to say that, thanks to the fatherly protection of the Government, the Indian tribes in general continue to be in a prosperous condition. This portion of the population, as a general rule, is increasing, or at least not diminishing. Its members are acquiring a taste for agriculture, and seeking to take advantage of the means of education placed within their reach in the schools kept up for their benefit.

In a pecuniary point of view the tribes in Ontario are much better off than those in the other Provinces, owing to the fact that the lands reserved for them originally, that is to say, from the first establishment of British Government in this country, were situated in localities highly favored in regard to climate and to fertility of soil. The tribes in Lower Canada, although much less highly favored in these respects, have, thanks to the foresight of Government, incomes which seem to suffice for their wants. As for the tribes in Nova Scotia and New Brunswick, I asked for an increased grant for them last year, and I am of opinion that such a grant will be absolutely necessary for them, for several years at least, in order to the maintenance of the schools which are beginning to be opened among them, and to the establishment of others for the use of tribes which have children to send to them.

I refer your Excellency to the annexed Report of the Deputy Superintendent General and the interesting statistics which accompany it.

Your Excellency will see there that this Branch of the Department, as well as the others, has been largely developed.

All of which is respectfully submitted.

HÉCTOR L. LANGEVIN,

Secretary of State.

Department of the Secretary of State,
Ottawa, 8th November, 1869.

ORDNANCE LANDS, DEPARTMENT OF SECRETARY OF STATE,

Ottawa, 5th November, 1869.

SIR,—In obedience to your instructions I have the honor to submit a report on the transactions of this Branch of your Department, to the termination of the past fiscal year, 30th June, 1869.

I beg leave, however, to remark that my last report, dated 15th March, 1869, laid before Parliament and printed by order, contains all that could be said, and all the information that could be given, up to the above date, and that an interval of three months and a-half, chiefly occupied by the Session of Parliament which rose on the 22nd June, although amply

productive of daily work, left little time for new operations or for doing more than completing transactions already in progress, and which, so far as they had gone, had already been made the subject of report.

In that report, dated 15th March, 1869, it was stated that "the income to be credited to the fiscal year beginning 1st July, 1868, amounts *at present date* to \$34,493 38, and justify the expectation that by the 30th June next, the last day of the said fiscal year, it will equal a sum of \$50,000."

On the "30th June" next (the 30th June last past) the income of this Branch of your Department had amounted to \$48,219 22 cts, collected under the following heads:—

Capital	\$29,076 21
Interests and rents	18,966 61
Fees	176 40
	\$48,219 22

During the same period, from the 1st July, 1865, to 30th June, 1869, sales of Ordnance Lands had been made to the extent of \$71,348 03, on account of which \$13,114 52 had been received.

During the Session of Parliament, as I have before said, the time and attention of the Ordnance Lands Branch was almost entirely engaged by routine business, chiefly with Members of the Legislature and their constituents and friends, and in the brief interval of eight days which ensued previous to the 30th June, no occurrence took place requiring special mention.

I have the honor to be, Sir,

Your most obedient servant,

WILLIAM F. COFFIN,

Ordnance Lands Agent.

The Hon. Hector L. Langevin, C. B.,
Secretary of State, Canada.

ADDENDUM.

Statement of receipts from Ordnance Lands, since transfer to Canada.

	\$	cts.
From November 5, 1856, to		
31 December, 1857	21,822	93
31 do 1858	18,127	50
31 do 1859	32,213	68
31 do 1860	26,210	49
31 do 1861	23,100	52
31 do 1862	22,181	61
31 do 1863	21,965	88
31 do 1864	25,211	29
31 do 1865	28,172	58
31 do 1866	42,259	79
31 do 1867	47,441	70
31 do 1868	38,307	27
30 June, 1869	28,586	03
	\$372,601	27

OTTAWA, 1st November, 1869.

SIR,—I have the honor to lay before you, the detailed statements in the usual form, exhibiting the operations of the branch of the Public Service under your charge, connected with Indian affairs, during the year, commencing 1st July, 1868, and terminating 30th June, 1869.

The disposal of the Indian Lands, both in the Saugeen Peninsular, and the Manitoulin Island, has steadily proceeded, and as they are sold only to persons who propose to become actual Settlers, the system is calculated to insure eventually the sale of every lot suitable for farming purposes, and at prices too, superior to what could now be obtained, were the lands allowed to remain in a wilderness condition.

With a view to facilitating access to the lands sought for, for settlement, the work of opening out Roads in both of the localities referred to, has been carried on successfully. The length of Roads in the Manitoulin Island, constructed and requiring comparatively little work to complete them is about 40 miles.

An exploration by Provincial Surveyor Gilmour, for continuing the line of Road from its commencement, midway between Owen Sound and the Saugeen, up the entire length of the Saugeen Peninsula, resulted in discovering important tracts of valuable land, which the forming of this road will render easy of access.

The expenditure for surveys and road construction, has, of course, diminished considerably moneys which otherwise could have appeared as additional investments.

The cause of Education has received its full share of attention, and grants have been made in a liberal manner towards the erection of School Buildings, and in some cases improved salaries to Teachers.

The Mount Elgin Industrial School, which was on its establishment, placed under the charge of the Wesleyan Methodist Society, having been re-organized, will, it is trusted, be of essential advantage to the Western Bands.

The annual grants for seed, grain, and implements, have been somewhat increased, and there are indications in some quarters, that the cultivation of the land has been better managed than formerly, but very much requires yet to be done, to justify an opinion that the Indians are, as a general rule, becoming practical farmers. It is, however, but just to those of the Six Nations on the Grand River, to state, that their Agricultural Society, at its last meeting, exhibited no little success, in some important particulars, and a community numbering approaching 2,800, having on use among them threshing machines of their own, and good implements of husbandry, must, it will be admitted, be advancing. The population returns are, as is nearly always the case, incomplete. But they are sufficient to prove that the comforts and attention to health, incident to an advancing civilization, have occasioned in a majority of the settlements an increase in numbers.

The measures adopted for the disposal of the merchantable timber on several of the Indian Reserves, on favorable terms to the interests of the Indians, will add, in the course of the next two or three years, materially to their invested funds.

The Legislative enactments, passed during the past and preceding Sessions of Parliament, designed for the amelioration of the condition of the Indians, will, it is believed, eventually be of essential benefit. They, however, require time (considering their habits of thought,) to estimate correctly the utility of those measures.

The Indian Lands in the Province of Quebec have engaged attention, and a considerable

area of land, adapted for settlement, in the Township of Ouiatchouan, on Lake St. John, and in the Township of Viger, in the vicinity of Isle Verte, have been surrendered by the Indians holding those Reserves, with a view to their being sold for their benefit, and steps are in progress for carrying out that intention.

The Indians on the north shore of the Lower St. Lawrence have been supplied with the customary assistance, which it has for many years been usual to extend to the old, infirm, and destitute members of the bands frequenting those coasts. And as statements reached this Department that the small-pox (so fatal often to the Indian population) was prevailing on that shore, a medical practitioner was employed at considerable cost, to visit and vaccinate all who he might consider required it; and there is reason to believe that a salutary purpose has been obtained.

The Legislature's having increased the Annual Grant for the benefit of the Indians in Nova Scotia and New Brunswick has admitted of funds being set apart for establishing Schools in the former Province; and it is proposed to organize Schools likewise in New Brunswick.

It affords me sincere gratification to bear testimony to the efficient and zealous manner in which the officers composing the staff of the branch of the public service connected with Indian affairs, both at head-quarters, and in the superintendencies and other agencies, have fulfilled their duties, meriting, I believe in a marked degree, the recognition of their services by the Head of their Department.

All which is respectfully submitted, and,

I have the honour to be, Sir,

Your obedient humble servant,

WM. SPRAGGE,

Deputy Superintendent.

The Honorable Hector L. Langevin, C. B.,

Superintendent General of Indian Affairs and Secretary of State for Canada.

Total of Sales.—	\$	cts.
The total amount from all sources placed to the credit of Indian Funds during the period referred to, was.....	248,942	65
Which may be placed under the following heads :—		
Receipts from Land and Timber	\$ 49,028	68
Interest on Investments	104,427	36
Annuities and Grants	42,020	00
Transfer by Government	53,466	61
The Payments and Expenditure (which comprehend payments for road construction and for surveys, and include refunds from principal) have amounted to	165,333	37
The Investment on the 1st July, 1868, bearing interest, amounted to	1,804,160	59
The amount at the credit of Indian Funds on the 1st July, 1869, after deducting the payments and expenditure for the year then concluded, was	1,883,752	02

	\$	cts.
Payments made and charged to Principal of Indian Land Management Fund during the year ending 30th June, 1869 :—		
Roads	4,144	01
School Houses	500	00
Travelling Expenses	143	25
Relief to Manitoulin Island Indians	550	00
	<hr/>	<hr/>
	5,337	36

A—RETURN of Officers and Employés of the Indian Branch, Department of the Secretary of State, for the Year ending 30th June, 1869.

Designation.	Name.	Salary per Annum.	When appointed.	By whom appointed.	Date of First Appointment to Provincial Service.	REMARKS.
Superintendent General	Hon. H. J. Langevin, C.B.	\$ cts. Nil.				Holds the office combined with that of Secretary of State of Canada, and Registrar General of Canada.
Deputy Superintendent	William Sprague	2,000 00	17 Mar., '62.	Governor in Council	Appointed to Surveyor Gen. Dept., 1st Jan., 1829	
Accountant	Charles T. Walcot	1,400 00	1 Dec., '59.	Gov. Gen. & O. C. 17 Mar., '62	Appointed to Crown Land Department, Oct., 1854	
Corresponding Clerk	Lawrence Vankoughnet		13 Feb., '61.	do do		
Clerk and Draughtsman	J. P. M. Lecourt		10 April, '62	Hon. Alexander Campbell.		
Clerk	S. G. Murray		1 Jan., '66	do do	Appointed by Sir John Colborne, Forest Warden, township of Tyendinaga.	
	J. V. DeBoucherville.					

DEPARTMENT OF THE SECRETARY OF STATE,
Indian Branch,
Ottawa, 1st November, 1869.

B.—SCHEDULE of Salaries Paid, and Allowances and Payments made to Indi
the Year ending 30th June, 1869, for

Local Superintendency or Division.	Names of Recipients of Payments.	Nature of Office or Service.	Amount Paid.	For what Period Paid.
Central Eastern Superintendency of U. C.	W. R. Bartlett	Vist. Supt. Commsnr.	\$ 1,400 00	Apr. 1, '68 to Mar. 31, '69
do	A. Deacon	Clerk	689 00	do do
do	Rev. G. A. Anderson	Missionary	600 00	do do
do	Glensholm Garrett	School Teacher	260 00	do do
do	William Law	do	50 00	do do
do	Simpson Bigsall	Chief	42 53	do do
do	Miss Emeline Thomson	School Teacher	25 00	Apr. 1, '68 to June 30, '68
do	John Assance	Chief	50 00	Oct. 1, '68 to do
do	Miss Emma Jeffrey	School Teacher	48 91	Oct. 5, '68 to Mar. 31, '69
do	Rev. Alan Salt	Interpreter	6 25	Apr. 1, '68 to June 30, '68
do	Peter York	do	18 75	July 1, '68 to Mar. 31, '69
do	Rev. R. Brooking	School Teacher	50 00	Apr. 1, '68 to Mar. 31, '69
do	Dr. G. H. Corbett	Medical Attendant	100 00	do do
do	Thos. Naningishkung	Chief	25 00	do do
do	J. B. Naningishkung	Chief and Interpreter	50 00	do do
do	Dr. Trickleton	Surgeon	36 81	do to June 6, '68
do	H. S. Jones	School Teacher	209 00	do to Mar. 31, '69
do	John Kadakgegwon	Chief	100 00	do do
do	H. H. Madwayso	do	100 00	do do
do	Rev. W. Cross	For Church Sexton	25 00	do do
do	Cephas Kahbege	Interpreter	20 37	June 6, '68 to do
do	David Craddock	School Teacher	42 03	June 2, '68 to do
do	G. A. Tabegwon	Chief	50 00	Apr. 1, '68 to Mar. 31, '69
do	W. McGregor	do	82 87	June 2, '68 to do
do	F. Lamorandière	Interpreter	100 00	Apr. 1, '68 to do
do	George Pandaush	Chief	100 00	do do
do	Mezang G. Pandaush	Writer	15 00	do do
do	Robert Pandaush	Messenger	10 00	do do
do	Joseph Whetung	Chief	25 00	do do
do	Jacob Jacobs	Messenger	10 00	do do
do	John Johnston	Chief	50 00	do do
do	Dr. W. Noden	Surgeon	150 00	do do
do	John Sunday	Chief	112 00	do do
do	Jacob Storin	Councillor	12 00	do do
do	Mitchell Chubb	Councillor	12 00	do do
do	Thomas Marsden	Councillor	12 00	do do
do	Peter Crow	Councillor	12 00	do do
do	Rev. D. B. Madden	For Church Sexton	30 00	do do
do	John Sunday, Jun.	Secretary	48 00	do do
Western Superintendency	Robert McKenzie	Vist. Supt. Commsnr.	1,000 00	do do
do	Rev. H. P. Chase	Missionary	400 00	do do
do	Rev. A. Jamieson	Missionary	400 00	do do
do	Joshua Wawanosh	Chief	250 00	do do
do	William Wawanosh	Schl. Teacher & Inteptr	350 00	do do
do	W. N. Fisher	Councillor & Inteptr.	95 00	do do
do	John Natahwash	Councillor	20 00	do do
do	Thos. Buckwheat	Councillor	20 00	do do
do	Joshua Greenbird	Councillor	20 00	do do
do	James Cameron	School Teacher	25 00	Jan. 1, 69 to do
do	Joseph Fisher	School Teacher	200 00	Apr. 1, '68 to Mar. 31, '69
do	Joseph Wancaush	School Teacher	200 00	do do
do	John Henry	Interpreter	100 00	do do
do	Alfred A. Jones	School Teacher	300 00	do do
do	Philip Jacob	Chief	100 00	do do

viduals of the Indian Branch (Department of the Secretary of State) during Services at the Outposts and Stations.

Out of what Fund Paid.	Authorities for Appointment.	Date of Appointment.	
Indian Land Management Fund	Governor General	1st July, 1858	Stationed at Toronto.
do do	Superintendent General	1st July, 1864	do do
Mohawks of Bay of Quinte	Governor General		
do do	Nominated by the Band and approved by the Department.		
Chippewas of Snake Island	do do		Died 5th February, 1869.
do do	do do		
Chippewas of Beausoleil	do do		
do do	do do		
do do	do do		
do do	do do		
Chippewas of Rama	do do		
do do	do do		
do do	do do		
do do	do do		
Chippewas of Saugeen	do do		
do do	do do		
do do	do do		
do do	do do		
do do	do do		
Chippewas of Nawash	do do		
do do	do do		
do do	do do		
do do	do do		
Mississaguas of Rice Lake	do do		
do do	do do		
do do	do do		
Mississaguas of Mud Lake	do do		
do do	do do		
Mississaguas of Skugog	do do		
Mississaguas of Alnwick	do do		
do do	do do		
do do	do do		
do do	do do		
do do	do do		
do do	do do		
do do	do do		
do do	do do		
Indian Land Mngt. Fund	Superintendent General	10th Feb. 1865	Stationed at Sarnia.
do do	Governor in Council	1st Jan. 1865	Stationed at Carradoc.
do do	do do	5th June, 1845	Stationed at Walpole Island.
Chippewas of Sarnia	Nominated by the Band and approved by the Department.		
do do	do do		
Chippewas of Walpole	do do		
do do	do do		
do do	do do		
do do	do do		
do do	do do		
Chippewas of the Thames	do do		
do do	do do		
do do	do do		
Moravians of the Thames	no do		
do do	do do		

B—SCHEDULE of Salaries Paid, and Allowances and Payments

Local Superintendency or Division.	Names of Recipients of Payments.	Nature of Office, or Service.	Amount Paid.	For what Period Paid.	
Western Superintendency	James H. Crowley	School Teacher	250 00	do	do
do	Dr. W. Lambert	Medical Attendant	80 00	do	do
Grand River Superintendency	J. T. Gilkison	Vist. Supt. Comssnr.	1,400 00	do	do
do	Henry Andrews	Clerk	800 00	do	do
do	R. H. Dee, M.D.	Medical Attendant	1,500 00	do	do
do	W. McCargo, M.D.	do	280 00	do	do
do	G. H. M. Johnson	Interpreter	400 00	do	do
do	James McLean	Warden	200 00	do	do
do	David Hill	Caretaker	20 00	do	do
do	David Sawyer	Chief and Agent	200 00	do	do
do	George King	Interpreter	50 00	do	do
do	Jas. Cheehoch	Messenger	50 00	do	do
do	Moses Padaguong	Sexton	25 00	do	do
do	Thos. Pyne, M.D.	Medical Attendant	200 00	do	do
do	Elijah McDougall	School Teacher	62 50	Apl. 1, '68 to June 30, '68	
do	J. Alexr. Wood	do	114 50	Apl. 1, '68 to Mar. 31, '69	
do	Francis Wilson	do	250 00	do	do
do	James McLean	Warden	100 00	do	do
Northern Superintendency	C. T. Dupont	Vist. Supt. Comssnr.	158 24	Apl. 1, '68 to May 18, '68	
do	Wm. Plummer	Vist. Supt. Comssnr.	1,045 05	May 18, '68 to Mar. 31, '69	
do	McGregor Ironside	Clerk	730 00	Apl. 1, '68 to Mar. 31, '69	
do	Thos. Simpson, M.D.	Medical Attendant	1,000 00	do	do
do	Rev. Jos. Jeunesseaux	School Teacher	243 36	do	do
do	Rev. Jabez Sims and Mr. Burkitt	School Teachers	200 00	do	do
Lower Canada	Rev. F. Boucher	R. C. Missionary	225 96	do	do
do	Rev. F. X. Marcoux	do	203 32	do	do
do	Rev. Jos. Maurault	do	225 96	do	do
do	J. B. Morrison	School Teacher	75 00	do	to Sep. 30, '68
do	Campbell Blackburn	do	150 00	do	to Mar. 31, '69
do	Mrs. M. J. Powell	do	200 00	do	do
do	Thomas White	do	150 00	do	do

DEPARTMENT OF THE SECRETARY OF STATE,
 Indian Branch,
 Ottawa, 1st November, 1869.

made to Individuals of the Indian Branch, &c.—Continued.

Out of what Fund Paid.	Authorities for Appointment.	Date of Appointment.	
Wyandotts of Anderdon do do	do do do do	..... .....
Six Nations of Grand River do do do do do do do do do do	Superintendent General Governor General Nominated by the Band and approved by the Department..... do do do do do do do do	1st May, 1862. 1st Jan. 1855.	
Mississagnas of the Credit do do do do do do do do do do do do do do	do do do do do do do do do do do do do do do do	..... ..... ..... ..... ..... ..... ..... .....
Indian Land Management do do do do do do do do	Superintendent General do do do Governor General.....	4th Sep. 1863. 18th May, 1868 5th Aug. 1863. 1st April, 1867. 22nd Oct. 1849	
L. C. Indian Fund do do do do do do do do do do do do	Superintendent General Governor General do do do Superintendent General do do .....	..... ..... ..... ..... ..... 1st July, 1867. 8th May, 1865. 1st April, 1867	Resident at Indian Lorette. do St. Regis. do St. Francis. do Caughnawaga, Schl. Teacher Golden Lake Indians. do to Iroquois of St. Regis. do to River Desert Indians

C—STATEMENT of Special Payments, Contingent, and Incidental Expenditure by the Indian Branch Department of the Secretary of State, during the Year ending 30th June, 1869, out of Upper Canada Funds.

Station, Superintendency or Division.	Character of Disbursements.	Amount paid.	Out of what Fund paid.	EMARKS.
Head Quarters	H. Bernard, Salary as Solicitor	400 00	Indian Land Mgmt. Fund.	
do	Telegrams	55 46	do	
do	Office furniture and repairs	155 70	do	
do	Medicines, Manitoulin Island	465 84	do	
do	R. Dalton, Legal Expenses	20 00	do	
do	Expenses to Surrenders	79 00	do	
do	Repairs to Boat	15 25	do	
do	Stationery, Books, Binding, Printing, and Instruments	736 25	do	
do	Postage	56 07	do	
do	Office Contingencies—Rent, &c.	413 77	do	
do	Roads	7,574 17	do	
do	Repairs to Doctor's Residence, Manitoulin Island	87 35	do	
do	School Houses at Wikwemikong	750 00	do	
do	Law Costs	196 00	do	
do	Travelling Expenses	523 95	do	
do	Extra Services	45 00	do	
do	Blankets	1,225 87	do	
do	Grant to Wikwemikong Indians	340 00	do	
do	Relief to Manitoulin Indians	550 00	do	
do	Grant to Chief Oshaweene	37 50	do	
do	Vaccination	31 25	do	
do	Advertising	194 89	do	
do	Joseph Wilson, acc. protecting timber	51 25	do	
do	Surveys, Explorations, &c.	176 50	do	
do	Maps	43 60	do	
do	Per centage on Receipts	36 61	do	
do	Medical Attendance, Coffins, &c. and Requisition of Tribe	681 97	Chippewas of Samia	
Western Superintendency	Allowances to Chapel Steward and Messenger	105 00	do	
do	Surveys	444 96	do	
do	Refund of amount advanced by Rev. H. P. Chase, to W. Wapoose	100 00	do	
do	Per centage on land receipts	57 4	do	
do	Distribution	5,937 26	do	
do	Pensions	200 00	do	
do	Postage	95	do	

C—STATEMENT of Special Payments, Contingent, and Incidental Expenditure, &c.—Continued.

Station Superintendency or Division.	Character of Disbursements.	Amount paid.	Out of what Fund paid.	REMARKS.
Grand River Superintendency.	Chiefs Board Moneys attending Councils.	\$ 1,200 00	Six Nations of the Grand River.	\$400 00 belongs to year ending 30th June, 1868.
do	Pensions	250 00	do	
do	Supplies, &c., furnished Sick.	281 83	do	
do	Grant to a Strange Indian	10 00	do	
do	Contingencies (J. T. Gilkison)	167 96	do	
do	Legal Expenses.	29 00	do	
do	Advertising	4 20	do	
do	Celebration of Queen's Birthday	88 88	do	
do	Lumber	106 70	do	
do	Per centage on Land Receipts	853 43	do	
do	Repairs to and making Bridges and Culverts	600 00	do	
do	Distribution.	40,712 84	do	
do	Fire losses	140 00	do	
do	Refund.	428 06	do	
Central and Eastern Superintendency	Per centage on Land Receipts	4 90	Munsees of the Thames	
do	Distributions	131 62	do	
Grand River Superintendency	Pensions	150 00	Mississaguas of the Credit	
do	Contingencies (J. T. Gilkison)	25 31	do	
do	Traveling Expenses do	21 25	do	
do	Debt (Jas. McLean)	80 00	do	
do	Postage.	1 27	do	
do	Distribution.	4,386 10	do	
do	Work at Saw Mill	128 23	do	
do	Work done to Mission School Houses	143 60	do	
do	Sundry Services	151 65	do	
do	Distribution	94 14	Chiefs Tetomouais and his Band	
Northern Superintendency	Distribution	2,159 10	Ojibewas of Lake Huron.	
do	Distribution	203 20	do Shawanega Band	
do	Distribution	2,116 90	Ojibewas of Lake Huron.	
do	Distribution	42 20	Chief Dokis and his Band.	
do	Distribution	3,846 88	Ojibewas of Lake Superior	
Cornwall Superintendency	Chiefs Allowance.	100 00	Iroquois of St. Regis	
do	Per centage (S. Colquhoun)	31 35	do	
do	Distribution.	1,629 26	do	
Grand River Superintendency	Account of Interest	14 44	Albert Anthony	

Grand River Superintendency	Account of Principal	567 00	Albert Anthony
Northern Superintendency	Per centage on Land Receipts	5 34	Batchewana Indians
do	Distribution	208 19	do
Lake of Two Mountains	Per centage on Land Receipts	37 50	Lake of Two Mountains Indians
Lake Huron, Mississaga River	Per centage on Land Receipts	1 75	Lake Huron Indians on Mississaga River
do	Per centage on Land Receipts	280 45	River Desert Indians
River Desert	Distribution	662 20	do
Garden River	Distribution	117 92	Garden River Indians
do	Per centage on Land Receipts	91 00	do
do	Purchase of Oxen	249 00	do
Manitoulin Island	Per centage on Land Receipts	80 50	Ojibewas and Ottawas of Manitoulin Islands
do	Refunds	1 010 00	do
Western Superintendency	Education and Board	4,880 79	Indian Schools
do	Insurance	32 60	do
New Brunswick	Relief	902 53	New Brunswick Indians
do	Salary	150 00	do
Nova Scotia	Medical Attendance	90 25	Nova Scotia Indians
do	Salary	200 00	do
do	Seed Grain	750 00	do
Lake Nipissing	Per centage on Land Receipts	92 62	Lake Nipissing Indians
Manitoulin Island	Refund	75 00	General Fund P. A.
Serpent River	Per centage on Land Receipts	15 49	Serpent River Reserve
Thessalon River	Per centage on Land Receipts	28 22	Thessalon River Reserve
Megamattewan and Nayscontyong Indian Reserve	Per centage on Land Receipts	6 20	Spanish River Indians
Spanish River	Per centage on Land Receipts	5 80	

DEPARTMENT OF THE SECRETARY OF STATE,

Indian Branch,

Ottawa, 1st November, 1869.

D—STATEMENT of Sums paid out of the LOWER CANADA INDIAN FUND, during the Year ending 30th June, 1869.

Station, Superintendency, or Division.	Character of Disbursements.	Amount.	
			\$ cts.
Lower Canada	Sundry Roman Catholic Missions	655 24	
do	Travelling Expenses	80 00	
do	{ Grants in aid of Schools and Salaries } of School Teachers	925 00	
do	{ Grants for support of aged and infirm } Indians	967 50	
do	Seed, Grain, &c.	1,775 00	
do	Grant to Church, Maniwaki	500 00	
do	Professional Services	657 75	
do	Roads, Maniwaki	200 00	
do	Grants to relief, distress	575 00	
do	Survey, Maniwaki	402 35	
do	Interpreter, Samuel Sook	37 50	
do	R. C. Missionaries	250 00	
			7,025 34

DEPARTMENT OF THE SECRETARY OF STATE,
Indian Branch,
Ottawa, 1st November, 1869.

E—STATEMENT of Special Payments, Contingent and Incidental Expenditure, by the Indian Branch, Department of the Secretary of State, during the Year ending 30th June, 1869, out of the Nova Scotia and New Brunswick Fund.

Station, Superintendency, or Division.	Character of Disbursement.	Amount paid.	Out of what Fund payable.
		\$ cts.	
New Brunswick	Salary—Rev. J. C. McDevitt	200 00	New Brunswick Indians
do	Relief—Indians, County Victoria	53 33	do do
do	do Miramachi Indians	69 00	do do
do	do Indians, County Carleton	26 67	do do
do	do do York	80 00	do do
do	do do Shediac	40 00	do do
do	do do Westmoreland	86 67	do do
do	do do Bathurst	26 67	do do
do	do do Richibucto	80 00	do do
do	do do Northumberland	131 00	do do
do	do do Restigouche	73 33	do do
do	Seed Grain do Victoria	11 11	do do
do	do do Carleton	8 89	do do
do	do do York	26 66	do do
do	do do Shediac	13 33	do do
do	do do Westmoreland	22 22	do do
do	do do Bathurst	8 89	do do
do	do do Richibucto	26 66	do do
do	do do Northumberland	43 66	do do
do	do do Restigouche	24 44	do do
Nova Scotia	Medical attendance	90 25	Nova Scotia Indians
do	Relief	200 00	do do
do	Seed Grain	750 00	do do
		2,092 78	

DEPARTMENT OF THE SECRETARY OF STATE,

Indian Branch,

Ottawa, 1st November, 1869.

F—STATEMENT of Receipts and Expenditure as shewn in the Indian Books on account of the several Tribes and Funds during the year ending 30th June, 1869; shewing also the Balance of the several Accounts at the commencement and close of the year.

TRIBES OR FUNDS.	RECEIPTS.				DISBURSEMENTS.		CREDIT BALANCES.		REMARKS.
	Land, Timber, &c.	Interest on Investments	Annuities and Grants.	By Transfers.	By Warrant.	By Transfers.	1st July, 1868.	30th June, 1869.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Albert Anthony.....		28 79			595 98		574 27	7 18	
Abenakis of St. Francis.....		1 28					22 08	23 36	
Durham Indians.....		32 26					575 40	607 66	
Iroquois of Caughnawags.....		74 82					1,260 68	1,335 50	
Lake of Two Mountains Indians.....	375 00	24 87				37 50	419 05	781 42	
Lake Huron Indians on Missisaga River.....	35 50	16 25				1 75	298 18	348 18	
Lake St. John Indians.....		39 04					766 44	805 48	
Payment in liquidation of J. B. Clench's deficit.....		39 08					767 21	806 29	
Chief Tetomonais & his Band.....		56 82			94 14		969 77	932 45	
Ojibwas of Lake Superior.....		97 04		1,898 50	3,986 88		1,923 44	72 10	
Pottawatamies of Walpole Island.....		3 28					64 21	67 49	
Chippewas of the Thames.....	190 50	1,164 05	2,400 00		3,677 32	19 05	20,049 65	20,107 83	
Amalactes of Isle Verte and Viger.....		2 73					53 77	56 50	
Iroquois of St. Régis.....	729 10	1,815 61			1,760 61		30,685 22	31,469 32	
William Wabouek.....		101 90			101 92		2,025 64	2,025 62	
James Manace.....		76 42			76 44		1,519 23	1,519 21	
Nancy Manville.....		127 39			127 38		2,532 04	2,532 05	
Mohawks of Bay of Quinté.....	693 17	3,220 95	1,800 00		5,042 69	69 32	55,388 73	55,990 84	
Chippewas of Walpole Island.....	72 86	442 70	1,400 00		1,790 42	7 28	7,530 24	7,648 10	
Maintoulin Island, Unceded Portion.....		1 62					32 21	33 83	
Chippewas of Rama.....	337 58	575 78	1,866 00		2,849 48	33 75	9,454 19	9,790 32	
Mississaugas of Rice and Mud Lakes.....	80 00	140 44	2,568 00		2,766 76		2,154 56	2,154 34	
Mississaugas of Alnwick.....	212 00	1,354 63	2,570 00		4,100 18	5 20	22,233 58	22,264 83	
Batchewana Indians.....	56 98	143 00	101 50		475 39	5 69	2,919 71	2,740 11	

Chippewas of Sarnia.....	3,727 80	4,286 19	3,000 00	8,070 14	372 78	76,231 39	78,802 46
Ojibwas and Ottawas Manitoulin Island.....	576 60	258 74	228 40	1,022 46	68 04	4,848 29	4,821 53
Mississaugas of Skuog.....	100 00	103 43	391 90	494 20	10 00	1,936 41	2,027 64
Chippewas of Beausoleil.....	189 74	543 08	1,716 74	2,209 55	18 96	8,947 65	9,168 70
Six Nations of the Grand River.....	8,534 46	46,804 98	.....	48,631 97	863 43	803,107 14	808,961 18
Indian Schools.....	.....	2,574 58	.....	4,973 39	.....	46,864 19	44,485 86
New Brunswick Indians.....	9 25	10 01	1,200 00	1,052 53	.....	.....	.....
Garden River Indians.....	910 00	68 26	.....	366 92	91 00	1,193 97	1,714 31
Ojibwas of Lake Huron.....	.....	118 67	.....	4,521 40	.....	2,150 10	147 37
River Dessert Indians.....	2,804 57	502 59	2,400 00	662 20	280 45	7,925 93	10,299 69
Chippewas of Snake Island.....	122 63	283 18	844 64	1,099 72	12 24	4,204 69	4,342 18
Wyandotts of Anderson.....	1,601 70	2,593 46	.....	2,507 94	56 47	47,740 90	49,371 65
Nova Scotia Indians.....	.....	58 16	1,300 00	1,040 25	.....	250 00	565 91
Munsees of the Thames.....	49 00	133 28	.....	1,151 62	4 90	2,615 75	2,661 51
Mississaugas of the Credit.....	5,582 36	4,242 48	5,090 00	6,139 41	.....	66,124 51	73,899 94
Chippewas of Nawash.....	9,716 33	7,872 89	2,932 62	11,401 23	971 61	139,917 93	148,066 93
Lake Nipissing Indians.....	926 25	45 67	.....	.....	92 62	540 00	1,419 30
Moravians of the Thames.....	2,562 86	5,381 39	600 00	5,831 34	193 87	102,661 08	105,180 12
General Fund, Provisional Account.....	512 08	81 36	.....	75 00	229 40	1,536 15	1,835 19
Indian Land Management Fund.....	110 73	9,964 63	1,100 00	21,908 78	9 25	162,792 63	205,516 57
Lower Canada Indians.....	.....	2,205 93	4,400 00	7,125 34	.....	42,349 02	41,829 61
Chippewas of Saugeen.....	7,652 47	6,706 19	2,500 00	9,262 49	765 23	117,425 40	124,256 34
Serpent River Reserve.....	184 86	5 32	.....	.....	15 49	.....	144 79
Thessalon River Reserve.....	282 20	4 49	.....	.....	28 22	.....	258 47
Megannattewan and Nalacoutong Indian Reserves.....	60 00	.....	.....	.....	6 20	.....	56 80
Spanish River Indians.....	58 00	65	.....	.....	5 80	.....	52 85
Totals.....	49,028 68	104,427 36	42,020 00	165,333 37	4,265 50	1,804,576 63	1,884,001 33
						416 04	249 31
						1,804,160 59	1,883,752 02

1st July, '68, Dr. Bal. \$416 04.
30th June, '69, Dr. Bal. \$249 31.

DEPARTMENT OF THE SECRETARY OF STATE,
Indian Branch,
Ottawa, 1st November, 1869.

G—GOVERNMENT in Account Current with Department of Secretary of State (Indian Branch).

	DR.	\$ cts.	1869.	CR.	\$ cts.
1868.					
July 1st	To Amount of Balance	1,804,160 59	June 30th	By Amount of Payments between 1st July, 1868, and 30th June, 1869.	165,320 91
1869.					
June 30th	To Amount of Receipts from 1st July, 1868, to 30th June, 1869	244,912 34	June 30th	By Amount of Balance	1,883,752 02
		<u>\$2,049,072 93</u>			<u>\$2,049,072 93</u>

DEPARTMENT OF THE SECRETARY OF STATE,

Indian Branch,

Ottawa, 1st of November, 1869.

H—STATEMENT shewing the number of Acres of Indian Lands sold during the Year ending 30th June, 1869.

No. of Acres exclusive of Town Lots sold by the Lot.	To what Tribes belonging.	Comprising No. of Sales.	Amounts of Principal.	Average rate per Acre.
				\$ cts.
6,995½	Chippewas of Saugeen and Owen Sound	133	16,346 75	2 33
674½	Chippewas of Nawash	7	2,728 00	4 04
340	Six Nations of the Grand River	9	5,578 20	16 40
243	Batchewauning Bay Indians	3	98 60	0 40
85	Mohawks of Bay of Quinté	1	104 00	0 80
228	Chippewas of Lakes Huron and Simcoe	4	872 00	3 82
5,537	Ojibewas and Ottawas of the Great Manitoulin Island	47	1,320 70	0 24
80	Garden River Indians	2	130 00	1 62
.....	Chippewas of Sarnia	93	16,442 00	
14,183½		229	43,620 25	

DEPARTMENT OF THE SECRETARY OF STATE,
 Indian Branch,
 Ottawa, 1st November, 1869.

I—STATEMENT showing the quantity of Surveyed Surrendered Indian Lands remaining unsold, with their computed value, on 30th June, 1869.

Townships.	Where situated.	Estimated No. of Acres	Average value per Acre.
			\$ cts.
Amabel.....	Saugeen Peninsula.....	8,313½	2 50
Keppel.....	do do.....	1,376	2 50
do.....	do do.....	589	2 50
Albemarle.....	do do.....	21,193	2 50
Sarawak.....	do do.....	85½	2 50
Half Mile Strip.....	do do.....	415	2 50
Indian Reserve, Cape Croker.....	do do.....	425	1 00
Eastnor.....	do do.....	51,892	1 00
Lindsay.....	do do.....	69,084	1 00
St. Edmund.....	do do.....	66,720	1 00
Macdonald.....	Lake Huron, North Shore.....	18,561	0 20
Aweres.....	do do.....	21,544	0 20
Fenwick.....	do do.....	17,168	0 20
Kars.....	do do.....	10,354½	0 20
Pennefather.....	do do.....	17,894	0 20
Dennis.....	do do.....	3,518	0 20
Neebing.....	Lake Superior, Batchewanung Bay.....	20,660	0 20
Pai-Poonge.....	do do.....	43,846	0 20
Herrick.....	do do.....	7,205	0 20
Fisher.....	do do.....	12,241	0 20
Tilley.....	do do.....	13,261	0 20
Haviland.....	do do.....	3,821	0 20
Vankoughnet.....	do do.....	2,800	0 20
Tupper.....	do do.....	2,800	0 20
Archibald.....	do do.....	2,980	0 20
Tyendinaga.....	Bay of Quinté.....	7,165	2 50
Orford.....	County of Kent.....	215	4 68
Thorah Island.....	Lake Simcoe.....	853	4 00
Bidwell.....	Manitoulin Island, Lake Huron.....	26,201	} Agricultural Lands 20 cts. per acre. Mineral Lands \$1 00 per acre.
Howland.....	do do.....	20,016	
Shiguiandah.....	do do.....	27,583	
Billings.....	do do.....	21,053	
Assignack.....	do do.....	14,102	
Campbell.....	do do.....	38,980	
Carnarvon.....	do do.....	14,669	
Allan.....	do do.....	22,075	
Tehkummah.....	do do.....	17,888	
		622,546½	

DEPARTMENT OF THE SECRETARY OF STATE,
 Indian Branch,
 Ottawa, 1st November, 1869.

J—COMPARATIVE STATEMENT of the Population of the different Indian Tribes and Bands throughout Canada, between the Years 1868 and 1869.

Name of Tribe or Band.	Pop. in 1868.	Pop. in 1869.	Increase.	Decrease.	REMARKS
PROVINCE OF ONTARIO					
Oneidas of the Thames	529			9	
Chippewas and Munsees of the Thames	606	597	11		
Moravians of the Thames	259	270			
Wyandotts of Anderdon	70	72		2	
Chippewas, Pottawatamies, and Ottawas of Walpole Island	804				
Chippewas of Sarnia	485	522	37		
Chippewas of Snake Island	128	127		1	
do Rama	271	277	6		
do Christian Island	192	199	7		
Mississaguas of Rice, Mud, and Scugog Lakes	302	315	13		
Mohawks of Bay of Quinté	683	700	17		
Mississaguas of Alnwick	198	207	9		
Ojibways of Sandy Island	184	187	3		
Chippewas of Saugeen	292	300	8		
do Cape Croker	346	362	16		
Christian Island Band on Manitoulin Island	73				
Six Nation Indians on the Grand River	2,796	2,810	14		
Mississaguas, late of the River Credit, now on the Grand River	205	215	10		
Odahwas or Podahwadamies of Christian Island		44			
Chippewas of Lake Superior	1,263				
do Lake Huron	1,846				
Manitoulin Island Indians	1,300				
Golden Lake Indians	185				
PROVINCE OF QUEBEC.					
Iroquois of Sault St. Louis	1,601				
do St. Regis	801				
Nipissings, Algonquins, and Iroquois of the Lake of Two Mountains	611				
River Desert Indians	358				
Abenakis of St. Francis	268				
do Becancour	83				
Hurons of Lorette	297				
Amalecites of Viger		378			
Micmacs of Restigouche		113			
do Maria		200			
Montagnais of Point Bleu and Chicoutimi		137			
do Moisie and Seven Islands		584			
do Betsiamits		75			
do Grand Cascapedia		73			
do River Godbout		2,860			
Naskapees of the Lower St. Lawrence		85			
Golden Lake Indians					
PROVINCE OF NOVA SCOTIA.					
Indians of Annapolis	70				
do Colchester	60				
do Cumberland	75				
do Digby	65				
do Guysborough	100				
do Halifax	110				

J—COMPARATIVE STATEMENT of the Population, &c.—Continued.

Name of Tribe or Band.	Pop. in 1868.	Pop. in 1869.	Increase.	Decrease.	REMARKS.
PROVINCE OF NOVA SCOTIA.—Continued.					
Indians of Hants.....	90	.....	.....	.....
do Kings.....	100	.....	.....	.....
do Lunenburg.....	50	.....	.....	.....
do Pittou.....	195	.....	.....	.....
do Queens.....	110	.....	.....	.....
do Shelburne.....	55	.....	.....	.....
do Antigonish.....	180	.....	.....	.....
do Yarmouth.....	50	.....	.....	.....
do Cape Breton.....	180	.....	.....	.....
do Inverness.....	70	.....	.....	.....
do Richmond.....	160	.....	.....	.....
do Victoria.....	115	.....	.....	.....
PROVINCE OF NEW BRUNSWICK.					
Indians of Restigouche.....	60	.....	.....	.....
do Shediac.....	51	.....	.....	.....
do Northumberland.....	410	.....	.....	.....
Indian Village, Indian Point, opposite Fredericton..	1,000	.....	.....	.....
Indians of the County of Gloucester.....	52	.....	.....	.....
do Kent.....	383	.....	.....	.....
do Tobique.....	128	.....	.....	.....
do Dorchester.....	34	.....	.....	.....

DEPARTMENT OF THE SECRETARY OF STATE,
 Indian Branch,
 Ottawa, 1st November, 1869.

K—NUMBER of Letters, Petitions, &c., entered in the Registration Book of this Branch as received during the year, from the 1st of July, 1868, to 30th June, 1869.

Letters under which entered.	From No. (Both inclusive.)	To No.	Total No. received.	No. Checked as answered.	Extra entries on account of said Letters.		
					Township Index.	Name Index.	Total of extra entries.
A	147	195	49	36	91	26	117
B	711	933	223	140	62	20	82
C	539	682	144	85	71	24	95
D	442	527	86	55	10	14	24
E	24	32	9	9	12	1	13
F	87	139	53	48	8	7	15
G	657	852	196	128	27	25	52
H	198	279	82	53	15	9	24
I	21	23	3	3	11	4	15
J	77	95	19	19	3	4	7
K	58	82	25	18	63	2	65
L	153	201	49	43	10	8	18
M	278	373	96	83	58	74	132
N	47	63	17	17	14	27	41
O	118	161	44	25	63	6	69
P	174	359	186	29	17	46	63
Q	23	31	9	4	.....	4	4
R	123	171	49	11	14	14	28
S	299	391	93	79	60	60	120
T	127	151	25	17	53	8	61
V	21	22	2	2	3	3	6
W	334	464	131	93	23	13	36
Y	2	10	9	3	1	2	3
Z	.....	.....	.....	.....	2	.....	2
Mc.	379	465	87	71	6	11	17
			1,686	1,071			1,109

Number of Letters received in 1868-69	1,686
do do 1867-68	1,302
Increase in 1868-69	384
Number of Letters checked off as answered in 1868-69	1,071
do do 1867-68	898
Shewing an Increase in 1868-69, of Letters answered of	173
Extra Entries on Account of Letters received in 1868-69	1,109
do do 1867-68	823
Increase of extra entries in 1868-69 of	286
Total Number of entries in Registry Book in 1868-69	3,866
do do 1867-68	3,023
Increase of entries in 1868-69	843
Number of Letters written in 1868-69	1,531
do do 1867-68	1,158
Increase of number of Letters written in 1868-69	373
Number of Reports made during the year 1868-69	170
do do 1867-68	85
Increase in number of Reports in 1868-69	85
Number of Assignments Registered under the Act, 23 Vic. cap. 2, during the year 1868-69	59
do do do 1867-68	57
Increase in number of Assignments registered in 1868-69	2

DEPARTMENT OF THE SECRETARY OF STATE,
Indian Branch,
Ottawa, 1st November, 1869.

L—STATEMENT of the Condition of the various Schools established for the benefit of the Indian Youth throughout the Dominion of Canada, derived from the latest Reports received at this Office up to the 30th June, 1869.

Indian Reserve and Band.	Name of Teacher.	Salary per Annum.	From what Funds paid.	No. of Boys.	No. of Girls.	Total No.	REMARKS.
		\$ cts.					
PROVINCE OF ONTARIO.							
Mount Elgin Industrial School	R. E. Tupper	Not known.	Wesleyan Methodist Society and Indian Funds	29	19	48	A certain amount per head for a limited number of pupils is contributed from Indian funds.
Moravians of the Thames	A. A. Jones	300 00	Funds of the Band	30	20	50	
Wyandots of Anderton	James H. Crowley	250 00	do	4	12	16	
Chippewas of Sarnia	William Wawanosh	250 00	do	20	8	28	
do and Pottawatomes of Walpole Island	James Cameron	300 00	do do and English Church Mission Fund	45	6	51	
Chippewas of the Thames	Joseph Wancaush	200 00	Funds of the Band	17	15	32	
do	Joseph Fisher	200 00	do	15	13	28	
Chippewas of Sauguen	Henry S. Jones	200 00	do	17	22	39	
do	Mary A. Read	200 00	do	20	17	37	
Mississaguas of Lake Scugog	Not known.	Not known.	Wesleyan Methodist Society	12	16	28	
do	Mr. and Mrs. Schofield		do				
do	Mud Lake		New England Company	18	9	27	
do	Alnwick		do	16	15	31	
do	Rice Lake (Hiawatha)	150 00	Wesleyan Methodist Society				
Chippewas of Cape Croker	J. E. Reynolds	250 00	do				
do	D. Cradlock		\$200 00 from Church of England and \$50 00 from funds of the Band	24	16	40	
do	Miss Jacobs	100 00	\$50 00 from funds of the Band and \$50 00 from the Wesleyan Methodist Society				
do	William Law	250 00	from the Wesleyan Methodist Society	20	15	35	
do	Charles Grills	150 00	\$200 00 from Wesleyan Methodist Society and \$30 00 from funds of the Band	10	8	18	
do	Emma Jeffrey	200 00	Wesleyan Methodist Society	8	5	13	
do	G. Garrett	250 00	\$100 00 from Wesleyan Methodist Society and \$100 00 from funds of the Band	19	11	30	
Mohawks of the Bay of Quinté	John Wilson	417 00	\$200 00 from funds of the Tribes and \$50 00 from white people	15	20	35	
do	Luke Skry	40 00	\$217 00 from New England Company and \$200 00 from funds of the Band	12	22	34	
Ojibwas of Shawanega	J. A. Wood	250 00	Wesleyan Methodist Society	11	5	16	
Mississaguas of the New Credit on the Grand River	Francis Wilson	250 00	Funds of the Tribe	51	32	83	
do	Thomas Griffith	250 00	do	45	45	90	
Six Nations of the Grand River	No. 1		New England Company				

do	do	do 2/Mrs. Roberts	160 00	do	34	68
do	do	do 3/Isaac Barfoot	200 00	do	19	30
do	do	do 4/Mrs. Powles	160 00	do	31	60
do	do	do 5/Albert Anthony	200 00	do	20	30
do	do	do 6/Mrs. Beaver	160 00	do	11	8
do	do	do 7/Miss Hindman	160 00	do	20	42
do	do	do 8/Miss Crombie	160 00	do	20	18
do	do	do 9/G. E. Blackburne	200 00	do	19	12
Manitoulin Island, Indians of Wikwe- miking		Rev. J. Jenneaux	240 00	Indian Funds	90	66
do	at Manitowaning	Rev. J. B. Sims	100 00	do	35	22
do	at Sheguandah	Peter Gezhik and W. Barrel		Congregational Society		
Garden River Indians		Mrs. Chance	No Salary.	Church of England		No return.
Fort William Indians of Lake Superior		Rev. Father Choué				do
Manitoulin Island Indians at Little Current		Rev. Mr. Burkett	100 00	Indian Funds		do
PROVINCE OF QUEBEC.						
Micmacs of Restigouche		Joseph Dorais, through Rev. P. J. Saucier	200 00	\$150 00 from Indian funds		No return.
do	do	Rev. A. Audet	150 00	From Indian funds	12	5
Lake of Two Mountain Indians		Un frère des Ecoles Chrétiennes	Not known.	Seminary of Montreal	30	30
do	do	Les Sœurs de la Charité	do	do	30	30
do	do	Une Sœur de la Charité	do	do	12	20
Iroquois of Caughnawaga		J. B. Morrison	150 00	Indian Funds		32
Hurons of Lorette		J. G. Vincent	220 00	\$100 00 from Indian fund, \$120 00		Mr. Morrison was only em- ployed up to 30th Sept., 1868.
Abenakis of St. Francis		B. Des Fosses	156 00	Department of Instruction	Not known	45
do	do	Simon Annance	200 00	\$100 00 from Indian funds	13	16
River Desert Indians		Thomas White	150 00	from Colonial Church School Society	13	12
Golden Lake Indians		Campbell Blackburn	200 00	Indian funds	16	12
Bétiarnits Indians		Rev. Charles Arnaud		\$150 00 from Indian funds, \$50 00 by the Indians	11	6
Iroquois of St. Régis		Mrs. Powell	200 00	From Indian funds	28	24
						No regular school at Betsi- arnits; the missionary in- structs the Indian youth.

DEPARTMENT OF THE SECRETARY OF STATE,
Indian Branch,
Ottawa, 1st November, 1869.

No. 18

R E T U R N

To an Address of the SENATE to His Excellency the Governor General, dated the 14th May, 1869; Praying that His Excellency will be pleased to furnish to this House, a tabulated statement of actions entered in each of the several Vice-Admiralty Courts of the Dominion, since the 1st July, 1867; distinguishing the Provinces; giving the names of vessels arrested, the amounts recovered in each case; when final decree pronounced. The amount of costs taxed in each case; distinguishing those of Promovent from those of Respondent. The amount of Judges, Registrars, and Marshal's fees taxed in each case. The nature of the actions, viz. :—whether for Salvage, Collision, Wages, or how otherwise. What Salaries the Judges receive, independent of fees, and out of what fund paid, with the dates of their respective commissions.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE
OTTAWA, 21st February, 1870.

[In accordance with the recommendation of the Joint Committee on Printing the above Return is not printed.]

No. 19.

R E T U R N

To an Address of the HOUSE OF COMMONS, dated 23rd February, 1870; For Copies of Accounts rendered to the Government and placed before the Dominion Arbitrators for work and materials on Parliament Buildings, with Copies of the evidence taken before said Arbitrators and their award; also, the official Statement of Account from the Public Works Office, showing the several measurements and quantities of materials, with all Orders in Council or other documents relating to the subject.

By Command.

J. C. AIKINS,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 24th March, 1870.

No. 19.

R E T U R N

To an Address of the HOUSE OF COMMONS, dated 14th March, 1870; For "a detailed statement of all costs and charges connected with the repairs, alterations, and maintenance of Rideau Hall and Spencerwood, since the 30th June, 1868, up to the present time, including all expenses of heating and lighting the buildings, and all expenses connected with gardening, and every item of expense in any way, either directly or indirectly connected with the said buildings, giving the charges connected with each Department separately."

By Command.

J. C. AIKINS,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 25th April, 1870.

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

RETURN

To an Address of the SENATE dated 14th June, 1869, for a detailed Statement of the Expense incurred in keeping up the Parliament and Departmental Buildings at Ottawa, from the 30th June, 1868, to the present date, including the Salaries of the Superintendent, Employés and Watchmen in charge of the same, specifying in detail the total amount expended in fitting up, making alterations, grading grounds, lighting, heating, ventilating, furnishing and all other expenses incurred on the said Public Buildings, or in the maintenance thereof.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

Ottawa, 21st February, 1870.

OTTAWA, January 31st, 1870.

SIR,—I am directed by the Honorable the Minister of Public Works, in pursuance of an Address from the Senate, dated the 14th June, 1869, to transmit herewith a detailed Statement of the total amount expended from the 30th June, 1868, to the 30th June, 1869, in fitting up, making alterations, grading grounds, &c., in connection with the Parliament and Departmental Buildings, Ottawa.

The Address is also returned herewith.

I have the honor to be,

Sir,

Your obedient Servant,

F. BRAUN,

Secretary.

E. PARENT, Esq.,
Under Secretary of State for Canada,
Ottawa.

DETAILED STATEMENT of the total Amount expended in fitting up, making alterations, grading grounds, heating under the Department of Public Works, from the 30th day of June, 1868, to the 30th day of June, 1869.

	\$	cts.
Laying out Grounds	3,326	85
Alterations, improvements, &c.	9,050	20
Furniture	12,040	80
Repairs, maintenance, and cleansing	5,658	25
Heating	25,343	36
	\$55,419	46

DEPARTMENT OF PUBLIC WORKS,
Ottawa, 30th June, 1869.

RETURN TO AN ADDRESS OF THE SENATE, for a Statement of the Expenses of Maintenance of the House of Commons, from the 30th June, 1868, to the 1st July, 1869.

	\$	cts.
Ottawa Gas Company	3,146	22
Engineers, Assistants, &c., Heating and Ventilating	2,010	75
Watchmen	800	00
Removing Snow	316	00
Gas man during Session	69	00
House Carpenter, Wages and Materials furnished	614	40
Upholsterer's Account	130	40
Painting, Glazing, and Papering	907	52
Plumbing, Gasfitting, and materials furnished	725	06
Furniture	247	75
Cast Iron Rollers for Map of the Dominion	151	45
Tradesmen for Carpets, Cocoa Matting, &c.	1,277	17
	\$10,395	72

WM. B. LINDSAY, Jun.

THE CLERK'S OFFICE,
HOUSE OF COMMONS,
10th February, 1870.

RETURN TO AN ADDRESS OF THE HONORABLE THE SENATE of the 14th June, 1869,
for a Statement of the Expenses incurred in keeping up the Parliament and
Departmental Buildings at Ottawa, from the 30th day of June, 1868, to the
14th day of June, 1869.

	\$ cts.
Samuel Skinner, Jun., for Upholstery work	393 27
Martin Battle, for Measuring Fire Wood.....	25 00
Andrew Kerr and others, for attendance on the Steam Apparatus.....	101 40
Ottawa Gas Company, for Gas	2,061 20
James McCarron, for Fire Wood	147 82
Blyth & Kerr, for a Kitchen Range, and for Plumber's and Gas Fitter's Work	600 00
George Russell, for Plaster Work	10 00
Insurance on Library and Furniture	647 50
Samuel Rogers, for Carpentry Work	516 62
William McKay, for Painting and Papering	389 21
William Midford, for Locksmith's work	7 23
John Dougall, for Dominion Grate Bars for Furnaces.....	192 13
R. H. McGreevy, for Carpentry and Mason's work	423 22
Young & Radford, for attendance on Clocks	49 50
William Donohue, for removing Snow	474 10
Angus & Son, for Cabinet work	216 00
William Drum, do do	48 00
	\$6,302 20

(Attest,)

JOHN F. TAYLOR,
Clerk to the Senate.

RETURN TO AN ADDRESS OF THE SENATE for a Statement of the Salary of the
Superintendent, Wages of the Watchmen, &c., in charge of the Departmental
Buildings, and also the Expenses of Lighting the same from the 30th June,
1868, to the 30th June, 1869.

	\$ cts.
Superintendent	(No Salary)
Watchmen, &c., 30th June, '68, to 30th June, '69.....	1,682 00
Ottawa Gas Company, Lighting	2,224 80
	\$3,906 80

JOHN LANGTON,
Auditor.

THOMAS ROSS,
Accountant Contingencies.
Ottawa, 17th February, 1870.

RETURN

To an ADDRESS of the SENATE, to His Excellency the Governor General, dated the 9th June, 1869, praying His Excellency will be pleased to cause to be laid before this House, Copy of the Report on the Harbor of Quebec, made by T. Trudeau, Esq., Deputy of the Minister of Public Works, and Mr. Ross, together with the instructions given to those gentlemen in the course of last Autumn, together with the Petitions and Memorials which led to the said report.

By command.

J. C. AIKINS,

Secretary.

DEPARTMENT OF THE SECRETARY OF STATE,
22nd February, 1870.

[Printed in a Condensed Form.]

To the Honorable H. L. LANGEVIN,
Secretary of State of Canada.

The humble Memorial of the undersigned, represents:—

That the precarious position in which they find themselves, induces them to anticipate the time for rendering their annual account, which they will transmit as usual, with circumstantial details, after the close of the fiscal year,—that is to say, at the end of February.

That Commissioners were appointed in November, 1859, in pursuance of the Act, 22 Victoria, c. 32, "for the Improvement and Management of the Harbor of Quebec," with authority to borrow any sum not exceeding £300,000 sterling, for the purposes of the said Act.

That under the authority of the said Act, the Commissioners borrowed \$685,600.00.

\$543,000 at.....	8	per cent.
70,000 at.....	7	”
72,000 at.....	6	”
600 at.....	6½	”

\$685,600

with which they purchased and completed the extensive wharf known by the name of *Pointe à Carcy* Wharf, the East India, the West India, and Wellington Wharves, and Atkinson's, Marmette's and Reynar's Wharves.

That being desirous to afford every possible facility to navigation, and to avoid causing any delay in the loading and unloading of vessels, the Commissioners put these wharves in good order; that they built a grain elevator and extensive warehouses for the reception of grain from the West, in anticipation of a trade, which the late insurrection in the United States diverted from the course it had been commonly expected in Quebec that it would take.

That in order to give effect to a suggestion made by Commander Orlebar, in his Report to His Excellency Sir Edmund W. Head, Governor General, dated 29th February, 1860, the Commissioners purchased a considerable extent of beach at the mouth of the River St. Charles, where it enters the St. Lawrence; and that they built a wharf there 1,075 feet long, to receive the ballast brought by ships, which had previously been thrown into the river; that this wharf serves as a breakwater for the protection of all wharves to the west of it, and affords to the many vessels that can lie alongside of it at the same time an anchorage in fifty feet of water at low tide.

That the Commissioners hoped that the revenues of these various properties, added to the receipts from tonnage duties, would suffice for the payment of interest and of the cost of maintenance.

That, unfortunately, the two last years have been very bad for trade; and that there has been a difference of nearly two hundred vessels between the arrivals of this year, and those of preceding years.

That this source of revenue, which yielded \$36,160.72 in 1863, \$34,373.00 in 1864, \$34,224.21 in 1865, \$28,539.15 in 1866, did not yield more than \$26,203.38 in 1867.

That on the 1st January, 1867, sixty debentures of one thousand dollars each, arrived at maturity; that the Commissioners issued new debentures, and placed them in the market, but without finding purchasers; that they borrowed fifty thousand dollars from *La Banque Nationale*, and deposited the fifty new debentures, bearing numbers from 488 to 537, both inclusive, as collateral security for the loan.

That on the 1st July they had recourse to the Bank again, in order to be enabled to meet \$26,792.00 of interest due at that date, and that they repayed this loan in the course of the summer.

That on the 1st of January of this year, the Commissioners had to pay—

For Interest.....	\$26,792 50
For Amount of Accounts	2,100 85
For unclaimed Interest	120 00
For amount of Matured Debentures	20,000 00
For Sinking Fund.....	16,001 72

\$65,015 07

and that they had in hand only about \$5,000.00.

That not being able to sell any debentures, they negotiated a loan from *La Banque Nationale* of \$21,000.00, to pay interest due on their debentures, and another from the Union Bank of Lower Canada, of \$20,000.00, to redeem the debentures due at that date.

That in accordance with the provisions of sub-section four of section nine of the Act 22 Victoria, c. 32, "to provide for the Improvement and Management of the Harbor of Quebec," they resolved to sell a portion of the sinking fund (\$37,286.07) in order to repay the Union Bank of Lower Canada, and pay part of the new debt contracted to *La Banque Nationale*; and that having done so, there remained of that debt a

Balance of	\$4,588 48
Which with the former loan of.....	50,000 00

Formed a total of..... \$54,588 48

represented by two bonds payable at the end of March next.

That in the course of the year 1868, the Commissioners will have to pay—

The last mentioned sum of.....	\$54,588 48
Interest, due 1st July.....	27,432 50
Debentures maturing.....	20,000 00
Sinking Fund.....	16,000 00

Say, in all, a sum of..... \$118,020 98

That without assistance from the Government, it will be impossible for them to meet their engagements, and that the consequence will be a sudden and enormous depreciation in the value of the debentures; inability on their part to continue the works of improvement, and the total ruin of many families, among which are those of several poor widows, who had invested their little all in the purchase of these debentures, and who depended on the income from them for the support of their own, and their children's existence.

That the Government has frequently assisted the Harbor Commissioners of Montreal, under similar circumstances, by advancing money, or by giving its guarantee, that is to say, by guaranteeing the payment of interest on a loan of£121,683 6s. 8d.

By advancing on the security of debentures for £40,000 bearing interest at five per cent..... 48,666 13 4

£170,350 0s. 0d.

Or \$681,400 00

By purchasing debentures bearing interest at 5 per cent. for the Upper

Canada Clergy Reserve Fund, to the amount of..... \$211,266 68

By grant in 1860..... 500,000 00

By grant in 1861..... 60,000 00

\$1,452,666 68

Wherefore, your memorialists pray that you will come to their assistance while it is yet time, by granting the guarantee of the Government, either in the form of a redemption of the bonds issued by the Commissioners with Government Bonds at 6 per cent., or in any other form that the Government in its wisdom may deem best.

And your memorialists, as in duty bound, will ever pray.

The Québec Harbor Commissioners by

J. B. MARTEL,
Secretary-Treasurer.

QUEBEC, 17th February, 1868.

HARBOR COMMISSIONERS' OFFICE,

QUEBEC, 16th November, 1868.

SIR,—I have the honor to commend to your favorable consideration, the enclosed Memorial of the Quebec Harbor Commissioners, and to remain

Your very humble and obedient Servant,

J. B. MARTEL,
Sec. Q. H. C.

The Honorable

H. L. Langevin, C. B.

Secretary of State of Canada,

&c., &c., &c.,
Quebec.

To the Honorable Hector L. Langevin, C. B.,
Secretary of State of Canada, &c.

The humble memorial of the undersigned sheweth :—

That the Quebec Harbor Commissioners were appointed in November, 1859, in pursuance of the Act of the Provincial Parliament, 22 Vict. ch. 32, "for the Improvement and Management of the Harbor of Quebec," with authority to borrow £300,000 sterling for the purposes of the said Act.

That under the said Act the Commissioners borrowed \$684,600.00, of which

\$542,000 00 at	8	per cent.
600 00 ,,	7½	,,
70,000 00 ,,	7	,,
72,000 00 ,,	6	,,
<u> </u>		
\$684,600 00		

with which they purchased, repaired, and completed the extensive *Pointe à Carcy Wharf* the *East India, West India, and Wellington Wharves*, and *Atkinson's, Marmette's, and Reynar's Wharves*.

That being desirous of affording all possible facilities to navigation, and to avoid causing any delay in the loading and unloading of vessels, the Commissioners put those wharves in the best possible order.

That they built a grain elevator and extensive warehouses for the storage of western produce, in anticipation of a trade which the insurrection in the United States diverted from the course it had been commonly expected in Quebec that it would take.

That in order to give effect to a suggestion made by Commander Orlebar in his Report to Governor General Sir E. W. Head, dated 29th February, 1860, the Commissioners built a wharf 1,075 feet long, at the mouth of the River St. Charles, where it enters the St. Lawrence, to receive ballast from ships, which it had been customary to throw into the river.

That this breakwater protects all the wharfs to the west of it, and affords the numerous vessels that can lie alongside of it at the same time an anchorage in fifty feet of water at low tide.

That the Commissioners had reason to hope that the income from these different properties, with the duties levied on tonnage, would suffice for the expenses of keeping them up, and for the payment of interest on their loan.

That, unfortunately, the years 1866 and 1867 were bad for trade, the arrivals in those years being less by at least two hundred ships than in the preceding years :—

That the income, which had been \$36,172.00 in 1863, \$34,373.00 in 1864, \$34,221.00 in 1865 \$28,539.15 in 1866, did not exceed \$26,203.38 in 1867.

That on the 1st January, 1867, sixty debentures of \$1,000 each arrived at maturity, that the Commissioners issued new debentures and offered them for sale, without finding buyers; that they borrowed \$50,000.00 from a bank, and deposited as collateral security for the payment of that sum fifty of these new debentures, numbered from 488 to 537, both inclusive.

That on the 1st of July they had recourse to the bank again, in order to be able to meet the interest due at that date, amounting to \$26,792.50, the loan of which sum they repaid in the course of the summer.

That on the 1st of January, 1868, the Commissioners had engagements to meet to the amount of \$65,015.07, and that their cash in hand amounted to about \$5,000 only.

That, not being able to sell debentures, they negotiated a loan of \$21,000.00 to pay interest due, and another of \$20,000.00 to redeem debentures falling due at that date.

That in pursuance of the provisions of sub-section 4 of section 9 of the Act 22 Vict.

cap. 32, intituled, "An Act for the Improvement and Management of the Harbor of Quebec," they resolved to sell their sinking fund (amounting to \$37,286.07) to pay part of the new debt so contracted.

That there remained unpaid a balance of \$4,588.48, which, added to the first loan of \$50,000.00, forms a sum of \$54,588.48, represented by promissory notes.

That, under these circumstances, the Commissioners thought it their duty to apply to the Government for assistance, and with that view addressed a memorial to it, setting forth the facts of the case.

That the result of that memorial was an amendment of the Act 22 Vict. cap. 32, by which the mode of appointment of new commissioners was established, and their power of borrowing was restricted and defined.

That the change provided for by the law having taken place, the new Commissioners went to work, and specially devoted several consecutive sittings to the consideration of their financial situation.

That their income for the present year will probably amount to \$50,200.00, while their engagements amount to :—

Interest	\$54,225 00
Salaries, rents taxes, and necessary works	11,160 00
	\$65,385 00
Leaving a deficit of	15,185 00
Adding to this deficit the amount of the floating debt ..	54,488 48
And the amount of debentures over due	20,000 00
	\$89,773 48

for the payment of which the Commissioners have no means.

Wherefore, your memorialists pray, that you will come to their assistance (as the Government has often done already in the case of other corporations, as, for instance, in that of the Montreal Harbor Commissioners), by a loan of \$100,000, at a rate of interest not to exceed five per cent., whereby the Commissioners will be enabled to reserve the Trust from the precarious position in which it is placed, and that position will be converted into one of merely temporary embarrassment.

While making this request to the Government of Canada, the Commissioners are desirous of securing to it the payment in full of the interest on such a loan; they will, therefore, call a meeting of the holders of their debentures, and will endeavour to induce them to accept twenty-five per cent. less interest per cent. per annum on their debentures, in the event of the Government making the loan.

The annual interest would then be reduced from \$54,225.00 to \$40,668.75, and as the average receipts for the last six years (including two very bad years for trade) have been \$50,492.00, the Commissioners, anticipating a favourable reaction, would be confident of being able to restore their finances to a prosperous state, aided as they would be by the tendency of such action on the part of the Government, immediately to inspire confidence in the value of the bonds of the Commission.

Your Commissioners are desirous of being relieved, for a time, from the obligation to provide a sinking fund, and of its being provided that any surplus of annual income should be applied directly to the reduction of the debt; and they reiterate their prayer for assistance from the Government, in some shape or other, either by a loan, as prayed for, or by an increase of the powers of the Commissioners, or lastly, by action under the Nineteenth Section of the above cited Act, 22 Victoria, c. 32.

For it would be infinitely to be regretted that such valuable properties, available for use by the thousands of vessels which frequent the Port of Quebec, one of the finest ports in the Dominion of Canada, and kept in such good order with great economy, should

be neglected, or be sold at an enormous sacrifice, for the payment of the floating debt.

And your memorialists, as in duty bound, will ever pray.

The Quebec Harbor Commissioners.

J. B. MARTEL,
Secretary-Treasurer.

Quebec, 16th November, 1868.

On the Petition of the Quebec Harbor Commissioners, praying for aid, the undersigned has the honor to Report:—

That this Trust was originally created by the 22nd Vict., c. 32, and was composed of five Commissioners, of whom three were named by the Government, the other two being the Mayor of Quebec, and the President of the Board of Trade for the time being, but by the 31st Vict., c. 79, the two latter Commissioners were done away with, and the bondholders were empowered to elect two others in their stead.

It appears the Commissioners have incurred debt to the extent of \$684,460.00, the greater part being at 8 per cent. interest.

They allege that they now owe \$74,588.00 of floating debt, and that in addition there is a deficiency, between Revenue and Expenditure on the year, of \$15,185.00, and making a total present exigible debt of \$89,773.00. For this they ask a loan from the Government.

It would appear that there is, and has been, heretofore, a considerable annual deficit between the income and payments.

Their revenue is derived, partly from wharfage and moorage dues on property they have acquired, and partly from the tonnage dues of five cents per ton they were authorized to impose by a subsequent Act, the 25th Vict., c. 46.

The Government have the power to add to the wharfage dues, if those authorized by the original Act should be insufficient to meet the charges on the revenues, but there is no power to increase the tonnage rates.

It is expressly provided by the 10th sect. of 22nd Vict., that the Government shall be in no way responsible for the debts contracted by the Commissioners, but as three out of the five Commissioners are appointed by the Government, it would seem to be the duty of the Government to inquire into the manner in which the Trust has been administered, and also, as long as the Commission is constituted as it is, to see that the revenues are made available to the creditors.

Before any recommendation as to any future course can, however, be made, the undersigned considers it indispensable that there should be an inquiry into the real position of the Trust, more especially with reference to the following points:—

First. What does the property of the Trust consist of? What is its real value? What was paid for it? From whom was it purchased? And was the price paid excessive? And are the works such as can properly be considered in the nature of public improvements to the navigation?

Second. Has the annual expenditure, both as respects salaries and the number of persons employed, &c., for maintenance and repairs, been reasonable, and is it susceptible of reduction?

Third. Can the wharfage and other dues be raised, so as to augment the income, and are the sources of Revenue made the most of? If not, in what way can they be increased?

Fourth. Who are the holders of the bonds of the Trust? At what rates were they issued, and were they offered to public tender, or how were they disposed of?

Fifth. Can any, and which, of the properties be judiciously sold?

Sixth. Are the creditors willing to submit to any and what diminution on their capital, or interest, so that the revenue and expenditure may be equalized?

He, therefore, recommends that full and minute inquiry on the foregoing points may be made, and that Toussaint Turdeau, and Charles Smith Ross, Esqrs., be appointed for that purpose.

(Signed,)

JOHN ROSE, Minister of Finance.

December, 1868.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 7th December, 1868.

The Committee have had under consideration the annexed memorandum, from the Hon. the Minister of Finance, on an application from the Quebec Harbor Trust, for assistance to enable them to meet their liabilities, and they respectfully advise that the gentlemen named in the memorandum, be appointed to inquire into and report on the points referred to by the Minister of Finance, whose recommendation they submit for Your Excellency's approval.

Certified.

W. H. LEE,
Clerk, Privy Council.

To the Hon. the Minister of Finance.

"Application of Quebec Harbor Commissioners."

The undersigned, appointed by Order in Council of date 7th December, 1868, to examine into the affairs of the Quebec Harbor Trust, have the honor to submit the following Report:—

Our attention has been more particularly directed to the following points, as directed in the memorandum of the Honorable the Minister of Finance.

1. What does the property of the Trust consist of?

What is its real value?

What was paid for it?

From whom was it purchased?

Was the price paid excessive?

Are the works such as can be properly considered in the nature of public improvements to the navigation?

2. Has the annual expenditure, both as respects salaries and the number of persons employed, &c., and amount paid for maintenance and repairs been reasonable, and is it susceptible of reduction?

3. Can the wharfage and other dues be raised so as to augment the income, and are the sources of revenue made the most of? If not, in what way can they be increased?

4. Who are the holders of the bonds of the Trust, at what rates were they issued, and where they offered to public tender, or how were they disposed of?

5. Can any, and which, of the properties be judiciously sold?

6. Are the creditors willing to submit to any, and what, diminution on their capital or interest, so that the revenue and expenditure may be equalized?

We visited Quebec, and upon application at the office of the Harbor Commissioners, Mr. Martel, the Secretary-Treasurer, gave us every facility for investigating the affairs of the trust. The Chairman was absent.

We subsequently conferred with Mr. Dunscomb, Collector of Customs; Honorable Mr. Irvine, Solicitor to the Commissioners; Captain Armstrong, Harbor Master, and others, from whom we believed we could get reliable information.

As a preliminary step, we took out a balance sheet from the books as they stood on the evening of 12th inst.

We would here note that the books appear to have been regularly and properly kept by Mr. Martel, and that the office duties have been conducted throughout the period of his charge, with attention and efficiency.

It will be most convenient to take up first the financial position of the Trust, and reply to points 2, 3, 4, and 5, and thereafter to remark upon the various properties of the trust.

A condensed statement, Appendix B., shows the liabilities and assets as they would be, if the books had been balanced for the year on 12th inst. (the usual period for closing them has been 28th February.)

It will be seen from this condensed statement that there would be a balance of \$19,449.03, at debit of profit and loss account, which may be called the present deficiency arising from the whole proceedings of the trust, and to this the bills payable \$54,000.00, and coupons, maturing 2nd January, \$24,000.00, may also be fairly added, making a total deficit of \$98,000.00 in round figures, less \$14,000.00 of cash items.

On the other hand, there is a balance of \$47,513.88 at credit of "Beach and Deep Water Lots" account. This arises from these lots, which were donated to the trust by the Government at, first having been "granted" to sundry individuals at stipulated amounts, bearing an annual rent by way of interest. The individual parties have been charged with the principal sums, and periodically with interest or rent, and in this way the "Beach Lots" account having been credited with the principal charged to these parties, shows the Cr. balance. In the position of the affairs of the Trust, it would be well to have that balance carried to credit of profit and loss, which would extinguish the present debtor balance of the latter account, and leave \$28,000.00 to be applied in reduction of such of the properties as show cost in excess of the present value. Meantime, we deduct the \$47,513.00 from the total cost of the properties, as a convenient disposition of the item.

The causes of the financial embarrassment of the Trust may be thus briefly stated.

1. The properties, as a whole, are yielding only $2\frac{1}{2}$ per cent. upon their cost, while the Trust has been paying 8 per cent. on say five-sixths of the bonds on which the money was raised to acquire and improve the properties. The tonnage duties were inadequate to meet the annual deficit.

2. The mode of issuing the bonds was injudicious. Instead of having an important amount negotiated through a channel commanding access to monied circles, and at a fair rate of interest, comparatively minor amounts were issued through a broker, and at 8 per cent. interest, thus establishing, at the outset, that the Commissioners could not borrow at 6 per cent. Then, instead of purchasing properties for cash, bonds were used, adding to cost and rate of interest. Some of the bonds were sold at a premium varying from $\frac{1}{2}$ to 5 per cent, but the greater part were sold at par, and the total premiums received only amounted to \$1,834. The Commissioners twice advertised for tenders for bonds, but no sales resulted from this mode of action.

3. The progressively increasing deficiency in the revenue as compared with interest to be paid.

The position of the trust at present is financially critical, and if the January interest on the bonds be not met, and an arrangement made for extension of time on the principal, the most serious consequences must ensue. A portion of the bonds, \$20,000.00, fell due 1st July last, and are unpaid. One holder of \$4,000 has instituted proceedings, and judgment will be got in due course. (Another mistake about the bonds was their having been issued at first at short dates—a very grave error.)

The Trust owes—

Bills payable to Banque Nationale.....	\$54,000 00
Bonds due 1st July, 1868	20,000 00
January Coupons \$23,992, say	24,000 00
City Taxes estimated at	3,000 00
	<hr/>
Subject to immediate demand	\$101,000 00
Against which there are cash items \$13,980.00, say ..	14,000 00
	<hr/>
Balance	\$87,000 00

The Banque Nationale holds \$58,000.00 of bonds as collateral security for its claim. No doubt terms could be made with the bank for extension of time on a part of the debt, provided some general and comprehensive scheme for extension of time and reduction of rate of interest were simultaneously effected with the bondholders.

The total debt of the Trust stands thus:—

Bonds	\$684,600 00	
Less	58,000 00	
	<hr/>	\$626,600 00
Bills payable		54,000 00
January coupons		24,000 00
Taxes		3,000 00
		<hr/>
		\$707,600 00
Less cash items		14,000 00
		<hr/>
		\$693,600 00

Interest at 6 per cent. on this would be \$41,616.00, while, by statement, Appendix C., it will be seen that the net revenue is but \$42,000.00, or deducting taxes \$39,000.00. An allowance of \$4,000.00 should be made annually for maintaining the properties in repair, not to speak of a sinking fund for redemption of the bonds if re-arranged.

Having alluded to a sinking fund, it may be well to add here, that formerly there was a sinking fund, the investments of which amounted to \$32,000.00; but in January last the Commissioners ordered these securities to be sold, and the proceeds were applied to redeem bonds then matured. We are not satisfied that this course was in order, for it practically gave a preference to the holders of these bonds, when it was evident that those maturing in July could not be paid. But we were informed that the Commissioners held themselves justified by the terms of the 4th sub-section, section 9, Act 22 Vict., cap. 32. The realization of these securities resulted in a difference of \$914.51, charged to profit and loss.

From the books, and the best consideration we have been able to give to the point of maintenance and repairs, we are of opinion that there has been no unnecessary expenditure in this respect, and that what has been done has been reasonable. But as to the primary erections we have to state, that the Elevator has been a most unproductive investment. It cost \$19,053, and beyond a small return from warehousing there has been no revenue from it. Again, the Dredge, costing \$10,000, has never been in use, and, as we are told, is practically useless. Of the Breakwater, also, yielding no revenue (almost), we shall speak hereafter.

Regarding salaries, we think the \$2,000 allowed to the chairman formerly, was wholly in excess of what the duties called for; but since the death of Mr. Pemberton nothing has been paid to the chairman. On reference to Statement, Appendix C, it will be seen that the staff could not be reduced in number, nor could efficient employees be got for smaller salaries.

Regarding the question of raising the charges, we are decidedly of opinion that even if practicable it would be highly injudicious. The tonnage dues are limited by law to five

cents. It is true that the Breakwater, particularly, was intended to be in every way a public improvement to the Harbor of Quebec (and the other properties give facilities, limited, to a certain number of ships) and upon this ground every vessel coming into the harbor might be properly called upon to contribute both to cost and maintenance of the works. But it is also true that many of the vessels do not use any of the Trust properties, and as the tonnage duties are very generally complained of, we consider that they ought not to be increased.

As regards the charges for wharfage, an increase is also impracticable. There are so many private wharves and coves at Quebec, to which, during the slack season particularly, masters are urged by the proprietors to bring the ships at half or a third of the usual rates, that we think it useless to attempt to raise those of the Trust wharves. The case is wholly different at Montreal. There the Harbor Commissioners own all the wharves, and can dictate charges. At Quebec this is impossible. So far as we can learn no effort is wanting to secure business for the wharves of the Trust.

Regarding sales of any of the Trust properties, we are of opinion that none of them could be sold at present (apart from the question whether they could be sold without legislation and consent of the bondholders). There is no demand for harbor property, and Statement, Appendix C, shews how little the properties yield in almost all cases. Then the city taxes are now nearly equal to one-fourth of rentals, including water rates, and are steadily increasing.

As to the bonds, in Appendix D is a list of the parties to whom the larger amounts were issued. Also a list of the principal holders, or at least of those who last year presented the coupons in large amounts. (It is evident that the bankers and banks in the list are probably only holders for others, not owners.)

We did not feel that we were in a position to approach the bondholders in order to ascertain whether they would agree to a reduction of principal or of interest. We could not state whether Government was disposed to assist or not—and being unable to make any statement upon that point, and in the absence of any proposition from the Commissioners, we could not expect the bondholders to make any overtures of compromise. We are informed that if the Government intimated a disposition to assist, in the contingency of a practicable mode of doing so being shewn, even without indicating the manner or extent of aid, the Commissioners would then call a meeting of the bondholders, submit a statement, and ascertain whether any and what modification would be concurred in.

We now come to the consideration of a remedy for the position, when it is found impracticable to raise the annual revenue in any material degree.

And here we would observe, that as stated by the Honorable the Minister of Finance, since the Government had the nomination of a majority of the Commissioners, the bondholders would naturally consider that although no legal liability attached to the Government, still that the nomination implied a certain (moral) liability which might be held as sufficient to dispose the Government to assist, if assistance could properly be given.

Assuming that this view of the case were entertained, we are of opinion that there are only two ways in which Government could assist, and that the first would merely be a temporary relief, and of itself insufficient.

1. The Provincial steamers have the exclusive use of the property known as "Atkinson's Wharf." This property cost \$50,749. Government pays \$2,800 per annum as rent. A rent of \$4,000 is paid by the lessee of the adjoining wharf (Gibbs), although it has neither storehouse nor offices. Thus a rental of \$3,000 per annum (which would be six per cent. on \$50,000) would not be excessive. If, as we are informed, the properties of the Trust could not be sold without consent of the bondholders, a long lease might be entered into, and paid for by Government, or such lease might be made the basis and security for a loan of \$50,000. Government would have the rent in its own hands to meet the interest. Such a loan would meet the January coupons, \$24,000, and reduce the debt to Banque Nationale; also to arrange an extension of time on the bank's balance.

2. But this assistance would only be of partial value, and we now come to the consideration of another plan which has been suggested, viz., Might not Government take

the whole properties of the Trust, and arrange to give to the bondholders Government bonds for a part of their present bonds, which latter would be surrendered ?

Calling the whole present debt in round numbers \$700,000, and assuming that the bondholders would give up their bonds, and take Government five per cent. bonds for eighty per cent. of the former. Then the \$700,000 would be reduced to \$560,000, the interest on which would be \$28,000.

The lowest total revenue of the trust was that of last year (1868), say	\$46,287 00	
Deduct general charges	\$4,000 00	
For annual repairs.....	4,000 00	
		<u>8,000 00</u>

Net Revenue \$38,287 00

This would leave say \$10,000 annually to form a sinking fund to extinguish the new bonds.

Unless assistance be given, we see nothing for the Trust but protracted litigation, with great loss and inconvenience to many of the bondholders.

Regarding the value of the properties of the Trust, the test of value being generally held to be what a property yields, since those of the Trust yield but 2½ per cent. on their cost as a whole, large reductions on the amounts which appear in the books as the cost would have to be made. The only property which brings a tolerable return is the Atkinson Wharf.

As to the prices at which the properties were purchased, all we can say is that they do not apparently exceed the value of the site, adding the cost of erecting the buildings and wharves.

On the question whether the works can be considered in the nature of "public improvements to the navigation" we would observe, that, doubtless, all the works erected have been designed as public improvements, having for their object the better accommodation of ships visiting the port. The results, however, would seem to indicate that the construction of the breakwater ought to have been delayed for some years.

All of which is respectfully submitted.

(Signed)

C. S. ROSS,
T. TRUDEAU.

APPENDIX B.—Condensed Statement of Liabilities and Assets, Quebec Harbor Commissioners, December 12, 1868.

LIABILITIES.		\$	cts.	ASSETS.		\$	cts.	\$	cts.
Harbor Debentures, held by Public	Banque Nationale, as collateral to \$54,000.00 Bills Payable	626,600	00	Sundry Debtors for Beach Lots		47,524	93		
Bills Payable	Due to Cullard and Gusy	58,000	00	Salt Warehouse		6,341	34		
				Grain Warehouse		11,333	09		
				Atkinson's Wharves		47,698	06		
				W. I. and Wellington Wharves		77,728	84		
				Reynar's Wharf		7,499	75		
				Breakwater		199,160	55		
				East India Wharf		39,897	23		
				Harbor of Quebec Elevator, Dredge, Boats, &c.		35,063	56		
				Point à Carcy Wharf		221,559	95		
						\$693,807	30		
				Less, Amount at Credit, Beach Lots Account		47,513	88	646,293	42
									951 62
				Office Furniture		2,000	00		
				Missing Debentures (Quebec Bank)		68,833	10		
				Banque Nationale		58,000	00		
				Less, Bonds				10,833	10
				Cash				418	33
								13,251	43
				Sundry Debtors, Poston		300	00		
				Leaycraft		40	00		
				Christopherson		215	00		
				La Caisse d'Econ		54	50		
				Aurora		120	00		
				Banque Nationale Bonds		19,916	05		
				Profit and Loss Account		201	64		
				General charges		2,432	88		
				Interest		25,367	36		
				Coupons		414	35		
				Insurance		2,969	89		
				Officer's balance				51,302	17
				Deduct, Bonded Warehouse		164	56		
				Revenue Account		2,459	38		
				Tonnage Account		28,906	55		
				Wharfage Account		322	65		
						31,853	14	19,449	03
								\$738,675	00
								\$738,675	00

APPENDIX C.

REVENUE AND EXPENDITURE, QUEBEC HARBOR, 1868.

REVENUE.	\$ cts.	\$ cts.	\$ cts.
Salt Warehouse.....		38 39	
Grain Warehouse.....		120 94	
Atkinson's Wharves.....		3,061 67	
Point à Carcy Wharf.....		3,618 91	
Wellington Wharves.....		2,566 87	
Reynar's Wharf.....		525 00	
Breakwater.....		2,563 14	
East India Wharf.....		1,959 62	
Bonded Warehouse.....		164 56	
Wharfage Generally.....		322 65	
Beach and Deep Water Lot Interest.....		2,459 38	
		17,381 13	
Tenage Dues.....		28,906 55	46,287 68
EXPENDITURE.			
Salaries:—			
J. B. Martel, Secretary-Treasurer.....	1,600 00		
W. Simons, Superintendent of Works.....	1,200 00		
G. Valin, Wharfinger.....	500 00		
J. F. Golden, Warehouse Keeper.....	400 00		
U. Binet, Messenger.....	260 00		
		3,960 00	
Rent of Office.....	200 00		
Fuel and Coal, about.....	75 00		
Sundries, about.....	50 00		
		325 00	
			4,285 00
Probable Net Revenue.....			\$42,002 68
Interest at 6 per cent. on \$72,000 Debentures.....	4,320 00		
" 7 " 70,000 " 	4,900 00		
" 7½ " 600 " 	45 00		
" 8 " 484,000 " 	38,720 00		
" 7 " on Bills Payable \$54,000 		47,985 00	
		3,780 00	
Debentures.....	\$626,600	\$51,765 00	
Bills Payable.....	54,000		
	\$680,600 at 6 per cent.....	40,836 00	
6 months Coupons \$23,992, Less Cash \$13,980, Add....	600 00		
		41,436 00	

APPENDIX C.—Continued.

REVENUE, QUEBEC HARBOR.

	\$ cts.	\$ cts.
Tonnage Dues, 1863	35,123 34	
" 1864	35,425 85	
" 1865	34,224 21	
" 1866	28,539 15	
" 1867	26,203 38	
" 1868	28,906 55	
	188,422 49	Average, 31,403 75
Revenue Total, including Tonnage Dues, 1865	54,690 92	
" " 1866	50,874 43	
" " 1867	47,474 26	
" " 1868	46,287 68	
	199,327 29	Average, 49,831 82
General Charges, 1860	6,270 88	
" 1861	6,771 67	
" 1862	6,971 48	
" 1863	5,291 14	
" 1864	5,684 20	
" 1865	5,728 89	
" 1866	7,098 32	
" 1867	6,303 52	
	50,120 10	Average, 6,265 01
General Charges, 1868	4,285 00	

RETURN

To an Address to THE SENATE, dated 18th June, 1869;—For a detailed account of all expenditures during the past five years, made by the Government on improvements, extending from the foot of Carillon Rapids to the uppermost works constructed upon the Ottawa River and its Tributaries, upon which public money has been expended to facilitate the descent of Square Timber and Saw Logs, with a clear statement of all new works constructed, separate from the annual repairs during the past Five Years; also, Salaries, Travelling Expenses, Office Rents, &c., &c., of the Superintendent, his Assistants, Clerks, Inspectors, Slide Masters, and all other persons employed upon the different works during the past Five Years; also, a statement of the amount of Boom and Slide Dues levied during that period.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, 28th February, 1870.

OTTAWA, February 25th, 1870.

Sir,—I am directed by the Honorable the Minister of Public Works, in pursuance of the Address herewith from the Senate, dated the 18th June, 1869, to transmit the accompanying detailed statement of all expenditures from 1st July, 1864, to the 30th June, 1869, made by this Department on improvements from the foot of the Carillon Rapids to the head of the River Ottawa and Tributaries, together with a statement of Boom and Slide Dues levied during same period.

I have the honor to be, Sir,

Your obedient Servant,

F. BRAUN,
Secretary.

E. PARENT, Esq.,
Under Secretary of State for Canada, Ottawa.

DETAILED ACCOUNT of all Expenditures from 1st July, 1864, to 30st June, 1869, made by the Government on improvements extending from the foot of Carillon Rapids to the uppermost works constructed upon the Ottawa River and its tributaries, upon which public money has been expended to facilitate the descent of Square Timber and Saw Logs; with a Statement of all new works constructed, separate from the annual repairs;—Also, salaries, travelling expenses, office rents, &c., &c., of Superintendent, his Assistants, Clerks, Inspectors, Slide Masters, and all other persons employed upon the different works;—Also, a Statement of the amount of Boom and Slide Dues levied during the same period.

OTTAWA RIVER AND TRIBUTARIES.

CONSTRUCTION of new Works and reconstruction and improvement of existing Works.

	Ottawa.	Gatineau.	Madawaska.	Coulonge.	Black River.	Petewawa.	Du Moine.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1st July, 1864, to 30th June, 1865.								
Andrew Leamy, Canal Piers		14,801 57						
D. Graham, to pay Salary of Inspector, &c.		(1) 473 84						
A. LaRue, Professional Services		48 10						
John Harvey, Re-construction of Works			5,736 84					15,323 51
Frothingham & Workman, Chains			813 61					
William Richards, Carriage of Chains			88 2					
D. Graham, to pay Petty Accounts			(2) 238 45					6,877 19
J. R. O'Connor, New Slide, High Falls				17,249 90				
D. Graham, to pay Salary of Inspector, &c.				(3) 397 21				17,709 71
W. A. Austin, Surveying				62 60				46 13
D. Graham, to pay Hottel, Carriage hire, Superintendent					46 13			
William Davis, New Dams						6,993 49		
D. Graham, Salary of Inspector, &c.						664 78		
D. Moor, Timber for Dam						(4) 2,650 96		
W. A. Austin, Plans						4 00		
J. Goodwin, Improvement of Long Rapids							6,694 88	
"							1,470 84	
"							(5) 372 40	
"								8,538 12
D. Graham, to pay Salary of Inspector, &c.								
F. Hewitt, to pay Repairs, Rouge River								\$160 13
F. Braun, petty Advertising Accounts								20 20
T. Trudeau, " "								23 04
"								13 50
"								11 70

<i>R. S. Cassel, N. Burwash work at Gasteaux, June, 1864</i>	758 52								1,057 74
<i>W. A. Austin, Surveying generally</i>	80 65								\$ 59,865 63
<i>1st July, 1865, to 30th June, 1866.</i>									
J. Harvey, Re-construction of Works.....				2,888 30					
" Repairs of Works.....				419 24					
D. Graham, to pay Inspector's Salary and Travelling Expenses.....				(1) 270 85					
A. Leamy, Canal and Pier.....			1,212 00						
J. Delisle, Professional Services.....			102 70						1,314 70
H. C. Symmes, Surveying.....					83 75				
J. R. O'Connor, N. w Slide at High Falls.....					3,608 67				
D. Graham, to pay Inspector's Salary, &c.....					(2) 118 75				3,811 17
I. B. Taylor, Advertising.....				19 24					
George Cotton, Advertising.....				10 80					
C. E. Stewart & Co., Advertising.....				16 50					
J. Goodwin, Opeongo Creek, new Work.....				1,200 20					4,825 13
F. Braun, to pay Advertising Accounts.....									44 02
									\$ 9,995 02
<i>1st July, 1866, to 30th June, 1867.</i>									
J. R. O'Connor, Slide.....						2,501 41			
George Bryson, Award.....						4,342 00			6,843 41
J. Poupore, on Account of Purchase.....							1,000 00		10,000 00
J. Goodwin, Opeongo Creek Arbitration.....				1,718 00					
J. L. B. Ross, Services in re J. Goodwin.....				18 00					
J. Harvey, Salary and Travelling Expenses in re do.....				249 54					1,985 54
									\$ 18,828-95
<i>From 1st July, 1867, to 30th June, 1868.</i>									
John Harvey, Dam, Dechene's Rapids.....			4,000 00						4,000 00
John Page, Services in re Goodwin.....				126 00					126 00
Ovide Leblanc, Notarial Services.....						18 00			18 00
									\$ 4,144 00
<i>From 1st July, 1868, to 30th June, 1869.</i>									
J. R. O'Connor, Joachim's Slide Elongation.....			3,154 10						3,243 60
J. W. Harper, Salary of Inspector, &c.....			(1) 89 50						
			\$ 7,243 60	16,638 21	13,813 86	28,382 29	10,046 13	10,313 23	8,538 12
Miscellaneous, \$1101.76									96,077 20

	27	80 00			211 76	211 75
Wm. Richards.....						
A. Hotte, Horse hire for Supr.						
W. Richards, Store House, Gatineau Boom.		80 00				
J. McDonald, Salary and Travelling expenses (1).....	108					80 00
J. B. Taylor, Advertising.....						4,036 98
C. E. Stewart, do.....						
Duvernay, Freres, do.....						
G. Cotton, do.....						
D. Graham, to pay petty accounts.....(2) 286 57						405 56
<hr/>						
						\$6,344 03
<hr/>						
Jno. R. O'Connor, Chats Station.....	1,201 50					
W. Richards, Chaudiere Bridges.....	2,551 39					
R. & G. Mason, Chaudiere Slide.....	18 21					
E. B. Gallrip, Chaudiere Slide.....	11 40					
M. Thomson, Mountain Station.....	172 38					
J. McLaren, Portage du Fort.....	34 59					
G. R. Nash, Freight of Sundries.....	56 53					
Workman & Griffin, Rope, &c.....	106 42					
G. Cotton, Advertising.....	61 30					
A. Wilson, Sen., do.....	26 40					
Duvernay, Freres, do.....	29 66					
I. B. Taylor, do.....	29 42					
C. E. Stewart, do.....	9 00					
G. Moss, do.....	16 00					
Wm. Allen, do.....	5 06					
Lowe & Chamberlain, Advertising.....	4 34					
G. J. Burke, do.....	4 96					
J. G. Moyland, do.....	7 70					
A. H. Johnson, Joachim.....	693 50					300 00
A. & P. White, S. Branch.....						
Jno. Rowan, N. Branch.....						
J. Harvey, Lower Section.....						
W. McLeese, Calumet.....						
J. Landon, Slide.....	912 41					
Workman & Griffin, Chains.....						
D. Graham, to pay H. B. Merrill's Salary and Travelling Expenses.....	(1) 361 00					
P. G. Brophy, Salary as Inspector.....						
					280 00	
						312 94
						6,303 19
						2,360 83
						\$9,860 70

From 1st July, 1866, to 30th June, 1867.

DETAILED ACCOUNT of all Expenditures from 1st July, 1864,—Continued.

	Ottawa.	Gatineau.	Madawaska.	Coulonge.	Black River.	Péteawawa.	Du Moine.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>From 1st July, 1867, to 30th June, 1868.</i>								
Jas. W. Harper, to pay Salary of Inspectors and Travelling Expenses.....	(1) 191 00							
A. Workman & Co. Hardware.....	193 06							
M. Aubrey, Chaudière Slide.....	1,132 93							
W. Thomson, Mountain.....	339 96							
W. McKnight, Calumet.....	407 37							
A. H. Johnson, Joachim.....	966 32							
Mason, Hyde, and Dawson, Cartage of Chains.....	954 90							
Frothingham & Workman, Chains.....	24 24							
George Hay, Chain for Mountain Station.....	32 14							
W. Whitcomb, Timber, Chaudière Slide.....	175 71							
R. & G. Mason, Plank do.....	22 00							
M. Holt, Joachim.....	1,012 12							
J. Harvey, Chats.....	759 13							
G. Learnouth, Chats.....	54 55							
Workman & Griffin, Hardware.....	220 91							
J. W. Harper, to pay Salary of Inspectors, &c.....	295 67							
N. S. Blasdell & Co., Blacksmith's Work, &c.....	92 53							
E. B. Eddy, White Pine.....	47 90							
W. Mason, Oars, &c., Chaudière Station.....								6,999 90
<i>From 1st July, 1867, to 30th June, 1868.—Continued.</i>								
William Curry, Slide.....								
J. R. O'Connor, Boom, Dam and Piers.....				1,219 49	234 63			
R. Stewart, Snubbing Post.....				18 00				
J. Harvey, Armprior, &c.....			451 45					
W. Barry High Falls.....			378 66					
E. McRae, Springtown.....			120 45					
S. Mulligan, Removing Boom.....		10 00						
Moses Aubury, Bridge over Canal.....		486 45						
A. Workman & Co., Hardware.....		74 10						
A. Proudfoot, Slide and Booms.....				168 25				570 55
J. R. O'Connor, Tools.....				43 12				1,448 86

DETAILED ACCOUNT of all Expenditures from 1st July, 1864, &c.—Continued.

	Ottawa.	Gatineau.	Madawaska.	Coulange.	Black River.	Petewawa.	Du Moine.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
W. Barry, High Falls			1,619 04					5,963 57
Jno. Harvey, Lower Madawaska			2,029 93					
Alexander Proutfoot, High Falls				133 49				
" "				120 00				
" "				529 60				
N. S. Bledell & Co.,				132 10				
J. W. Harper, to pay Salary of Inspector				(6) 121 50	362 00			1,036 69
William Curry, Slide						131 68		362 00
James Rowan, North Branch						288 25		389 93
Robert Skead,								268 66
R. G. Mason, Union Suspension Bridge	\$228 66							
John Souther,	40 00							
Miscellaneous	\$2,274 97	2,396 19	8,763 30	3,225 92	990 84	5,178 76	2,268 11	\$17,844 32
	28,342 43	2,396 19	8,763 30	3,225 92	990 84	5,178 76	2,268 11	\$63,440 61

APPENDIX.

CONSTRUCTION.		\$	cts.
(1)	O. F. O'Connor, Inspector.....	245	00
	do do	192	50
	R. Bell, Advertising.....	8	52
	W. A. Austin, Surveying.....	7	75
	do Prof. services.....	9	40
	N. S. Blasdell & Co., Iron work.....	6	00
	Colman & Wright, Prof. services.....	4	67
		\$473	84
(2)	N. S. Blasdell & Co., Fitting chain.....	190	40
	G. McCrea, Crab.....	12	05
	S. Hotte, carriage hire for Supt.....	36	00
		\$238	45
(3)	B. H. Currier, Inspector, salary and expenses.....	137	25
	do do do	192	50
	A. Proudfoot, Assistant Inspector do	58	50
	R. Bell, Advertising.....	8	95
		\$397	21
(4)	J. McDonald, Inspector, salary.....	255	00
	do do	217	50
	R. Abbot, Assistant do	76	50
	do do do	105	00
	R. Bell, Advertising.....	10	78
		\$664	78
(5)	Moses Aubrey, Inspector, salary.....	130	00
	do Travelling expenses.....	7	30
	A. H. Johnson, Inspector, salary.....	94	50
	do do Travelling expenses.....	7	30
	W. Richards do Salary.....	126	00
	do do Travelling expenses.....	7	30
		\$372	40
(1)	S. Washburn, Inspector, salary.....	190	00
	do do Travelling expenses.....	40	15
	E. Harrington, Chain.....	28	70
	G. McCrea, Boom crab.....	12	00
		\$270	85
(2)	B. H. Currier, Inspector, salary.....	102	50
	do travelling expenses.....	16	25
		\$118	75

From 1st July 1864,
to 30th June 1865.

From 1st July, 1865,
to 30th June, 1866.

APPENDIX.—Continued.

		\$	cts.	
(1)	R. Abbott, Inspector, salary	51	00	From 1st July, 1868, to 30th June, 1869.
	J. Stockdale, sleigh hire for Superintendent	38	50	
		\$89	50	
	REPAIRS.			
(1)	R. & G. Mason, Lumber	82	01	From 1st July, 1864, to 30th June, 1865.
	L. Young & Co., do	72	86	
	D. McFarlane, expenses at Chats	33	61	
	H. Christie, Blacksmith work, Chats	14	80	
	Goold's Line, Travelling expenses	33	25	
	E. B. Eddy, Lumber	36	80	
	Union Forwarding Company, Travelling expenses	92	05	
	do do Freight	15	95	
	T. A. Cuming, Cartage	00	65	
		\$381	98	
(1)	J. McDonald, Inspector, salary	72	00	From 1st July, 1865, to 30th June, 1866.
	do do Travelling expenses	36	00	
		\$108	00	
(2)	Moses Holt, Sr., disbursements at Joachim	65	75	Do. do.
	J. Harvey, do Arnprior	17	25	
	S. McDonald, B. Smith work, do	14	24	
	H. Christie, do Chats	11	70	
	D. McFarlane, disbursements do	17	33	
	Union Forwarding Company, Passages and Freights	55	75	
	Wm. Mason, Boat and Oars	24	00	
	R. & G. Mason, Lumber	80	55	
		\$286	57	
(1)	H. B. Merrill, Inspector, Salary and Travelling expenses	350	00	From 1st July, 1866, to 30th June, 1867.
	Duvernay, Frères, Stationery	11	00	
		\$361	00	
(1)	H. B. Merrill, Inspector, Salary	50	00	From 1st July, 1867, to 30th June, 1868.
	P. G. Brophy, do Chats, Salary	126	00	
	do Travelling expenses	15	00	
		\$191	00	
(2)	H. B. Merrill, Inspector, Salary	48	00	Do. do.
	J. McDonald, Measurer, do	39	00	
	R. Abbott, do do	32	50	
	G. A. Buck, Horse hire for Superintendent	83	65	
	A. H. Baldwin, Lumber	8	01	
	J. Cockburn, Repairs of Boat	9	75	
		\$220	91	
(4)	Wm. Curry, Repairs	23	75	
	R. McPhaden, Deals	15	00	
	S. Washburn, Axes	5	00	
	J. Cross, Frame for Crab	6	00	
		\$49	75	

APPENDIX.—Continued.

		\$	cts.	
(2)	H. B. Merrill, Inspector, Salary.....	\$52	00	} From 1st July, 1868, to 30th June, 1869.
(3)	Pay-list of Men.....	48	38	
	M. Aubrey, Travelling expenses.....	19	10	
		\$67	48	
(4)	B. Abbott, Inspector, Salary.....	\$51	00	
(5)	H. B. Merrill, Inspector, Salary.....	\$108	00	
(6)	H. B. Merrill, Inspector, Salary and Travelling expenses.....	\$121	50	

No.	Name.	Capacity.	Station.	Particulars of Salary, &c.	1st July to 30th June, 1864-5	1st July to 30th June, 1865-6	1st July to 30th June, 1866-7	1st July to 30th June, 1867-8	1st July to 30th June, 1868-9
1	H. Merrill	Superintendent	Head Office, Ottawa	1,640 00 per annum	\$ 1640 00	\$ 1640 00	\$ 1640 00	\$ 1640 00	\$ 1640 00
2	D. Scott	Clerk & Accountant	do do	{ 600 00 do to Mar, '65 900 00 do	675 00	900 00	900 00	900 00	900 00
3	G. Johnson	Messenger	do do	1 00 per working day	294 60	313 00	313 00	52 00	313 00
4	Robt. McPhadden	Overseer	Carillon Dams	do	391 25	391 25	391 25	261 00	391 25
5	John McDonald	Deputy Slide Master	Chaudiere	44 58 per month	534 96	534 96	534 96	534 96	534 96
6	John Soulier	Assistant do	do	1 50 { per day during running season }	225 50	230 62	250 00	342 00	309 75
7	M. Ritchie	Laborers, &c.	do	1 25 per day	83 30	123 12	212 38	153 38	358 61
	Chas. Wright	Deputy Slide Master	Deschenes	1 25 do	..	..	45 00	10 00	..
		do	do	1 25 do	..	..	..	33 65	382 50
		Laborers, &c.	do	1 00 do	..	..	..	..	116 97
8	David McFarlane	Deputy Slide Master	Chats	25 00 per month	300 00	300 00	300 00	300 00	300 00
		Laborers, &c.	do	1 25 per day	138 60	99 00	112 22	126 75	200 86
9	James McLaren	Deputy Slide Master	Portage du Fort	25 00 per month	300 00	300 00	300 00	300 00	300 00
		Laborers, &c.	do do	1 25 per day	70 11	22 60	14 45	15 50	30 43
10	Walter Thomson	Deputy Slide Master	Mountain	1 00 do	313 00	313 00	313 00	313 00	313 00
		Laborers, &c.	do	1 25 do	20 44	27 50	80 10	67 00	79 00
11	Duncan Carmichael	Deputy Slide Master	Calumet	25 00 { per month and 25 cents per day additional dur- ing season }	300 00	300 00	300 00	306 50	329 50
12	Moses Holt, Senr.	Laborers, &c.	do	1 25 per day	225 86	188 76	205 62	256 25	282 20
		Deputy Slide Master	Joachim	do	300 00	300 00	300 00	300 00	300 00
		Laborers, &c.	do	1 25 per day	..	..	37 45	88 50	55 96
13	A. H. Johnson	Acting Boom Keeper	Cheneaux Boom	2 00 do to end of '65 do from May, '66 }	321 75	200 50	408 00	352 00	368 00
		Laborers, &c.	do do	1 50 and } per day	..	..	60 00	381 00	425 00
14	James Barry	Deputy Slide Master	High Falls	25 00 per month	300 00	300 00	300 00	300 00	300 00
		Laborers, &c.	do	1 40 per day	641 20	394 80	470 40	882 00	814 80
15	John Harvey	Act. Dep. Slide Mas.	Arnprior	1 50 { p. day during sea- son to end of '66 do } per day from spring of '67 }	237 00	109 50	210 00	280 00	346 00
16	Edward McRae	Laborers, &c.	do	1 25 per day	202 97	241 25	482 61	626 75	529 75
		Boom Keeper	Springtown	do	43 75	81 25	65 00	181 25	117 50
		Laborers, &c.	do	1 00 do	..	..	38 75	20 00	37 50
17	John Landon	Deputy Slide Master	Black River	1 00 do	..	..	27 00	313 00	313 00
		Laborers, &c.	do	1 25 do	..	..	24 25	..	..

18	James Rowan	Deputy Slide Master	Petewawa River	25 00 per month	300 00	300 00	300 00	300 00	300 00
		Labors, &c.	do	1 25 per day	1016 50	941 50	689 00	702 25	
19	Hiram Crosby	Deputy Slide Master	Du Moine River	25 00 per month	300 00				
	Benjamin Swezey	do	do	25 00 do	25 00	300 00	300 00	300 00	
		Labors, &c.	do	1 25 per day	83 20	107 50	70 50		
				per day during season, Sundays included after April, '67.					
20	Wm. Mooney	Boom Keeper	Gatineau Boom	1 75	351 00	386 75	421 75	423 38	
21	Alex. Proudfoot	Labors, &c.	do	1 40 per day	480 20	626 89	629 11	690 99	
	H. Merrill	Deputy Slide Master	Coulonge River	1 00 do	52 00	313 00	313 00	313 00	
		Labors, &c.	do	1 25 do		89 61		68 98	
		Superintendent	Trav. Ex. & Disburs'm'ts	Jan., '63 to July '64	574 95				
		do	do	July '64 to June '65		450 73			
	N. S. Bissell & Co.	Office Rent	1st Dec., '64 to 31st Aug., '65	1 00 00 per annum	60 00	190 00		125 00	
	Duncan Graham	Pay Master	Petty Accounts, Postages, Stationary	25 00 per month	300 00	300 00	125 00		
		do	Salary & Trav. Expenses		244 68	367 26	461 82	271 06	
	J. R. O'Connor	Inspector of Works	Chaudière	2 00 per day	391 25	363 93	340 00	376 63	
	W. Richards	Foreman	do	{ 1 50 } per day	316 77	109 87	25 50	331 19	626 25
	Moses Aubrey	do	do	{ 2 00 } per day	131 00				
	Honace Blake	Act. Dep. Slide Mas.	Hull	1 25 do					
	J. W. Harper	Pay Master	Travelling Expenses						
					\$ 12,154 84	13,121 43	13,770 74	14,419 70	
Total amounts paid for each year									

STATEMENT of the amount of Boom and Slide Dues levied during the five years, from the 1st July, 1864, to the 30th June, 1869 :—

			\$	cts.
Year ending 30th June,	1865	.....	77,348	19
do	do	1866	45,984	82
do	do	1867	55,569	45
do	do	1868	72,314	87
do	do	1869	60,046	30
			<hr/>	
			\$311,263	63
			<hr/>	

No. 22.

R E T U R N

To an Address of the SENATE to His Excellency the Governor General, dated the 14th June, 1869; praying that His Excellency will be pleased to order to be laid before this House, a detailed account of all expenditure on the Rideau Canal, since the year 1864 to the present date; copies of all reports and papers relating thereto. Also, a statement of all new structures, as bridges and dams, which have been built since 1864; the Orders in Council relating thereto, the cost of each, and to whom paid. A statement of any appropriations which have been made for repairs or new works within the period named, and the manner in which they were expended. Also, a statement of the amount of water power unsold or unleased, and where situated, and the quantity of (late) ordnance lands, if any, which may not be required for the use of said Canal.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 1st March, 1870.

*[In accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.]*

No. 23.

R E T U R N

To an Address of the SENATE to His Excellency the Governor General, dated the 14th June, 1869; praying that His Excellency will be pleased to cause to be laid before this House, detailed information respecting the expenditure upon and repairs of the Grenville and Carillon Canal during the last three years; together with papers and petitions connected therewith; also, a statement of the tonnage of the vessels which have passed up and down the said canal during those years; and also, copies of all correspondence, petitions, and other papers relating to the dam proposed to be built upon the Ottawa River at Grenville, for the purpose of supplying the said Canal with water during the season of low water.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 28th February, 1870.

*[In accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.]*

RETURN

To an Address of the HOUSE OF COMMONS, dated 24th February, 1870, for copies of all correspondence between the Government and the Trustees or Stockholders of the Upper Canada Bank; also any reports of such Trustees, and statements shewing the liability of the Bank in detail, the nature and value of its Assets, the quantity and estimated value of the real Estate, the sales since the last Return, shewing the assumed and realized values, and the cost of maintaining the present Board of Trustees.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, 3rd March, 1870.

(Copy.)

FINANCE DEPARTMENT, Ottawa, 15th December, 1869.

C. J. CAMPBELL, Esq., }
PELEG HOWLAND, Esq., }

Trustees of the Bank of Upper Canada, Toronto.

GENTLEMEN,—Begging reference to the correspondence which took place early in the present year with my predecessor, I have to request that you will furnish me with any statements laid before the Stockholders of the Bank of Upper Canada, as well as any expression of any opinion on their part at the late meeting as to the present position of the Trust.

I am sorry to find a prevailing impression that the Assets of the Bank are very seriously impaired by the expenses, and especially by the legal charges.

As I cannot doubt that the subject will engage the attention of Parliament during the approaching Session, I am anxious to be in a position to vindicate the course, whatever that may be, which the Government may determine on following.

I am not aware whether any detailed statement of the Assets of the Bank has been laid before the Government, but such I presume must be in your possession, and I cannot but think that without it it must be impossible to arrive at any satisfactory opinion as to the course to be adopted.

I should be glad to be furnished with any such statement, which could be returned in a few days, after examination.

I am, Gentlemen,

Your obedient Servant,

(Signed,)

F. HINCKS,

Minister of Finance.

(Copy.)

OFFICE OF THE TRUSTEES OF THE BANK OF UPPER CANADA,
Toronto, December 22nd, 1869.

The Honorable Sir FRANCIS HINCKS, C.B.,
Minister of Finance.

SIR,—Your communication of the 15th instant was received during my absence from home. A statement of the affairs of the Trust as laid before the Shareholders at the last meeting will be prepared with as little delay as possible, and submitted for your consideration.

A detailed statement of the Assets of the Bank was furnished to your predecessor and must be 'on 'fyle in the Department, but if it cannot be found another one will be prepared

I am, Sir,
Your obedient Servant,
(Signed,)

C. J. CAMPBELL,
Trustee.

(Copy.)

FINANCE DEPARTMENT, 24th December, 1869.

C. J. CAMPBELL, Esq., Toronto.

SIR,—I have received your letter of the 22nd instant and have to acquaint you that I have been unable to find in the records of this Department, any detailed statement of the Assets of the Bank of Upper Canada. There is a balance sheet of the Trustees dated 31st December, 1868, in which the assets are classed under eight heads, but without any further detail.

Your obedient Servant,
(Signed,)

F. HINCKS.

BANK OF UPPER CANADA TRUST.

STATEMENT of Legal Expenses, Salaries, and Contingencies, from 18th March 1868 to 31st January, 1870.

	\$	cts.	\$	cts.
Legal Expenses			10,040	82
Trustees' Allowance			7,675	15
Salaries			7,498	14
Contingences	25,385	77		
Less Rents Received.....	18,932	46		
			6,453	31
			\$31,667	42

MEM.—The Annual Expenses for Salaries have been much reduced. They now stand as follows:—

Trustees	\$4,000	00
Solicitor	3,000	00
Secretary, Land Manager, and Clerk.....	3,000	00

STATEMENT shewing the *Increase and Decrease* in the *Assets and Liabilities* of the Bank of Upper Canada Trust, from 16th March, 1868 to 31st January, 1870.

	Balance on 16th March, 1869.	Balance on 31st January, 1870.	Increase,	Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ASSETS—				
Specie and Balance with Banks.....	7,302 07	9,144 42	1,842 35	.....
Mortgages and Securities (new).....	80,695 14	160,785 67	80,090 53	.....
Mortgages (old).....	54,707 83	46,878 80	.....	7,829 03
Real Estate.....	771,571 40	366,263 27	.....	405,308 13
Real Estate (Trust Account).....	596,005 29	307,490 83	.....	288,514 46
Railway Stocks, Bonds, &c.....	22,162 52	10,640 67	.....	11,521 85
Bills, Judgments, &c. (old).....	1,829,339 35	779,826 96	.....	1,049,512 39
	\$3,361,783 60	1,681,030 62		
LIABILITIES—				
Bank notes in circulation.....	262,619 00	71,261 50	.....	191,357 50
Due to Depositors on old accounts.....	140,193 33	80,739 53	.....	59,453 80
Due to Depositors on Trustees certificates.....	242,475 07	156,838 75	.....	85,636 32
Due to Glyn & Co.....	207,268 09	81,738 93	.....	125,529 16
Due to Government.....	1,133,430 75	1,122,639 10	.....	1,791 65
	\$1,985,986 24	1,513,217 81		
Balance of Profit and Loss account .	\$1,375,797 36	167,812 81		1,207,984 55

BALANCE SHEET OF THE TRUSTEES OF THE BANK OF UPPER CANADA, 31ST JANUARY, 1870.

LIABILITIES—	\$	cts.	ASSETS—	\$	cts.
Bank Notes in circulation.....		71,261 50	Specie and Balance in Bank.....	9,144 42	
Due to Depositors on old accounts.....		80,739 53	Mortgages and other Securities.....	160,785 67	
Due to Depositors on Trustees' certificates.....		156,838 75	Mortgages (old accounts).....	46,878 80	
Due to Glyn & Co.		81,738 63	Real Estate.....	673,754 10	
Due to Government		1,122,639 10	Railway Stocks, Bonds, &c.....	10,640 67	
			Bills, Judgments, &c. (old).....	779,826 96	
Total Liabilities exclusive of Interest.....		1,513,217 81	Total Assets.....	1,681,030 62	
Balance to meet bad and doubtful debts, losses in } converting Real Estate, &c.....		167,812 81			
		\$1,681,030 62			\$1,681,030 62

STATEMENT OF THE RECEIPTS AND EXPENDITURE OF THE TRUSTEES OF THE BANK OF UPPER CANADA,
from 16th March, 1868 to 31st January, 1870.

RECEIPTS--	\$	cts.	EXPENDITURE--	\$	cts.
Sales of Real Estate	294	432 48	Deposits and Circulation Cancelled		
Less Mortgages received	121	145 97	Paid Glyn & Co.	336,447	62
Bills, Judgments, old Mortgages &c.			Paid Government	129,529	16
Railway Stocks, Bonds, &c.	173,286	51	<i>Legal Expenses, viz. :—</i>		
New Mortgages and Securities	310	160 33	Solicitor's Salary	7,083	62
Rents	2	171 00	Extra Legal Expenses, being Counsel		
Interest	41	055 44	Fees, Registrations, &c.	2,957	20
Gain on Bank of Upper Canada funds taken	18,832	46	<i>Salaries, viz. :—</i>		
in lieu of cash on certain sales and	10,860	39	Trustees	7,675	15
arrangements	32,614	47	Secretary, Land Manager, Clerks,		
			and Messengers	7,498	14
			<i>Contingencies, viz. :—</i>		
			Taxes and Insurance	19,437	05
			Travelling Expenses	1,890	98
			Commission on Rents collected, Land		
			Sales, &c.	1,291	12
			Printing and Advertising	577	99
			Postages and Telegrams	289	41
			Sundry other Expenses	1,899	22
			<i>Other Payments, viz. :—</i>		
			Interest	31,323	46
			Lady Masculy of a Bond	10,400	00
			Charges by Glyn & Co.'s Trustees	4,197	97
			Old Claims of Officers, Solicitor, &c.	6,931	61
			Of a Morton Distillery Trust	11,017	50
Cash and Bank Balances 16th March, 1868.	\$589,081	20	Cash and Bank Balances, 31st January, 1870	587,238	85
	7,302	07		9,144	42
	\$596,383	27		\$596,383	27

RETURN

To an Address of the HOUSE OF COMMONS, dated 23rd February, 1870, for Copies of all Despatches or Correspondence with the Imperial Government, or any of the Provincial Governments, on the subject of the new financial arrangements made with Nova Scotia; with Copies of Resolutions introduced into the Legislative Assembly of the Province of Ontario, relative to the disturbance of the British North America Act by said special financial arrangement; Also, the Address to Her Majesty from the Ontario Legislature condemnatory of such interference with the Union Act, and praying the interposition of Her Majesty's Government to prevent its recurrence.

By Command.

J. C. AIKINS,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, 4th March, 1870.

OTTAWA, 1st March, 1870.

(No. 99.)

Despatch from Lieutenant Governor, Ontario, 28th Dec. 1869.
Address to the Queen from Legislative Assembly 1st Dec. 1869.
Resolutions of Legislative Assembly, 23rd Nov. 1869.
O. C., 7th Jan. 1870, Report of Minister of Justice, 5th Jan., 1870.
Secretary of State to Lieutenant Governor, Ontario, 10th Jan., 1870.

SIR,—With reference to the Address of the House of Commons, of the 23rd ultimo (a copy of which was referred by you to this Department, on the 24th ultimo), asking for Copies of certain documents connected with the new financial arrangements made with Nova Scotia, I have now the honor to transmit to you, herewith, copies of documents noted in the margin, which are the only papers relating to the subject of record in this Department.

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

JOSEPH HOWE,
Secretary of State for the Provinces.

E. Parent, Esq.,
Under Secretary of State for Canada.

GOVERNMENT HOUSE,

TORONTO, 28th December, 1869.

SIR,—I have the honor to transmit, herewith, an Address, voted by the Legislative Assembly of this Province, to Her Most Gracious Majesty the Queen, and to request that His Excellency the Governor General will be pleased to cause the same to be laid at the foot of the Throne. I also enclose copies of the Votes and Proceedings of the Legislative Assembly, which took place upon the introduction and consideration of resolutions, upon one of which the Address is founded.

(Signed,)

I have, &c.,

W. P. HOWLAND,

Lieutenant-Governor.

The Honorable,

The Secretary of State for the Provinces, Ottawa.

—————

To the Queen's Most Excellent Majesty.

MOST GRACIOUS SOVEREIGN :

We, your Majesty's most dutiful and loyal subjects, the Legislative Assembly of Ontario, in Session assembled, humbly approach your Majesty, for the purpose of praying that your Majesty may be graciously pleased to cause a measure to be submitted to the Imperial Parliament, for the purpose of removing all colour for assumption, by the Parliament of Canada, of the power to disturb the financial relations established by the British North America Act, (1867) as between Canada and the several Provinces.

All which, the Legislative Assembly of Ontario, humbly pray your Majesty to take into your gracious and favourable consideration.

(Signed,)

JOHN STEVENSON.

Speaker.

House of Assembly, Toronto, 1st December, 1869.

(Signed,) Charles J. Gillmor, Clerk.

Mr. Blake moves, seconded by Mr. McKellar :—

1. That under the former constitution, large local expenditure in Upper Canada, and Lower Canada, were provided for by the Legislature of United Canada, a system which in the belief of a large proportion of the people produced great extravagance, lavish and improper grants of public funds for local purposes, an unfair distribution of the public revenue, as between the two Provinces, and other serious evils, all bearing with peculiar pressure on Upper Canada, and resulting in extreme dissatisfaction, and bitter sectional strife.

2. That as a remedy for these and other grievances, the scheme of Confederation was devised and submitted to the representatives of the people, who were assured, that under the proposed Federal Constitution, each Province would, for its local expenditure, be obliged to rely exclusively on its own resources, as provided by the scheme, and that the revenues at the disposal of the general Parliament, would be applicable exclusively to general, as distinguished from local services.

3. That the aid to be given under the scheme to each Province, towards the maintenance of its Government and Legislature, was proposed to be apportioned according to the population, in 1861, and was expressly stated, to be in full settlement of all future demands on the General Government.

4. That though there was no ground for argument, that the basis of apportionment

operated unfairly towards Upper Canada, (whose population had, since 1861, increased more rapidly, and whose contribution to the revenue was greater in proportion to population, than that of the rest of the Dominion), yet it was cheerfully agreed to by the representatives of Upper Canada, as being the basis, settled by the delegates from all the Provinces, and the price of the redress Upper Canada was obtaining.

5. That the delegates to the London Conference, made alterations in the financial arrangements, unfavourable to Upper Canada, by which the subsidies to Nova Scotia and New Brunswick were to be increased with the increase of population in those Provinces up to a certain maximum, while the subsidies to Upper Canada (now Ontario) were left stationary; and by which, special additional subsidies were granted to the Provinces at the rate of $5\frac{3}{4}$ cents per head to Ontario, 6 cents per head to Quebec, 18 cents per head to Nova Scotia, and 19 cents per head to New Brunswick, and the British North America Act, 1867, was passed by the Imperial Parliament consummating the Union on the terms so altered.

6. That the representatives of Ontario, notwithstanding the said unfavorable alterations, accepted the Union Act, in furtherance of the accomplishment of Union, and in the belief that the financial arrangements embodied in the Act were final, that the sums thereby granted to the Provinces were in the language of the Act, "in full settlement of all future demands on Canada," that under the Act, the public service of each Province, was to be provided for out of the revenues thereof, and not out of the revenues of Canada, which were to be appropriated to the public service of Canada solely; and that thus the great grievance of the application of general funds to local services was removed for ever.

7. That the financial arrangements made by the Union Act, as between Canada and the several Provinces, cannot, and ought not, to be changed by the Parliament of Canada.

8. That the financial arrangements made by the Union Act, as between Canada and the several Provinces, ought not to be changed without the assent of the several Provinces.

9. That the Parliament of Canada, at its last session, passed an Act, whereby the amount of debt, at which Nova Scotia entered the Union, was increased by \$1,188,756, and her subsidy was increased by an annual payment of \$82,698, for ten years, making altogether, an alteration in favour of that Province of over \$2,000,000, of which, Ontario pays over \$1,100,000.

10. That by the assumption, by the Parliament of Canada, of the power by the Nova Scotia Act claimed, the former evils, so far from being removed by Confederation, will be intensified, the just expectations of the people will be disappointed, sectional strife will be aroused, the Federal principle will be violated, and the Constitution will be shaken to its base.

11. That no such change as is effected by the Nova Scotia Act, should have been made without a general revision and re-adjustment of the financial arrangements, as between the several Provinces; and the said Act is grossly unjust to Ontario.

12. That an humble Address be presented to Her Most Gracious Majesty, embodying the foregoing resolutions, and praying that she will be pleased to disallow the said Act.

13. That in the opinion of this House, the interests of the country require such legislation as may remove all colour for the assumption, by the Parliament of Canada, of the power to disturb the financial relations established by the Union Act, as between Canada and the several Provinces.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 7th January, 1870.

5th January, 1870. The Committee of Council have had under consideration, the annexed Report of the Honorable the Minister of Justice, on a Despatch from the Lieutenant

Governor of Ontario, of the 28th December, 1869, enclosing an Address from the Legislative Assembly of that Province to Her Majesty, and also, copies of the Votes and Proceedings which took place upon the introduction and consideration of Resolutions, on one of which, the Address is founded.

The Committee advise, as recommended in the above Report, that the Address be transmitted to the Secretary of State for the Colonies, and that your Excellency will be pleased at the same time to call the attention of Earl Granville to his despatch of 23rd August last.

Certified.

(Signed,)

WM. H. LEE,
Clerk Privy Council.

DEPARTMENT OF JUSTICE,

OTTAWA, January 5th, 1870.

The undersigned, to whom was referred a despatch from the Lieutenant Governor of Ontario, bearing date the 28th instant, enclosing an Address from the Legislative Assembly of that Province to Her Majesty, and also, copies of the Votes and Proceedings of the Legislature, which took place upon the introduction and consideration of Resolutions, on one of which the Address is founded, has the honor to report:

That this Address seems to have been adopted, in consequence of the passage by the Parliament of the Dominion, of the Statute 32 and 33 Vic., cap. 2, entitled, "An Act respecting Nova Scotia," and as a protest against it.

The Statute in question, was the result of a negotiation carried on between the Government of Canada, and Messrs. Howe and McLelan, two leading representatives of Nova Scotia in the Dominion Parliament, for the purpose of removing the causes of complaint of the people of Nova Scotia, as to the unfairness or inequality of the financial arrangements under which Nova Scotia entered the Union.

While the measure was in progress in the Canadian Parliament, objection was taken to the Constitutional power of that Parliament to deal with the question, and the attention of the Secretary of State for the Colonies, having been called to the discussion, His Lordship thought it well to take the opinion of the Law Officers of the Crown. That opinion was conveyed to your Excellency by Lord Granville's despatch, dated the 23rd August last, and was, shortly, that the Act was one which it was competent for the Parliament of Canada, to pass under the powers vested in it by the 71st Section of the British North America Act, 1867.

The undersigned, under the circumstances, thinks it only necessary to recommend that the Address be transmitted to the Secretary of State for the Colonies, as requested by the Legislature of Ontario, and that Your Excellency should, at the same time, call the attention of Lord Granville to his despatch.

All which is respectfully submitted.

(Signed,)

JOHN A. MACDONALD.

(No. 1144.)

OFFICE OF SECRETARY OF STATE FOR THE PROVINCES,

OTTAWA, 20th January, 1870.

SIR,—Adverting to my letter of the 29th ultimo, I have the honor to inform you that the Address to the Queen, and the printed copies of the Votes and Proceedings of the Legislative Assembly of the Province of Ontario, transmitted with your letter of the 28th ultimo, have been duly forwarded by His Excellency the Governor General to the Secretary of State for the Colonies.

(Signed,)

I have, &c,
JOSEPH HOWE,
Secretary of State for the Provinces.

The Honorable W. P. Howland, C.B.,
Lieutenant Governor, Toronto.

GOVERNOR GENERAL'S OFFICE,

OTTAWA, March 4th, 1870.

Governor General to Secretary of State, No. 78, July 2, 1869.
Secretary of State to the Governor General, No. 168, August 23, 1869.
Governor General to Secretary of State, No. 6, Jan. 11, 1870.

SIR,—I have the honor to transmit herewith copies of correspondence, as noted in the margin, "On the subject of the new financial arrangements with Nova Scotia," to be communicated to the House of Commons, in answer to the address of the 23rd February, returned herewith.

I have the honor to be, Sir,

Your most obedient servant,

F. TURVILLE,
Governor's Secretary.

The Honorable the Secretary of State for Canada, &c.

The Governor General to the Secretary of State.

(Copy.—No. 78.)

GOVERNMENT HOUSE,

OTTAWA, July 2nd, 1869.

MY LORD,—I have been informed, that as a general rule, the statutes passed at any Session are not transmitted to the Colonial Office, until printed in one volume. It has, however, been the practice occasionally to send home Bills which may be supposed to possess something of especial interest.

In addition therefore to the Bills reserved for the signification of Her Majesty's pleasure, as per my despatch of 2nd July, (No. 74), I beg leave to send forward for your Lordship's consideration the following Bills, to which I have given the Royal assent, and of which the copies enclosed are duly authenticated by the certificate of the proper officer of the Senate.

1st. "An Act for the temporary government of Rupert's Land."

The title of this Act sufficiently explains its purport, of making provisional arrangements for the due administration of affairs in the North West Territory, immediately on

its transfer to Canada, and remain in force until a more settled order of things can be entered upon.

2nd. "An Act respecting Nova Scotia."

This Act affirms the arrangements entered into last spring with Messrs. Howe and McLelan, as the representatives of the more moderate amongst the dissentients in Nova Scotia, and gives the sanction of Parliament to the increased allowance, which it was thought fair and right to concede, in order to satisfy just complaints and conciliate attachment in that colony.

3rd. "An Act respecting Immigration and Immigrants."

This Act gives effect to the arrangements arrived at upon the subjects between the Government of Canada and the Provincial Governments. It sanctions the appointment of agents in Europe, and the maintenance of Quarantine Stations and Immigration Offices at various places in the Dominion. It regulates the duty payable on landing immigrants, the proportion of passengers to the size of the vessel, the obligations of masters, the duty of Quarantine Officers, and provides for the protection of the passengers, both on board the ships, and for some time after their arrival in this country, as well for other points which I need not enumerate.

There are some other Bills coming under the same category as those mentioned in this despatch, which I will duly send forward as soon as they shall have been furnished to me with the proper authentication.

I have, &c.,

(Signed,)

JOHN YOUNG.

The Right Honorable

The Earl Granville, K.G., &c.

The Secretary of State for the Colonies to the Governor General.

[Copy.—CANADA—No. 168.]

DOWNING STREET, 23rd August, 1869.

SIR,—As I observed that a doubt was entertained during the passing of the Act "respecting Nova Scotia," a copy of which was enclosed in your despatch, No. 78. of the 2nd July, whether it was competent for the Legislature of Canada to pass such a measure, I thought it desirable to take the opinion of the Law Officers of the Crown upon the point: and I have been advised that the Act is one which it was competent for the Parliament of Canada to pass under the powers vested in it by the 31st section of the British North America Act, 1867.

I have, &c.,

(Signed,)

GRANVILLE.

His Excellency Sir John Young, Governor General, &c.

The Governor General to the Secretary of State.

(Copy.—No. 6.)

GOVERNMENT HOUSE, OTTAWA,

January 11th, 1870.

7th January, 1870.

MY LORD,—I have the honour to transmit to your Lordship a Minute of the Privy Council of the Dominion, and an Address from the Legislative Assembly of the Province of Ontario, for presentation to Her Most Gracious Majesty, "praying that your Majesty may be graciously pleased to cause a measure to be submitted to the Imperial Parliament for the purpose of removing all colour for the assumption by the Parliament of Canada of the power to disturb the financial relations established by British North America Act (1867) as between Canada and the several Provinces."

The alleged disturbance of financial relations between the Provinces which forms the subject-matter of the complaint embodied in this address, is the Act, cap. 2, Vict. 32 and 33, 1869—"An Act respecting Nova Scotia"—which, as stated in my despatch, No. 78, of July 2, 1863, "affirms the arrangements entered into last Spring with Messrs. Howe and McLelan as the representatives of the more moderate amongst the dissentients in Nova Scotia; and gives the sanction of Parliament to the increased allowance which it was thought fair and right to concede in order to satisfy just complaints, and conciliate attachment in that Colony."

I need not add more than references to my communication of the above date, and to your Lordship's reply, No. 168, of 23rd August, 1869, communicating the opinion of the Law Officers of the Crown, that "the Act (in question) is one which it was competent for the Parliament of Canada to pass under the powers vested in it by the 31st section of the British North America Act of 1867."

I have, &c.,
(Signed,)

JOHN YOUNG.

The Right Honorable the Earl Granville, K.G.

SUPPLEMENTARY RETURN.

[Laid before the House, 9th March.]

(Copy.)

HALIFAX, NOVA SCOTIA,
22nd July, 1869.

SIR,—In compliance with the desire of the Members of my Government, conveyed to me by a Minute of Council, held on the 20th inst. (copy of which is transmitted herewith), I have the honor to call the attention of His Excellency the Governor General to the accompanying Resolutions, which were carried during the last Session of the House of Assembly of this Province, indicating the policy of the Administration; and I am further to request that His Excellency will be pleased to cause a copy of them to be transmitted to Her Majesty's Principal Secretary of State for the Colonies.

I have, &c.,
(Signed,) HASTINGS DOYLE

The Honorable
The Secretary of State for the Provinces, &c., Ottawa.

EXTRACT from one of the Minutes of Council, held at Government House, Halifax, Nova Scotia, on Wednesday, the 20th July, 1869.

PRESENT:

His Honor the Lieutenant Governor.
The Hon. William Armand.
" W. B. Vail.
" M. J. Wilkins.
" R. Robertson.
" R. A. McHeffy.

"That His Honor the Lieutenant Governor be respectfully requested to transmit the Resolutions, which were carried in the House of Assembly, in the last Session, as indicating the policy of the Administration, to Her Majesty's Principal Secretary of State for the Colonies and His Excellency the Governor General."

A true copy.

(Signed,)

HASTINGS DOYLE.

COPY of Resolutions passed by the House of Assembly of Nova Scotia, on the 25th day of May, 1869.

Whereas, His Grace the Duke of Buckingham, late Secretary of State for the Colonies, in a despatch bearing date 4th June last, has thrown upon the Government and Parliament of Canada, the responsibility of conciliating the people of this Province, and reconciling them to confederation.

And, whereas, Earl Granville, Secretary of State for the Colonies, in a despatch of the 13th of January last, probably written under the impression that sufficient time had not then been afforded the Government and Parliament of Canada to try out the policy of conciliation with which they were charged by Her Majesty's Ministers, has said, "I can hold out no expectation that Her Majesty's Government will propose or that Parliament will entertain any measure for the repeal of the Act of 1867."

And, whereas, in view of that decision of Her Majesty's Government, it is expedient to wait such reasonable time as may be necessary for the Canadian Government and Parliament, to mature and submit measures of relief for the pacification and conciliation of the people of this Province.

Resolved—That pending the deliberation and decision of the Canadian Government, it is the duty of this House to declare :—

1st. That the expectation held out in the despatch of His Grace the Duke of Buckingham to the Governor General, of the 4th June last, that the Government and Parliament of Canada should relax or modify existing arrangements relative to taxation, the regulation of trade, and the fisheries, which may prejudice the peculiar interests of Nova Scotia and the maritime portion of the Dominion, should be fully complied with.

2nd. Resolved—That this House will accept of any increase of subsidy from the Canadian Government that may be offered, as an instalment of the amount justly due this Province, reserving the right to demand from said Government, such further sum or sums of money, as, upon a full investigation of the statistics in regard to population, public property, and increased taxation, will more fully appear.

3rd. Resolved—That while the enforced union of Nova Scotia, under the British North America Act continues, it is the duty of this House to seek such modifications and improvements of said Act, as will make it less burdensome and injurious to the people of this Province, among which the following are the most important :

That the maritime Provinces of Nova Scotia and New Brunswick should be considered as a unit, with separate and distinct interests from other parts of the Dominion, which can only be guarded and promoted by an increased representation in the House of Commons, equal to the number of members allowed to the Province of Quebec, which is in the same proportion as the existing allotment of Members to the Senate.

That in the selection of Members to the Senate, the local Legislatures of the Provinces, instead of the Federal Executive, should make all such appointments.

4th. Resolved further, and it is hereby declared—That no settlement of the question involved in the passing of the Act of Confederation, either as respects its principles or its details, will be considered as final, until after the subject has been submitted for the approval of the people.

(Signed,)

Certified.

H. CROSSKILL,
Deputy Secretary.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 20th August, 1869.

On a despatch from the Lieutenant Governor of Nova Scotia, dated 22nd July, 1869 stating that in compliance with the desire of the Members of his Government, conveyed to him by a Minute of Council held on the 20th instant, he submits for the consideration

of Your Excellency, the accompanying Resolutions, which were carried during the last Session of the House of Assembly of that Province, indicating the policy of the Administration, and requesting that Your Excellency will be pleased to cause a copy of them to be transmitted to Her Majesty's Principal Secretary of State for the Colonies.

The Committee advise that, in compliance with the request conveyed in the Minute of the Executive Council above referred to, a Copy of the Resolutions in question, be forwarded by Your Excellency to the Right Honorable the Secretary of State for the Colonies, but they are of opinion that it is not necessary for Your Excellency to make any observations upon them.

(Signed,) Certified.

WILLIAM H. LEE,
Clerk Privy Council.

(Copy.)

OFFICE OF SECRETARY OF STATE FOR THE PROVINCES,

OTTAWA, 30th August, 1869.

SIR,—With reference to your despatch of the 22nd ultimo, covering a Copy of a Minute of Your Executive Council of the 20th of that month, and of the Resolutions of the House of Assembly of the Province of Nova Scotia, therein referred to, I have the honor to inform you, that His Excellency the Governor General has been pleased, on the advice of the Privy Council, to transmit a Copy of the Resolutions in question to the Right Honorable the Secretary of State for the Colonies.

(Signed,) I have, &c.,
HECTOR L. LANGEVIN,
Secretary of State.

Major-General Sir Hastings Doyle, K.C.M.G.
Lieutenant Governor, Halifax, N.S.

(Copy.—No. 30.)

GOVERNMENT HOUSE,

HALIFAX, 19th October, 1869.

SIR—I have the honor to forward, for the information of His Excellency the Governor General, a Copy of a Minute of Council, dated 15th October, 1869, which contains an expression of opinion on the part of my Government as to the desirability of the immediate appointment of a Joint Commission to negotiate upon the matters unsettled, and now in dispute, between the Government of the Dominion and that of the Province of Nova Scotia.

I have to request that the same may be brought immediately under the notice of His Excellency.

(Signed,) I have, &c.,
HASTINGS DOYLE,
Lieut.-Governor.

The Honorable
The Secretary of State for the Provinces.

COPY of a Minute of Council passed on Friday, the 15th day of October, 1869.

PRESENT :

His Honor the LIEUTENANT GOVERNOR,
 The Honorable WM. ANNAND,
 " W. B. VAIL,
 " M. J. WILKINS,
 " ROBERT ROBERTSON,
 " R. A. MCHEFFEY,
 " J. C. TROOP,
 " E. P. FLYNN,
 " JOHN FERGUSSON,

The attention of the Council was invited to a series of Resolutions adopted by the House of Assembly on the 25th May, 1869, in relation to taxation, the regulation of Trade and the Fisheries, and the right of Nova Scotia to demand such further sum or sums of money from the Dominion Government, as upon a full investigation of the statistics of the several Provinces will more fully appear, Copies of which Resolutions were transmitted to Her Majesty's Principal Secretary of State for the Colonies and of the Secretary of State for the Provinces, to which only the following reply, after a lapse of nearly three months, has been received.

OTTAWA, 30th August, 1869.

SIR,—With reference to your despatch of the 22nd ult., covering a Copy of a Minute of your Executive Council of the 20th of that month, and of the Resolutions of the House of Assembly of the Province of Nova Scotia, therein referred to, I have the honor to inform you that His Excellency the Governor General has been pleased, on the advice of the Privy Council, to transmit a Copy of the Resolutions in question to the Right-Honorable the Secretary of State for the Colonies.

I have, &c.,

(Signed,)

HECTOR L. LANGEVIN,
 Secretary of State.

Major-General Sir Hastings Doyle, K.C.M.G.

With a view to the pacification, conciliation, and contentment of the people of this Province; active measures should be taken to meet their just views and expectations. The Council have again to invite the attention of the Imperial authorities and the Dominion Government to the Resolutions aforesaid, and have especially to urge the immediate appointment of a Joint Commission, charged to arbitrate upon the unsettled accounts between this Province and the Dominion, as well as such re-adjustment of the financial arrangement, in relation to debt, subsidies, and assets as, upon a review of the whole case, may be made to appear necessary.

Certified.

(Signed,)

H. CROSSKILL,
 Deputy Secretary.

OFFICE OF SECRETARY OF STATE FOR THE PROVINCES,

OTTAWA, 25th October, 1869.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 19th inst., covering a Copy of a Minute of your Executive Council, dated the 15th inst., urging “the appointment of a Joint Commission to negotiate upon the matters unsettled, and now in dispute, between the Government of the Dominion and that of the Province of Nova Scotia.

I have, &c.,
(Signed,) HECTOR L. LANGEVIN,
Secretary of State.

Major-General Sir Hastings Doyle, K.C.M.G.,
Lieutenant-Governor, Halifax, N. S.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General on the 27th December, 1869.

The Committee have had under consideration, a despatch from Sir Hastings Doyle, (No. 30) dated Halifax, 19th October, 1869, transmitting a Copy of a Minute of the Executive Council of the Province of Nova Scotia, dated 15th October, 1869, and beg leave to report—

That the British North America, Act 1867, defines the relations which are hereafter to subsist between the Dominion and Nova Scotia, and the “Act respecting Nova Scotia,” past last session, and which largely increased the resources of the Local Government, expressly provides that “the grants and provisions made by this Act, and the British North America Act 1867, shall be in full settlement of all demands on Canada by Nova Scotia.”

The Committee, thus restrained by a positive enactment are deprived of the power to assent to the appointment of a Joint Commission. If any matters of account remain unadjusted, these can be arranged by the proper Departments, and any communications addressed to this Government, through the Secretary of State for the Provinces, or by personal interview, will be respectfully considered by the Privy Council.

Certified.
(Signed,) WM. H. LEE,
Clerk Privy Council.

OFFICE OF SECRETARY OF STATE FOR THE PROVINCES,

OTTAWA, 29th December, 1869.

SIR,—Referring to the letter from this Department of the 25th October last, I have the honor to transmit to you herewith, for your information and that of your Council, a Copy of an Order of His Excellency the Governor General in Council, respecting the Minute of your Council, urging the appointment of a Joint Commission to report on certain matters in dispute between the Government of the Dominion and that of the Province of Nova Scotia.

I have, &c.,
(Signed,) JOSEPH HOWE.

Major General Sir Hastings Doyle, K.C.M.G.,
Lieutenant Governor, Halifax, N. S.

(Copy.)

GOVERNMENT HOUSE,

HALIFAX, 11th January, 1870.

SIR,—I have the honor to transmit herewith, a Copy of a Minute of my Executive Council, which they have requested me to forward to His Excellency the Governor General, and which expresses their views relative to the Report of the Committee of the Privy Council, a copy of which was lately laid before them.

I have, &c.,
(Signed,) HASTINGS DOYLE.

The Hon. the Secretary of State for the Provinces.

COPY of a Minute of Council, passed on the 11th January, 1870.

The Council have had under consideration, a Copy of a Report of the Committee of the Honorable the Privy Council of Canada, approved by the Governor General in Council on the 27th December, 1869, in reference to the despatch of the Lieut.-Governor, of the 19th October, 1869.

The Council regret that the Resolutions of the Local House of Assembly, passed on the 25th May, 1869, and subsequently transmitted to the Dominion Government, to be forwarded to Her Majesty's Secretary of State for the Colonies, by the Governor General, have not received that attention, which, in the opinion of the Council, the people of Nova Scotia have a right to expect to be paid to the solemn Resolutions of their Representatives in the Legislature.

The Council deem it their duty to again call the attention of the Dominion Government to the despatch of the Duke of Buckingham, of the 4th June, 1868, in which the duty of reconciling the Province to this Confederation is thrown upon Canada.

The Resolutions of the 25th May, above referred to, suggested changes and alterations in the political constitution of the confederation, which the House of Assembly, considered indispensable to the security of the people of Nova Scotia.

As the Legislature will meet for the despatch of business on the 17th February, it is important, in the estimation of the Council, that the intention of the Dominion Government, in respect to that part of the Resolutions of the 25th May, which refers to changes in the political constitution of the Confederation, should be made known at an early day, in order that the same may be submitted to the Representatives of the people, immediately after the assembling of the Local Parliament.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 21st January, 1870.

The Committee of the Privy Council have had under consideration a despatch from the Lieutenant-Governor of Nova Scotia, dated 11th January, 1870, enclosing a Minute of his Executive Council.

The Resolutions to which that Minute refers, so far as they relate to changes in the constitution of the Dominion, have been already answered in the letter addressed by Sir John A. Macdonald to the Honorable Joseph Howe on the 6th October, 1868, in which this passage occurs:—

“The Constitution is a new one, and, to a considerable degree, experimental; but it seems to me that it should have a fair trial before we pronounce it so defective as to call for immediate alteration—still that is altogether a matter of opinion.

“The proper, indeed, the only place for discussing any such changes is in the Parliament of the Dominion; and the able men who represent Nova Scotia will have full opportunity of pressing their views in their places there.”

The Privy Council are not aware that any representative from Nova Scotia has, up to this time, made an attempt to press the peculiar views of constitutional change entertained by the local government; but it is quite open to any Member of Parliament to do so during the approaching session. In such case the Council have no doubt that all representations will receive every attention and consideration.

Arrangements have already been made for the efficient protection of the “Inshore Fisheries” on the coasts of the Dominion, and any suggestions in relation to “taxation,” or “the Regulation of Trade,” if made in any practicable form, will be carefully considered by the heads of departments charged with the fiscal affairs of this Government, and by the Government as a whole.

Certified.

(Signed,)

WM. H. LEE,
Clerk, P. C.

To the Honorable the Secretary of State for the Provinces.

OFFICE OF SECRETARY OF STATE FOR THE PROVINCES,

OTTAWA, 24th January, 1870.

21st January, 1870. SIR,—With reference to your despatch of the 11th inst., covering a Copy of a Minute of your Executive Council, I have the honour to transmit to you herewith, for the information of your Government, a Copy of an Order of His Excellency the Governor General in Council in relation to the said Minute.

I have, &c.,

(Signed,)

JOSEPH HOWE.

Major-General Sir Hastings Doyle, K.C.M.G.,
Lieutenant-Governor, Halifax, Nova Scotia.

SECOND SUPPLEMENTARY RETURN.

[Laid before the House 11th March.]

GOVERNOR GENERAL'S OFFICE,

OTTAWA, March 10th, 1870.

SIR,—With reference to my letter of the 4th instant, transmitting copies of correspondence respecting the new financial arrangements with the Province of Nova Scotia, in answer to an Address of the House of Commons, dated the 23rd February, I am directed by the Governor General to enclose to you a copy of a further despatch on the same subject, which has been received from the Secretary of State for the Colonies, since the return was made.

I have the honor to be, Sir,

Your most obedient and humble servant,

F. TURVILLE,
Governor's Secretary.

The Honorable the Secretary of State for Canada, &c.

Earl Granville to Sir J. Young.

(Copy.)—CANADA.—No. 46.

DOWNING STREET, February 19th 1870.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 6; of the 11th of January, forwarding an Address to the Queen from the Legislative Assembly of the Province of Ontario, praying that Her Majesty would be graciously pleased to cause a measure to be submitted to the Imperial Parliament for the purpose of removing all color for the assumption, by the Parliament of Canada, of the power to disturb the financial relations established by the British North America Act (1867) as between Canada and the several Provinces.

You will be so good as to inform the Assembly that their Address has been laid before Her Majesty, who has been pleased to receive the same very graciously.

The British North America Act (1867), embodied the terms of Confederation agreed upon through their Representatives by the different Provinces in the Union, and Her Majesty's Government would not feel justified in proposing to the Imperial Parliament to deprive the Parliament of Canada of any power which that Act has assigned to them.

I have been advised by the Law Officers of the Crown, that under that statute the Canadian Parliament had authority to pass the Act respecting Nova Scotia, which was referred to during the debate in the Legislative Assembly of Ontario.

Under these circumstances, you will inform the Assembly that I have been unable to advise Her Majesty to accede to the prayer of their Address.

(Signed),

I have, &c.,

GRANVILLE.

Governor General, the Right Honorable

Sir John Young, Bart., G.C.B., G.C.M.G.

STATEMENT

OF EXPENDITURE CHARGED TO UNFORESEEN EXPENSES, FROM 1ST
JULY, 1869, TO 28TH FEBRUARY, 1870.

1869.		\$	cts.
July 21.....	To paid J. W. Dunscombe, Collector of Customs, Quebec, to pay gratuity, equal to two months' salary, to the brother of the late John Crerar, a tidesman, Port of Quebec	61	00
" 29.....	To paid Mrs. E. Wilson, gratuity ditto, ditto, of the late Mr. Justice Wilson.	666	66
" 24.....	" E. D. Ashe, Director of Observatory, Quebec, making observations, eclipse of sun	400	00
" 31.....	To paid Honorable Receiver General to redeem Debenture No. 720, with one year's interest at 6 per cent.	10	60
" 23.....	To paid Bill of Exchange on Glyn & Co., favor of William Smith, to remit to Penrose G. Julyan & Co.	168	27
August 9.....	To paid A. Harvey, gratuity for services in the matter of Insurance Companies	400	00
July 30.....	" Bill of Exchange on Glyn & Co., favor of William Smith, to remit to H. C. Sargeant	24	82
August 27.....	To paid Mrs. Jane Shepherd, gratuity, widow of late John Shepherd, Montreal	83	33
" 30.....	" J. W. Dunscombe, Collector of Customs, Quebec, to pay widow of late Louis Massue	306	66
September 18.....	To paid A. M. Delisle, Collector of Customs, Montreal, to pay widow of late George Borne	124	00
" 28.....	To paid Receiver General, by cheques, favor of Department of Militia and Defence, new militia gratuities.	942	45
" 29.....	To paid Eliza Dunlop, widow of late J. H. Daley, Emigration Agent, Montreal, two months' gratuity	200	00
October 23.....	To paid J. B. Strathy, Collector of Customs, London, to pay widow of late John Dorothy	93	33
" 21.....	To paid Department of Marine and Fisheries, to pay gratuity to widows Clark and Read, Lighthouse Keeper	104	50
" 26.....	To paid F. B. Leys, Paymaster, London, to pay Lieut.-Col. Ross and officers on board "Prince Alfred"	300	00
" 28.....	To paid Post Office Department, gratuity to Daniel Spry, on retirement from the service	133	33
" 29.....	To paid J. W. Dunscombe, Collector of Customs, Quebec, to pay widow of late William Woods, gratuity	91	50
November 2.....	To paid Department of Marine and Fisheries, to pay gratuity of families, D. C. Smith and Paul Rouillard, deceased.	240	00
" 2.....	To paid William Leggett, Collector of Customs, Port of Clifton, to pay gratuity of families of late J. E. Cameron	83	33
" 4.....	To paid Receiver General, to pay gratuity to widow of late John G. Vansittart	266	66
" 8.....	" Lieut.-Col. McDougall, Paymaster, Brockville, to pay detachment of volunteers, Fort Wellington	500	00
" 9.....	To paid F. B. Leys, Paymaster, London, Ontario	700	00
" 12.....	" Martin Battle, to pay gratuity to family of late Matthew Battle, Night Watchman	76	25
" 15.....	To paid Department of Marine and Fisheries, in re saving lives of seamen and passengers, sloop "Industry," &c.	250	00
" 16.....	To paid Gooderham & Worts, Toronto, for duty refunded on spirits, malt, &c., destroyed by fire	17,892	55
" 20.....	To paid Bank of Montreal, Halifax, Nova Scotia, to pay gratuity to families of George Carne and Jacob Smith	143	34
" 25.....	To paid F. B. Leys, Paymaster, London, to pay volunteers on board gunboat "Prince Alfred"	700	00
December 6.....	To paid B. B. Oxley, gratuity of one year's pay as Custom Officer, Nova Scotia, on resignation	600	00
" 9.....	To paid Bank of Montreal, St. John, N. B., to pay R. Peniston Starr	66	66
" 11.....	" Salter Vankoughnet, gratuity to family of late Chancellor Vankoughnet	833	33
" 15.....	" Post Office Department, gratuity to the widow of late J. T. McCuaig.	220	00
" 14.....	" Honorine Fradit, gratuity as widow, two months' salary of her late husband	83	33
" 20.....	To paid Lieut.-Col. D. McDougall, Paymaster, Brockville	500	00
" 20.....	" " " " Montreal	500	00

STATEMENT of Expenditure charged to Unforeseen Expenses, &c.—Continued.

		\$	cts.
1869.			
August 7	To paid Mrs. Sophia Small, gratuity as widow of late James E. Small, Judge, of Middlesex	466	66
December 22	To paid G. H. Wyatt, Gunboat Agent, Toronto, messing, &c., volunteers on "Prince Albert"	651	24
November 11	To paid Bank of Montreal, St. John, N. B., gratuity to family of late N. Parker, Master of the Rolls, N. B.	666	66
December 24	To paid Bank of Montreal, Halifax, N. S., reward for saving life	100	00
" 27	" F. B. Leys, Paymaster, London	80	20
" 29	" G. H. Wyatt, Gunboat Agent, Toronto, messing, &c., volunteers on "Prince Alfred"	445	38
" 31	To paid Department of Marine and Fisheries, to pay gratuity of widow of late Baptiste Lundry, Quebec	68	80
" 31	To paid F. B. Leys, Paymaster, London, winter clothing of volunteers on board "Prince Alfred"	66	97
1870.			
January 10	To paid Lieut.-Col. McDougall, Brockville, to pay detachment of volunteer artillery at Fort Wellington	200	00
1869.			
December 28	To paid Receiver General, to place to credit, Province of Canada, two warrants, favor of John Mitchell, for stones for York roads	1,170	91
1870.			
January 18	To paid W. G. Hall, Collector of Inland Revenue, Essex, a gratuity on retiring from the service	1,200	00
" 18	To paid Robert Douglas, Collector of Inland Revenue, division of Perth, a gratuity on retiring from the service	400	00
" 20	To paid Department of Marine and Fisheries, to pay gratuity of family of late D. Vaughan, Keeper Pillar Lighthouse	83	34
" 20	To paid Bank of Montreal, St. John, N. B., to meet cheque to 8th January, 1870, H. H. Tuck, Cer. 85	40	00
" 20	To paid Receiver General, to place to credit, Glyn & Co., for a Bill of Exchange for £51 11s. sterling, in favour of Hon. P. Mitchell, to remit to Imperial Government, for expenses of rescue of passengers and crew of sloop "Industry"	218	76
" 23	To paid D. McDougall, Paymaster, Brockville, contingencies of detachment at Fort Wellington	51	60
February 2	To paid J. U. Gregory, Agent, Department of Marine and Fisheries, to pay gratuity, two months' salary of late T. Tetu	200	00
" 2	To paid Department of Marine and Fisheries, to pay six months' salary to W. Sweetman, on his retirement	162	50
" 2	To paid Mrs. Mary Ann Queene, gratuity, two months' salary of her late husband	60	00
" 2	To paid Receiver General, to place to credit of Glyn, Mills, & Co., for a Bill of Exchange in favor of W. C. Sergeant, Crown Agent of Colonies, balance of accounts to 31st December, 1869, £10 2s. sterling	49	23
" 23	To paid Department of Militia and Defence, by cheque, favor of Richard St. George, Corporal, compensation for illness contracted on service	40	00
		34,188	15

JOHN LANGTON,
Auditor.

AUDIT OFFICE,
28th February, 1870.

RETURN

To an Address of the HOUSE OF COMMONS, dated 10th May, 1869, for a Return showing the quantity of Grain imported into this Country from 1st April, 1867, to 1st April, 1869, giving each Year's quantity, and the Country imported from, and the quantity delivered at each Port respectively in the Dominion.

By command,

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, 7th March, 1870.

Ottawa, 5th March, 1870.

SIR,—I have the honor to transmit to you, herewith, the Return called for by the enclosed Address of the House of Commons, bearing date the 10th of May last.

I have the honor to be, Sir,

Your obedient Servant,

R. S. M. BOUCHETTE.

E. PARENT, Esq.,

Under Secretary of State,

Ottawa.

COMPARATIVE STATEMENT of the QUANTITY of Grain imported into the Dominion of Canada during the Fiscal Years ending on 30th June, 1868 and 1869 respectively ; showing the Ports at which received, and the Countries whence Imported.

PROVINCE OF ONTARIO.		Fiscal Year 1867-68.	Fiscal Year 1868-69.
		Bushels.	Bushels.
Port of Amherstburg		48	4,018
" Belleville		12,759	35,302
" Brantford		815	11,400
" Brighton		607	81
" Brockville		20,844	226,989
" Burwell		1	
" Bytown			3,040
" Chatham		1,543	1,012
" Chippewa		42,715	62,148
" Clifton		495	1,253
" Cobourg		6,999	9,463
" Colborne		4,083	1,101
" Cornwall		1,026	3,037
" Cramahe			1,000
" Dalhousie		537,780	523,735
" Darlington		200	1,612
" Dover		900	6,702
" Dundas		3,111	15,052
" Dunnville		395	1,130
" Elgin		25,136	500
" Fort Erie		1,014	3,378
" Gananoque		2,875	105
" Goderich		15,868	53,772
" Guelph		31,876	65,167
" Hamilton		15,865	48,725
" Hope		2,749	112,317
" Kingston		2,832,211	2,918,915
" Kingsville		50	
" London		1,539	14,317
" Morrisburgh		4,002	6,452
" Napanee		7,403	26,527
" Niagara		40	
" Oakville			1
" Oshawa			453
" Owen Sound			100
" Paris		6	17,630
" Penetanguishene			7,032
" Picton		24	1,116
" Prescott		63,212	99,221
" Rowan		600	505
" Sarnia		62,497	458,634
" Saugeen		200	
" Sault Ste. Marie		752	4,102
" Stratford		4,904	11,543
" Toronto		404,728	352,556
" Trenton			18,049
" Wallaceburgh		290	463
" Whitby		400	1,400
" Windsor		239,736	183,544
" Woodstock		590	1,443
Totals		4,357,888	5,316,042

COMPARATIVE STATEMENT of the QUANTITY of Grain, &c.—Continued.

PROVINCE OF QUEBEC.		Fiscal Year 1867-68.	Fiscal Year 1868-69.
		Bushels.	Bushels.
PROVINCE OF QUEBEC.			
Port of Amherst		43	83
„ Coaticook		31	1,797
Port of Dundee		155	366
„ Frelighsburg		4	15
„ Gaspé		300	
„ Montreal		314,965	287,119
„ New Carlisle			1
„ Philipsburg			6
„ Pottou		35	21
„ Quebec		8,658	36
„ Russeltown		3	
„ St. John's		2,498	2,928
„ Stanstead		3,424	13,708
	Totals	330,116	306,080
PROVINCE OF NOVA SCOTIA.			
Port of Arichat		65	
„ Baddeck		2,445	
„ Barrington		2,791	4,142
„ Bear River		340	562
„ Belliveau's Cove		56	8
„ Cape Canso			400
„ Chester			338
„ Digby		100	
„ Five Islands			200
„ Glacé Bay			256
„ Halifax		191,080	259,527
„ Harbor au Bouche			200
„ Joggins			38
„ Lahave		830	
„ Liverpool		2	8,530
„ Mahone Bay		1,750	1,550
„ Margarce		2,900	
„ North Sydney		300	7,820
„ Parrsboro			1
„ Pictou		12,131	11,104
„ Port Acadie		39	118
„ Port Hawkesbury		1,217	
„ Port Hood		2,800	
„ Port La Tour			60
„ Port Medway		3,039	1,182
„ Port Mulgrave			22
„ Ragged Islands		2,807	
„ St. Mary's River		3,000	1,640
„ Tangier		5,645	
„ Tatamagouche			66
„ Weymouth		715	4,093
„ Wallace			1,118
„ Yarmouth		22,346	37,972
	Totals	256,398	340,947

COMPARATIVE STATEMENT of the QUANTITY of Grain, &c—Continued.

PROVINCE OF NEW BRUNSWICK.	Fiscal Year 1867-68.	Fiscal Year 1868-69.
	Bushels.	Bushels.
PROVINCE OF NEW BRUNSWICK.		
Port of Buctouche	110	
" Campo Bello	3	
" Chatham	16,425	11,715
" Fredericton		186
" Hillsboro	300	
" Moncton	90	
" New Bandon		12
" New Castle	1,827	
" North Joggins		8
" Richibucto	216	400
" Shediac	74,913	103,080
" St. Andrews	13	1,200
" St. George	824	6,072
" St. Stephens	5,188	14,597
" St. John	41,688	51,509
Totals	141,597	188,779

RECAPITULATION.

PROVINCE OF ONTARIO.		
Province of Ontario	4,357,888	5,316,042
" Quebec	330,116	306,080
" Nova Scotia	256,398	340,947
" New Brunswick	141,597	188,779
Totals	5,085,999	6,151,848
COUNTRIES WHENCE IMPORTED.		
Great Britain	92	443
United States	4,821,400	5,808,902
B. N. A. Provinces	264,477	342,477
Germany	30	26
Totals	5,085,999	6,151,848

CUSTOMS DEPARTMENT,
Ottawa, March 4th, 1870.

No. 28.

STATEMENT

Relating to the general distribution of the Statutes
of Canada, under 31 Vict., Cap. 1, Section 14.

*[In accordance with recommendation of the Joint Committee on Printing
the above Statement is not printed.]*

ANNUAL REPORT

OF

SICK AND DISTRESSED MARINERS' FUND,

In compliance with the 12th Section of the Act
31 Vic., Cap. 64.

OTTAWA, 1st March, 1870.

To His Excellency the Right Honorable Sir JOHN YOUNG, Baronet, one of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY,

In compliance with the Twelfth Section of the Act 31 Victoria, Cap. 64, respecting Sick and Distressed Mariners, I have the honor to submit herewith a Statement shewing the receipts and expenditures on account of this service, during the financial year ending 30th June, 1869, for the purpose of being laid before Parliament as required by the Act alluded to.

Under this Law all vessels entering at any of the Ports in the Provinces of Quebec, New Brunswick and Nova Scotia, are required to pay to the Government two cents per ton for the support of Sick and Distressed Seamen, if one hundred tons or less, only one payment per annum, if over one hundred tons, not more than two payments per annum.

No tonnage duty is levied in Ontario on account of this service, as the Mariners on the Inland Waters of Canada, rarely require public aid or assistance in case of sickness, and can generally return to their homes if unable to follow their usual avocations on account of accidents or bad health.

Under a recent decision of the Law Courts of Quebec, vessels trading or coasting between Ports in the Province of Quebec, are exempted from payment of this tonnage duty, and measures are being taken by the Government to procure Legislation exempting all coasting vessels in the Provinces of Quebec, New Brunswick and Nova Scotia, from the payment of this tax while trading between Ports in the same Province, or while trading between Ports in Ontario and Quebec.

The total receipts in these Provinces where the tonnage duty is levied, during the financial year ended 30th June, 1869, were \$31,353.78, and the amount expended by this Department during the same period was \$14,638.96.

The receipts at the Port of Quebec were \$15,762.69, but this return does not shew all the amount expended on Sick Seamen at that Port, as they are provided for at the Marine and Emigration Hospital there, which is under the management and control of the Agricultural Department, and is used for the reception not only of Sick Mariners, but of emigrants and inhabitants of the City of Quebec.

The total expenditure on account of this Hospital during the year ending 30th June, 1869, was

Contribution of Local Government	\$4,000 00
Contribution of Paying Patients, &c	748 80
	4,748 80

Balance paid by the Government of Canada

	\$14,472 65
--	-------------

Of this amount, the sum of \$12,348.08 is chargeable against Seamen, and should be added to the expenditure on account of Sick Seamen by this Department, making the total expenditure for this service during the year alluded to, \$26,987.04, while the amount of receipts was \$31,353.78, shewing a surplus to the credit of the fund of \$4,366.74.

The total number of days of sojourn of the Sick Seamen at the Marine and Emigrant Hospital at Quebec, during the same period, was 12,876 days, and the cost of these men was \$6.71 per week. At Montreal the Sick Mariners are provided for in the General Hospital, where the accommodation is excellent, at a cost of \$4.20 per week, and at Halifax they are provided and taken care of at the Provincial and City Hospital, at a cost of \$5 per week. At St. John, New Brunswick, an Hospital is kept up exclusively for the accommodation of Sick Mariners, under the control of this Department;—it is managed by Commissioners and the total cost of it during the year ending 30th June, 1869, was \$4,204. The total number of days of board and attendance furnished to Sick Mariners in this institution during that period was 4,575 and, the cost per man per week \$6.43. At Quebec, 871 Sick Mariners were treated in the Hospital during the period mentioned; at Montreal, 114; at Halifax, 84; and at St. John, 224.

There are also small Marine Hospitals kept up exclusively for Sick Mariners at St. Andrews, Miramichi, Richibucto and Bathurst, New Brunswick, all under the management of this Department.

In each of the Provinces, where the tax is levied on shipping, the dues received are more than ample to meet the expenses on the fund, except in New Brunswick, where the expenditure exceeds slightly the receipts; but some arrangements are in contemplation which may probably reduce the cost of providing for the Sick Mariners in that Province.

The estimated receipts from this tonnage duty during the current financial year are \$31,000, and the expenditure \$27,000.

A grant of \$500 was made by Parliament in aid of Sick Mariners in the Hospital at St. Catherine's, Ontario, for the current financial year, but it is not a charge on the Sick Mariners Fund of Quebec, New Brunswick and Nova Scotia, as the shipping of Ontario does not contribute to that fund.

I have the honor to be, Sir,

Your Excellency's most obedient Servant.

P. MITCHELL,
Minister of Marine and Fisheries.

STATEMENT of Sick Mariners' Fund for the entire Dominion. Amount Collected during Fiscal Year ending 30th June, 1869.

PROVINCE OF QUEBEC.

Name of Port.	Quarter ended 30th Sept. 1868.	Quarter ended 31st Dec. 1868.	Quarter ended 31st March, 1869.	Quarter ended 30th June, 1869.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Montreal	401 14	495 72		350 56	1,247 42
Quebec	5,756 13	1,774 82		5,253 32	12,784 27
St. John	342 54	134 04		810 56	1,287 14
Rimouski	105 24			34 54	139 78
New Carlisle	90 50	16 16		34 08	140 74
Gaspé Basin	33 90	45 80		34 00	113 70
Amherst (Magdalen Islands)	13 10	3 04		33 50	49 64
	6,742 55	2,469 58		6,550 56	15,762 69

PROVINCE OF NOVA SCOTIA.

Advocate Harbor	3 02			11 72	14 74
Amherst	8 74	3 84		4 36	16 94
Annapolis	75 06	3 80	9 46	14 94	103 26
Antigonish				4 80	4 80
Arichat	131 10	44 44	3 32	4 66	183 52
Baddeck	8 22	98		2 42	11 62
Barrington	9 36	2 76		7 62	19 74
Bear River	24 68		28 14	12 66	65 48
Beaver River				1 32	1 32
Belliveau Cove	4 52				4 52
Bridgetown	4 78	1 76			6 54
Canada Creek	4 64				4 64
Cape Canso	15 34	6 52		19 91	41 77
Chester	3 04	1 54			4 58
Cheverie					
Clements Port		2 86		7 96	10 82
Cornwallis	13 50	6 58		15 64	35 72
Cow Bay	312 32	96 54	2 86	248 48	660 20
Digby	13 20	14 78	4 80	1 56	34 34
Five Islands	1 50				1 50
Free Port	3 40				3 40
French Cross	2 28				2 28
Glace Bay	192 90	6 64		34 32	233 86
Great Bras d'Or	82	1 74		3 66	6 22
Guysborough					
Halifax	601 02	331 76	354 48	659 40	1,946 66
Hants Port	28 24				28 24
Harborville	7 74	2 06		9 20	19 00
Harbor au Bouche				6 54	6 54
Horton	10 18	9 70			19 88
Isaac's Harbor					
Joggins	29 24			40 76	70 00
Lahave	15 76	8 54		4 52	28 82
Lingan	24 54			88 98	113 52
Little Bras d'Or					
Little River	2 56			14 60	17 16
Liverpool	64 92	28 30	35 34	71 68	200 24
Londonderry	10 26			2 92	13 18
Louisburg	2 34	3 52		1 06	6 92
Lunenburg	8 42	5 56	6 72	5 60	26 30

STATEMENT of Sick Mariners' Fund for the entire Dominion, &c.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

Name of Port.	Quarter ended 30th Sept. 1868.	Quarter ended 31st Dec. 1868.	Quarter ended 31st March, 1869.	Quarter ended 30th June, 1869.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mahon Bay.....				7 40	7 40
Main au Dieu.....				11 86	11 86
Maitland.....	2 00	2 12		3 22	7 34
Margaree.....					
Margarettsville.....					
Merigonish.....					
North Sydney.....	237 16	56 88		79 64	373 68
Parsborough.....	11 68	2 54		22 72	36 94
Pictou.....	238 12	296 06		216 38	750 56
Port Acadia.....	6 96	28			7 24
Port Gilbert.....	9 38				9 38
Port Hawkesbury.....	64 82	12 98	1 28	19 94	99 02
Port Hood.....	2 34			3 18	5 52
Port Latour.....	1 20			7 04	8 24
Port Medway.....	40 44	1 42	50 50	29 76	122 12
Port Mulgrave.....		9 46	14 56	48 40	72 42
Port Richmond.....	58	74		1 16	2 48
Port Williams.....				1 26	1 26
Pubnico.....	10 76	3 46		9 36	23 58
Pugwash.....	56 04	12 30		69 52	137 86
Ragged Islands.....	12 80	12 72	4 90	34 24	64 66
Ratchford River.....	5 06	1 26		7 66	13 98
Sandy Cove.....	13 02			9 48	22 50
St. Anns.....	1 08	1 16		2 50	4 74
St. Mary's River.....	5 44			9 94	15 38
Shelburne.....	5 90	14 16		18 76	38 82
St. Peters.....				2 92	2 92
Sydney.....				7 74	7 74
Truro.....					
Tangier.....					
Tatamagouche.....	11 74	2 82		3 02	17 58
Thorne's Cove.....				8 38	8 38
Tusket.....				6 80	6 80
Wallace.....	4 34				4 34
Walton.....		8 74		13 80	22 54
Westport.....					
Weymouth.....	22 40	6 70	72	17 20	47 02
Wilmot.....					
Windsor.....	117 70	109 24		258 21	485 15
Yarmouth.....	23 28	28 94	22 46	35 56	110 24
	2,541 88	1,168 20	539 54	2,268 34	6,517 96

PROVINCE OF NEW BRUNSWICK.

Bathurst.....	66 52	19 64		52 14	138 30
Bay Verte.....	4 10			19 60	23 70
Buctouche.....	29 42	22 50		20 86	72 78
Campbeltown.....					
Campo Bello.....	13 87	7 78		19 58	41 23
Caraquette.....	17 36			2 74	20 10
Chatham.....	246 46	109 72		287 50	643 68
Dalhousie.....	87 36	81 28		157 12	325 76

STATEMENT of Sick Mariners' Fund for the entire Dominion, &c.—*Continued.*PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name of Port.	Quarter ended 30th Sept. 1868.	Quarter ended 31st Dec. 1868.	Quarter ended 31st Nov. 1869.	Quarter ended 30th June, 1869.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dorchester				14 34	14 34
Fredericton				29 14	29 14
Harvey	3 32			6 48	9 80
Hillsborough	29 10	10 88		69 82	109 80
Moncton	2 14				2 14
New Bandon	4 60	2 30		10 54	17 44
New Castle	178 92	78 88		327 28	585 08
North Joggins	1 62				1 62
Richibucto	93 08	32 96		175 58	301 62
Rockland	21 58				21 58
Sackville	20 74			25 54	46 28
Shediac	80 22	17 00		95 94	193 16
Shippegan	6 24	4 30		7 50	18 04
St. Andrews	8 14	11 82	13 74	29 02	62 72
St. George	27 90	21 84	14 10	102 98	166 82
St. John	2,174 68	1,070 24	346 84	2,486 10	6,077 86
St. Stephen	71 52	25 28	1 20	36 92	134 92
West Isles		1 30	2 64	11 28	15 22
	3,188 89	1,517 72	378 52	3,988 00	9,073 13

RECAPITULATION.

Province of Quebec	6,742 55	2,469 58		6,550 56	15,762 69
Province of Nova Scotia	2,541 88	1,168 20	539 54	2,268 34	6,517 96
Province of New Brunswick	3,188 89	1,517 70	378 52	3,987 80	9,073 13
	12,473 32	5,155 50	918 06	12,806 70	31,353 78

STATEMENT of Receipts and Expenditure of Shipwrecked Seamen and Sick Seamen's Fund, for Fiscal Year, ended 30th June, 1869.

Expenditure.	\$ cts.	\$ cts.	Receipts.	\$ cts.
Province of Quebec, viz:—				
General Hospital, Montreal.....	963 00		Dues Collected in Province of Quebec.....	15,762 69
Port of Carlisle.....	97 85		ditto Nova Scotia.....	6,517 96
Port of Quebec.....			ditto New Brunswick.....	9,073 13
Refund of duties illegally collected.....	\$9 80			
Expenses of Distressed Seamen.....	31 15			
ditto.....	11 00	51 95		
Nova Scotia.....		1,112 80		
New Brunswick.....		4,388 71		
		9,142 45		
		14,638 96		31,353 78

Amount expended by the Department of Marine and Fisheries..... \$14,638 96
 Amount chargeable for Sick Mariners provided for in the Marine and Emigrant Hospital at Quebec, equal to 12,876 days, expended by the Department of Agriculture..... 12,348 08
 \$26,987 04

DR.

DECAYED Pilot Fund in Account with

1869.		No.	\$	cts.
February 1	To paid Widow T. Dubord 3 months pension, to 1st instant.	1		
" 1	" Widow Z. Boudreau 3	2	12	00
" 1	" Pierre Page 3	3	12	00
" 1	" Widow C. Hamelin 3	4	15	00
" 3	" Widow N. Raymond 3	5	15	00
" 5	" Widow J. Lacoursiere 3	6	6	00
" 5	" Olivier Abelle 3	7	15	00
" 5	" Charles Amelin 3	8	15	00
" 5	" Joseph Mathieu 3	9	9	00
" 5	" Widow J. Beaudry 3	10	12	00
" 5	" Widow A. Mathon 3	11	9	00
" 5	" Widow A. Belcourt 3	12	15	00
" 5	" Widow Jos. Paquet 3	13	15	00
" 5	" Francois Dolbec 3	14	15	00
" 8	" David Bouillie 3	15	15	00
" 8	" Widow L. D. Bouillie 3	16	15	00
" 8	" Widow N. Bouillie 3	17	15	00
" 9	" Widow J. Bonez 3	18	15	00
March 1	" Ante. Mayrand, Sr. 3 to 1st February	19	9	00
April 9	" Widow N. Raymond 3 to 1st May	20	15	00
" 27	" Charles Hamelin 3	21	15	00
May 1	" Widow C. Hamelin 3	1	15	00
" 1	" Olivier Abelle 3	2	15	00
" 1	" Pierre Page 3	3	12	00
" 3	" Olivier Remond 3	4	15	00
" 4	" Widow J. Lacoursiere 3	5	6	00
" 4	" Widow J. Bonez 3	6	15	00
" 4	" Widow J. Pampalon 6	7	18	00
" 4	" Widow T. Dubord 3	8	12	00
" 4	" Widow A. Mathon 3	9	9	00
" 4	" Widow J. Beaudry 3	10	12	00
" 7	" Olivier Boudreau 6	11	30	00
" 8	" Widow H. Belisle 3	12	12	00
" 8	" Widow J. Paquet 3 to 1st instant.	13	15	00
" 8	" Widow N. Bouillie 3	14	15	00
" 8	" Widow L. D. Bouillie 3	15	15	00
" 8	" David Bouillie 3	16	15	00
" 8	" Joseph Mathieu 3	17	9	00
" 8	" Widow J. Belcourt 3	18	15	00
" 8	" Widow Z. Boudreau 3	19	12	00
" 18	" Ante. Mayrand 3	20	9	00
" 18	" Francois Dolbec 3	21	15	00
August 2	" Olivier Abelle 3	1	15	00
" 2	" Pierre Page 3	2	12	00
" 2	" Widow T. Dubord 3	3	12	00
" 2	" Widow C. Hamelin 3	4	15	00
" 2	" Widow Z. Boudreau 3	5	12	00
" 2	" Olivier Remond 3	6	15	00
" 3	" Widow J. Lacoursiere 3	7	6	00
" 4	" Widow N. Raymond 3	8	15	00
" 5	" Widow H. Belisle 3	9	12	00
" 5	" Widow Jos. Paquet 3	10	15	00
" 5	" Widow N. Bouillie 3	11	15	00
" 5	" Widow A. Belcourt 3	12	15	00
" 5	" David Bouillie 3	13	15	00
" 5	" Widow L. D. Bouillie 3	14	15	00
" 5	" Widow S. Belisle 3	15	15	00
" 5	" Widow A. Mathon 3	16	9	00
" 9	" Widow J. Bonez 3	17	15	00
" 9	" Widow J. Beaudry 3	18	12	00
" 9	" Charles Hamelin 3	19	15	00
" 14	" Francois Dolbec 3	20	15	00
" 23	" Joseph Mathieu 3	21	9	00
" 25	" Ante. Mayrand 3	22	9	00
September 30	" Olivier Abelle on account of pension, to 1st November	23	5	00
October 20	" Widow N. Raymond 3 months' pension, to 1st November	1	15	00
" 20	" Olivier Boudreau 6	2	30	00
Carried forward				\$905 00

Treasurer of the Trinity House of Montreal.

Cr.

1869.		\$	cts.
January 1	By Balance in Treasurer's hands	756	63
" 8	Received Six months' interest on £400, Government Debentures, No. 2,797 and 3,016, to 1st instant	48	00
" 8	Received Six months' interest, at 5 per cent., on £300, Harbor Debentures, No. 13 and 27, to 5th instant	30	00
May 8	Received Six months' interest on £1,950, Water Works Debentures, to 1st instant	234	00
" 8	Received Six months' interest on Government Debenture, £250, No. 3,705, to 1st instant	30	00
June 1	Received from Collector of Customs, poundage on pilotage for May	70	10
July 2	" " poundage on pilotage steamer "Dromedary," to Quebec	90	
" 2	" " from Collector of Customs, poundage on pilotage for June	170	06
" 6	" " Six months' interest on £400, Government Debentures, 2,797 and 3,016, to 1st instant	48	00
" 6	Received Six months' interest, at 5 per cent., on £300, Harbor Debentures, to 5th instant	30	00
" 12	Received from captain of steamer "Dromedary," poundage on pilotage, Quebec to Montreal	90	
August 1	Received from Collector of Customs, poundage on pilotage for July	146	78
" 14	" " P. Gaillardet, poundage on pilotage, "B. L. George"	1	40
" 14	" " captain of schooner "Dromedary," poundage on pilotage, to Quebec	1	60
" 17	Received from captain of schooner "Fleetwing," poundage on pilotage, Montreal to Quebec	85	
" 21	Received from captain of "Thermutis," poundage on pilotage, Montreal to Quebec	1	00
September 1	Received from Collector of Customs, poundage on pilotage for August	109	64
" 20	" " H. Lemai, poundage on pilotage, steamers "Union" and "Magnet"	2	80
October 1	Received from Collector of Customs, poundage on pilotage for September	177	47
" 15	" " captain of "Thermutis," poundage on pilotage, Montreal to Quebec	60	
" 16	Received from captain of barque "Eagle," poundage on pilotage, up and down	1	53
" 30	Received from captain of brigantine "Pierre Nolesque," poundage to Quebec	1	00
November 1	Received from Collector of Customs, poundage on pilotage for October	191	56
" 4	" " Six months' interest on £1,950, Water Works Debentures, to 1st instant	234	00
" 4	Received Six months' interest on Government Debenture, 3,705, for £250, to 1st instant	30	00
" 18	Received from Captain of steamer "Merritt," poundage on pilotage from Quebec	1	37
" 18	Received from steamer "Margaretha Stevenson," poundage on pilotage, up and down	1	80
December 3	Received from Z. Bouillie, poundage on his pilotage, as pilot of steamer "Rocket"	25	00
Carried forward		\$2,346	99

DECAYED Pilot Fund in Account with Treasurer

				\$	cts.
1869.		<i>Brought forward</i>			905 00
November 2.	To paid Charles Hamelin	3	to 1st instant	3	15 00
" 2.	" Widow T. Dubord	3	" "	4	12 00
" 2.	" Widow Z. Boudreau	3	" "	5	12 00
" 2.	" Pierre Page	3	" "	6	12 00
" 2.	" Olivier Abelle	3	balance of 3 months' pension to 1st inst.	7	10 00
" 3.	" Widow J. Bonez	3	3 months' pension, to 1st instant	8	15 00
" 3.	" Widow J. Lacoursiere	3	" "	9	6 00
" 4.	" Widow J. Pampalon	6	" "	10	18 00
" 4.	" Widow J. Beaudry	3	" "	11	12 00
" 4.	" Charles Hamelin	3	" "	12	15 00
" 4.	" Olivier Remond	3	" "	13	15 00
" 8.	" David Bouillie	3	" "	14	15 00
" 8.	" Joseph Mathieu	3	" "	15	9 00
" 8.	" Widow N. Bouillie	3	" "	16	15 00
" 8.	" Widow S. Beliale	3	" "	17	15 00
" 8.	" Widow H. Beliale	3	" "	18	12 00
" 8.	" Widow L. D. Bouillie	3	" "	19	15 00
" 8.	" Widow A. Belcourt	3	" "	20	15 00
" 8.	" Widow J. Paquet	3	" "	21	15 00
" 10.	" Widow A. Mathon	3	" "	22	9 00
" 22.	" Francois Dolbec	3	" "	23	15 00
December 3.	" Antoine Mayrand, Sen.	3	" "	24	9 00
" 31.	" Balance per contra				1,155 99
					\$2,346 99

STATEMENT

	\$	cts.	\$	cts.
Montreal Water Works' Bonds	7,800	00		
Montreal Harbor Bonds	3,200	00		
Government Debentures	4,800	00		
Cash in Treasurer's hands	1,155	99		
			16,955	99

MONTREAL,
31st December, 1869.

of the Trinity House of Montreal.—Continued.

	\$ cts.
<i>Brought forward</i>	2,346 99
Total.....	\$2,346 99

OF FUNDS.

1869. December 31..	By Balance in Bank of Montreal to credit of Treasurer	\$ cts. 1,153 99
------------------------	---	---------------------

Examined and found correct.

P. E. COTTE,
BENJAMIN LYMAN,
Auditors.

Errors excepted,
E. D. DUNN.

Dr. THE Quebec Decayed Pilot Fund, in account current with

<i>For the following Pensions and Reliefs paid during the Year 1869.</i>		\$ cts.	\$ cts.
For arrears of Pensions to 31st December, 1868		107 00	
„ Amount of Pension List for Quarter ending 31st January, 1869		2,262 39	
„ „ „ „ 30th April, 1869		2,273 31	
„ „ „ „ 31st July, 1869		2,216 25	
„ „ „ „ 31st October, 1869		2,136 50	
Relief during the year 1869			8,995 45
			319 03
<i>For the following sums Paid.</i>			
To paid G. T. Cary, for publishing in the <i>Mercury</i> , the Annual Statement of the Fund		18 10	
To paid J. McNider & Co's. 2½ discount on \$650 in silver, sold to him, interest on Road Debentures		17 06	
To paid P. A. Shaw, subscription for deputation to Ottawa, respecting Quebec Harbor Bonds		10 00	
To paid J. McNider & Co., 1¼ discount on silver (\$650) sold him, interest on Road Debentures		11 77	
To paid C. Hianveux's account for a Cash Book		9 00	
To paid A. Coté & Co., for publishing in <i>Journal de Quebec</i> the Annual Statement of the Funds, and for printing Life Certificates		40 30	
To paid Treasurer's yearly allowance for a Clerk to assist in the collection and distribution of the Decayed Pilot Fund		440 00	
To paid on account of Estate, C. H. Tetu, for Notarial Copies and Registry Certificates		8 65	
			555 28
<i>Loans and Investments.</i>			
Charles Nolet, Pilot		40 00	
Amable Fournier, Pilot		1,200 00	
Caisse d'Economie, Notre Dame	\$632 94		
„ „	100 00		
„ „	100 00		
		832 94	
Dominion of Canada 40 Shares	\$4,000 00		
4¼ premiums on „	190 00		
Interest accrued	70 35		
		4,260 35	
			6,333 29
Balance			3,037 03
			19,240 08

Sworn to as being correct and true this day, 10th of January, 1870.

Errors excepted. (Signed)

ROBERT SHAW, J.P.

Examined—Balance on hand, three thousand thirty-seven dollars, three cents.

(Signed)

VITAL TETU, Master.

Trinity House, Quebec,
31st December, 1869.

A. Le Moine, Treasurer of the Trinity House of Quebec.

Cr.

	\$ cts.	\$ cts.
By Balance in the hands of the Treasurer on the 31st December, 1868		3,940 82
<i>Capital and Interest received from the following, during the year 1869.</i>		
From Quebec Provident and Savings Bank, amount of Deposit of 28th October, 1868.....	\$300 00	
Interest thereon.....	8 90	
	808 90	
From Quebec Harbor Commissioners, six month's interest on \$1,000 00.....		30 00
" Caisse d'Economie N.D. de Quebec, amount of Deposit of 27th October, 1868.....	\$2,000 00	
From Caisse d'Economie N.D. de Quebec, amount of Deposit of 31st December, 1868	300 00	
Interest thereon.....	20 46	
	2,320 46	
From La Banque Nationale, amount of Deposit of 28th October, 1868.....	\$2,000 00	
Interest thereon.....	21 91	
	2,021 91	
From Minister and Trustees St. Andrew's Church, one year's interest on \$2,000 00 to 18th November, 1868	120 00	
From Dominion of Canada, interest on \$16,400 00 to 30th September 1869	984 00	
" Turnpike Road Trustees, one year's interest on \$22,800 00 to 1st July, 1869	1,365 00	
" Pierre Boisseau, one year's interest on \$2,600 00 to 26th January, 1869	156 00	
" Quebec City Corporation, one year's interest on \$600 to 1st Oct. 1869 \$42 00	42 00	
" " " " " \$8000 to 1st Nov. 1869 546 00	546 00	
" J. B. Turgeon, on account of his obligation of 6th March, 1866.....	\$100 00	
Interest on \$400 00 to 1st June, 1869.....	24 00	
	124 00	
From F. J. Pouliot, one year's interest on \$300 00 to 12th December, 1869.....	18 00	
" J. B. Dion, balance of his obligation of 20th February, 1865	\$30 00	
Interest	1 55	
	31 55	
From Antoine Audet Lapointe, on account of his obligation of 20th November, 1868.....	\$100 00	
One year's interest on \$300 to 20th November, 1869	18 00	
	118 00	
		8,688 82
<i>Fines and Costs,</i>		
Amount received during the year 1869.....		10 00
<i>Poundage.</i>		
Amount collected during the year 1869		6,600 44
		19,240 08

A LE MOINE, Treasurer.

No. 30.

RETURN

To an Address of the HOUSE OF COMMONS, dated 28th February, 1870, For a list of all persons who have passed the examination required for employées in the Inland Revenue Department, under the Order in Council of 24th September, 1866, since 1st July, 1867, and a statement of the number of meetings of the Board since the former date, and dates of such meetings.

By command.

J. C. AIKENS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 8th March, 1870.

[In accordance with recommendation of Joint Committee on Printing, the above

Return is not printed.]

RETURN

To an Address of the HOUSE OF COMMONS, dated 23rd February, 1870, for Copies of all Orders in Council, and of all correspondence between the Imperial and Canadian Governments, and between the Canadian and Prince Edward Island Governments, and between the Governments of Canada and British Columbia touching the admission of Prince Edward Island or of British Columbia into the Union, and the terms of such admission.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, 7th March, 1870.

Earl Granville to Sir John Young.

[Canada,—No. 165.]

DOWNING STREET,

16th August, 1869.

No. 84, August 14th, 1869. SIR,—I transmit to you herewith a copy of a despatch I have addressed to the Governor of British Columbia, making known to him the views of Her Majesty's Government on the important question of the incorporation of that Colony with the Dominion of Canada.

I have so fully explained myself in that despatch that it is not necessary that I should do more than instruct you at once to lay a copy of it before your advisers.

I have, &c.,

(Signed,)

GRANVILLE.

Governor General

the Right Honorable Sir John Young, Bart., G.C.B.

Earl Granville to Governor Musgrave.

[British Columbia—No. 84.]

DOWNING STREET, 14th August, 1869.

SIR,—In my despatch of the 17th June, in which I communicated to you your appointment to the Government of British Columbia, I informed you that I should probably have occasion to address you on the question then in agitation of the Incorporation of that Colony with the Dominion of Canada. You are aware that Her Majesty's Government have hitherto

declined to entertain this question, mainly, because it could not arise practically till the Territory of the Hudson Bay Company was annexed to the Dominion, but also, perhaps, in the expectation that the public opinion of British Columbia might have opportunity to form and declare itself.

I have now to inform you that the terms on which Rupert's Land and the North-West Territory are to be united to Canada, have been agreed to by the parties concerned, and that the Queen will probably be advised, before long, to issue an Order in Council, which will incorporate in the Dominion of Canada the whole of the British Possessions on the North American Continent, except the then conterminous colony of British Columbia.

The question therefore presents itself, whether this single colony should be excluded from the great body politic which is thus forming itself.

On this question the colony itself does not appear to be unanimous. But as far as I can judge from the Despatches which have reached me, I should conjecture that the prevailing opinion was in favor of union. I have no hesitation in stating that such is also the opinion of Her Majesty's Government.

They believe that a legislature, selected from an extended area, and representing a diversity of interests, is likely to deal more comprehensively with large questions, more impartially with small questions, and more conclusively with both than is possible when controversies are carried on and decided upon in the comparatively narrow circle in which they arise. Questions of purely local interest will be more carefully and dispassionately considered when disengaged from the larger politics of the country, and at the same time will be more sagaciously considered by persons who have had this larger political education.

Finally, they anticipate that the interest of every Province of British North America will be more advanced by enabling the wealth, credit and intelligence of the whole to be brought to bear on every part, than by encouraging each in the contracted policy of taking care of itself, possibly, at the expense of its neighbour. Most especially is this true in the case of internal transit.

It is evident that the establishment of a British line of communication between the Atlantic and Pacific Oceans, is far more feasible by the operations of a single government, responsible for the progress of both shores of the Continent, than by a bargain negotiated between separate, perhaps in some respects rival governments and legislatures. The San Francisco of British North America would, under these circumstances, hold a greater commercial and political position than would be attainable by the capital of the isolated colony of British Columbia.

Her Majesty's Government are aware that the distance between Ottawa and Victoria presents a real difficulty in the way of immediate union. But that very difficulty will not be without its advantage, if it renders easy communication indispensable, and forces onwards the operations which are to complete it. In any case it is an understood inconvenience, and a diminishing one, and it appears far better to accept it as a temporary drawback on the advantages of union than to wait for those obstacles often more intractable which are sure to spring up after a neglected opportunity.

The constitutional connection of Her Majesty's Government with the colony of British Columbia is as yet, closer than with any other part of North America, and they are bound, on an occasion like the present, to give for the consideration of the community and the guidance of Her Majesty's servants, a more unreserved expression of their wishes and judgment than might be elsewhere fitting.

You will therefore give publicity to this despatch, a copy of which I have communicated to the Governor General of Canada, and you will hold yourself authorized either in communication with Sir John Young, or otherwise, to take such steps as you properly and constitutionally can, for promoting the favorable consideration of this question.

It will not escape you that in acquainting you with the general views of the Government, I have avoided all matters of detail, on which the wishes of the people and the Legislature will of course be declared in due time. I think it necessary however to observe that the constitution of British Columbia will oblige the Governor to enter personally upon many questions, as the condition of Indian tribes and the future

position of government servants with which, in the case of a negotiation between two responsible governments, he would not be bound to concern himself.

I have, &c.,

(Signed),

GRANVILLE.

Governor Musgrave,
&c., &c., &c.

GOVERNOR GENERAL'S OFFICE,

OTTAWA, March 3rd, 1870.

List Enclosed. SIR,—I have the honor to transmit herewith copies of correspondence on the subject of the union of Prince Edward Island and British Columbia with the Dominion of Canada, to be communicated to the House of Commons, in answer to the Address of the 23rd February, returned herewith.

I have the honor to be, Sir,

Your most obedient Servant,

The Honorable the Secretary of State
for Canada,
&c., &c., &c.

F. TURVILLE,

Governor's Secretary.

The Governor General to the Secretary of State (Colonies).

(Copy—No. 63.)

GOVERNMENT HOUSE,

OTTAWA, June 10th, 1869.

4th June, 1869. MY LORD,—I have the honor to forward herewith a copy of an approved Minute of the Privy Council of Canada, with reference to negotiations with the Government of Prince Edward Island, having in view the admission of that Colony into the Dominion of Canada. Notice has been given of the Resolutions to be discussed in Parliament in the course of the ensuing week, and they will, no doubt, be duly assented to.

I have, &c.

(Signed)

JOHN YOUNG.

The Right Honorable
The Earl Granville, K. G., &c., &c., &c.

The Secretary of State (Colonies) to the Governor General.

(Copy)—Canada—No. 133.

DOWNING STREET,

8th July, 1869.

SIR,—I have to acknowledge the receipt of your Despatch, No. 63, [of 10th June enclosing a copy of a Minute of the Privy Council of Canada, on the subject of negotiations with the Government of Prince Edward Island, with a view to the admission of that Colony into the Dominion.

I have, &c.,

(Signed),

GRANVILLE.

Governor General,
The Right Honorable Sir John Young,
Baronet, G.C.B., G.C.M.G., &c., &c., &c.

The Governor General to the Administrator of the Government of Prince Edward Island.

(Copy.)

GOVERNMENT HOUSE,

OTTAWA, 18th October, 1869.

No. 165, Aug. 16th. SIR,—I have the honor to enclose copies of two despatches which I
No. 177, Sep. 14th. have received from Earl Granville. You will, I am sure, concur with me
in thinking that your Government should be put in possession of the purport of these
communications, inasmuch as they convey, in earnest terms, the matured opinion of Her
Majesty's Government, in reference to the great scheme of confederation.

I have, &c.,

(Signed,)

JOHN YOUNG.

The Administrator of the Government
of Prince Edward Island, &c.

The Secretary of State (Colonies) to the Governor General.

(Copy).—CANADA, No. 177.

DOWNING STREET,

4th September, 1869.

SIR,—I have read, with much satisfaction, the speech with which you closed the late
Session of the Parliament of the Dominion of Canada, as well as the Resolutions of the
Parliament, authorizing your Government to enter into negotiations with the Government
of Prince Edward Island, with a view to the admission of that Colony into the Dominion.

I trust that, in settling the terms proposed as the basis of this arrangement, the
Government of the Dominion will deal liberally with the Island, and that the Govern-
ment of the Island will receive favourably such propositions, when made; as I believe it
is in the interest of the whole of the British North American Colonies that they should
be united under our Government, and Her Majesty's Government watch with much
interest the successive steps that are being taken towards the accomplishment of this
great end.

I have, &c.,

(Signed,)

GRANVILLE.

Governor General

The Rt.-Hon. Sir John Young, Bart.,
G.C.B., G.C.M.G., &c.

The Administrator of the Government, Prince Edward Island, to the Governor General.

(Copy.)

PRINCE EDWARD ISLAND, GOVERNMENT HOUSE,

25th October, 1869.

No. 165. SIR,—I have the honor to acknowledge the receipt of your despatch of
16th Aug. 1869. the 18th inst., addressed to the Lieutenant Governor, enclosing copies of two
No. 177. despatches received by you from Earl Granville, conveying "in earnest terms
4th Sept., 1869. the matured opinion of Her Majesty's Government in reference to the great scheme of con-
federation."

I concur with you in thinking that the government of this island, should be in possession
of their purport, and I will embrace the earliest opportunity of laying these important docu-
ments before them.

I have, &c.,

(Signed,)

R. HODGSON,
Administrator.

His Excellency

The Right Honorable Sir John Young, Bart.,
G.C.B., G.C.M.G., &c., &c., &c.

The Governor General to the Secretary of State (Colonies).

(Copy.)—No. 155.

GOVERNMENT HOUSE,

OTTAWA, 16th December, 1869.

Dec. 14th, 1869. MY LORD,—I have the honor to transmit herewith a copy of an approved Minute of the Privy Council on the subject of a political union of Prince Edward Island with the Dominion of Canada.

I have, &c.,

(Signed,)

JOHN YOUNG.

The Right Honorable

The Earl Granville, K.G., &c., &c., &c.

The Governor General to the Administrator of the Government of Prince Edward Island.

(Copy.)

GOVERNMENT HOUSE,

OTTAWA, 18th December, 1869.

Dec. 14, 1869. SIR,—I have the honor to transmit, herewith, for your information and that of your Government, a Copy of a Minute of the Privy Council of Canada, relating to the question of the Political Union of the Island of Prince Edward with the Dominion.

I have, &c.,

(Signed,)

JOHN YOUNG.

The Administrator of the Government, &c., &c., &c.,
Prince Edward Island.

The Administrator of the Government of Prince Edward Island to the Governor General.

(Copy.)

PRINCE EDWARD ISLAND, GOVERNMENT HOUSE,

30th December, 1869.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 18th instant, transmitting for my information and that of my Government, a Copy of a Minute of the Privy Council of Canada, relating to the question of a Political Union of this Island with the Dominion.

I have, &c.,

(Signed,)

ROBT. HODGSON,

Administrator.

His Excellency

The Right Honorable Sir John Young, Bart.,
G.C.B., G.C.M.G., &c., &c., &c.

The Secretary of State (Colonies) to the Governor General.

(Copy.)—Canada—No. 2.

DOWNING STREET,

January 3rd, 1870.

SIR,—Governor Musgrave informs me that he has forwarded to you a copy of his

Confidential Despatch of the 30th October last, No. 19, in answer to mine of the 14th August, with reference to the union of British Columbia with the Dominion.

I enclose, for your information, a copy of my reply to Mr. Musgrave.

I have, &c.,

(Signed,)

GRANVILLE.

Governor General,

The Right Honorable Sir John Young,
Baronet, G.C.B., G.C.M.G., &c., &c., &c.

Earl Granville to Governor Musgrave.

(Copy)—British Columbia—No. 113.

DOWNING STREET,

31st December, 1869.

SIR,—I have to acknowledge the receipt of your Despatch of the 30th of October last, No. 19, in answer to mine of the 14th August, No. 84, with reference to the union of British Columbia with the Dominion of Canada, a copy of which, for the reasons you have stated, you thought it best at once to make public.

I approve of your having published my Despatch, and I should wish you to use your own judgment respecting the mode and time of bringing the question before your Council; and not to suppose yourself bound to bring forward any formal proposal unless you think that by so doing you will promote the acceptance of the union.

I have forwarded a copy of this Despatch to Sir John Young, for his information.

I have, &c.

(Signed,)

GRANVILLE.

Governor Musgrave.

List of Despatches on the subject of Union with Prince Edward Island and British Columbia.

Sir J. Young to Earl Granville. No. 63. June 10th, 1869.

Earl Granville to Sir J. Young. No. 133. July 8th, 1869.

{ Sir J. Young to Admr. P. E. Island. 18th October, 1869. Forwarding. }
{ Earl Granville to Sir John Young. No. 165. August 16th, 1869. }
{ Earl Granville to Sir J. Young. No. 177. September 4th, 1869. }

Admr. P. E. Island to Sir J. Young. 25th October, 1869.

Sir J. Young to Earl Granville. No. 155. 16th December, 1869.

Sir J. Young to Admr. P. E. Island. 18th December, 1869.

Admr. P. E. Island to Sir J. Young. 30th December, 1869.

Earl Granville to Sir J. Young. No. 2. January 3rd, 1870.

Do do do do

Do do No. 9. January 10th. do.

Admr. P. E. Island to Sir J. Young. 7th February, 1870.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 4th June, 1869.

The Committee of Council have the honor to bring under the notice of Your Excellency the propriety of entering into negotiations with the Government of Prince Edward Island, having in view the admission of that Colony into the Dominion of Canada, and append, for Your Excellency's approval, the Draft of Resolutions, which they recommend should be submitted to the favorable consideration of Parliament.

"That it is expedient to authorize the Governor, by and with the advice of the Privy Council, to enter into such negotiations and to make such arrangements as he may deem expedient with the Government and Legislature of Prince Edward Island, with a view to the admission of that Colony into the Dominion, including in such arrangements provision for the acquisition of the disputed proprietary rights of the original grantees of the Crown of the lands in the said Island, for the purpose of effecting a commutation of tenure in favor of the tenants of such grantees on fair and liberal terms.

"That it is expedient to authorize the Governor in Council to make such fiscal arrangements as to him may seem requisite for the purposes mentioned in the next preceding Resolution, and to raise by loan, or otherwise, on such terms, for such period, at such rate of interest, with such sinking fund, and subject to such conditions as he may think advisable, such sum as he may find necessary for the said purposes; and that any such loan be a charge upon the Consolidated Revenue Fund of Canada.

"That all such arrangements shall be subject to the approval of Parliament."

Certified.

Wm. H. LEE,
Ck. P.C.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 14th December, 1869.

The Committee of Council have had under consideration a memorandum dated 11th December, 1869, from the Honorable Sir George Et. Cartier, and Messrs Tilley and Kenny, stating, that at the desire of their colleagues, they visited the Island of Prince Edward in August last, and having, while there, had the opportunity of discussing, informally, with members of the Government and other leading public men, the question of the political Union of the Island with the Dominion, and having in view of the importance of establishing a basis on which such Union can be effected, carefully considered the question under its financial aspect, they have come to the conclusion that the following proposals, which they submit for the concurrence of the Council, should form the financial basis of such Union, viz:—

1st. The Dominion Government will assume and defray all the charges for the following services, viz:—

A.—The salary of the Lieutenant Governor.

B.—The salaries of the Judges of the Supreme Court, and District or County Courts when established.

C.—The charges in respect of the Department of Customs.

D.—The Postal Department.

E.—The protection of the Fisheries.

F.—The provision for the Militia.

G.—The Light Houses, Shipwrecked Crews, Quarantine and Marine Hospitals.

H.—The Geological Survey.

I.—The Penitentiary.

J.—Efficient Steam Service for the conveyance of mails and passengers, to be established and maintained between the Island and the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway, and the railway system of the Dominion.

And such other charges as may be incident to and connected with the services, which by the B. N. A. Act, 1867, appertain to the General Government, and as are or may be allowed to the other Provinces.

2nd. Canada to be charged with the debts and liabilities of the Island, existing at the time of the Union.

3rd. That the Island not having incurred debts equal to those of the other Provinces, now constituting the Dominion, shall be entitled to receive, by half-yearly payments in advance, from the General Government, interest at the rate of five per cent per annum, on the difference between the actual amount of its indebtedness and the indebtedness per head of the population at which Nova Scotia and New Brunswick are now allowed in the Union, or the payment

of such difference in five per cent Government Bonds, payable in London, as the Island government may elect, taking the population of the Island in 1861 as the basis of the calculation.

4th. The Dominion Government to pay \$25,000 per annum to the Island to meet the expenses of the Local Government and Legislature.

5th. An annual payment to be made to the Island Government, equal to 80 cents per head of the population; to be augmented in proportion to the increase of the population, as may be shown by each decennial census, until the population amounts to 400,000, at which rate such grant shall thereafter remain, it being understood that the first census shall be taken in the year 1871.

They submit that much discontent has for many years existed amongst the inhabitants of the Island, arising from the fact that the lands of the colony had been granted by the Imperial Government, in large blocks, and chiefly to persons resident abroad, thus leaving the Government of the Island no lands, the proceeds of the sale of which could, as in the other British colonies, be appropriated towards local improvements and the maintenance of the Government.

That this discontent has been increased from the fact that many of the settlers in the Island can only obtain land on lease, instead of by purchase, as in the other British North American colonies.

That up to the present time the Island Government have failed to secure a consideration in lieu of the lands thus granted by the Crown, notwithstanding the efforts that have been by the Government and Legislature of the Island to remove the obstruction to the settlement of the colony, arising from this cause. There still remains about one-third of the Island owned by absentee proprietors, a very considerable portion of which is unoccupied, and in the condition of a wilderness.

That in the event of the Island becoming part of the Union, the Government of the Dominion will endeavour to secure for the Island, from the Imperial Government, fair compensation for the loss of Crown Lands. Should the Dominion Government fail in their efforts to secure such compensation, they will undertake to raise by loan, guaranteed by the Imperial Government, or upon their own securities, should such guarantee be refused, eight hundred thousand dollars (\$800,000), and pay the same to the Island Government as a compensation for the loss of such Crown lands.

This sum to be in addition to the other sums mentioned in the preceding proposals.

That the Dominion Government will also use their influence to secure such legislation as will enable the Government of the Island to purchase the land now held in large blocks, upon terms just and equitable to all parties concerned.

The Committee concur in the said memorandum, and submit the same for your Excellency's sanction.

Certified.

W. H. LEE,
Clerk, P. C.

(Copy.)

The Administrator of the Government of P. E. Island to the Governor General.

PRINCE EDWARD ISLAND.

GOVERNMENT HOUSE, 7th February, 1870.

SIR,—I have the honor to transmit to you, Copies of Resolutions adopted by the Executive Council of this Colony, on the question of Confederation with the Dominion Government, in answer to the terms offered by it, and forwarded by me to your Excellency.

2. You will perceive by these Resolutions that the Local Government, on their part, disapprove of the terms of Confederation offered by the Dominion Government. The Resolutions alluded to, consist of two series, the first adopted upon the 7th ultimo,

appeared to me too brief and general, to enable your Government clearly to comprehend the nature of their objections. I therefore, suggested the propriety of their entering into detail, and distinctly stating what these Resolutions meant, and what they required to induce them favourably to entertain and to recommend Confederation to their constituents, and the result has been the second series, handed to me on the 5th instant.

3. The Legislature is summoned for the despatch of business on the 3rd of March next, this session will terminate the political existence of the present General Assembly, and Confederation must inevitably engross their attention, when they meet in Session.

4. The question even now, is exciting great interest and strong feeling. An association has been formed in this City, denominated "the Union Association of P. E. Island," and although advocating Confederation with the Dominion, I am constrained Sent to Council, 18 Feb., 1870. to say, it does not deem the terms offered to this Island sufficiently liberal, to obtain the consent of its people to embrace it. I transmit herewith a printed copy of the Resolutions agreed to by the Association, and the tabular statistics to which they refer.

I have, &c,

(Signed),

R. HODGSON,

Administrator.

His Excellency

The Right Honorable Sir John Young, Baronet,
G.C.B., G.C.M.G., &c.

COUNCIL CHAMBER,

2nd February, 1870.

Resolved.—That His Honor the Administrator of the Government be respectfully requested to forward Copies of the accompanying Minutes to the Secretary of State for the Colonies, and to the Governor General of Canada, respectively.

Certified.

CHARLES DESBRIAY, A.C.E.C.

COUNCIL CHAMBER,

7th January, 1870.

(Copy.)

At a meeting of a Committee of Council.

The Committee having had under consideration the Report of a Committee of the Privy Council of Canada, wherein certain proposals for a Union of Prince Edward Island with the Dominion are set forth. *Resolve,* That inasmuch as said terms do not comprise a full and immediate settlement of the Land tenure and indemnity from the Imperial Government for loss of Territorial Revenue, the Committee of Council cannot recommend said terms to the consideration of their Constituents and the public.

(Signed,)

R. P. HAYTHORNE, *President.*
H. A. MACDONALD,
GEORGE W. HOWLAN,
H. J. CALLECK,
PETER SINCLAIR,
ALEXANDER LAIRD,
W. H. LORD,
BENJAMIN DAVIES.

(Copy.)

To His Honor Sir Robert Hodgson, Knight, Administrator of the Government, &c., &c., &c.

In Council.

Referring to the proposals for a Union of this Island with the Dominion of Canada, lately submitted to the Council by Your Honor's directions, and in conformity with the desire expressed by Your Honor, the Council proceeds to give a somewhat more detailed expression of their sentiments thereupon.

1st. In the short Minute of January seventh, the Council briefly expressed the

opinion, that inasmuch as the Dominion proposals did not provide for a settlement of the land tenures, and indemnity from the Imperial Government for loss of territorial revenue, they could not consent to recommend them to the consideration of their constituents.—It will now be expected that the grounds on which this conclusion was based should be stated.—Some may consider it a matter of indifference whether the money payment by which those questions must eventually be settled, be provided by the Dominion of Canada, or by Great Britain. But to accept the offer of eight hundred thousand dollars as a free gift from the Dominion, which would not establish this Colony in a position as regards land tenures and territorial revenues, similar to that occupied by the adjoining Provinces, yet the independence of the Island would thereby be compromised, and the Union question would be discussed and finally decided, not upon its intrinsic merits, but because it might become the means of settling the land question, which is of a totally different character. The Council feels it to be their imperative duty to express their conviction that no Union can prove successful and advantageous to the people of British North America, unless it be accomplished with the free and unbiassed consent and approval of the contracting parties. England's own experience of the rebellions, the seditions and the emigration which occurred during almost three-quarters of a century which followed the two unwelcome Unions of Scotland and Ireland with her, should warn her as well as the Dominion to pause ere they commit a similar error in North America; if, therefore, the duty of settling the land question should be assumed by the Dominion, the relations between her and the Island would be ill-adapted to elicit a genuine expression of opinion; they would, in fact, closely resemble those which have heretofore subsisted in certain British boroughs between candidates and a bribed constituency. Even if a Union could be effected on the terms proposed, it is obvious that the representatives of Prince Edward Island would occupy a very invidious position when voting in the Ottawa Parliament, more especially on questions involving the use of Dominion funds for the purpose of reconciling the objections of other Colonies to Confederation.

2nd. The Council does not admit that any responsibility, with reference to the land tenures (involving a free gift of money) properly attaches to the Dominion, but they indicate as one reason for the dislike to Confederation which so generally prevails, that the interests of the Island, with reference to Public Works, have been overlooked, inasmuch as the ninety-second clause of the North America Act defines Local Works to be such as do not connect one Province with another or others, and as the people of this Island, if united to the Dominion, would contribute largely, in proportion to their numbers, to the construction and maintenance of Public Works on the mainland, from the free use of which their insular position would debar them. It is therefore indispensable, if the Dominion Government desires to recommend the question of Union to the serious consideration of the people of Prince Edward Island, that the clause referred to should be declared not to apply to Public Works generally, in the Island, and particularly to a trunk line of railway, connecting the three principal outports with each other, and the capital, such a railway being urgently required.

3rd. One of the chief advantages which it was anticipated would result from Confederation, was that greater importance and attention would attach to representations coming from the Government or Parliament of the United Colonies. The Council feel most strongly that the land question of this Colony is just such a question as requires to be urged on the attention of the Imperial Government with all the power the general Government can command; they refrain from enlarging upon the evil consequences which have resulted from the lavish improvidence of the Imperial grants; it will suffice to observe that several favorable opportunities of settling the question have been neglected or declined: during many years, most, if not all, of the Townships might have been escheated; subsequently in 1860, the Royal Commission gave rise to sanguine hopes of a speedy and successful issue. At the Quebec Convention, a timely and unanimous remonstrance, and expression of opinion by the thirty-three delegates there assembled could not have been overlooked; recently, the sanction of the Secretary of State has been sought in vain to the introduction of a law which would compel proprietors to accept the just

value of their estates. The assistance of one Imperial guarantee for a loan to be applied in purchasing the remaining estates has been flatly refused; so lately as March, 1869, the Secretary of State, when the Council had expressed a hope "that His Lordship would be guided by a full consideration of the facts of the case, rather than by the forgone conclusions of his predecessors," replied, that "he was not prepared to enter on the consideration of a question with which, if such union were to ensue, the Imperial Government would probably cease to concern itself; the land question, therefore," His Lordship continues, "should be left, as far as possible, for the decision of those who, under the altered circumstances of the Island, would have to carry into effect any measures connected with it;" and recently, in his despatch to the Governor General, No. 177, September 4th, 1869, His Lordship expresses his trust "that the Government of the Dominion will deal liberally, as well as justly, with the Island."

The long-delayed settlement of the land question is thus made contingent upon the entrance of Prince Edward Island into the North American Confederation; and the Dominion, from whom the Island has received no injury, and to whom no purchase-moneys or rents of land have been paid, is required to assume a duty which, clearly, is not hers, but which, if just and liberal treatment, is a debt due the Island—as Earl Granville seems to imply—undoubtedly belongs to Imperial Britain.

The Council can only further express a hope that the Government and Parliament of the Dominion will adopt this questions as their own, and make such persistent and powerful representations thereon to the Imperial authorities, as may result in obtaining redress for this injured Colony.

Success would be productive of the best results—it would establish the prestige of the Dominion, cause a spontaneous, not an artificial, reaction of public opinion in Prince Edward Island; it would demonstrate that the power and influence predicated for the Government and Parliament of the united colonies were realities, and if union of any or all of the colonies now outside the Confederacy should ensue with their hearty goodwill and concurrence, there would then be good reason to expect that the nation thus formed would quickly consolidate into a formidable power, able to repel invasion and punish aggression. But Prince Edward Island is invited to join a Dominion not yet consolidated. Nova Scotia continues discontented, and evinces her dissatisfaction by sending a deputation from her Local Government to Washington. Newfoundland rejects the overtures of the Dominion, while the inhabitants of Red River Territory refuse to recognise her sovereignty; while it must also be borne in mind that this Island is governed by a constitution guaranteed by the Imperial Government; and by which the well-understood wishes of the colonists are expressed through their representatives in Parliament. The opinion of the people of this Island on the question of Union has been expressed by them in the most decisive language as opposed to any union with the Dominion. This opinion the Council has no reason to believe has been changed, and therefore conceive it is unnecessary for them to enter into any discussion of other details to which, they believe, many valid and serious objections are entertained.

Under these circumstances, the intimation conveyed by the Council in their short Minute, that the settlement of the land question must be a condition precedent to the discussion of a Union—is, in reality, only a prudent precaution on the part of a Government acting on behalf of a people now invited to perform the important and irretrievable public act of choosing their future national destiny.

(Signed,)

"

"

"

"

"

"

"

ROBERT P. HAYTHORNE, *President.*

W. H. LORD,

A. A. MACDONALD,

GEORGE W. HOWLAN,

H. J. CALLBECK,

ALEXANDER LAIRD,

BENJAMIN DAVIES,

PETER SINCLAIR.

Certified.

CHAS. DESBRISAY, A.C.E.C.